

BANNER YEAR EXPECTED

AUTO CLUBMEN OPTIMISTIC

WITH NEARLY 10,000 MACHINES IN THE STATE, INDIANA AUTOMOBILE ASSOCIATION LOOKS FOR LARGER MEMBERSHIP.

Indiana is on the threshold of the banner automobile year, from the viewpoints of industry, pleasure and racing. The half dozen or more big factories in the state are preparing for an increased output; the business revival that is following closely upon the advent of 1909 renders certain more sales of business and pleasure motor vehicles; and the launching of the \$200,000 five-mile motor speedway project will bring racing events of international importance to Indianapolis.

According to records in the office of the secretary of state licenses have been issued for 8,800 motor cars of various types in all of the ninety-two counties in Indiana. This list dates from 1905, when a new law of registration went into effect. It is rapidly increasing, and it is anticipated that before the driving season has been fully opened state permits will have been issued for more than 10,000 machines. Cars engaged from local dealers alone, which will not be delivered for some time, if counted in the aggregate, would bring the total up to that number without doubt.

The Indiana Automobile Association at present has less than 1,000 members. Many of these have been gained within the last few months. A concerted effort is being made by the motor enthusiasts to increase the rolls. With the steadily increasing interest that the public is evidencing in automobiles, not necessarily from pleasure, but from rigid business economy as well, it is anticipated that before the year is concluded the membership will have been increased several fold.

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Office



H. O. SMITH



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A set of rules has been prepared for all touring contests. There also is being prepared a set of rules for all hill climbs and others for races, so that, according to the plan as outlined, all tours, hill climbs or races will be relative in their value, according to the distance run. A national organization official will supervise the various contests and see that the

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Local Association Officers.

The officers of the local association are: H. O. Smith of the Premier Company, president; Will H. Brown of the Overland, vice president; H. H. Rice of the Waverly, secretary; Frank L. Moore of Fisher's garage, treasurer. Mr. Smith is also a member of the executive committee of the American Automobile Association.

The state motor body is affiliated with the American Automobile Association, which is national in its scope. The A. A. A. is the head organization, connecting with the local clubs in the various states by the state associations, and has between 20,000 and 25,000 members. These are scattered in New York, Massachusetts, New Jersey, Illinois, Ohio, Minnesota, Connecticut, Pennsylvania, Maryland, Kentucky, Indiana, Michigan, Colorado, Rhode Island, Wisconsin, California, northern and southern districts, Virginia, West Virginia, Hawaii, District of Columbia, Delaware, Vermont and others.

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Work of Local Club.

The work of the local club is a duplicate of that of most other clubs included within the A. A. A. The Automobile Club of Indianapolis was one of the most active in the country six or seven years ago, but this interest waned temporarily. Of late the motorists have felt the necessity and value of an organization to further their plans, carry on contests and attempt to see that the motorist is treated fairly on the road and elsewhere, and, on the other hand, that indiscreet and thoughtless action on the part of the motorist is condemned and steps taken to check such actions. Included in the work of the local organization will be that of preparing maps, giving touring routes and also the posting of the roads marking various routes. In all this it will be collaborated with by the A. A. A. and in turn receive corresponding data from every other state in the organization.

The project of the Indianapolis Motor Speedway Company to build a five-mile track with banked turns for motor cars is attracting attention from New York to San Francisco. The sporting papers of the city, which already has a reputation for a Western sister city of Philadelphia, are being the first that a smaller town and the "big city" at that, should build such a track.

As the track will be the only one of its kind in the city, it is expected that it will be a great success. The track will be built on the site of the old fair grounds, and will be a great asset to the city.

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(northern and southern districts), Vir-
ginia, West Virginia, Hawaii, District of
Columbia, Delaware, Vermont and Okla-
homa.

The Indiana Automobile Association, as
an integral part of the American Auto-
mobile Association, is carrying on a good
work in trying to encourage uniform laws
governing automobiles throughout the
country, laws which will be sufficiently
rigid to protect other persons who have
equal rights on the road, but at the same
time give to the automobilist reasonable
recognition.

The A. A. A. also is operating a touring
board, arranging tours and mapping out
routes in various parts of the country.
Efforts are not confined to any particular
section, and while the chairman of the
board of the A. A. A. looks after one dis-

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San Francisco. The sporting papers of
St. Louis, which already has a track
creditable for a Western sister city of
the somnolent Philadelphia, are bewailing
the fact that a smaller town, and in the
"literary belt" at that, should build one of
the choicest tracks in the country.

As the track will be the only speedway
and racing course in the world where
occupants of the grand stand and other
spectators can see the cars at their high-
est speed and at the same time see the
curves made and both the start and finish
of the event, it is expected that con-
tests usually captured by larger towns
will be brought to Indianapolis. For this
reason local enthusiasts are working to
hasten the project.

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mobile Show and the opening of the driv-

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