

LOCAL MAN VISITS BIG FOREIGN SHOWS

Howard Marmon, Designer of the
"Marmon," Tells of Motor Car
Conditions in Europe.

SAYS ITALIANS ARE LEADING

Designs in General Show a Ten-
dency to Increase Number of
Cylinders in One Casting.

With a view of seeing for himself just what the makers of foreign motor cars are doing, of noting the developments and improvements abroad and of obtaining a much needed rest, Howard C. Marmon, M. E., designer of the Marmon car, manufactured by Nordyke & Marmon Company of this city, recently made a trip to Europe. After taking in the two recent automobile shows in New York he departed for London, arriving in time to inspect England's big Olympia motor car show.

Mr. Marmon was accompanied by Alfred Reeves, manager of the American Motor Car Manufacturers' Association, who has a wide acquaintance abroad, gained some few years ago as foreign correspondent of the large New York papers. Many courtesies were extended the two Americans and opportunities were given them for observation into motor car conditions generally, which ordinarily are not easily obtained.

After a visit of ten days in London, two weeks were spent in Paris, where the greatest and grandest of all industrial shows was being held in the Grand Palais. From Paris a trip was made to Italy, where the great Italian motor car factories of Milan and Turin were visited.

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New Owner of



ALB

SOUTH BEND, Ind., Jan. 4:—Notwithstanding that for five seasons the South Bend Central League team has been ailing proposition and quit the past season \$3,300 to the bad, Albert Annis, one of the most successful business men in this city has come to the rescue of the fans and made it possible for the city to retain its baseball team. When it was realized that the South Bend Athletic Association

LONG PUNS ARE LIVE

In an interview with Marmon, who has just returned, he said: "The Olympia show in London was about twice the size of the largest American show and though the stands were individually and expensively decorated the general effect was not as pleasing as the scheme of uniform decoration carried out in American shows. Though there is a feeling of conservatism in the trade, the general outlook is considered promising by English manufacturers of motor cars. While there is a noticeable increase in the demand for small light-powered town cars of a seating capacity of four, the larger touring car seems to be as much in favor as ever.

London City of Autos.

London is a city of automobiles and all types may be seen on the crowded streets, from the motor cycle to the motor dray hauling coal. There are about 800 taxicabs and two to three hundred large motor buses in operation. The English roads are unbelievably good. We had an enjoyable, though exciting ride to Brighton and return in a Rolls-Royce test car driven by Johnson, who had just completed a nonstop motor run of 1,500 miles in one of these cars, which was disassembled and on exhibition at the show.

The condition of this motor was simply perfect, there being no perceptible signs of wear. Much to my surprise I found that this motor has an oiling system identically the same, point for point, as used in our new Model H, water-cooled motor, which method we have used since making our first car. The valve lift mechanism, whereby side thrust on the valve tappet bearings is avoided, is also the same as used in our motor.

The mammoth motor car show in Paris was nothing short of amazing—it was dazzling. Under the glass roof of the wonderful Grand Palais, a magnificent building about five times as large as Madison Square Garden in New York, were on display the finest motor car productions of France, Italy, Germany, Belgium, England, Holland, Switzerland and Spain. The decorations and electrical display were elaborate and beautiful in the extreme, and this, with the magnificent exhibit of cars and booths crowded with handsomely dressed women with silk-hatted escorts, produced a veritable fairyland setting that dazzled and astonished even the artistic Frenchmen.

Instead of conventionality in design, which one might reasonably expect now, the details in the cars showed every possible variation that well or ill-directed ingenuity can suggest. Motor designs in general show a tendency to increase the number of cylinders in one casting. Small four-cylinder motors from ten to twenty-horse power are cast en bloc, and six-cylinder motors are cast in two sets of three cylinders.

Great diversity was shown in mounting motors. Crank cases may have from two to four arms cast on each side and carried out to the main frame, or be made without arms and bolted directly to cross members or to narrow subframe running parallel with the crank shaft. They are mounted with two crank-case arms near the fly wheel and a single point in front or vice versa. This only indicates some of the common methods.

