



# HOOSIERS IN FRONT

New Po

## LOCAL AUTOISTS RECOGNIZED

### Race of National Importance Is Planned by A. A. A. as Result of Local Agitation.

Indianapolis and the Hoosier State is in a fair way to become recognized as one of the leading commonwealths in the automobile industry as a result of the suggestion made by local auto men to Frederick H. Elliott, secretary of the American Automobile Association, during the visit of that dignitary of the automobile world to Indiana's capital, relative to a great road race next fall for American stock touring cars. This race is to be run, according to the embryonic plans, over the Vanderbilt Cup course on the Long Island Motor Parkway, immediately after the Vanderbilt Cup race.

Edgar Apperson of the Apperson Brothers of Kokomo and George A. Weldeley of the Premier Motor Company of this city have advocated this race for some time and are probably the real originators of the present movement, which will result in the execution of the contest. These two men will be added to the regular advisory board of engineers. This famous board of experts will meet at Indianapolis on April 13 to formulate the details.

#### General Plans Announced.

Secretary Hotchkiss of the A. A. A. has already announced the general plans.

It is stipulated that only stock touring cars will be eligible. They may be equipped with racing bodies, however. In the conditions the horse power will not be considered, the rules to be formed on the basis of the cubic contents of the cylinders, that is, making cylinder displacement the feature in determining the excellence of the machine. This is practically the method adopted this year for the German Emperor's cup race and for the Italian Florio cup competition next





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The race will be held as soon as possible after the running of the Vanderbilt Cup race. For the first day a run of from 150 to 200 miles is suggested as an elimination contest. The cars that come up to a required standard will then continue for probably two additional days, running at least 200 miles a day. The entry fee was fixed yesterday at \$1,000 a car, and only two cars can be entered by one maker. Three firms, makers of the Premier, Franklin and Apperson cars, it was announced, have already made application to enter two cars each as soon as the rules are ratified. The association, therefore, has \$6,000 in view with which to purchase the trophy and begin preliminary work, and it is predicted that from thirty to forty cars will ultimately be entered.

Jefferson De Mont Thompson, chairman of the Racing Board, will attend the meeting of engineers in Indianapolis next month. These engineers will discuss the technical problems of the case and suggest to the Racing Board a set of rules for the race. A committee of engineers will be appointed to pass upon the proper chassis and other mechanical requirements to establish the eligibility of the competing cars. This year's contest will be limited to American cars, and the suggestion was made that only American drivers be permitted to handle the machines.

#### Racing Helps Development.

Early racing contests had much to do with the rapid development of the motor car abroad, and brought about the practically general acceptance of certain un-



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However, the racing contests seem to have resolved themselves into purely an advertising scheme and a gamble for high stakes.

A contest should represent to the manufacturer not only an advertising proposition and carry with it due credit and notoriety, but at the same time results indicated by such a contest should have a decided bearing upon the maker's product in making certain determinations as the contest should really represent a testing ground.

With the wonderful opportunities which Europe offers for fast driving, and the demand for contest winners, though the car may be impracticable for service—wonderful speed merchants have developed, and a desire on the part of the manufacturers to produce a speed machine (called an automobile) which will outstrip all rivals, and unfortunately the practical conveyance (a real automobile) must suffer for the unsavory impression these monstrosities produce in certain quarters.

Under existing conditions, requiring special designing for racing cars, it is necessary for an institution, to successfully compete in the racing game, to maintain an organization to produce not only an abnormally powerful car but a car designed and worked out on lines which would not be best suited for the regular product. Such a department would probably employ the flower of an organization and seriously hamper the regular product, to say nothing of the expense incurred.

It seems that cylinder displacement is the most equitable basis for classifying motors, placing a limit on the cubic contents, the total cubic contents to be divided among the several cylinders, according to the number employed in the individual motor construction.

Of course with a motor of more than four cylinders, the total cubic contents being limited, it would necessitate smaller individual units.

To get the best value out of such an event the contestants should not only be limited in the total cubic contents of the motor, but should be required to enter a stock chassis. It would be possible for the representatives of the A. A. A. to pass upon the individual entries before they are accepted and see that the dimensions and specifications conform perfectly to those of the stock car. A fair comparison could then be drawn between the various makes and would also give to the contestants a thorough line on the strong and weak features of their regular product, and furthermore, would place the maker of the car in a position to insure the buying public that the results obtained in such a contest are a true and accurate basis on which the purchaser could de-

Clarence W. Stanley of Indianapolis, now in Europe, cablegrammed the Gibson Automobile Company an order for a 1907 model \$3,500 Marmon machine.

Joseph Rice of Attica, Ind., purchased a new Rambler of the Hearsy Vehicle Company last week. This is the third Rambler which Mr. Rice has purchased.

The Hearsy Vehicle Company up to last Monday had sold as many cars during the three months of 1907 as it did during the entire year of 1906. The only worry is the lack of cars to supply the demand.

