

News of Interest About Motorists

MEMBERS INITIATE MANY IN AUTISM

Teach Hundreds of Visitors During Show Interesting Facts About Motor Car.

SUCCESS ATTENDS CARNIVAL

Every Salesman Enjoys Prosperity and Good Times During Busy Exhibition Days.

If there is a single man in this city or dozen cities who does not understand modern motor car it is at least not the fault of the many dealers who during the last week have been knocking on their doors.

Every auto home was an inviting place as they were all decorated, and music and various auto attractions, while the salesmen were ever eager to explain and talk to instruct all who called and destined to be initiated into the secrets of motorism.

The floral parade was by far the best part of the program from the 1000 local manufacturers, all of whom industrial and commercial organizations and representations. The events at the Speedway were interesting and demonstrated the ability of this machine can be had.

Success took over the week of busy exhibition days, and has had the best opportunity ever afforded by look at what the 1910 automobile has to offer, what the latest models are, and the remarkable pertinacious ingenuity of the engineers and the industry of the manufacturers to whom present perfection still

means nothing further to be done.

In the engine department, the internal combustion engine for several years past has received a great deal of attention and has become more and more reliable, simple and more compact, due to extreme ingenuity of the engineers and the industry of the manufacturers to whom present perfection still

means nothing further to be done.

Whatever alterations there may be in the line of simplification and refinement of the theory and gratifying the needs of the public, let them do the same.

Gasoline engine is at least a compound of intelligence and a radical departure from the gasoline motor which

during the hard work but increase of automobile building has been retained from year to year during the progress of auto trade, some fundamental features have been developed, so much so that they have become practically universal.

The principal one of these is the shaft drive, which has been adopted generally throughout the industry.

It is now the general practice to have the engine mounted on the front of the car, and the transmission and driving shafts mounted on the rear of the car, so that the power is transmitted through the rear wheels.

Owners nowadays know

better than they did, for instance, how forward motion of the car is produced, and are able to see an interest

in the mechanics with the present

and future developments.

It is becoming a fact that the parts

needed to get up to order are easily obtained, and the repairs necessary

are few.

The thing that struck the

exhibitor at the show was the

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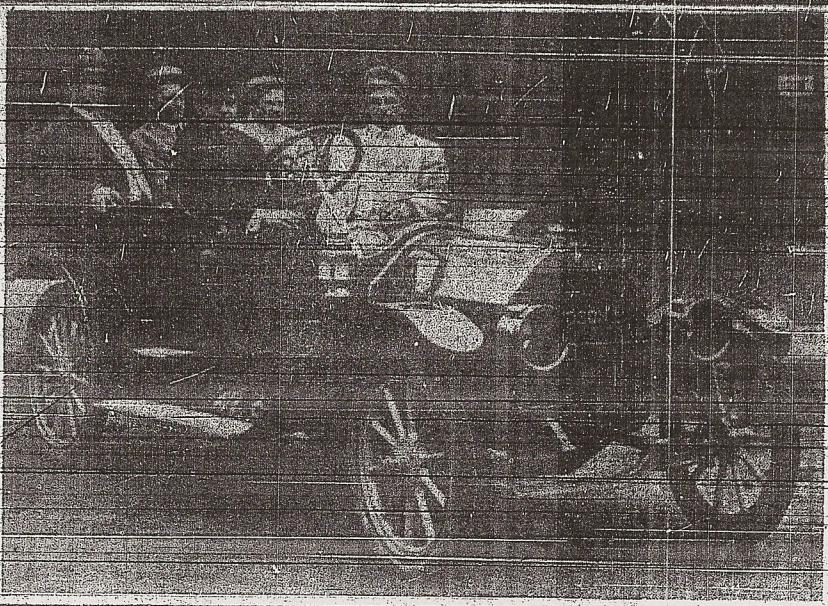
seen in the catalogues.

The busiest place during show week was at

our sales room. Early in the week we re-

ceived a car load of Model 35 Jackson's.

Champion Enjoys Motor Car Ride.



FRONT SEAT—S. W. ELSTON AND D. A. WOLCAST. REAR SEAT—TOM JONES, WILLIAM SMITH AND HOBIE DOUGHERTY.

During his visit here last week Champion Jimmie Allison visited many points of interest in a Hudson car as the guest of S. W. Elston.

made adaptable. The success of cars that have been introduced in the last two or three years. They're ready and have been a major factor to those who worked at the idea of modernized cars, and 1910, of course, is the year of the first real production of them and being produced and sold.

The greatest prosperity in the history of the car trade has been experienced in the last year, and the demand for the 1910 model has caused the manufacturers to arrange for the production up to the limit of capacity.

