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CURTAIN GOES DOWN ON BIG AUTO SHOW

Only Truly National Exhibit Closes
at Chicago After Very Suc-
cessful Week.

INDIANA DEALERS HAPPY

All Report Exceptionally Good
Business—Technical Commit-
tee Gives Out Statement.

CHICAGO, Dec. 7.—When taps were sounded at the Auto Show tonight a person was reminded of two things—the breaking up of a large family and the pulling up of stakes just before the "after concert" at a circus. During the week, when the "Seldenites" and "Independents" forget their differences and show their wares side by side, friendship springs up that no amount of "knocking the other fellow" can down, and when the curtain was rung on the greatest auto show ever held most of the sales managers had a force of men ready to take the cars exhibited to railroad freight houses to be shipped to "the four winds."

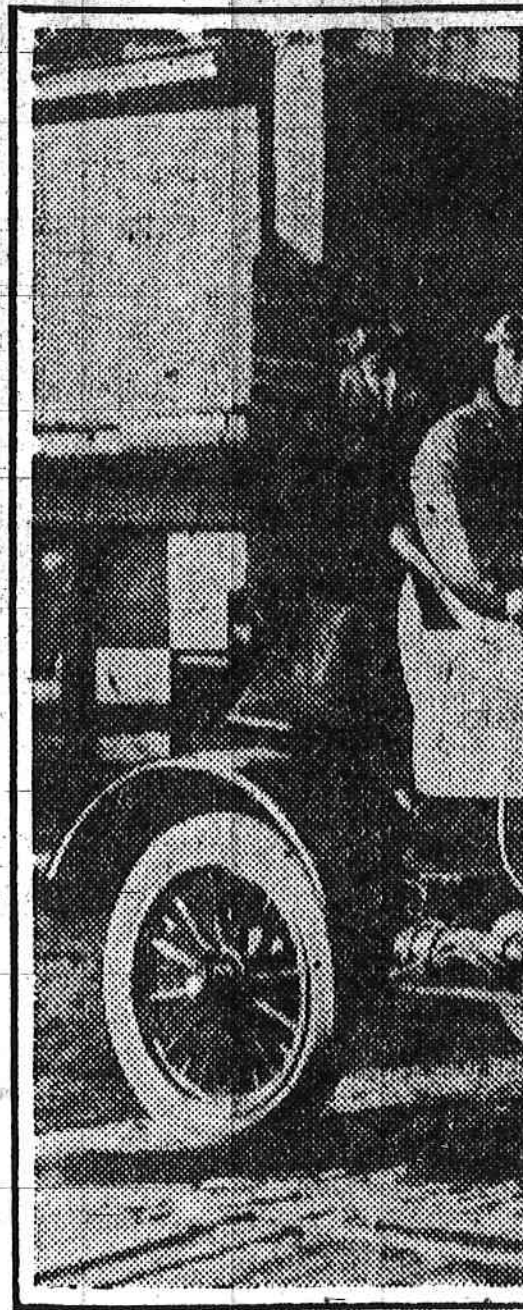
As a stimulator to the auto game the show just closed was in a class by itself and that the interest created will be permanent is not questioned by even those who allow conservatism to guide every action.

"A phase of the auto trade that must be taken into consideration and which was in evidence at the show here," said A. C. Newby of the National Motor Vehicle Company of Indianapolis last night, "is that the public is getting motor-wise and knows a good car from a poorly constructed one—an automobile in name only. Auto education has created a discriminating class of buyers and no longer can a silver-tongued salesman point to the beauty of lines in a car and feel sure he is on the right track. It is better for him to talk on the merits of construction, materials, the reliability or some specific part of the car." The argument of Newby is the opinion of everybody connected with the trade.

Indiana Autos Make Good.

