

H. N. HARDING, DRIVER, ENTERED IN RACE.

CE CAR "MITCHELL IDEA"

obile Firm Was Pioneer
ure of \$1,500 Car
Years Ago.

fluence of the times as ab-
nd in automobile manu-
rd the moderate priced
s of the big automobile
ing investigations find
nts to the Mitchell Motor
achine as the pioneer in
ement.

icle of motor car manu-
riod in which the speed
h the common sense of
rs. The Mitchell Com-
hout a trace of stampede
roduce machines that the
s leading factors consid-
ould have. The period of
g subsided, the general
crete evidence of its re-
ell idea."

ould feel highly com-
state of affairs," said
hell Lewis, president of
Car Company. "In 1904
car pioneers and built
this model. The first car
o W. Hall, our Chicago
in active service, as are
s of the 1904 output.
ately the Mitchell Com-
he requirements of the
ecessary to add that the
s a four-cylinder, 4x4 en-
lly is the average of the
dium priced car.

of our 1904 car were:
ches; wheels, 32x4; pro-
on and side entrance ton-
t 1909 model Mitchell—
f about \$3,000,000 worth
s been assimilated by
as a 4½x4½ engine, a
inches longer, magneto
transmission and refine-
dom of Designer John W.

company stopped making
mply because the public
e time with the speed
ed a longer wheel base.
the basic principles ex-
er car, the Mitchell Com-
ng the \$2,000 car, which
ed of fifty-two miles an
s better than the 1904
4x4-inch cylinders, could
09 \$1,500 cars are capa-
fty-five miles an hour."

SAVANNAH COURSE-READY

FINISHING TOUCHES PUT ON

**EVERYTHING WILL BE DONE TO MAKE
GRAND PRIZE RACE GREATEST
IN HISTORY OF SPORT IN
THIS COUNTRY.**

SAVANNAH, Ga., Nov. 14.—Continuing the enormous amount of preparations being made for the races at Savannah on Nov. 25 and 26 the amount of small detail work that each committee is perfecting is amazing. In order to keep the vast throng that will crowd the 2,000 feet of grandstand and parking places intelligently posted of everything taking place on the entire course, six large score boards with sliding ladders have been erected. The scorer can ascend the ladder and place a figure on the board quickly and will keep the board obscured from view but a few seconds.

The scorer will receive his information by telephone and will work with an operator's hood over his ears receiving from different parts of the course the time made by the different cars. The six scorers will be connected with one wire and will receive their information simultaneously. The pits in front of the grandstand have been equipped with large water mains and a radiator can be filled from them in five seconds. Air pressure has been provided in the gasoline tanks so no time will be lost on the filling proposition.

Today the several military commands of Savannah were assigned to their positions on the course and the adjutant general has sent riot ammunition for the new Springfield rifles the men will be armed with. Two artillery and cavalry commands will also be armed with revolvers.

MAKE FRIENDS OF FARMERS.

Ohio People Send Letters of Appreciation.

which have made Cadillac
the world over.

The cylinders are cast
are also the valve chamber
being attached to the form
left-threaded nipples. The
copper jacketing the cylinder
originated by the Cadillac
retained in the Thirty.

The cheap practice of cast-
ers in pairs, or all together,
jacks and valve chamber
avoided in the Cadillac. The
pany claims that when cylin-
ter jackets are cast together
thickness of the cylinder
be assured.

Nor is it possible under
of construction to prevent
obstructions in the casting
bound to interfere with per-
eulation.

Cylinder Walls Un-

The Cadillac Company
tains that when the cylinder
of uniform thickness, cool
uniform; and the contrac-
pansion of the cylinder will
that it will cause the big
piston at some points of it
at others it may be sufficient
lose compression.

The Cadillac Company su-
that when cylinders and val-
and water jackets are ma-
ap injury to any one part
replacement of only that part
at a moderate cost; while
the one of two-piece motor
any one part necessitates
the motor, replacing the en-
tion and reassembling.

In the finishing of the
pistons they are not only
every one of them is accu-
until it is smooth as glass;
process is pursued in the
piston rings. The piston
rods are drop forged steel,
shaft, which is a special
drop forging, undergoes a
ing process which gives it
strength.