The reason is that the demand for the 1910 model has increased the sale of the more expensive machines.

There is and has been no cessation in the search for more luxurious models in other words, the demand for the 1910 model is in the purchase of such an automobile as has marching to anything else.

Look ranging as they do, in view of the condition leaves

the market wanted for by the pur-

chaser.

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thought in body design becomes better than the entire appearance of the car will be changed inside of a year or two.

The so-called "torpedo," "umbrella" or fully inclined touring body is the very latest stereotyped in both open and closed bodies. The driver and his companion being deposited from the front, the front fenders and wings in the new types, the line of which are admiringly arranged in the rear, as comfortable as those in the roadster, with the added attraction of a racy appearance to the car.

The height of luxury seems to have been reached in the impregnable day, when a car was found to be a slight alteration in the position of the seats and other head fittings, and in the springing of

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With Campaign of Education, in Which the Rights of All Are Considered, Complaints Will Be Fewer.

Good roads, if they mean anything at all, represent the key to general prosperity. The

automobile, no smaller than the Ford

PLAY BALL WITH AUTOS

FORD AGENTS FORM LEAGUE

ORGANIZE CIRCUITS OF CITIES AND SCORE BY NUMBER OF CARS SOLD, WITH LOCAL DEALER LEADING.

Although the official baseball season has not begun as yet, Indianapolis has the honor of leading a league and from present indications its position is in demand. The league in which Indianapolis is at present standing is the National League of the Ford Motor Company.

Indians, who are the leaders in the Ford circuit, are the Ford Motor Company's dealers and branches handling Ford cars. The Ford Times, the company's publication, has arranged three leagues—the American, National and Universal. In Indianapolis is in the National League.

Indians is made up of Toledo, Atlantic, Duluth, Indianapolis, Detroit, Birmingham

and St. Louis.

Cast Gibson likes the job of leading the Indians, is certain to be successful in the campaign against the Illinois. Wonderful Waller, that Indianapolis team had the leaders playing outside the fence most of the time. We have heard him remark that Gibson has it all mapped out to stand up top now and he has tried to do the job.

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The girls—When I take my hair down I come below my knee.

Graves—Why don't you buy a length the

MADE IN SIX DIFFERENT TYPES

EACH THE GREATEST IN ITS CLASS

Knox Torpedo

Knox Raceabout

Knox Tonneauette

Knox 6-cylinder Touring Car

Knox 4-cylinder Touring Car

Knox Close-Coupled

Knox Open-Bodied

Knox Closed-Bodied

Knox Closed-Coupled

GOOUT Autos and Owners

GOOUT AUTOS
THE AUTOMOBILE
IN THE HOME MARKET
AT THE SHOW PAGE

Turn Out Autos Day and Night
to Keep Up With Demand
From All Parts.

FIT ENERGY ON TWO MODELS

Motor Builders Select Couple of Types, Upon Which Various Bodies May Be Built.

With every available inch of factory space taken up by night as well as day, the plant of the Premier Motor Manufacturing Company in this city is in the midst of its busiest season. The many buildings which house the machine shop, the forge shop, the body painting, finishing and assembling departments are all being worked in such a manner as to obtain the best results. From the moment the raw material is received it is sent through to a straight line until it issues from the shipper as a finished car.

The Premier Company plans to produce about 3,000 cars for the 1910 season, a great many of which have already been shipped to various parts of the country. The force of the factory is concentrated upon two models, one a four-cylinder car of forty-horse power, and the other a six-cylinder car of sixty-horse power. As in addition with many other automobile companies, a variety of bodies can be placed upon either of these chassis.

The four-cylinder car, known as the "Standard," has with the standard

body, a closed top, a

four-passenger seat, a two-passenger

seat with folding back. The standard

car has a top speed of 60 m.p.h.

The six-cylinder car made in this country has a wheel base being 110½ inches,

and is intended for the builders to

use the best seats and comfort in

building.

Factory Has Many Features.

Many features may be placed upon either of these models, the standard four-cylinder running car, with an open-top body, the four-passenger closed top body and the two-passenger racing top. Of course numerous options for both types.

