

COMING AUTO SHOW BETTER THAN EVER

Garages and Salesrooms About
City Will Appear Groomed in
Holiday Dress.

ONE OF BEST IN MIDDLE WEST

Exhibit Promises to Far Surpass
Anything Yet Attempted
Throughout State.

Grandeur than ever. This will undoubtedly be the exclamation and the judgment of the hundreds and hundreds of visitors who will be present in the various Indianapolis garages when the 1910 Indianapolis Automobile Show is opened.

Unlike other cities Indianapolis is unique in its manner of presenting to the public its vast army of motor cars. Every garage and salesroom in the city will be decorated and in and through all there will be brightly polished machines on dress exhibition. Smiling and courteous salesmen will be on deck with the glad hand and a limitless supply of information, instructive and interesting.

The parades, the contests at the Speedway and the banquet at the Denison House are red-letter features of the coming week.

Fine Models Home.

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Quits Racing Game Because of Danger



CHARLES STUTZ

"There he lies!" is an expression Charles Stutz, driver of Marion race cars, declares persons can not have a chance to say about him. He has quit the motor car racing game because of its risks. Mr. Stutz lives in this city and last year competed in several speed contests, but has never had a serious accident.

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For many reasons the local show will be the best in the middle West. Other cities owe much of their success to the fact that so many Indianapolis and Indiana-made cars were on exhibition in them. All of these fine models and, especially the many local racing cars, have been brought home to be given their last grand exhibition of the season. Ideas gleaned at the New York and the Chicago shows have been inculcated here by the alert members of the Indianapolis Automobile Trade Association.

In popular opinion, which has been most convincingly demonstrated in years past, it is the show of shows, an annual event in the show circles of this city which is anxiously awaited, not only by the motor car enthusiasts, but by the public in general. It is an event which interests and inveigles people from all parts of Indiana, all eager to pay homage to King Automobile, which will reign supreme on its lofty throne for the coming week, commanding the salaams and kotows of its admiring army of good and faithful subjects.

Indianapolis ozone will fairly bubble and teem with that most contagious of diseases, especially at this time of year, motorphobia. There will be gas-wagon chatter jargoned out by the hour, and even the uninterested ones will catch the spirit of the day and fall in line with the great parade. President Taft's recent statement that "we are living in an automobile age" will never be better appreciated than during the coming automobile week in this city.

Ten years ago the first New York automobile show was held in the Madison Square Garden. The total number of exhibitors was thirty, and the array of curious visitors looked upon the horseless car with skepticism. The managers of this show built a track around the auditorium, on which the automobiles were tried out. When a machine balked or stopped the visitors laughed and left the building with a most pessimistic feeling as to the future of the self-powered vehicle.

Industry Grows Quickly.

The history of the automobile industry, though short, reads like a wonder book and is so well known and appreciated by the average person that it perhaps needs but little mention at this time. This industry has grown beyond the expectation of the pioneers of the motor car business and has become today a gigantic industrial exposition. It is to marvel at the wealth, at the art, the brains and the natural resources of this great country, all represented under one roof and worked out on one great principle: Rapid, reliable and simplified transportation.

Where a few years ago the makers of automobiles could be counted on one's

farmer as well as to the merchant and to the man with leisure and money.

In the several garages next week every conceivable model of motor-propelled vehicle will be displayed. Every sort of an accessory will be there. Cars built for speed, attractively located and mutely telling of their prowess in distance killing, will be seen. There will also be cars with prices within the reach of the man who hasn't a fortune, and then, too, some of the cars will be fitted out with gorgeous trappings and sumptuously upholstered. Spacious limousines, provided with all the comforts of a parlor car, will be envied by the average man and closely inspected and considered by those who can afford such a luxury.

Cars Little; Cars Big.

One surely could not leave an auto home and say that he did not see just the car he had in mind, for there will be every style, color, price and power that one could imagine. The cars shown will range from the inexpensive high-wheel buggyabout to the most luxurious landaulet and limousine or the heaviest truck. The commercial vehicles of medium price for a single-cylinder delivery cart up to five and ten-ton trucks costing large sums. The pleasure cars also have a wide difference in price, running from a tiny machine to the imported landaulet and limousine cars with expensive foreign coach work.