Indiana and especially Indianapolis manufacturers have good reasons to be optimistic over the results of their efforts at the show. All of them did a good business and as one said "the auto-

Only Car



Frank Nutt, the veteran driver in the 30-horse-power Haynes runabout, winner of the Chicago Motor Club Reliability Contest, Nov. 26, 27 and 28, in which the Haynes was the only car under

horse power; Frank Grogan, driver; Firestone tires; class C, special; ignition trouble, 54 points; ignition troubles, 16 points; running board, 4 points; mud apron, 2 points; speedometer, horn and lamp loose and broken, 12 points; broken seals, 100 points; total, 188 points; official weight, 3,705 pounds.
 No. 6—Wayne roadster, 30-horse power; Frank Gremel, driver; Morgan & Wright tires; class B; starting handle loose, etc., 20 points; broken spindle, 600 points; total, 620 points; official weight, 2,505 pounds.
 No. 25—Reo runabout, 18-20-horse power; M. D. Vandecar, driver; Michelin tires; class

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Report of Run is Out.

Considerable interest has been displayed in the report of the technical committee of the Chicago Motor Club which had charge of the reliability run and the result of its investigation, which follows, speaks for itself:

No. 14—Haynes roadster, 30-horse power; winner of the Miles trophy; Frank Nutt, driver; class B; Diamond tires; official weight, 2,890 pounds; perfect score.

No. 29—Pierce-Arrow touring car, six-cylinder, 40-horse power; Arthur Kumpf, driver; class A; Goodrich tires; grease cup loose, 2 points; official weight, 4,020 pounds.

No. 30—Oldsmobile roadster, winner of New Southern cup; Ralph Owen, driver; Goodrich tires; class B; emergency brake, medium, 2 points; driving shaft boot loose, 4 points; total, 6 points; official weight, 2,790 pounds.

No. 3—Rambler roadster, 32-horse power; Ted Collier, driver; Goodrich tires; class B; pedal brake, medium, 2 points; lamp damaged, 4 points; speedometer loose, 3 points; total, 8 points; official weight, 2,875 pounds.

No. 18—Auburn touring car, 24-horse power; R. E. Parker, driver; Goodrich tires; class C; axles, wheels and spindles out, 10 points; total, 10 points.

No. 23—White roadster, 30-horse power; William Leitch, driver; Goodrich tires; class A; running board loose, 6 points; apron loose, 6 points; total, 12 points; official weight, 3,510 pounds.

No. 33—Locomobile touring car, 40-horse power; H. F. Mitchell, driver; Fisk tires; class A; fan bolt off, 2 points; emergency brake, medium, 2 points; grease cup loose, 6 points; fender loose, 2 points; speedometer loose, 2 points; total, 14 points; official weight, 3,710 pounds.

No. 20—Studebaker touring car, 30-horse power; William Smith, driver; Diamond tires; class B; exhaust cut-out repaired, 4 points; oil cup lost, 4 points; wheel bolt broken, 8 points; total, 16 points; official weight, 2,905 pounds.

No. 28—Kisselkar touring car, 30-35-horse power; Webb Jay, driver; Goodrich tires; class B; frame and engine bolt loose, 2 points; emergency brake not adjusted, 4 points; shield fastening bolt broken, 4 points; bonnet clip broken, 4 points; total, 18 points; official weight, 2,965 pounds.

No. 26—National roadster, 50-horse power; John Aitken, driver; Diamond tires; class A; headlight screw loose, 4 points; muffler separated and hanging, 14 points; crank bracket loose, 2 points; gasoline tip loose and leaking, 2 points; loose lamps, 4 points; total, 26 points; official weight, 3,100 pounds.

No. 32—Silent Knight touring car, 35-40-horse power; Don Kilthourne, driver; Firestone tires; class A; lamps loose, 8 points; oil pipe off, 8 points; drag link replacement on drive shaft, 20 points; joint cover loose, 8 points; work on lamps, etc., 10 points; total, 54 points; official weight, 3,325 pounds.