The success of the Premier Company is largely due to the fact that the company is a manufacturer of Premier construction, and that they build high-grade automobiles which contain more

parts of distinction than any one such

car in the market. Their

factory is absolutely manufac-

tured, and there is hardly

any part of the car which is not

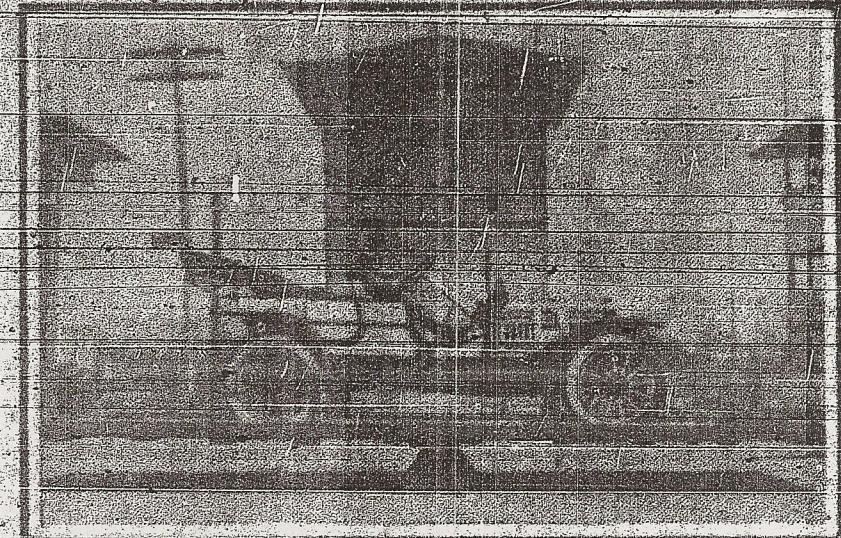
made in the factory. In this

city there are no higher

standard of craftsmanship

than to be found. A form of more than

Victor in Speedway Events



BERT BRONSON IN AUSTIN.

First prize for the successful Speedway performances during the auto show last week was won by Bert Bronson in an Austin car. He was one of the few to perform the tests at start.

the Premier motors set so well balanced that balance in one shop is followed in every other department, so that every Premier car is a perfectly fitting machine before going to the testing department.

Every machine is run fully 100 miles over the rough roads which can be found before being turned over to the body builders and the painters. The Premier Company prides itself upon being able to so well build its cars in the shops that the testers have little to do but to look out under tightness. Every bolt and nut is locked or wired so that there is never any danger of loosening.

The sales department is particularly well organized for the purchasing section and the product of the factory is already being shipped to all parts of this country. Agencies are maintained in New England at one corner of the country, to Los Angeles, Cal., another. Spokane, Wash., and Tampa, Fla., are other widely separated points of distribution, and between them there are representatives in all the important states.

OPENS LOS ANGELES TRACK WITH TERRIFIC SPEED

Hanshue, Driving Apperson Jack Rabbit, Christens Motordrome With Miles in 44.8 Seconds.

Finally, the huge plant racing track at Los Angeles—the motordrome—has been opened, and on the first day was christened with a terrific speed showing by several of the best-known drivers in the country.

Out of the twenty-five cars which were racing about the track at one time the first four were claimed as record. Harry Hanshue, driving an Apperson Jack Rabbit, made the fastest time riding the mile in 44.8 seconds.

This time is not an official record because it was caught by seven watches in the hands of expert racing men, and it will go down as the swiftest mile in all the speed contests with which the motordrome was christened.

As far as what Hanshue made this time is concerned he made less than eighty miles an hour, and Hanshue immediately made the prediction that he would be able to make 100 miles with a little more practice.

Experts believe that the motordrome is safe for speeds as high as the fastest driver can get out of the fastest car. It is the de-

GLIDDEN SCOUTS WEARY

MEET SANDSTORM IN SOUTH

BRAVE RIVERS AND BAD ROADS, BUT HAVE HARD TIME USING SHOVEL TO MAKE TRAIL FOR MICHIGAN RANGER

Frank X. Zitzies and the scouts who have been traversing the trail outlined for this year's Glidden tour in the Michigan Ranger, expect to reach Chicago, their final destination, before April 1. This information was received from Kansas City, where the party was entertained a few days ago.

Since leaving Dallas, Tex., the turning point of the proposed tour, the scouts have had some unexpectedly bad roads, everything was terribly until they reached Oklahoma. They drove through a blinding sand storm from Anadarko to the Canadian River, and then were compelled to shovel sand from their wheels for a mile after crossing the bridge over that stream. The party reached Oklahoma City begrimed, exhausted, but plucky, full of fight and determined to finish the scouting expedition according to schedule. Driver Zitzies in his latest report expresses gratitude for the treatment received everywhere along the road, but particularly in Texas, which, he said, he was sorry to leave on account of acquaintances made and the good roads encountered.

Shovels Handy Article

"We lost half a day trying to get across the Red River, in the vicinity of Wichita Falls, finally bumping across the ties of the only bridge and using the railroad track for 200 miles five miles from Lawton," continues the report.

"Once into Oklahoma we struck prairie roads, good at first, but gradually turning into sand as we neared Lawton. From that point to about ten miles from Ft. Sill, toward Anadarko, the roads were

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