Revert to Plain Bearings.

Few ball-bearing motors were shown, the tendency in latest design reverting to the old reliable plain bearings. The circulating oil system of flood lubrication much the same as we have always used in our motors has been largely adopted. High-tension magneto ignition is gaining ground rapidly, as some of the heretofore most prominent advocates of make and break ignition, including the famous Itala-

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LONG RUNS ARE LIKE

MANY ATHLETES INTERESTED

Cross-Country Running Is Attracting Big Following in America.

NEW YORK, Dec. 28.—Although comparatively new game in America cross-country running has acquired about New York a tremendous following. There are fully 500 athletes engaged in New York in cross-country running in the fall and spring seasons, and half that number run throughout the winter. All of these are not competitors in contests, but run for the value of the vigorous exercise. It is a sport that deserves even wider popularity than it has, and it promises to grow until it becomes one of the major sports of the Nation.

One of its greatest attractions lies in the fact that it is absolutely free. There is no possibility of gain connected with it. It can not be conducted for gate receipts and can have no rewards to prompt a suggestion or taint of professionalism. As a spectacle it frequently attracts along the courses used crowds numbering many as 50,000 people.

Prominent sportsmen, in an effort to foster it for its intrinsic value, have proposed to promote a grand American cross-country handicap on New Year's day for the benefit of all amateur athletes. A run over a six-and-a-half-mile course through the admirable country for the purpose afforded by the Washington Heights district is proposed to start from American League Park and finish there. The park will be open, and such as wish may see the start and finish from that vantage point. The main card, however, will wish to scatter along the line of the run, where they may watch its progress and judge the abilities of the contestants by the incidents of their long competition.

Open to All Amateurs.

The run will be open to all amateurs. An effort will be made to secure the attendance of all those who have shown conspicuous ability, even though they live in distant cities. But the run will not be for the benefit of these. It will be conducted as a handicap, so that every man starting may have an opportunity to win the coveted prize. If the event takes place, the prize will be the most valuable that has ever been given in an amateur athletic contest, requiring the special permission of the Amateur Athletic Union under whose sanction the race will be held, in order that it may be offered. Besides this it is intended that minor prizes

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Among the small cars of the two-passenger variety, usually with one cylinder, vertical motor, there are disk-friction drives, flat-belt drives, V-belt drives on expansible pulleys, slip gear and planetary transmissions. Few self-starting devices were shown, the best being an arrangement for starting the motor with compressed air. The most notable innovation in rear-axle construction is the placing of the differential gear on the propeller shaft and driving through two sets of bevel gears. When this is done the rear wheels are cumbered.

The shaft drive has superseded the chain drive almost entirely. Few cars with chain drive were to be seen. Great variety was shown in springing the rear end of the chassis frame. Semi-elliptic, three-quarters elliptic, full elliptic with solid ends, full elliptic with scroll ends, platform springs and many other forms were among those on view. The three-quarter elliptic is mostly used. Complete town cars, with the bodies mounted on four C springs above the chassis frames, were shown.

Straight-line bodies were very rare. The closed body is slightly convex, and the open body either slightly convex or a restrained King of Belgium type.

Among the mechanical features noted were the almost total disappearance of the cone clutch, the multiple disc clutch being most largely used. Adjustable foot pedals, the increased use of the motor for a brake, unlimited fancy in radiator design, a tendency to lengthen the wheel base rather than to shorten it, the increased use of shock absorber as part of the regular equipment, general cleaning up of dashboards, etc.

Paris Full of Machines.

Paris is simply full of automobiles. The Frenchman uses his car a great deal in business, and everybody else uses the taxicab or horse-drawn cabs. For other than these, for transportation there are only a couple of steam trams and an underground system of rather limited capacity.

The best factories I visited are to be found in Italy, and these are equipped in the main with American-made machine tools. As general the Italians are producing the best cars made abroad.

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... of America's Best Six-Day Races will ...