No. 2—Pierce-Arrow touring car, six-cylinder, 40-horse power; Paul Hoffman, driver; Goodrich tires; class A; brakes, 26 points; emergency brake, medium, 2 points; lamp loose, 2 points; seal broken, 25 points; total, 55 points; official weight, 3,940 pounds.

No. 11—Jackson touring car, 20-24-horse power; F. L. Holmes, driver; Healy tires; class C; battery wire repaired, 25 points; battery dead, 4 points; steering gear loose, 8 points; strut rod work, 4 points; seal broken, 25 points; total, 66 points; official weight, 2,700 pounds.

No. 34—Locomobile touring car, 40-horse power; Fred Leiser, driver; Fisk tires; class A; brake repair, 10 points; spring shackle work, 16 points; battery dead, 2 points; grease cup loose on jackshaft, 8 points; horn out of commission, 8 points; seal broken, 25 points; total, 67 points; official weight, 3,690 pounds.

No. 12—Autocar roadster, 30-horse power; Barney Oldfield, driver; Fisk tires; class B; work on spark plugs, 8 points; muffler, 4 points; emergency brake, 4 points; lamp, speedometer and horn loose, 2, 4 and 2 points respectively; seals broken, 50 points; total, 74 points; official weight, 2,600 pounds.

No. 35—Premier roadster, 24-horse power; Ray McNamara, driver; Michelin tires; class B; fenders repaired, 18 points; grease cup

No. 19—Marion roadster, 24-horse power; C. W. Price, driver; Michelin tires; class B; withdrawn first day.

No. 21—Thomas roadster, 60-horse power; C. A. Cooy, driver; Goodrich tires; class A; withdrawn first day.

No. 27—Stoddard-Dayton touring car, six cylinder, 50-horse power; Bert Payne, driver; Goodrich tires; class A; withdrawn first day.

No. 31—Pierce-Racina touring car, 40-horse power; J. Hanson, driver; class B; withdrawn third day.

No. 4—Peerless touring car, 30-horse power; C. Burman, driver; Diamond tires; class A; scratched.

Echoes From Chicago Show.

W. T. Miller and E. Guy Robbins looked after the interests of the Robbins Carriage Company of Indianapolis during the show.

H. O. Smith of the Premier Company and A. C. Newby of the National Company were on hand to help their representatives along.

Messrs. Gibson, Twyman, Meyers and Minthorne of the Gibson Auto Company divided their time between the Premier and Ford exhibits.

Messrs. Elston, Vawter and Wheeler of the Indiana Auto Company assisted the sales managers of the Peerless, Franklin and Winton Companies.

The Prest-O-Lite Company of Indianapolis was well represented at the show by Carl G. Fisher, James A. Allison and Matt "Adonis" Paxton.

Herbert Rice of the Nordyke & Marmon Company worked his voice into a state of hoarseness explaining the good qualities of the Marmon cars.

The Pope-Waverley Company's exhibit of electrics was the most complete of cars of that kind at the show. Manager Rice reports a good business.

George Whittier, formerly of the Fisher Auto Company of Indianapolis, but now with Reeves & Co. of Columbus, Ind., looked after his company's interest during the week.

Harry Hearsey of the Hearsey Vehicle Company of Indianapolis spent the closing days at the Rambler and Marmon exhibits, he having sent Frank Staley home to tend shop.

W. R. Ray, the Indianapolis representative of the W. C. Robinson & Son Company of Baltimore, devoted his efforts during the week telling visitors how good his company's Autoline was.

Ray Smith of the Indianapolis Motor Car Company stuck with the Rapid truck exhibit all week, despite the fact that the atmosphere was very chilly at the Seventh Regiment Armory after the fire.

Tom Hay, well known in Indianapolis in the old bicycle days and as afterward being with the National Company, is manager of the Ford branch at Chicago. He reports a land-office business during the week.

In the exhibit of the Indestructible Wheel Company of Lebanon, Ind., was the somersault automobile used by the Ringling Circus people. It is equipped with wheels made by the Lebanon company.