Ever since Indianapolis auto shows began the average visitor has awaited the opening in order that he or she might see these scores of makes of cars housed under one roof and make a careful study of the many radical changes made in their products by the many manufacturers. But these changes are fewer each year, until this year, when the visitor will notice that the mechanical alterations in construction are practically nil, the only alterations made by most automobile makers being in body styles. This would surely indicate that a majority of manufacturers are satisfied with what they achieved a year or more ago.

Improvements in Models.

This does not mean, however, that there have been no improvements made in this year's models, for there are a number of little alterations which have been tried out by makers who believe them to be real improvements. For example, the placing of the control levers and steering wheel on the left hand side of the car, instead of the right, by a few makers has proven its value, especially in shopping, where the person sitting in the front seat with the driver will not be obliged to step down into the street, perhaps muddy, and be obliged to walk

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Where a few years ago the makers of automobiles could be counted on one's fingers, now scores of cities and towns throughout the country turn out hundreds and thousands of machines, and it seems wonderful that the American-made automobile should in ten years jump from a ludicrous experiment to one of the most valuable vehicles known to history. Millions of dollars are invested, acres of ground covered by these mammoth plants and thousands of men given good wage-earning employment.

Working Night and Day.

Night and day shifts are the rule in many factories today in their endeavor to keep abreast the ever-increasing demand. An index to the rapidly growing industry is the probable output for 1910, estimated after a careful canvass of the many automobile factories in this country. It is calculated that something like 250,000 will be put on the market this season. These figures surely make it look as though it will be "Old Dobbin" for the barn in the near future, should the prevailing pace keep up. The speed machine has become a necessity to the

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Another feature which will be noticed this year is the improved accessibility to the working parts of the motor and power plant. Many makers have contrived so that the fan behind the radiator can be taken off, fan belts adjusted and the water examined without taking off the radiator.

Pressed steel, or rather stamped steel, running boards have displaced the old clumsy wooden running board; the usual dirty rubber mat for floor covering has lost favor and aluminum has taken its place, especially that type having a roughened surface, which is stamped rather than cast.

Lessen Cars' Weight.

A great deal of attention has been given to lessening the weight of cars in order to reduce the tire and maintenance expense. This accomplished, it has stimulated the sale of the favored

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vehicle. Although it seemed last year as though the makers had reached the extreme, we find this year again that the wheel base of cars is still moving forward. In nearly every product of popular priced cars it will be seen that the makers have increased the wheel base.

The lengthening of the wheel base has gone forward with a shortening of motors in many cases. The tendency seems to be toward lighter motors and with all the cylinders cast en bloc, instead as in most cases separately. This makes the motor shorter and does not require so much room in the bonnets.

This leaves more room for passengers, and the length of base has been used to the passengers' benefit in several ways. In some cases the bodies have been lengthened and more leg room provided. In others the seats for the rear passengers have been brought forward and gotten in front of the rear axle, where the riding is easier. This also makes room for wider doors and more easy entry to the tonneau. In other cases the extra room has been given to wooden dashes which, by extending backward over the driver's feet and legs, protect him from the weather and wind and add comfort as well as the sporty look so much affected by some users.

In many cases the added length has been utilized to introduce longer springs, which have in turn softened the vibrations and very much helped out the riding qualities of the respective cars. The lighter weight of the last two years has also done much to better the spring action, and there is much evidence that in future comfort rather than mere speed will take precedence.

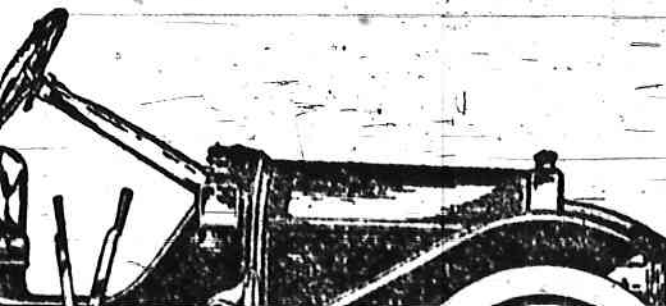
Wheels Made Larger.

There is also to be seen a tendency toward larger wheel sizes. The fact is slowly being recognized that the cycle was not the predecessor of the motor car and that cycle practice, such as wire wheels and smaller tires, was a mistake. The former was quickly learned, but the latter has been a slower lesson. A few years ago it was a surprise to find wheels of thirty-six-inch diameter on any but the most high-priced foreign cars, but this season we find cars with forty-two-inch wheels.

