

as yet pulled off.

The contestants will leave Indianapolis early Thursday morning, Oct. 1, and will, in all probability, run down to French Lick by way of Franklin, Columbus, Seymour, Mitchell, Orleans and Paoli, spending the night at French Lick and returning on Friday, Oct. 2, by way of Bloomington and Martinsville.

The special committee has again been fortunate enough to secure the services of George Weidley of the Premier Motor Company, W. G. Wall of the National Motor Company and Howard Marmon of Nordyke & Marmon as a technical committee. This committee will draw up the rules and will make several trips over the proposed course, drawing up a route book for the guidance of the contesting cars and, in fact, take full charge of all of the arrangements of the run.

Wainwright Will Referee.

Lew Wainwright has agreed to act as referee, and the reports of the technical committee, after the examination of the cars at the close of the run, will be submitted to Mr. Wainwright, whose decision will be absolutely final.

Thirty-seven cars took part in the last contest held by the association, and it is already evident that this number will be exceeded in the forthcoming contest. The route is probably the most interesting and the most strenuous that the State of Indiana affords, and a great deal of enthusiasm is already being exhibited in the towns along the line, Mr. Stubbs, secretary of the association, having already received three offers from small towns to supply the contestants with free lunches and drink.

Entry blanks are being prepared and the American Automobile Association has been written asking that it give the contest its official sanction. Many of the local cars that took part in the Glidden tour will also participate in this run, notably the Premier, Overland and Marmon cars.

To prevent speeding along the course, it is probable that similar rules to those used in the last Eastern contest will be adopted. Roughly, they are as follows:

Contesting cars are allowed so much time to make the total run and are not permitted to arrive at the checking station ahead of time, and must keep their cars moving all the time. This means that if a car is driven beyond a reasonable rate of speed in the early part of the contest, the driver will have to make the latter part of the run at a very low speed and probably on his first gear.

The cars entering the last run given by the association had to make an average speed of fourteen, sixteen and eighteen miles respectively, according to the size and price of the car. It was found, however, that every machine entered had considerable time to spare and these averages will be raised to sixteen, eighteen and twenty, and a special class for the cars of the buggy type will probably be arranged for.

RACE WINNING FAME

COURSE AN IDEAL ONE

ELEVEN MILES OF LONG ISLAND MOTOR PARKWAY WILL BE READY FOR ELIMINATION TRIALS EARLY IN OCTOBER.

While the fame of the William K. Vanderbilt Jr. Cup race is probably greater than that of any of the automobile races of Europe, with the possible exception of the Grand Prix, very little is yet known about the new cement course on Long Island, over which the 1908 race is to be run Oct. 24.

It is very fitting that the big American motor classic should now come into what might be termed its permanent course on historic and picturesque Long Island, over the public roads of which it has been run three times. Eleven miles of the Long Island motor parkway, headed by William K. Vanderbilt Jr., donor of the cup, will be completed early in October for elimination trials of the American cars which are going to try for the cup. This eleven miles is not sufficient for the entire course, but it is situated on the great plateaus of the famous Hempstead Plains, which are crossed by many public highways, with surfaces almost as level as that of the cement parkway itself.

Through the co-operation of the supervisors of Nassau County the Vanderbilt Cup Commission has been given permission to use fourteen miles of these excellent county and state roads which, joined to the parkway at either end, make an ideal triangular race course of about 25.4 miles.

Grandstand Reached by Train.

The race will start as usual, soon after daylight and the grand stand, which is to be located on a portion of the new cement way where the spectators are afforded the finest view of the cement course, will be reached directly by special trains on the Long Island Railroad. A branch of this road runs directly from Long Island City to Garden City, which is about four miles west of the beginning of the course. Although the regular trains do not run below Garden City at present the tracks are in good repair as far as Bethpage, which is the eastern terminus of the parkway, and

The picturesque Long Island will fourth annual race Vanderbilt Jr. cup fitting that this what might well next home. Eleven so constructed rounded curves a ings, that the car going at full speed reach the grand morning.

NEW FIRM

WILL SELL

COMPANY IS AL AND WILL MA ARD OF QU DEP

Clarence Stanley received his 1903 car, delivered by of Willis-Haywood

This is the first an Indiana house, many Packard over the city and state Packard has just C. Dickson of In

The Willis-Haywood which has just occupy the com vacated by the F North Illinois st Miner E. Haywood motorists who had garage, having fled with that co Haywood has be ous large factor the first batch o bles when they old foundry.

The other mer pany are J. I. H comb Manufactur Holcomb, formerly company.

