

CONTESTS DO MUCH FOR AUTO INDUSTRY

Endurance Run of Local Association Shows What Such Events Do for the Trade.

RECENT STRUGGLE SUCCESS

Rigid Tests of Cars Gives Manufacturers and Buyers Good Line on Machines.

The local endurance run can not be pronounced other than an unqualified success, and the results are very instructive and teach many valuable lessons. Such results as these stamp the automobile as a developed and dependable article, and show conclusively that the industry has entirely passed from the so-called experimental stage.

No doubt some changes and improvement in detail will characterize the succeeding years' models, but it is safe to predict that the fundamental principles have been well worked out and that they will stand the test of time.

When we reflect and see that there was no established automobile business seven years ago, and recall the troublesome experiments which the product of the first four years brought forth, we marvel to note the perfection of the article and the magnitude of the business.

Contests Have Done Wonders.

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LIKE LONG ISL

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Contests can be made a frolic and prove expensive and disastrous. Most rules today do not require a speed greater than is legal, and the successful competitor or successful driver on the road is the one who, after determining the proper speed, drives as good judgment dictates at a reasonable and considerate speed.

It is generally said to be the reckless driver who tries to make unnecessary speed who usually drops by the wayside, suffers penalties and often wrecks cars and show lack of consideration for the horse-drawn vehicle, which is no doubt largely responsible for the prejudice existing in some quarters against the automobile.

If the driver could but realize that finishing on time and in good condition is what reflects credit, cars would no doubt suffer less and also those who may chance to be on the highway for other reasons. Such results, as those obtained in this contest would have been impossible three or four years ago, which is sufficient proof of the high-class and thoroughly good cars being built today.

The road scores averaged high and the number of sea's broken was few, which indicates that the cars required but little work on them, and that such cases were rare. Bent axles, etc., indicate weakness or reckless driving. The penalties were for the most part due to minor loose parts, such as affected but little the going of the car. Such events, however, reveal these minor weaknesses and their elimination means greater freedom from annoyance.

It was surprising to see the seeming good feeling of the drivers of horses. They seemed quite disposed to give half of the road in most every instance, and the old ill feeling seems to be passing away fast.

The Indianapolis Auto Trade Association may properly feel that the affair was a creditable one, and should meet with liberal indorsement next year. Wisdom was shown in selecting as a technical committee three representative men from three of the local factories—G. A. Weidely, Premier, chairman; Howard Marmon, Nordyke & Marmon; W. G. Wall, National Motor Vehicle Company.

Their work seemed thorough and their rulings have been accepted without question, and with entire satisfaction by the contestants.

PREPARE FOR HILL CLIMB.

WILKESBARRE, Pa., May 23. — The Wilkesbarre Automobile Club intends to

LIKE LONG ISLAND

AUTOS MAY YET RACE THERE

Latest Developments in Vanderbilt Cup Event Show It May Be Held Near New York.

NEW YORK, May 23.—Recent developments make it appear that the Vanderbilt cup race of 1908 will be held on a Long Island course which is already under consideration. Those in charge of the event desire to hold the blue ribbon auto Derby of America near this city if possible. There appears to be little difficulty in securing a suitable course on Long Island so far as the actual roadbed is concerned.

It is the difficulty of adequately policing the circuit which has to be overcome. After the trying experience during the race two years ago William K. Vanderbilt, the donor of the trophy, and the other gentlemen in charge of the event stated emphatically that no more races would be held unless upon a private course or upon roads guarded by the state militia. The refusal of Governor Hughes to permit the use of the state soldiery for any such purpose and the inability of the promoters to complete the Long Island parkway in time for the big race this fall was a severe setback to the committee in charge of the 1908 event. Several offers from other sections of the country, notably Savannah and St. Louis, have been in the hands of the committee for some time, and despite the efforts of those who desire to see the auto race held in a section other than that near New York, no definite announcement has been made favorable to the Southern or Western circuits.

Connecticut Out of It.

A Connecticut course is apparently out of the question, since it was discovered that the Nutmeg state's statutes forbid use of the public highways for speeding or for contests for prizes or to settle

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