

## MOTOR FANS BOW TO LOCAL AUTOS

Followers of Sport Again Take  
Off Hats to Glidden Tour  
Contestants.

### THREE END TOUR PERFECT

Marmon and Two Premiers Fin-  
ish Clear of Penalties, While  
Others Show Well.

Followers of the automobile trade and sport are again called upon to take their hats off to Indianapolis cars and also other Indiana machines. The Glidden tour is now a thing of history, but the glory of the records made by local machines will not fade for a long time, not, indeed, until next year's tour develops better contestants, and even then the local cars will be on hand to have a say.

The Premiers and the Marmon machines walked away with the honors. The gruelling ride of more than 2,600 miles, over all kinds of roads, and on fast running time, did not prove a hindrance to the skillfully constructed Indianapolis cars. They were always on the job at the start, and when the night checking-in station was reached they pulled in every time with perfect scores. Two Premiers and one Marmon had clean slates. Webb Jay and Harry Hammond took their Premiers through without a single penalty, as did Howard Marmon

Completes

# Gibbs



his Marmon entry. C. Wattman had a penalty of .1 attached to his car, and F. E. Wing intailed 8.0 penalties.

Other cars that finished at Kansas City with perfect scores were the Pierce Arrows, a Moline, a Chalmers-Detroit and a Lexington.

The American Simplex, another Indiana car, made an excellent showing. The McIntyre, the Indiana motor buggy, met with misfortune early in the game and dropped out of its own accord.

#### Declares Tour Successful.

From every standpoint this year's Glidden tour is stamped as successful. While the run itself was the severest test ever placed on automobiles by such a tour, yet the manner in which the cars braved the dangers shows that the factories are turning out better machines than ever. The greetings of inhabitants all along the route were more enthusiastic and the receptions bigger and grander. From the minute the tourists left Detroit, July 12, after several days of merrymaking, until they reached Kansas City Friday the feeling of welcome never dimmed. Only at Chicago did the motorists feel that they were not treated as royally as deserved, but Minneapolis made up for it and Denver went it one better, while Kansas City outdid itself in efforts to entertain.

The Western farmer has had a practical demonstration of a car's merit brought direct to his front door, and he has been convinced in a far better way than any other of the value of the automobile. Primarily the Glidden tour is a commercial event, to show the people of the land what brains and skill, combined with capital and labor, are producing in the busy factories. As a sporting event the tour was also successful.

The officials of the tour are greatly pleased at their reception along the route.

"This by all means is the hardest trip ever made under like conditions," said Chairman Hower. "In the first place it has been the hardest test that has ever been imposed upon such a number of touring cars, and in my opinion has certainly proved the durability and incidentally the worth of every car that has finished the trip. It is the first trip of its kind through the Western country, but by no means is it the last.

"There is strong talk of having the next from San Francisco to Boston, and it seems that this plan might be carried out. Our trip this year, we hope, will have another desired effect, that of arousing interest so that a better roads move will be made in the middle West."

#### Glidden Feels Repaid.

"This tour," said Charles H. Glidden, "has truly developed into strictly an endurance test. This year everything went

an-hour stipulation at first seeming something impossible of accomplishment throughout the tour. It was made, ever, and all the credit due a car passing through the hardest test should be given the forty cars in contest."

The only criticism of the tour comes from some who find a different aspect in the rules than others. According to the rules which governed this year's tour, a low-priced car breaking such a part as a steering knuckle receives less penalty than a high-priced car breaking an identical same part—in other words, a \$1,500 car and a \$3,500 car tied for first place at the end of the day before the final run, the lower-priced machine would have a new steering part which would cost less than a similar part on a higher-priced car, and as penalties are at the rate of .1 point for each 10 cents of cost the cheaper machine would get the trophy, in spite of the fact its break is just as serious as that of the big car and as such should receive the same penalty. This is an injustice of the rules which has not been brought forward by the cheap car representatives, who get the benefits, but one that has gone through in the general trend of the evolution of the rules. While it is hardly likely a result will obtain in the present contest, it is far better to be prepared for such a contingency than to wait until a storm breaks; therefore it behooves the A. A. A. to profit by the hints furnished by the 1909 contest, and when it comes time to frame up the next set of regulations, give them due consideration.

