

ROUTE FOR BIG AUTO CONTEST GIVEN OUT

Trade Association Completes
Plans for Endurance Run on
Wednesday.

IS REAL SEALED-BONNET TEST

Course Is About 150 Miles Long,
With Checking Stations at An-
derson and Newcastle.

Final preparations have been made for the first annual "sealed bonnet" contest of the Indianapolis Automobile Trade Association, to be held May 20. The work has been taken care of by two competent committees. The general contest committee, consisting of George A. Widely, Frank Staley, Frank Moore, A. E. Vinton, Paul Smith and P. D. Stubbs, having charge of the run in a general way, but the rules and all technical matters have been taken care of by George A. Widely, Howard Marmon and W. H. Wall.

The entry blanks are now in the hands of all the members of the association, and entries are coming in very rapidly. It is already obvious that at least thirty cars will be in the run, and possibly quite a few more.

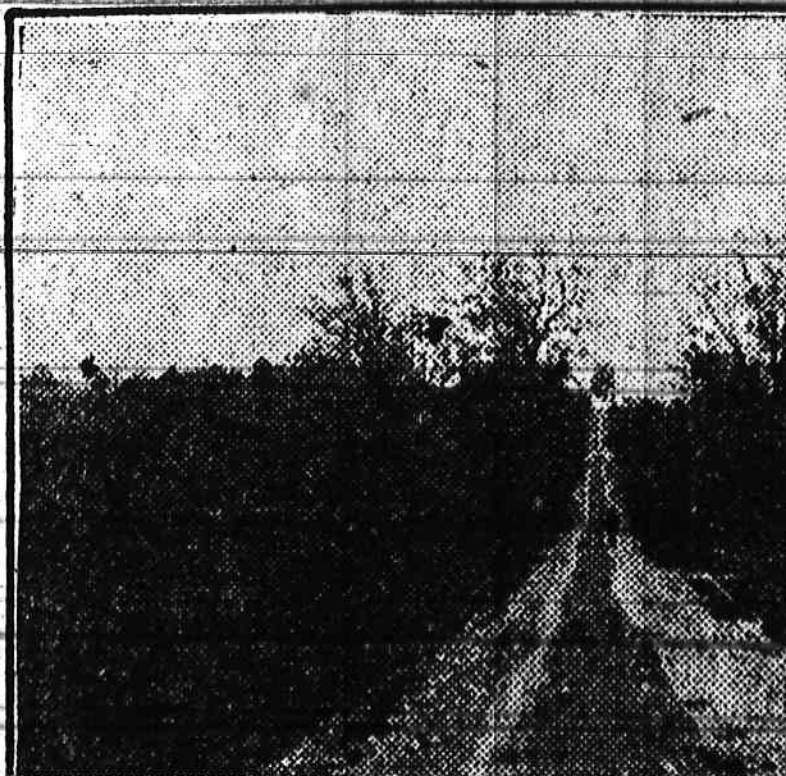
Entries close on Monday evening at 6 o'clock and all cars must be delivered to the technical committee for sealing up at 1 p. m. on Tuesday. The cars will be parked in the open in University Square and will remain there throughout Tuesday night, the contestants leaving University Square on Wednesday morning.

Entries in Three Classes.

Scenes Along Ro



LEAVING NOBLESVILLE
FOR PENDLETON.



Entries In Three Classes.

The entries have been divided into three classes.

Class "A" for 1907-1908 stock touring cars, runabouts or roadsters catalogued at \$2,500 or over.

Class "B" for 1907-1908 stock touring cars, runabouts or roadsters, catalogued at \$1,500 to \$2,500.

Class "C," for stock touring cars, runabouts or roadsters (1907-1908), catalogued under \$1,500.

The average speed that the cars in the various classes have to make is 18-16-14 miles per hour respectively. This speed has been determined by the ordinances governing the various places to be passed through, and the cars in class "A," which have to make an average of eighteen miles per hour will not find it necessary to exceed the speed ordinance during the entire run. The smaller cars, with their average of sixteen to fourteen miles per hour, will be well within the speed laws.