... LITTLE, Mo., Dec. 10, 1911 ...

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To the schoolboys as well will be afforded an opportunity to race. They will not be eligible to run in the major contest, as the strain of competition against matured athletes would be too great and too unfair. They will run three miles, starting and finishing at the same place, and running before the major event. To them also will be offered the same opportunity to win valuable rewards.

There is reason to believe that there will be more than 300 competitors in the big open amateur run. These will not include only the champions, who have been seen in former contests, though rarely racing together in one event, but will include all those who follow the sport for the love of it without a thought of possible prize winning. By the system of handicapping every individual will have an opportunity to win the major prize—a solid silver cup. To the second, third and fourth men similar prizes of lesser value will be given, while a number of special prizes will also be awarded.

Many Stars Will Be Asked.

Some of the well-known local stars who will be asked to race include Fred Bellars, Win Bailey, John Eisele, Farrell, Fred Rogers, Newton, Cunningham, Davis and others of the New York Athletic Club men. Then there will be John Daly, Tom Collins, Crowley, George Bonhag, Harvey Cohn, John Joyce, Billy Frank, Campbell and Banderman of the Irish-Americans; Nobis, Melor, Doody, Meyer, Nichols, McKensie and Hambrook of the Mohawks; Mike Spring, Edwards, Ben Mann and Smith of the Pastimes; Hayes and Jensen of the St. Bartholomew Club and Devlin, Mastern, Gilbert, Anderson of the Mot Haven Club and Carr, Gould and Freeman of the Xaviers. These include all the more prominent local runners.

Then there are the big college runners. There is Guy Haskins of Pennsylvania, the intercollegiate winner, and Whitely the Princeton crack; Osipits, the great Cornell runner; and Halstead, Trube, Young, Lemon and other Cornell cracks. There are James Quigley, Hoyle and Jack of Pennsylvania; Spitzer, Reynolds, Vail and Haskell of Yale; Crosby and Jack of Harvard; Ralsh and Glover of Princeton; and the lot of champions from King, Bandman, Smith, Karpov, O'Brien, Klerman and Clough. These would make a great number of competitors.

GETS BIG BARGAIN IN ANGELUS

... of America's Best Six-Day Races will ...

of the motor. The crank shaft is made of steel and is four arms long. The pistons are made of aluminum and are fitted out to the motor. The pistons are without arms and have a ring. The pistons are of a narrow width. The pistons are parallel with the crank shaft. The pistons are mounted on the crank shaft. The pistons are in the fly wheel and a piston is shown on the three views. The pistons are made of the following materials:

Report to Plain Bearings.

Few had anything to say about the tendency to plain bearings. According to the old relative plain bearings, the old rotating oil system of plain bearings is the same as we have always used in our motors has been largely adopted. High-tension magnets igniting a gas of ground rapidly as a form of ignition. The most prominent advantage is that they break ignition, including the famous Italian glow either with a high-tension coil or with a high-tension magnet.

Among the most interesting features of the motor variety, usually with a vertical motor, the motor is a vertical drive. But less than a few days ago, responsible pulleys, all gears and planetary transmissions. Few self-starting devices were shown, the best being an arrangement for starting the motor with compressed air. The most notable innovation in rear-axle construction is the placing of the differential gear on the propeller shaft and driving through two sets of bevel gears. When this is done the rear wheels are numbered.

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SIX-DAY RACE IS ASSURED.

Many of America's Best Bike Riders Will Meet at Kansas City.

KANSAS CITY, Mo., Jan. 4.—A six-day championship bicycle race, under the management of "Jack" Prince, is announced to take place here in Convention Hall during

the winter season. The race will be held in Kansas City and will be one of the most important events of the year. The race will be held in Kansas City and will be one of the most important events of the year.

Open to All Amateurs.

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GETS BIG BARGAIN IN ANGELUS.

Fred Burlew Wins Several Events With His \$1,800 Racer.

NEW YORK, Jan. 4.—Fred Burlew got