The substantial manner
crank shaft is supported is
feature of Cadillac Thirty
It has five large bearings,
absolute firmness and rig-
so essential to the smooth
tionless motor; effectually
twisting strain found in
number of bearings are us-
condition, not only prevent
from developing its maxim-

materially shortening its life.
The crank shaft is offset
stead of being placed di-
with the middle of the cylin-
slightly to one side. The
this is that when the piston

big show which will result from the coming of the two—Messrs. Metzger, Lewis & associates having withdrawn in favor of Dealers' Association. The show will be open to accessories of all kinds as well as automobiles.

NATIONAL SIX-CYLINDER ROADSTER. H. N. HARDING

FOR SALE

A six-cylinder, seven-passenger National automobile in perfect condition. Thoroughly equipped with best of everything — folding top, folding glass front, searchlight, speedometer, clock, tire trunk, extra tires, chains, gas tank, gabriel horn, bumper, air tank, etc. Insurance against fire and accident in force.

Morton Place Garage
1840 N. New Jersey St.

AUTOMOBILES DIRECTORY AND Motor Cars ACCESSORIES

- Accessories** Hearsey-Willis Co., 113-117 W. Market.
- Accessories** Gibson Auto Co., 238 Massachusetts Avenue.
- Bulck** Bulck-Losey Co., 180-192 East New York St.
- Cadillac** Cadillac Automobile Co., 28-25 East Ohio St.
- Ford** Gibson Auto Co., 238 Massachusetts Avenue.
- W. & J. Tires** Indpls. Rubber Co., Ga. and S. Liberty Sts.
- Inner Tire Shoe** Downes Vul. Co., 119 W. Market St., rear
- Jackson** Indiana Carring Co., 27-33 N. Capitol Ave.
- Marmon** Nordyke & Marmon, Factory Sales Dept., Morris St., Ky. Ave.
- Mitchell** Hearsey-Willis Co., 113-117 West Market St.
- National** National Motor Vehicle Co., Factory, 22d St. & L. E. & W.
- Premier** Gibson Auto Co., 238 Massachusetts Avenue.
- Premier** Premier Motor Car Co., Factory, 221-225 S. Shelby St.
- Wambler** Hearsey-Willis Co., 113-117 West Market St.
- Richmond** Furch & Freeman, 23 South

NATIONAL CAR ENTERED POPULAR PRICE CAR IS "MITCHELL"

WILL REPRESENT INDIANA

STOCK MODEL "BIG SIX" ROADSTER IS SCHEDULED TO START IN LIGHT CAR RACE AT SAVANNAH.

The only car which is to represent the vast automobile industry in Indiana in the big Savannah road race will be a National "Big Six." While this speed event—practically equal in importance to the Vanderbilt cup race—will not be run until Thanksgiving day, the National entry will be shipped within a few days in order to give the driver plenty of time to become familiar with the course.

The National entry will be a 1909 stock model "Big Six" roadster. It is a light, long, powerful car—practically a racing car—which can be used either as a two-passenger or four-passenger rig. The only change made by the National Motor Vehicle Company is in the use of lower seats for racing purposes, and the stripping off of fenders, lamps, etc. otherwise the car is strictly a stock model. The car will have the regular stock National six-cylinder engine (cylinders—6x5), about seventy-five horsepower.

Speaking of the Savannah race, George M. Dickson, sales manager of the National Motor Vehicle Company, said:

"We are not building a special racing car for this event. When we got out our 1909 model "Big Six" roadster we discovered that we had the fastest car we had ever built. We entered it in this race in the expectation that if it made a first-rate showing, if it made good time in this 400-mile event, it would be worth while even if we didn't win against the specially built foreign racing cars. Not having a special race car, we will not go to any unusual expense or make any special preparations. The car will be driven by

H. M. Harding, an American driver, who drove the victorious Isotta in the Briarcliffe. He will have Charlie Merz as a substitute driver and Charles Kellum as mechanic. They will be in competition with some of the best expert racing men in Europe and America. We'd like to win if we can win with a stock model, but not otherwise, because nothing is proved by a special racing car. We believe, at least, that we can demonstrate that our 1909 "Big Six" is strong and reliable enough to stand this 400-mile race, which will be run at terrific speed.

The Savannah course has been constructed with embankments at its many curves and will be patrolled by Georgia militia during the race.