Not only in wheel sizes, but in tires, do we find an increase. Quite a number have increased the tire section in spite of the rising price of rubber. The gospel of large wheels, light weight and large tires finds ready acceptance where the roads are bad. It can not be argued that the roads should be improved. The automobile must take the roads as they are and let the road improvements follow, and big strides have been made in this also.

Last year it was the toy tonneau that was the body feature of the show; this

With Class



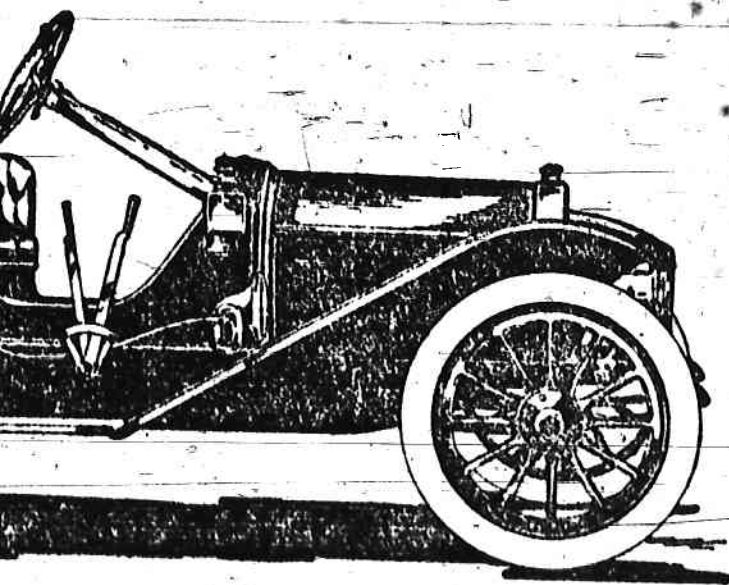
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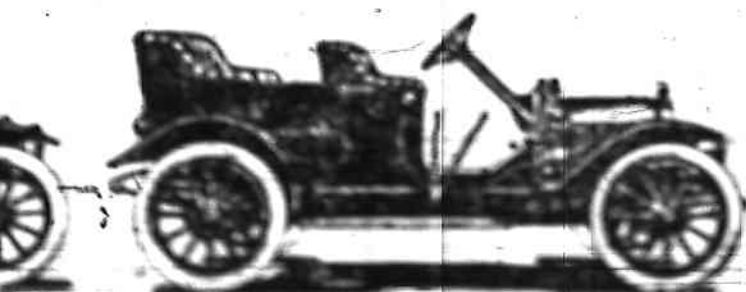


30 H. P. \$1,000

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4 cyl 30 H. P. \$1250

A demonstration was conducted

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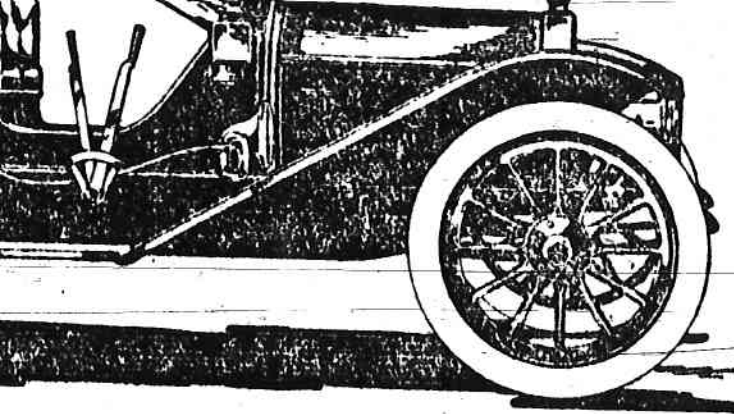
Last year it was the toy tonneau that was the body feature of the show; this year the torpedo type of body is the newest thing. Notwithstanding their odd appearance they present something new in the way of comfort by keeping out cold and lowering the wind resistance, and for this reason, if no other, they are bound to become popular and remain so. One of the troubles of the toy tonneau last year was the lack of leg room, but the long wheel bases of 1910 give the body maker more room, and this room has been used in front.

The custom now is to allow about twenty-six inches of space between the driver's seat and the dash, a gain of from two to six inches over last year. Sheet aluminum and cast aluminum are used in many of the high-priced bodies, but the pressed sheet steel body appears to be coming. Body construction, as a rule, is well done, the automobile with its fast movements requiring a stiffer and stronger body than the horse-drawn carriage.

