

Frank Grogan, driver; Fire-
 us C, special; ignition trouble,
 ion troubles, 16 points; run-
 points; mud apron, 2 points;
 orn and lamp loose and bro-
 broken seals, 100 points; to-
 official weight, 3,705 pounds.
 e roadster, 30-horse power;
 driver; Morgan & Wright
 starting handle loose, etc., 20
 spindle, 600 points; total, 620
 weight, 2,505 pounds.

runabout, 18-20-horse power;
 driver; Michelin tires; class
 ible, 134 points; strut rod, 2
 crews, 4 points; radiator, 900
 1,040 points; official weight,

well touring car, 20-horse
 Klose, driver; Goodrich tires;
 work and running gear re-
 s; wheel replaced, 77 points;
 d fan down, 12 points; strut
 broken seals, 275 points; total,
 ical weight, 2,122 pounds.

tourist, 45-horse power; R.
 er; Diamond tires; class A;
 day.
 eson touring car, 50-horse
 th, driver; Diamond tires;
 awn third day.

eson touring car, 50-horse
 ck, driver; Diamond tires;
 awn second day.
 eson roadster, 35-horse power;
 driver; Diamond tires; class
 first day.
 eson touring car, 20-24-horse
 Scheffer, driver; Healy tires;
 awn second day.
 er-Miller touring car, 50-horse
 nes, driver; Diamond tires;
 awn first day.
 on roadster, 24-horse power;
 iver; Michelin tires; class B;
 day.
 as roadster, 60-horse power;
 var; Goodrich tires; class A;
 day.

ard-Dayton touring car, six
 o power; Bert Payne, driver;
 class A; withdrawn first day.
 ce-Racine touring car, 40-
 N. Hanson, driver; class B;
 d day.
 es touring car, 30-horse
 man, driver; Diamond tires;
 ed.

from Chicago Show.
 and E. Guy Robbins looked
 ts of the Robbins Carriage
 Indianapolis during the show.
 of the Premier Company and
 the National Company were
 p their representatives along.
 n. Twyman, Meyers and Min-
 hawson Auto Company divided
 ween the Premier and Ford

Wawter and Wheeler of the
 Company assisted the sales
 s Peerless, Franklin and Win-
 lite Company of Indianapolis
 esented at the show by Carl
 mes A. Allison and Matt
 n.
 of the Nordyke & Marmon
 ed his voice into a state of
 aining the good qualities of
 ra.
 verley Company's exhibit of
 he most complete of cars of
 he show. Manager Rice re-
 siness.

er, formerly of the Fisher
 of Indianapolis, but now with
 of Columbus, Ind., looked after
 interest during the week.

ay of the Hearshey Vehicle
 Indianapolis spent the closing
 ambler and Marmon exhibits,
 Frank Staley home to tend

WILL CONTINUE TOUR WINS MUCH PRAISE

GLIDDEN READY TO START HAYNES DRIVER MAKES GOOD

Well-Known Autoist Leaves for Europe Shortly on His Way Around the World. Frank Nutt's Defeat of a Field of 35 Prominent Cars Gratifying to State Autoists.

BOSTON, Mass., Dec. 7.—Charles J. Glidden has just completed his arrangements for a continuation of his tour around the world. He leaves Boston early in January and sails for Europe, where his car is now awaiting him. Last week he received the official permission of the Sultan of Turkey to visit Palestine and other portions of the Sultan's realm in his motor car. The permit is written in the Turkish language and gives the bearer the right to go where he pleases and directs the officials to see that he is cared for and extended every courtesy.

It took a year to get the permission. Mr. Glidden will tour Egypt until May. Then he will start for France and continue his ballooning lessons until he has acquired a certificate. It is his intention to then take a balloon with him on tours and make an ascension in every country on the globe. He made one with Leo Stevens a few days ago in New England and had Stevens as his guest in Boston for some days.

Will Return for A. A. A. Tour.

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

For the first time in the history of the American Automobile Association the treasurer, at the directors' meeting recently reported a substantial balance in the treasury. Last year the balance was on the wrong side of the ledger. The association now has \$6,500 and about \$2,000 is yet to be turned in from the touring 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 ASSN.

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

Frank Nutt's great victory in the recent reliability contest of the Chicago Motor Club won for the veteran driver of America's first car unstinted praise. Nutt brought the Haynes, an Indiana-built car, through without the loss of a point in a field of thirty-five prominent drivers and almost as many cars of the first class. He drove from Kokomo to Chicago, 150 miles, and drove 200 miles over the Ottawa section of the route, placing his car immediately after the last trip in the hands of the committee.

After the thousand miles of traveling the committee spent almost two days on the car and then gave Nutt and his Haynes a perfect score. Those who won other positions in the contest very close to the winner had points lost due to a grease cup working loose, a set nut loose, and so on, but Nutt's Haynes could not be put out of the perfect score line by a single infraction of rules, although those rules were admitted the hardest ever arranged for a contest of the sort.