WANT TO IMPROVE ROADS.

Northern Indiana Auto Men Organize to Develop Highways.

Big Racine Automobile Firm Was In Manufacture of \$1,500 Car Four Years Ago.

Accepting the evidence of the time, it is absolute that the trend in automobile manufacturing is toward the moderate machine, authorities of the big auto plants in conducting investigations that everything points to the Mitchell Car Company of Racine as the pioneer of the \$1,500 car movement.

Following this cycle of motor car manufacture came a period in which the idea ran away with the common many manufacturers. The Mitchell company remained without a trace of success and continued to produce machines in the best judgment of its leading factors. The public should have. The speed fever having subsided, the public is giving concrete evidence of a turn to the "Mitchell idea."

In a measure we should feel gratified that this state of affairs is being handled by the state of affairs. Capt. William Mitchell Lewis, president of the Mitchell Motor Car Company, said: "We were the \$1,500 car pioneers and we have 315 automobiles of this model. The car was sold to Horatio W. Hall, our agent, and is still in active service. We have 300 other machines of the 1904 model. Showing how accurately the Mitchell company anticipated the requirements of the public, it is only necessary to add that the 1904 pioneer car was a four-cylinder, 40-horsepower. This practically is the average present popular medium priced car."

"Other features of our 1904 car include: wheel base, 102 inches; wheels, 32 inch diameter; progressive transmission and side entrance. The present 1909 model Mitchell car is the entire output of about \$3,000,000 of these cars has been assimilated. Mitchell agents has a 4 1/4 x 4 1/2 inch wheel base three inches longer, selective ignition, selective transmission and other features that the wisdom of Designer J. Bate has suggested.

"The Mitchell Company stopped the \$1,500 car simply because the car was imbued at the time with the mania and demanded a longer wheel base. Without yielding the basic principle plotted in the pioneer car, the Mitchell company started building the \$2,000 car which could attain a speed of fifty-two miles an hour, or ten miles better than the product, with four 4x4-inch cylinder make. The new 1909 \$1,500 car attains a speed of fifty-five miles an hour.

OUTPUT OF AUTO FACTORIES IS ESTIMATED AT 750,000

Business Has Gained Enormously in Few Years and Value Is About \$120,000,000.

Careful calculation of the production of automobiles in America next year predicts an output of all the factories close to 750,000. This total product, valued at approximately \$120,000,000, will be built by manufacturers. This means that a car will be marketed for about every 17000 of the population in the country and that the

...which will result in the...
 ...of the year—...
 ...the...
 ...the...
 ...the...

FOR SALE

A six-cylinder, seven-passenger National automobile in perfect condition. Thoroughly equipped with best of everything — folding top, folding glass front, searchlight, speedometer, clock, tire trunk, extra tires, chains, gas tank, gabel horn, bumper, air tank, etc. Insurance against fire and accident in force.

Morton Place Garage
 1840 N. New Jersey St.

AUTOMOBILES DIRECTORY AND Motor Cars ACCESSORIES

- Accessories** Hearsey-Willis Co., 113-117 W. Market.
- Accessories** Gibson Auto Co., 238 Massachusetts Avenue.
- Quick** Buick-Losey Co., 180-192 East New York St.
- Cadillac** Cadillac Automobile Co., 28-25 East Ohio St.
- Ford** Gibson Auto Co., 238 Massachusetts Avenue.
- & J. Tires** Indpls. Rubber Co., Ga. and S. Liberty Sts.
- Inner Tire Shoe** Downes Vul. Co., 119 W. Market St., rear
- Jackson** Indiana Carriage Co., 27-33 N. Capitol Ave.
- Marmon** Nordyke & Marmon, Factory Sales Dept., Morris St., Ky. Ave.
- Mitchell** Hearsey-Willis Co., 113-117 West Market St.
- National** National Motor Vehicle Co., Factory, 22d St. & L. E. & W.
- Premier** Gibson Auto Co., 238 Massachusetts Avenue.
- Premier** Premier Motor Car Co., Factory, 221-225 S. Shelby St.
- Rambler** Hearsey-Willis Co., 113-117 West Market St.
- Richmond** Furch & Freeman, 33 South

NATIONAL CAR ENTERED POPULAR PRICE CAR IS "MITCHELL"

WILL REPRESENT INDIANA

STOCK MODEL "BIG SIX" ROADSTER IS SCHEDULED TO START IN LIGHT CAR RACE AT SAVANNAH

The car which is to represent the best automobile industry in Indiana in the big Savannah road race will be a National "Big Six". While this speed event—practically equal in importance to the Vanderbilt cup race—will not be run until Thanksgiving day, the National entry will be shipped within a few days in order to give the driver plenty of time to become familiar with the course.