The route to be followed has been well chosen. It is roughly 150 miles and is triangular in shape, the start and the finish both being in Indianapolis. The cars will leave Indianapolis via Vermont street and Capitol avenue at Thirty-eighth street, will then cross over to Illinois and go straight on to Westfield. From there on the following points will be touched: Noblesville, Pendleton to Anderson, which will be the first control.

Must Keep Up to Schedule.

The contesting cars must arrive at the controls on schedule time, which will be given to each driver at the start and in each schedule, there is a lee-way of ten minutes, which will give the drivers time to make any tire changes or repairs.

From Anderson the cars will proceed to Muncie and on from there to Newcastle, which will be the second control. From Newcastle the cars will return to Indianapolis via Dunreith.

The course has been gone over during the past week by the contest committee and fully mapped out and on Wednesday the contestants will be preceded by two cars carrying confetti and all turnings, cross roads, etc., will be plainly marked by these pilots.

It is estimated that the first car back to Indianapolis will reach this city between 4 and 5 o'clock. The course embraces almost every kind of going. Be-

**ONE OF THE HILLS
NEAR NEWCASTLE.**

tween Muncie and Newcastle there will be quite a little hill climbing to be done, but in the main the going is good and fairly level. There are enough bad stretches of road, however, to make the course a thorough test, and yet there is sufficient amount of good road to prevent unduly straining the cars.

Must Follow Pacemaker.

In addition to the confetti cars, there will be a pacemaker, which no contestant must pass unless the pacemaker is in trouble.

The technical committee will seal all cars on Tuesday afternoon. This will be done very carefully and very thoroughly. Crank cases, sod pans, bonnet, batteries, coils, tool boxes, transmission covers, differential housings, hub caps, etc., will all be sealed and a penalty will be incurred whenever a seal is broken, and an additional penalty if the part on which the seal has been broken has to be touched a second time.

In addition to this, there will be a penalty incurred for the length of time occupied in making the adjustments and repairs with the exception of tire repairs. Speedometers, weed chains and tops will be treated the same as tires, that is to say, if any adjustments have to be made, no penalty will be incurred.

All tools will be carried by the observers, who will keep a record of the number of tools required and their type. This will also be taken into account when making the awards. Each entrant will be required to nominate an observer who will go on some other car. The observer must be a driver or an owner of a car and must be fully competent of making exhaustive reports to the technical committee and judges.

On the return of the cars they will be immediately handed in to the technical committee, which will have them run a

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On the return of the cars they will be immediately handed in to the technical committee, which will have them run a

short distance for the purpose of seeing in what shape the engines are. The cars will then be examined to see if the seals have been broken and to see that all bolts, etc., are tight and that the car is in first-class condition.

That the contest will prove of extraordinary interest throughout the state is beyond question. The contest is to be a thorough one, and the technical committee in charge is one of the most efficient obtainable. All three of the gentlemen named are expert mechanics and are also very familiar with road conditions. They will make their reports to the board of judges, consisting of Lew Wainwright, H. T. Hibben and W. E. Johnston, who will make the final awards.

Among the interesting entrants is that of a twelve-passenger bus of the Philadelphia Motor Car Company, which will carry representatives of the press. Several official cars will accompany the contestants, in which the members of the various committees will ride.

Cars to Carry Name.

Checkers have been appointed at both Anderson and Newcastle, and arrangements made at these points for a large supply of gasoline, oil, etc. Each car will carry two pennants, with its name, and in addition will carry large numbers, as is usual in such contests.

The start, as stated above, will be made at 7 o'clock on Wednesday morning and will certainly be a very interesting sight and the finish even more so. It is believed that every car will finish the course before 6 o'clock unless something untoward happens, but this does not mean that all cars will achieve a perfect score, as the machines will be thoroughly and expertly examined and penalties will be incurred for every defect however small which is found.