

LOCAL AUTO CLUB IS MAKING BIG STRIDES

Sealed-Bonnet Run but One Event
Which Shows Progress of In-
dianapolis Association.

LIVELY INTEREST IS SHOWN

Endurance Struggle Planned for
May 20 Promises to Be a
Severe Test.

The Indianapolis Automobile Trade Association is rapidly developing into the strong organization that its promoters last year hoped it would prove. The club has nearly averted total destruction a number of times but that is the fate of every new organization and after it surmounts the obstacles which beset its path early in its history it is ready for speedy development.

The sealed-bonnet endurance contest, which is to be held on May 20, by the I. A. T. A., is but one of the movements put on foot recently which shows the progress and increasing strength of the organization. The club in the past has been successful in various undertakings, but the only thing that kept these contests from being failures was the work of a very few enthusiasts.

The situation is somewhat changed now. Instead of sitting back and letting a small number of workers save the name of the club there is being evinced a more general interest in all the movements of the organization.

Endurance Run Arouses Interest.

The sealed bonnet run has aroused unusual enthusiasm among the members

Tips for Autoists.

Arthur Gillette of this city has just placed an order with the Gibson Automobile Company for a Premier roadster.

B. W. Twyman of the Gibson Automobile Company has been in Detroit the last week urging faster shipments of Ford cars for his house.

The Gibson Automobile Company delivered Ford roadsters to the following during the week: Dr. J. L. Halday, Fortville; Samuel Robinson, Salem; M. Beasley, Mitchell.

The Gibson Automobile Company has received an order from William H. Whitney of Honolulu, Hawaii, for an Imperial magneto to be placed on a Ford car. Whitney is connected with the attorney general's office in Honolulu and writes that there are a great many Fords in use in Hawaii.

Although the Reagan Motor Car Company has been handling the Haynes line only a few months, they now have a very creditable showing of Haynes cars in the city. In fact the company's allotment of the \$3,000 Model W touring cars has been entirely disposed of and but a few remain of the Model S roadster.

During the next two months there will be a great deal of discussion of the Glidden tour, only broken by the temporary lapses into talk of traffic meets, club runs and hill-climbs. These are scheduled for Baltimore, Wilkesbarre, Indianapolis, Chicago, Detroit, Cleveland, Harrisburg, Philadelphia, Norristown, Newark, Hartford, Worcester and Albany.

tertained by only a few members, who were deemed very visionary by some who thought themselves so practical. But why not?

A glance through any magazine devoted to the interest of the auto makers and owners shows cities of not near the importance in the auto world as Indianapolis with large organizations that have realized these dreams long ago. What has been done in other places can be done here, and the tradesmen are gradually realizing that it can be done.

Many Excellent Roads.

Indianapolis has a number of excellent roads leading out of it. Start in any direction and you can find a good highway fit for travel at all times of the year. There is enough natural scenery around the city to make it a haven for the owners of cars big and little. The city will support a big club, and in time will have one.

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Endurance Run Arouses Interest.

The sealed bonnet run has aroused unusual enthusiasm among the members of the association and this fact alone promises to make the endurance contest one long to be remembered in the annals of Indianapolis automobile industry. The city has become a great center for the manufacture of machines and supplies and there is no reason why the Indianapolis Automobile Trade Association should not prove as strong an organization as kindred clubs in other cities.

The trouble seems to have been that every member of the club was busy with his own affairs—trying so hard to meet the demands of his customers—that he refused to take time from his work to lend a shoulder to the task of developing the club. It has become more evident now that the organization will prove a big investment in the long run and the dealers are getting together.

An organization powerful enough to exert influence in the development of the state's roads, the passage of sane laws regarding automobilists, an organization with a big clubhouse, an active membership, doing much for the business and having an enjoyable time socially—all of that has been a dream that has been en-

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The sealed-bonnet endurance event will be over a course of between 140 and 160 miles. It will be a triangular course and Indianapolis will be one of the points. In order that the contest may not be of harm to any one nor cause any criticism it has been decided that the speed limit will be set so that no machine will have to go faster than the law allows.

It will be a real test and the car that wins will have something to boast of. Observers appointed by rival concerns will ride in cars and will make detailed reports of the repairs that are made en route. These observers will turn over their statements to the judges, who will make the awards.

The rules have been made so that out-of-town manufacturers entering machines will not be at a disadvantage. It is felt that the regulations will be such that there will be no possibility of confusion, disagreement or trouble of any kind.

It is intended to be a severe test of the machines—a test that will show each manufacturer where he may improve his car and one that will give the public a hint as to where he wants to go for his machine, whatever type or size or weight he wants, for the contest will be divided into three classes according to weight.

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