Elwood Haynes, America's first automobile manufacturer, hastened to Chicago upon learning of the great victory of Nutt and his congratulations were pleasant to Nutt, who has driven the Haynes to victory after victory. During the present year the car has won no less than one dozen perfect scores in road contests and was noted in past years as the only stock car to qualify twice for the Vanderbilt race.

Will Rest on Laurels.

The Haynes entered the present year in a position which was difficult to hold. The year brought one victory after another and as Haynes says, "We may not rest on our laurels until next year as we have been victorious in every contest on the road in which we have taken part this year. The victory of Nutt in this race with a thirty-horsepower roadster is particularly gratifying to me and it is conceded owing to the rules to have been the most distinct victory ever recorded."

"I understand that wagers were frequently made that there would be no perfect score in this contest, but they did not manage to cut us out after an examination which I am told was the most thorough ever made. We feel quite satisfied with the victory and will try and follow it with others next year."

Great Arrow Shy but Two Points.

Arthur Kumpf, the lad of 17 years of age, who brought through the Great Arrow of sixty horse power to second place, lost first honors by but two points, due to a loose grease cup which took five seconds to tighten.

His loss of two points through a slight infraction, even though but five seconds, lost him an opportunity to gain first honors. The Pierce has invariably competed in such contests as the last, severe even though it was, with sterling honors in every instance and the slight loss in this event caused severe disappointment to Arthur. Kumpf carried with him each day seven people and he

While some of the latter others have fared badly. ness methods—and indeed for the handling of the been, in a great measure, this lack of success.

The parts and accessories and dealers, who also form part of the automobile the other hand, prospered beginning of the industry same factors have been at and business methods, adequate capital, have been

The industry and the been blessed with an abundance of automobile class paper trade papers. Nearly everyone has contributed to the upon, as well as shared

In the failure of the severferred to the industry world of some of its dead weight and less tainted prosperity edly result from their ell find, however, that some ers, instead of recognizing effect of these failures, ha them as furnishing an ap sion to decry our splendid have become captious crit ity howlers. In their symptom became an unl presages ruin and disaste industry—or at least a l One would naturally exp ferent attitude. Are the here to help the industry which they represent? not to be critical, but be surprised that these paper kill the goose that is fooll eggs for them. This is ex are striving to do—

Some Harm Re

Ordinarily no harm wo these calamity howlings. mind grasps with difficu ance of an economic cor only after we have exam conditions, noted all incl praised at their true val and the counterfeit that to get a good line on the and hold them and their their real value.

Prosperity in the auto caused business vigilance there came the easy-going the individual. Sudden changes. A few failures occ are sustained by the pu trade papers referred to, and lead others to belle tions are much worse th are. The calamity howl daulous "muck raking" h not as it should be. Pub papers are supposed to be Their own interests com or is it that they expect c to coerce advertisers and money into their coffers?

It is true that the trade if ever, reach the publi rectly. But they do reach papers, and a biased or p ance imposes upon upwa look to the trade papers. Accepting their calamity solutely true, these editors up the cry and inflame the ipation with false tales, th irremediable damage—not ing automobile industry, fa harmed, but to the trade

COURT DEPOPULATED

Orders Will Closed at Cl...
 Assassination
 CLIO, Ark., Dec. 7.—T home of 200 lumber empla families, is to be depopula Judge Elliott of Little the triple assassination Bush, Thomas Gadsfrey and in a feud between rival lum Judge Elliott has order the Bluff City Lumber C and all the employees

...ing car, 50-horse
... driver; Diamond tires;
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... siness.
... ter, formerly of the Fisher
... of Indianapolis, but now with
... Columbus, Ind., looked after
... interest during the week.
... of the Hearsy Vehicle
... Indianapolis spent the exhibit
... member and Marmon exhibits,
... Frank Staley here to tend
... the Indianapolis representative
... Robinson & Son Company of
... noted his efforts during the
... ctors how good his company's
... the Indianapolis Motor Car
... with the Rapid truck exhibit
... the fact that the atmos-
... chily at the Seventh Regi-
... after the fire.
... ill known in Indianapolis in
... days and as afterward being
... nal Company, is manager of
... h at Chicago. He reports a
... less during the week.
... of the Indestructible Wheel
... on, Ind., was the some-
... equipped by the Ringling Cir-
... s used with wheels made
... company.
... formerly of the Marlon Mo-
... now with McCord & Co. of
... a new popular-priced mag-
... himself. He is meeting
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... around the world. He leaves Boston
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NEW YORK, Dec. 7.—President William
H. Hotchkiss of the American Automobile
Association announces the appointment of
the new technical board which was author-
ized at the annual meeting of the board of
directors held in New York recently:
N. H. Van Sicken, chairman, Chicago, Ill.;
David Beecroft, Chicago, Ill.; H. O. Smith,
Indianapolis, Ind.; Edgar Apperson, Ko-
komo, Ind.; Walter C. Baker, Cleveland, O.;
Henry Souther, Hartford, Conn.; S. N. Col-
burn, Minneapolis, Minn.; E. R. Thomas,
Buffalo, N. Y.; Clarence E. Whitney, Hart-
ford, Conn.; E. T. Birdall, Rochester, N.
Y.; Angus Sinclair, Newark, N. J.; J. C.
Kerrison, Boston, Mass.; Henry Ford, De-
troit, Mich.; H. M. Rowe, Baltimore, Md.;
A. C. Newby, Indianapolis, Ind.; A. L. Riker,
Bridgeport, Conn.; Roy F. Britton, St.
Louis, Mo.