Salesroom

In closing their ard people they of quality, which tained in every

had considerable time to spare and these averages will be raised to sixteen, eighteen and twenty, and a special class for the cars of the buggy type will probably be arranged for. The cars in this class will only have to show an average of fourteen miles per hour.

Association Working Hard.

The association is taking hold of the proposed contest very thoroughly and it will unquestionably be the most important automobile event ever held in Hoosierdom.

A special general meeting of the association will be called within the course of the next ten days to once again consider the advisability of amalgamating with the Indiana Automobile Club. The club for the last few months has been in a comatose condition, but the work done by the association has been the means of reviving and stimulating an interest in automobile sports among the private automobile owners of the city, and there is every reason to believe that Indianapolis will soon have an organization which will embrace, owner, dealer and manufacturer in very much the same way as the Chicago Motor Club, which is probably the most successful organization of its kind in the world.

The work done by the association since its formation last month has been productive of fine results, and the secretary has received letters from very many important Eastern towns asking for copies of bylaws and suggestions for the formation of similar organizations. The various trade papers throughout the country have also written some very flattering editorials on the work done in Indianapolis, and surprise has been expressed that with such promising material at hand no organization had been established before.

The Regal Car Has Arrived

The best five-passenger 30 h. p. touring car on the market. Why pay \$1,500 to \$2,500 for a car when you can buy the Regal for

\$1,250

Will climb any hill that any car will and is guaranteed 102-inch wheel base, six-roomy body, complete in every respect. Outside agents wanted. We will show you.

Indiana Carriage Co.
22-23 N. Capitol Ave.

Although the regular trains do not run below Garden City at present the tracks are in good repair as far as Bethpage, which is the eastern terminus of the parkway, and the railroad company proposes to run side-tracks to the rear of the grand stand. It may be possible for visitors to the race from a long distance to take a sleeping car at Long Island City on the night preceding the race and remain in it on the grand stand side tracks until the racing cars are called to the line at daylight.

Never before have such complete arrangements been made for the accommodation of visitors to an automobile race. There will be eleven miles of elegant parking space on either side of the cement way, under the control of the Vanderbilt Cup Commission. Heavy steel wire fences will line the parkway from beginning to end, so it will be impossible for cars to pack at any particular spot. They will be admitted at the Whadeneck avenue entrance, which is the eastern entrance and beginning of the parkway, and lined single file, in accordance with the official parking space diagrams.

Full Speed at Crossings.

The cement portion of the new Vanderbilt cup course will be twenty-eight feet wide, crossing all intersecting railroads and highways overhead by cement viaducts, now in course of construction. These viaducts and bridges are the most expensive portions of the new motor highway. They must be fully twenty feet above the level of the intersecting dirt and railroads. The approaches must be tapered down so that the racing cars can take them at full speed. All of the turns on the cement highway are symmetrically rounded and banked, permitting a maintenance of the same speed which the cars attain on the level stretches.

After leaving the grand stand the racers will have a very fast run over the cement for six or eight miles eastward to Bethpage, where the parkway joins what is known as the round swamp road, which runs north on a slight grade to the beginning of the Plainview road. Following this road the car continues on north to its intersection with an extension of the Jericho turnpike. At this point the course bends directly west, around what has been dubbed the "flat-iron turn." From there the new course is over the old Jericho road to its intersection with the Westbury road, thence south across a very flat country to the Hempstead plains, thence to the beginning of the cement way and eastward over this to the grand stand, the finish.

Near the beginning of the parkway portion of the new Vanderbilt cup course is the famous Meadowbrook Hunt Club. To the west of this famous society rendezvous is the town of Mineola. West of town and about four miles from the entrance to the parkway is the Garden City Hotel, which will be the headquarters for the Vanderbilt Cup Commission. It is a very short run from this well-known hotel down the old country road to the cement parkway and along this to the grand stand, so it will be possible for spectators to the race to remain in the Garden City Hotel every night and travel to the grand stand by motor car early in the morning.

EXPANSION CAUSES DAMAGE.

Compressed Air readily Expands Under Heat - Cautionary for Fuel Containers

Salesroom Open
In closing their contract and people they have secured of quality, which they sustained in every department to the salesroom, which Sept. 1, there will be a repair shop, tire repair shop and a room devoted to sundries and accessories. The building has been thoroughly remodeled.