Tufted Upholstery Popular.

Hand-buffed leather of all colors is used even on some of the very low-priced cars, and the upholstering, especially the cars having tufted sides and seats, is admirable. The tufted upholstery is more popular than last year, the smooth, plain upholstery, such as was used in the baby tonneau of last year, not making so greatly for comfort on rough roads and long runs.

Notwithstanding the vogue of the torpedo body, the toy tonneaus are as popular as the roadsters were a few years ago and one of the features of the show is that the uncomfortable rumble seat has lost its popularity. It was never intended to carry a guest. The rumble was borrowed from the horse-drawn carriage.



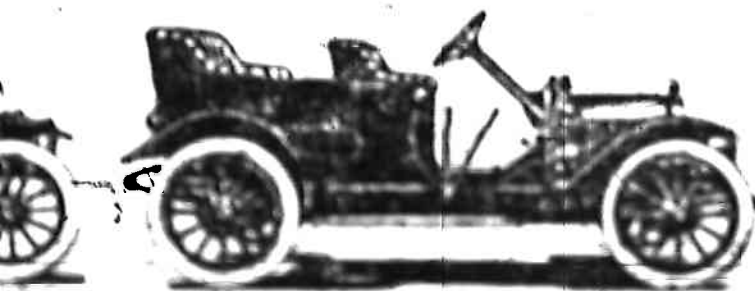
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TOMOBILE CO.

General Sales Office

State Agents

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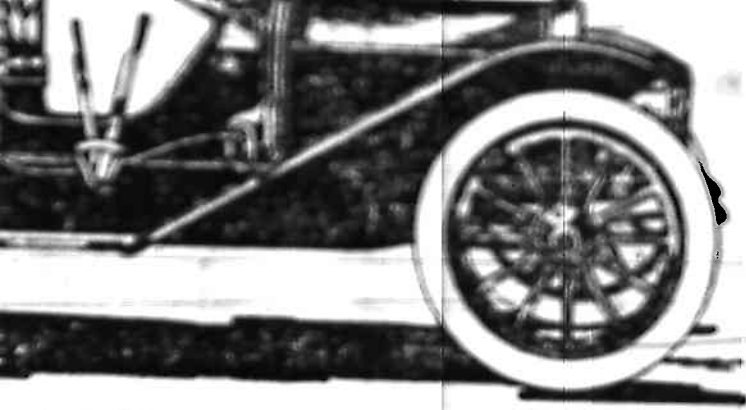
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the most successful upholstery, and the most
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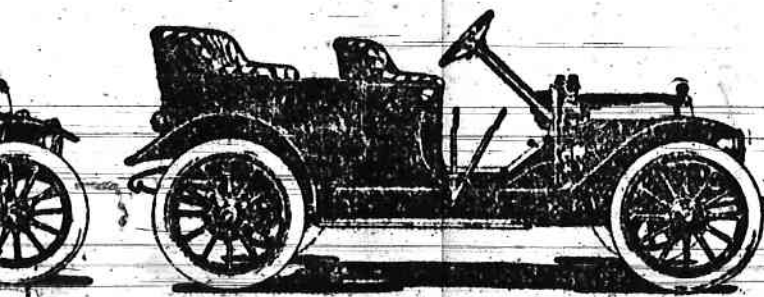
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4 cyl. 30 H. P., \$1,250

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TOMOBILE CO.

Licensed Under Seblin Patent

State Agents

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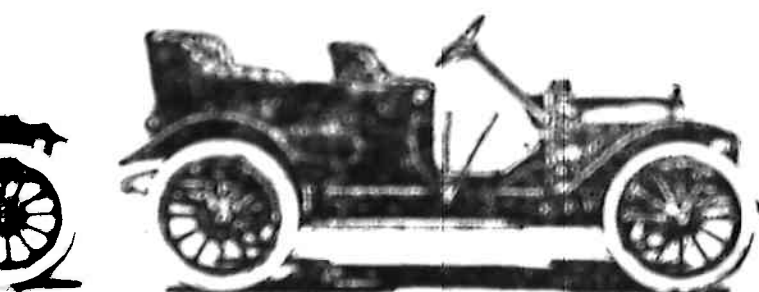
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The close coupled body is also very
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