While it has been customary for the chair-
men of the boards to nominate the members
to the president for appointment, in this in-
stance, however, Chairman Van Sicken
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 racing
board, Messrs. E. R. Thomas, A. L. Riker
and Henry Ford, largely the nominees of the
various state associations. While the com-
mittee now numbers seventeen, it is quite
probable that the membership will be in-
creased by additional nominees from the af-
filiated clubs and state associations.
At the suggestion of President Hotchkiss it
is quite likely that David Beecroft of Chi-
cago, 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 will,
it is hoped, lead to a number of technical
contests in different parts of the country,
beginning early in the year of 1908.

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Great Arrow Shy but Two Points.

Arthur Kumpf, the lad of 17 years of
age, who brought through the Great
Arrow of sixty horse power to second
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due to a loose grease cup which took five
seconds to tighten.
His loss of two points through a slight
infraction, even though but five seconds,
lost him an opportunity to gain first
honors. The Pierce has invariably com-
peted in such contests as the last, se-
vere even though it was, with sterling
honors in every instance and the slight
loss in this event caused severe disap-
pointment to Arthur. Kumpf carried
with him each day seven people and he
handled the six sixty horse power with
a skill which gave him a rank with the
leading drivers of the day. No veteran
of years of standing ever drove more
carefully. The car gave no trouble and
the discovery of the loose grease cup was
a surprise to him at the finish.

The youngster figured upon a perfect
score for nothing had developed when he
completed the run. The severity of the
endurance run did not worry him, but
the committee found the grease cup and
the perfect score went glimmering.
Kumpf took the loss good naturedly. The
committee treated every one alike and
none of the contestants had a kick com-
ing for none made one.

MARVEL CARBURETER LIKED.

Indianapolis Product Shares Success at
Chicago Auto Show.

them as furnishing an ap-
sion to decay, our splendid
have become captious cri-
ty howlers. In their ex-
symptom became an un-
presages ruin and disaste-
industry—or at least a h-
One would naturally exp-
ferent attitude. Are the t-
here to help the industry,
which they represent?
not to be critical, but be-
surprised that these paper-
kill the goose that is ex-
eggs for them. This is ex-
are striving to do.

Some Harm Re-

Ordinarily no harm wo-
these calamity howlings.
mind grasps with difficu-
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Prosperity in the auto-
caused business vigilance
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are sustained by the pu-
trade papers referred to,
and lead others to bal-
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acleous "muck raking" h-
not as it should be. Pub-
papers are supposed to be
Their own interests com-
or is it that they expect c-
to coerce advertisers and
money into their coffers?

It is true that the trade
if ever, reach the publi-
rectly. But they do reach
papers, and a biased or p-
ance imposes upon upwa-
look to the trade papers
Accepting their calamity
solutely true, these editors
up the cry and inflame the
ipation with false tales, th-
fering automobile damage, no-
ing automobile industry, fo-
harmful, but to the trade.

COURT DEPOPULATED

Orders Will Closed at Cl-
Assassination

CLIO, Ark., Dec. 7.—The
home of 300 lumber emplo-
families, is to be depopula-
Judge Elliott of Little R-
the triple assassination o-
Rush, Thomas Gadsby and
in a feud between rival lum-
Judge Elliott has order-
the Bluff City Lumber C-
and all the employes of
company is in the hands
appointed by the court.

How to Save

The wear and tear on
reduced and their life con-
increased by the observa-
simple rules that ought
by every driver of any s-
tomobile. The rules giv-
the crystallized knowled-
one of the big tire conc-
votes most of its energy
tires for business wag-
rules can be well studied
all sorts of tires:
1. The greatest causes
tire expense are overload
speeding. One large op-
pany dismisses employe-
load as much as 600

MARVEL CARBURETER LIKED.

Indianapolis Product Shares Success at
Chicago Auto Show.

CHICAGO, Dec. 7.—That Indianapolis is
beginning to be known as the home of well-
made carbureters as well as motor cars has