

getting better the roads con-
 worse until they reached the
 where the terrible blizzard of
 and 8th struck them. Here the
 and driving sleet forced them
 better for the first time or perish
 old. They arrived at Morrison,
 o'clock, Feb. 8, but after stop-
 w moments again took to the
 managed to reach Sterling,
 they were compelled to rest.
 at a late hour Wednesday, the
 the snow drifts the entire dis-
 Chicago, arriving at the Coll-
 automobile Show at 8:10 o'clock.
 them three days to cross Ill-
 when they find the machine
 were one mass of mud and un-
 le.

N AUTO PLANT TO WORK ALL-NIGHT SHIFT

Orders Following Chicago and St. Louis Shows Causes Forced Output.

Twenty Marmon cars sold at the
 show, the sales organization of the
 Marmon Company returned to
 as well satisfied. Eight of these
 cars were sold to private owners in
 parts of the country, twelve went
 to the Auto, Implement and Carriage
 Co. of Davenport, Ia., and a batch of
 "Thirty-two" model was taken
 by F. Adams, Chicago, who last week
 left the Marmon agency.

Orders following the Chicago
 and St. Louis show, which ended
 has forced the Marmon people to
 increase in their output of
 "thirty-two" and to hasten their con-
 struction of the factory for some time
 having evenings until 9 o'clock, but
 Feb. 22 will practically double its
 work night and day. Beginning
 enough parts will be manufactured
 to turn out complete "Thirty-two"
 models of 189 a month and this rate
 is maintained throughout the summer.
 The Marmon's output of the seven-
 "Fifty" model has been sold ex-
 cept cars. When these four are
 further orders will be accepted
 until the entire time of the fac-
 tory have to be devoted to the "thirty-

the Indianapolis people who have
 1908 Marmon, are George Van
 der Burgt, L. J. Drake, Jr., Wil-
 son Dye, Dr. H. V. Allen, William
 Otto Howison, Sterling R. Hill,
 J. Hall, George W. Pangborn, A. D.
 W. R. Colman, and F. D. New-
 field. Last Mr. Colman's car is a
 "thirty-two" and the others are "thirty-

A RACE POSTPONED.

Hope to Substitute Aerial Contest.

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A. A. A. CONTROLS RACING WILL STANDARDIZE EVENTS

**THE NATIONAL BODY OF MOTOR MEN,
 BACKED BY MANUFACTURERS AND
 IMPORTERS, HAS FULL
 POWER TO ACT.**

The special committees representing
 the American automobile manufacturers,
 the Importers and the American Auto-
 mobile Association have arrived at an under-
 standing whereby the automobile manu-
 facturers and Importers will give the
 A. A. A. unanimous support in the juris-
 diction and control of all contests of a
 national character held in this country.
 This compact between the automobile
 manufacturers and the representative or-
 ganization of motor car users in America
 will eliminate the promotion of any form
 of national automobile competition here-
 after which is not approved by the contest
 board of the American Automobile Assoc-
 iation. Rules governing all racing events
 for 1910 will be formulated prior to Sept.
 1, thereby giving the manufacturers an
 opportunity in advance to construct the
 type of cars that will be eligible for the
 racing season of 1910.

Contest Board to Meet.

A meeting of the A. A. A. contest board
 will be held in New York at an early date,
 when decisions will be reached upon many
 important details affecting all forms of
 automobile competition and due an-
 nouncement will be made of the same.

Hereafter it will be impossible for any
 automobile club or combination of auto-
 mobile agents to run any race or contest
 in this country without the sanction of
 the American Automobile Association.
 The manufacturer has agreed that this
 is the best policy and he has assured the
 association of his unanimous support,
 which will make his position, as well as
 that of the association, absolutely im-
 pregnable so far as racing in America is
 concerned. All of this, of course, is go-
 ing to work out for the benefit of the
 sport and to the advantage of the spec-
 tator.

It will prevent the promotion of fly-by-
 night races organized by temporary, ir-
 responsible race promoters and it will
 tend in every way to elevate the standard
 of automobile speed contests in all parts
 of the country.

The manufacturer will be at less ex-
 pense in the course of a year as to the
 cost of his racing department and he will
 have required the good, wholesome ad-
 vertising and publicity that was ever
 sure to get under the old system and
 which, in fact, was the only way to
 get attention.

EXPLAINS "EARMARKS" OF VARIOUS TYPES OF CAR

**Garrulous Salesman Satisfies Inquisitively
 Spectator as to Tonneaus, Hoods
 and Things.**

One of the interested visitors on Indian-
 apolis's automobile show recently asked
 a salesman to explain the meaning of the dif-
 ferent terms applied to the car bodies.
 "There are all sorts of terms," declared
 the salesman. "You probably hear most of
 the toy tonneau, which has come into great
 popularity this year. It is applied to a car
 body that can accommodate four persons.
 In reality it is a small touring car, but only
 two can sit on the rear seat. There are
 doors on the side, but the whole affair is
 much smaller than a touring car body,
 which usually carries three on the back seat."
 "There is not much difference between
 toy tonneau and a four-passenger roadster,
 except that in the case of the latter there
 are no doors at the side. A touring car
 body seats two in front and three in back,
 but with a big car there are generally two
 auxiliary seats in the tonneau which give
 the car a seating capacity of seven."
 "A roadster is the term applied to a car

Automob

4-cylinder Winton touring car, with detachable back seat, lamps and equipment	\$525
2-cylinder 1908 Autocar, good as new, with top, lamps, generator and equipment, reduced from \$1200 to	650
2-cylinder Reo, top, lamps, etc.	650
2-cylinder, 20 h. p. Pope-Hartford, top, lamps, etc.	675
4-cylinder, 28 h. p. Buftum, fine shape, lamps, magneto	750
4-cylinder, 35 h. p. Peerless, top, lamps, equipment	975
2-cylinder Autocar touring car, with detachable tonneau	375
2-cylinder, 24 h. p. Knox, waterless, 3-passenger touring car, top, lamps	425
4-cylinder Marion touring car, top, lamps, etc.	375
2-cylinder Winton with top	375
4-cylinder Premier air-cooled, with top	375
Waverley electric	200
4-cylinder 24 h. p. Premier	1250
2-cylinder 1908 Overland touring car	1150
4-cylinder 24 h. p. Overland	1850
4-cylinder 24 h. p. Overland	1250