The National entry will be a 1909 stock model "Big Six" roadster. It is a light, long, powerful car—practically a racing car—which can be used either as a two-passenger or four-passenger rig. The only change made by the National Motor Vehicle Company is in the use of lower seats for racing purposes, and the stripping off of fenders, lamps, etc., otherwise the car is strictly a stock model. The car will have the regular stock National six-cylinder engine (cylinders 6x5), about seventy-five horsepower.

Speaking of the Savannah race, George M. Dickson, sales manager of the National Motor Vehicle Company, said:

"We are not building a special racing car for this event. When we got out our 1909 model "Big Six" roadster we discovered that we had the fastest car we had ever built. We entered it in this race in the expectation that if it made a first-rate showing, if it made good time in this 400-mile event, it would be worth while even if we didn't win against the specially built foreign racing cars. Not having a special race car, we will not go to any unusual expense or make any special preparations. The car will be driven by H. M. Harding, an American driver, who drove the victorious Isotta in the Briarcliffe. He will have Charlie Merz as a substitute driver and Charles Kellum as mechanic. They will be in competition with some of the best expert racing men in Europe and America. We'd like to win if we can win with a stock model, but not otherwise, because nothing is proved by a special racing car. We believe, at least, that we can demonstrate that our 1909 "Big Six" is strong and reliable enough to stand this 400-mile race, which will be run at terrific speed."

The Savannah course has been constructed with embankments at its many curves and will be patrolled by Georgia militia during the race.

WANT TO IMPROVE ROADS.

Northern Indiana Auto Men Organize to Develop Highways.

The Racing Automobile Firm Was in Manufacture of \$1,500 Car Four Years Ago.

Accepting the evidence of the time which that the trend in automobile building is toward the modern machine, and neither of the big plants is conducting investigation that everything points to the Mitchell Car Company of Reading as the pioneer of the 1100 car movement.

Following the cycle of social conditions came a period in which the public ran away with the common sense manufacturers. The Mitchell car remained without a trace of success and continued to produce machines of the best judgment of its leading factors. The public should have the speed fever having subsided, the public is giving concrete evidence of return to the "Mitchell" idea.

"In a measure we should feel gratified by this state of affairs," said Capt. William Mitchell Lewis, president of the Mitchell Motor Car Company. "We were the \$1,500 car pioneers of 1904 automobiles of this model. The car was sold to Horatio W. Hall, our agent, and is still in active service. Showing how accurately the Mitchell company anticipated the requirements of the public, it is only necessary to add that the 1904 pioneer car was a four cylinder, 1100. This practically is the average present popular medium priced car."

"Other features of our 1904 car: Wheel base, 102 inches; wheels, 32 grossive transmission and side entrance. The present 1909 model M is the entire output of about \$3,000,000 of these cars has been assimilated. Mitchell agents—has a 4 1/2 x 4 1/2 inch wheel base three inches longer, ignition, selective transmission and adjustments that the wisdom of Designer Bate has suggested.

"The Mitchell Company stopped the \$1,500 car simply because the market was imbued at the time with the mania and demanded a longer wheel base. Without yielding the basic principle plotted in the pioneer car, the Mitchell company started building the \$2,000 car could attain a speed of fifty-two miles an hour, or ten miles better than the product, with four 4x4-inch cylinder make. The new 1909 \$1,500 cars are able of a speed of fifty-five miles an hour."

OUTPUT OF AUTO FACTORIES IS ESTIMATED AT 750,000

Business Has Gained Enormously Few Years and Value Is About \$120,000,000.

Careful calculation of the production of automobiles in America next year shows that the output of all the factories close to cars. This total product, valued at approximately \$120,000,000, will be built by manufacturers. This means that a car will be marketed for about every 17000 people in the country, and that the...