## ONE TWINGE OF REGRET COMES FROM GLIDDEN

### Nordyke-Marmon Company Has Only Discordant Note Over Gruelling Tour.

There was necessarily one small discordant note in the gratification of Nordyke & Marmon Company over the excellent showing of the Marmon car in the Glidden tour, completed.

The Marmon No. 4, driven by Howard Marmon, finished the trip of 2,600 miles with a perfect score, without an adjustment of any kind, not even so much as the tightening of a single nut. Gumbo and other road conditions considered, this is sufficient cause for retelling at the Marmon factory.



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"This tour," said Charles H. Glidden, "has truly developed into strictly an endurance test. This year everything went to make it a hard trial. Not only have natural conditions made this trip harder than any yet made, but the rules have been much more severe, the twenty-mile-

an-hour stipulation at first seeming as something impossible of accomplishment throughout the tour. It was made, however, and all the credit due a car for passing through the hardest test possible should be given the forty cars in this contest."

The only criticism of the tour comes from some who find a different aspect to the rules than others. According to the rules which governed this year's run a low-priced car breaking such a part as a steering knuckle receives less penalty for it than a high-priced car breaking the identical same part—in other words, were a \$1,500 car and a \$3,500 car tied for first place at the end of the day before the finish and each broke a steering knuckle on the final run, the lower-priced machine would have a new steering part which would cost less than a similar part of the higher-priced car, and as penalties are at the rate of .1 point for each 10 cents of the cost the cheaper machine would get away with the trophy, in spite of the fact that its break is just as serious as that of the big car and as such should receive the same penalty. This is an injustice of the rules which has not been brought forward by the cheap car representatives, which it benefits, but one that has gone through in the general trend of the evolution of rules. While it is hardly likely such a result will obtain in the present contest, it is far better to be prepared for such a contingency than to wait until the storm breaks; therefore it behooves the A. A. A. to profit by the hints furnished by the 1909 contest, and when it comes time to frame up the next set of regulations, give them due consideration.

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The one twinge of regret came about through the insignificant but aggravating thing that happened to Frank Wing of Boston, who drove Marmon No. 5. Wing is the Marmon agent in Boston. In 1908 and again

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# AUTOMOBILES DIRECTORY

## Motor Cars AND Accessories

Hearsey-Willis Co., 113-  
 117 West Market.

Factory and Sales Dept.  
 420-30 S. Illinois, cor. Henry.

Finch & Freeman, 33 South  
 Capitol Avenue.

Repair Co.—Universal 214 E. Ohio St.  
 Main 492.

Bulck-Losey Company, 130-132  
 East New York street.

See Us. Huetter Machine  
 and Tool Co. 107 E. South.

Cadillac Automobile Company,  
 23-25 East Ohio street.

Indianapolis Automobile Co.  
 113-115 W. Maryland St.

Sterling Motor Car Company,  
 142 West Market street.

Commercial Cars.  
 318 East Market street.

Valveless 2-cycle. W. N. Ben-  
 son, 25 West St. Clair Street.

Sterling Motor Car Co.,  
 142 West Market street.

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 in 1908, he drove a Marmon to victory with a  
 perfect score in the Glidden tour. To state  
 it mildly, Wing is an enthusiast and a per-  
 fect score in the Glidden tour is one of his  
 hobbies. As compared with the loss of a  
 point, the loss of a finger would be a mere  
 trifle to Wing. But unfortunately the Glid-  
 den tour people penalize in points, not in  
 fingers. Wherefore, Wing is not only dis-  
 pleased, but exceedingly wroth.

With the long journey about completed, a  
 little nut on the feed pipe under the gaso-  
 line tank loosened just enough to cause  
 trouble. Wing had to tighten it with a  
 wrench and a penalty of 6.8 points resulted.  
 Otherwise his record was as good in every  
 way as Howard Marmon's.

"Wing's penalty is all the more annoying,"  
 said Sales Manager Rice, "because the cause  
 of it was so utterly trivial and so unimpor-  
 tant as far as the stability of the car is con-  
 cerned. That particular joint never before  
 came loose on a Marmon car, so far as we  
 know, and it's the most remote source of  
 trouble that could be imagined. Each car  
 was a strictly stock 'Thirty-two' model,  
 certified as such by the technical board, so  
 we haven't anything in particular to apolo-  
 gize for. We are pretty well satisfied with  
 the result."

## Chicago Promises to Send Many Here

So that Chicagoans may see for them-  
 selves just what the contestants in the 300-  
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