Emil J. Buck, head of the White steam department of the Hearsy Vehicle Company, left Indianapolis for his home at Davenport, Ia., where he was married. Mr. and Mrs. Buck will return to Indianapolis to live.

W. C. Durborrow, an attorney of Williamsport, Ind., drove a new Model 21 Rambler to his home last Tuesday. Although a novice at automobiling Mr. Durborrow wrote the Hearsy Vehicle Company that he made the rip in record-breaking time.

The following people purchased Ford runabouts from the Gibson Automobile Company last week: Dr. J. E. Holland, Bloomington; Ray Foster, city; W. Widener, Richmond; Dr. C. Connor, Cannelton; W. M. White, Crawfordsville; L. S. Krieg, city; O. P. Campbell, Tipton; R. R. James, city; O. E. Davis, Winchester; Dr. Ed Cox, Kokomo.

## With the Amateurs.

All members and players of the City League are requested to be present at the Marion Club Tuesday evening, April 9, at 7:30.

The Washingtons desire to arrange a game Sunday afternoon, April 14, with the Tuxedos preferred. Call old phone Woodruff 2300.

The Brightwood Imperials have organized for the season and wish games with any amateur team in the city or State. Call old phone Woodruff 986.

The Martinsville baseball team desires to communicate with some first-class players in regard to positions. Several good men have already been obtained.

St. Patrick's School team swamped the No. 7 School nine yesterday, 40 to 15. Batteries—St. Patricks, Miller and Phillips; No. 7, Crawford and Soin.

School No. 20 forfeited a game to the No. 13 team yesterday. The latter team is anxious to secure contests with any 13-year-old aggregation in the city.

Bachelors won from the Millersville team yesterday by a score of 9 to 8. The Bachelors

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The total cubic contents of cylinders and performance should be the basis for awards. The rules and regulations of this contest to be determined by the A. A. A. Racing Board and a committee of engineers appointed for the purpose.

The proposed plan in connection with the stock-chassis speed-endurance contests is one which will automatically establish a basis of equity and should make possible the drawing of comparisons which will determine the merit of the detail construction employed by individual designers, and the probable good results obtained from certain sizes of motors and forms of construction.

The Gibson Company sold Henry Billman of Shelbyville a \$2,500 Marmon.

Ora Overleaf of Lebanon has bought a Jewel runabout of the Hearsey Company.

Dr. Robert Long of Indianapolis purchased a Premier roadster from the Gibson Company last week.

Mark N. Gross of Evansville, while in the city last week, ordered a Premier roadster from the Gibson Company.

Miss Mina Staehle of Indianapolis purchased an electric runabout last week from the Hearsey Vehicle Company.

N. A. Moore, local wholesale groceryman, bought a 1907 model delivery wagon from the Gibson Automobile Company.

The city of Indianapolis was one of the buyers of the Hearsey Vehicle Company

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Bachelors won from the Millersville team yesterday by a score of 9 to 8. The Bachelors want games with any 16-year-old team in the city. Call Old phone, Woodruff 715.

The Jenney Electric Company team defeated the Silent Hoosiers yesterday, 11 to 7 in a fast game. Batteries—Jenneys, Ratcliffe and Spilman; Silent Hoosiers, Spitzfaden and Brown.

The manager of the Northwesterns is desirous of booking games with any fast team in the city or State. Address H. H. Sobbe, 359 West Sixteenth street, Indianapolis, Ind. Would like to book game for April 21.

St. Anthony Reserves defeated the Bulldogs yesterday, 22 to 4. Features were the pitching of McCarty and the batting of Hanlon. The St. Anthony Reserves desire games with any 13-year-old team in the city. Address McCarty, 27 Mount street, or call Old phone, Main 2020.

R.H.E.  
William Henrey's Reserves..... 4 5 6  
Mertzer Specials ..... 5 1 7

Batteries—Haster and Fisher; Coochman and Hand.

The Mertzers want games. Address 461 West Washington street or phone 1099; Indianapolis Reserves preferred.

The Lauck Reserves have organized. The players are Smart, Davis, Koesters, Hermann, Thomson, Lauck, Ike Lauck, Frank Lauck, Johannes Groenert, Weber, Brennan and Hahn. In two seasons the team has lost only ten games. Eighteen-year-old teams desiring games address Frank Lauck, 1004 South Meridian street, or call old Prospect 808 or New, 2660.

The Imperial baseball team wishes to hear from the managers of the following teams: Philadelphia, Morristown, Fairland, Lawrence, Ingalls and all State amateur teams. City nines will also be given games. The manager of the Easterns is requested to call up 1973. New phone, either at noon or at 4 p. m., and any team wishing games will call up this number or address 605 Main street.

enter teams for the Philadelphia in the history year's team in the East champions. In 1902 the back the h Park's all-Tom Hamm in 1904 Hy Wendell P dentally set Wendell P ites are no plonship be

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