

Official weight, 4,020 pounds.

30—Oldsmobile roadster, winner of Newbern 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.

31—Rambler roadster, 32-horse power; Collier, driver; Goodrich tires; class B; emergency brake, medium, 2 points; lamp damaged, 4 points; speedometer loose, 2 points; total, 8 points; official weight, 2,375 pounds.

32—Auburn touring car, 24-horse power; E. Parker, driver; Goodrich tires; class C; axles, wheels and spindles out, 10 points; total, 10 points.

33—White roadster, 30-horse power; Sam Leitch, driver; Goodrich tires; class A; running board loose, 6 points; apron loose, 2 points; total, 12 points; official weight, 2,905 pounds.

34—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, 2 points; fender loose, 2 points; speedometer out, 2 points; total, 14 points; official weight, 3,710 pounds.

35—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 bent, 8 points; total, 16 points; official weight, 2,905 pounds.

36—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; nut clip broken, 4 points; total, 18 points; official weight, 2,965 pounds.

37—National roadster, 50-horse power; A. Aitken, driver; Diamond tires; class A; headlight screw loose, 4 points; muffler cracked and hanging, 14 points; crank ket loose, 2 points; gasoline tip loose and bent, 2 points; loose lamps, 4 points; total, 26 points; official weight, 3,100 pounds.

38—Silent Knight touring car, 35-40-horse power; Don Kilbourne, driver; Firestone tires; class A; lamps loose, 8 points; oil pipe off, 8 points; drag link replacement drive shaft, 20 points; joint cover loose, 2 points; work on lamps, etc., 10 points; total, 54 points; official weight, 3,325 pounds.

39—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 out, 2 points; seal broken, 25 points; total, 55 points; official weight, 3,940 pounds.

40—Jackson touring car, 20-24-horse power; F. L. Holmes, driver; Hoely tires; class C; battery wire repaired, 25 points; battery dead, 4 points; steering gear loose, 8 points; strut rod work, 4 points; seal broken, 2 points; total, 66 points; official weight, 3,000 pounds.

41—Locomobile touring car, 40-horse power; Fred Leiser, driver; Fisk tires; class B; brake repair, 10 points; spring shackle work, 16 points; battery dead, 2 points; grease cup loose on jackshaft, 6 points; horn out of commission, 8 points; seal broken, 25 points; total, 67 points; official weight, 3,690 pounds.

42—Autocar roadster, 30-horse power; Percy 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.

43—Premier roadster, 24-horse power; McNamara, driver; Michelin tires; class A; fenders repaired, 18 points; grease cup out, 4 points; bonnet clip broken, 4 points; fastening fenders, 46 points; fastening seat, 2 points; fastening lamp, 2 points; total, 78 points; official weight, 2,414 pounds.

44—Dragon roadster, 24-horse power; H. H. Hays, driver; Diamond tires; class B; emergency cylinder missing, 10 points; emergency brake, medium, 2 points; steering gear out of commission, 25 points; wheel bent, 4 points; total, 41 points; official weight, 2,400 pounds.

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 Marlon 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.

Mrs. Glidden will accompany her band on the tours and they will be in time for the A. A. A. tour next. Glidden thinks New England and Middle West should have the tour year, but knows nothing of what the A. A. A. has in mind.

For the first time in the history of American Automobile Association treasurer, at the directors' meeting recently reported a substantial balance in the treasury. Last year the balance on the wrong side of the ledger. The association now has \$6,500 and about \$100,000 is yet to be turned in from the tour board, representing the profit from the recent Glidden cup tour. This is the first time the annual tour has ever netted a profit, last year's event costing the A. A. A. over \$1,000.

TWO LOCAL MEN HONORED BY AMERICAN AUTO ASSOCIATION

H. O. Smith and A. C. Newby Given Places on New Technical Board by President Hotchkiss.

NEW YORK, Dec. 7.—President William H. Hotchkiss of the American Automobile Association announces the appointment of the new technical board which was authorized at the annual meeting of the board of directors held in New York recently:

N. H. Van Sicklen, chairman, Chicago; David Beecroft, Chicago, Ill.; H. O. Smith, Indianapolis, Ind.; Edgar Apperson, Kokomo, Ind.; Walter C. Baker, Cleveland, Ohio; Henry Souther, Hartford, Conn.; S. N. Burn, Minneapolis, Minn.; E. R. Thorpe, Buffalo, N. Y.; Clarence E. Whitney, Hartford, Conn.; E. T. Birdsall, Rochester, N. Y.; Angus Sinclair, Newark, N. J.; J. Kerrison, Boston, Mass.; Henry Ford, Detroit, Mich.; H. M. Rowe, Baltimore, Md.; A. C. Newby, Indianapolis, Ind.; A. L. Rice, Bridgeport, Conn.; Roy F. Britton, St. Louis, Mo.

While it has been customary for the members of the boards to nominate the members to the president for appointment, in this instance, however, Chairman Van Sicklen waived the right and requested President Hotchkiss to name such persons as he thought were best qualified to perform the important work of the technical board. The appointments are, therefore, besides the present technical advisors of the board, Messrs. E. R. Thomas, A. L. Rice and Henry Ford, largely the nominees of various state associations. While the committee now numbers seventeen, it is probable that the membership will be increased by additional nominees from the affiliated clubs and state associations.

At the suggestion of President Hotchkiss it is quite likely that David Beecroft of Chicago, a member of the board, will be named as its secretary and vice chairman. The first meeting of the board was held in Chicago yesterday, at which its organization was perfected and plans laid out which it is hoped, lead to a number of technical contests in different parts of the country beginning early in the year of 1908.

Facts About Chicago Show Told by Statistician

	1904	1905	1907	1906	1907	1908
Total number of exhibits	144	153	157	144	153	157
Exhibits of all kinds	144	153	157	144	153	157
Gasoline cars	211	243	242	211	243	242
Gasoline accessories	17	17	17	17	17	17
Gasoline accessories parts	17	17	17	17	17	17
Gasoline accessories parts	17	17	17	17	17	17
Miscellaneous, including						
Motor buggies	6	1	7	6	1	7
Air coaches	42	44	44	42	44	44
Water-cooled	247	271	271	247	271	271
Oil-cooled, vertical	5	2	2	5	2	2
Water-cooled, vertical	24	24	24	24	24	24