R. H. Hassler, formerly of the Marion Motor Company but now with McCord & Co. of Chicago, showed a new popular-priced magnet invented by himself. He is meeting with a great deal of success in the sale of it.

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Indiana Autos Make Good.

Indiana and especially Indianapolis manufacturers have good reasons to be optimistic over the results of their efforts at the show. All of them did a good business and as one said "the automobile situation is no different from any other except in the fact that depression in the business is only momentary" in answer to the comment that gained currency as to the future of the automobile. An incident bearing out his assertion is offered in the purchase of a large six-cylinder car by a prominent Indiana banker who two weeks ago told the salesman that for him to buy a car this winter would be entirely out of the question.

The booths of the Indiana-made cars were not only crowded at all times, but placards announcing the sale of this or that model gave evidence that Hoosier products are to be compared with those of the old and larger manufacturers.

An Indianapolis firm is sharing the glory heaped on the makers of the Haynes, which won the reliability contest, it being no other company than the makers of the Schebler carbureter through which the gas was furnished to run the car that took first honors in the most severe road race ever held.

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HAYNES. the terribly severe condition absolutely perfect score. The started. As evidence of the rules the second car lost for a loose grease cup which ended in five seconds. On the

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No. 5—Wayne roadster, 30-horse power; Frank Gremel, driver; Morgan & Wright tires; class B; starting handle loose, etc., 20 points; broken spindle, 600 points; total, 620 points; official weight, 2,505 pounds.

No. 25—Reo runabout, 18-20-horse power; M. D. Vandecar, driver; Michelin tires; class C; radiator-trouble, 134 points; strut rod, 2 points; deck screws, 4 points; radiator, 900 points; total, 1,040 points; official weight, 1,900 pounds.

No. 13—Maxwell touring car, 20-horse power; O. W. Klose, driver; Goodrich tires; class B; engine work and running gear repairs, 734 points; wheel replaced, 77 points; fan bracket and fan down, 12 points; strut rod, 10 points; broken seals, 275 points; total, 1,108 points; official weight, 2,122 pounds.

No. 1—Royal tourist, 45-horse power; R. W. Cook, driver; Diamond tires; class A; withdrawn first day.

No. 6—Matheson touring car, 50-horse power; R. Smith, driver; Diamond tires; class A; withdrawn third day.

No. 7—Matheson touring car, 50-horse power; D. Buck, driver; Diamond tires; class A; withdrawn second day.

No. 26—Matheson roadster, 35-horse power; J. Helmeman, driver; Diamond tires; class A; withdrawn first day.

No. 10—Jackson touring car, 20-24-horse power; E. F. Scheffler, driver; Healy tires; class C; withdrawn second day.

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WILL CONTINUE

GLIDDEN READY TO

Well-Known Autoist
Europe Shortly on
Around the World

BOSTON, Mass., Dec. 7. Glidden has just completed arrangements for a continuation around the world. He left early in January and sails where his car is now awaiting week he received the official of the Sultan of Turkey to fine and other portions of realm in his motor car. T written in the Turkish l gives the bearer the right he pleases and directs the see that he is cared for every courtesy.

It took a year to get the Mr. Glidden will tour Egypt. Then he will start for France to continue his ballooning lessons acquired a certificate. It is to then take a balloon with and make an ascension on the globe. He made Stevens a few days ago in and had Stevens as his guide for some days.

Will Return for A. A.

Mrs. Glidden will accompany band on the tour and the in time for the A. A. A. to Glidden thinks New England middle West should have a year, but knows nothing of A. A. has in mind.

For the first time in the American Automobile Association treasurer, at the directors recently reported a substantial the treasury. Last year the on the wrong side of the ledger association now has \$6,500 and is yet to be turned in from board, representing the profit recent Glidden cup tour. The time the annual tour has a profit, last year's event cost A. over \$1,000.