INDIANA CIRCUI

Chicago Automobile Club Over Prospect of L

The Chicago Automobile Club over the prospect of a classic race over an Indiana circuit has been promised the first season Le Mont Thompson can Automobile Association be held at a date which will interest in the Vanderbilt. The Windy City motorists keyed up to a point of they do not want to wait a proposition is now on sort of local contest over this fall.

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New Motor

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Compressed Air Readily Expands Under Heat Generated by Fast Driving.

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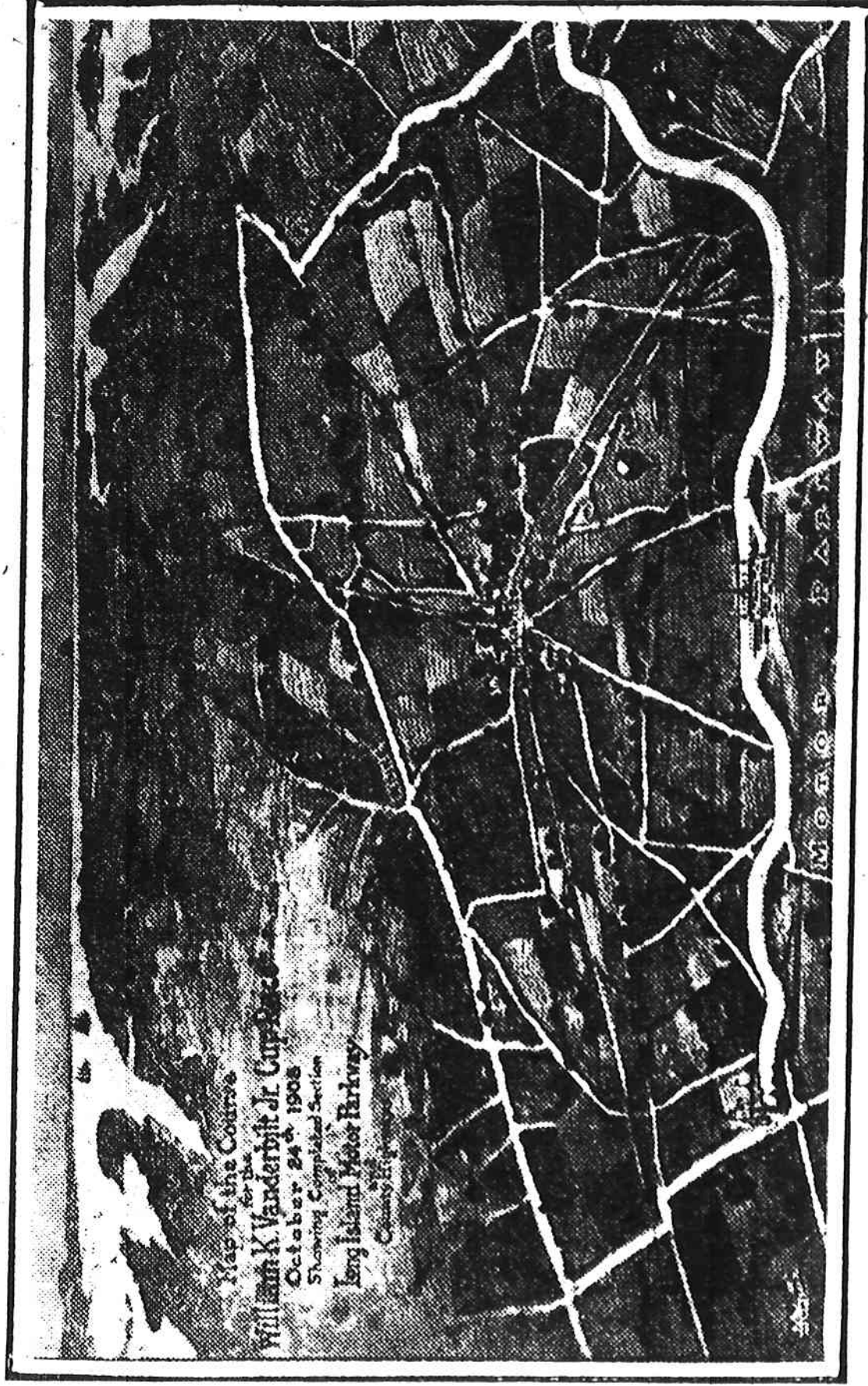
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Endurance Run for October *DIVERS*

Route of Vanderbilt Cup Race.



The picturesque motor parkway on Long Island will be the scene of the fourth annual race of the William K. Vanderbilt Jr. cup race, and it is very fitting that this race should be run over what might well be termed its permanent home. Eleven miles of the course is

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