

MARMON AUTOS SET NEW PEAK IN PRODUCTION

Indianapolis Company Sets Record for Monthly, Daily Sales.

Through its enviable record of production and sales so far this year, an Indianapolis institution, the Marmon Motor Car Company, has established itself as one of the leading factors in the automobile industry and, at the same time, greatly strengthened the position of this city as a motor car center.

Marmon has registered a gain of more than 98 per cent in sales since the first of the year, while the industry as a whole, according to the report of the National Automobile Chamber of Commerce, has produced only about 27 per cent more automobiles than in the same period of last year.

High Points for Year

High points in the Marmon record so far this year include:

Establishment of a new high record month for production and shipments in February.

Shipments of two solid trainloads of automobiles to New York and one trainload to Los Angeles.

A record for a single day's business early this month—800 orders received for immediate shipment.

Reports from various parts of the country that show retail sales gains of 100 to 300 per cent in comparison with last year.

Export Sales Increase

Export sales that were at a new high total for all time in February and which bid fair to show another increase this month.

All departments of the Marmon factory are operating at a level that is comparable to the period of peak production in 1927, when the company introduced its first eight-cylinder line, say officials, the Marmon company this year is in the front rank of producers of straight-eight automobiles, offering the "68" at \$1,395 f. o. b. factory and the "78" at \$1,895.

"Reports from every section of the country are to the effect that sales are mounting steadily and that the spring buying season will produce even a greater volume for Marmon than has established a record for us so far this year," said G. M. Williams, Marmon president. "Such an enviable record must be just as gratifying to Indianapolis as it is to ourselves."

Urge Boonville Publisher to Run

By Times Staff

EVANSVILLE, Ind., March 14.—Friends of William B. Carleton, publisher of the Boonville Enquirer and former State Senator, are urging him to seek the Democratic nomination for lieutenant governor in the State convention. Carleton filed for the nomination for State Senator from Vanderburg County, leaving the lieutenant governorship matter in the hands of his friends.

New Radiator Repair Shop Opened, Feature Cleaning



Vern Reed



Don Herr

Vern Reed and Don Herr to Personally Operate Enterprise.

Announcement was made this week of the opening of a new radiator repair shop at 111-119 Kentucky Ave. The establishment will be known as the Reed & Herr Company, Inc., and is owned and personally operated by two of Indianapolis' best known automobile men.

Vern Reed is president and has been connected in an executive capacity with the radiator business for 20 years. Before opening this new shop he was superintendent of the radiator service of United Motors Service. Don Herr is secretary and treasurer. He is also owner of the Don Herr garage located across the street from the new company.

The new radiator concern will specialize in recoring, rebuilding and repairing with Reed's own special process for quickly cleaning radiators, a feature of the new business.

Thirty-five cars can be cared for at one time in the new quarters.

WHIPPET IS GAINING

Shipments Show Big Advance Over Last Year.

TOLEDO, March 14.—Shipments of 39,123 Willys-Knight and Whippet motor cars in January and February show an increase of 49 per cent compared with shipments of 23,375 cars during the same two months last year, according to a statement made here today by the Willys-Overland Company.

Despite the heavy shipments of Whippets and Willys-Knights since the first of the year, the company entered March with 31,000 unfilled orders at the factory, the greatest unfilled volume at any stage in the history of the organization.

Shipments of 24,017 cars in February exceeds the largest previous February in the history of the company and is an increase of 44 per cent compared with shipment of 16,639 cars in the same month last year.

Factory production has been steadily stepped up and now exceeds 1,250 a day.

A.A.A. OPPOSES TOLL HIGHWAY PLAN IN HOUSE

Head of Car Owners Hints Proposal Is to Hide Real Motive.

By Times Staff

WASHINGTON, March 14.—On behalf of its 958 motor clubs the American Automobile Association served notice today that it will oppose strenuously all schemes for foisting a system of toll highways on the car owners of America.

The A.A.A. protest, which took the form of a statement by Thomas P. Henry, president, called attention to the resolution introduced in the House by Congressman Allen J. Furlow of Minnesota, to authorize a commission to study the need and feasibility of express highways to be built and operated by private capital on a toll basis.

Question Motives

"We are uncompromisingly opposed to the principle underlying the Furlow bill, and we seriously question the motives and the wisdom of the forces behind it," he declared.

Proposals for toll highways were considered by A. A. A. directors and the unanimous sentiment was that no effort must be spared to prevent the installation of the "vicious toll principle" on the highways of the United States.

He continued:

Favors Free Roads

"The proposal for the study by a Federal commission is a blind that can not fail to play into the hands of the sponsors of privately-owned and privately-exploited highways.

"If there be need of such an inquiry it can be undertaken by the bureau of public roads of the Department of Agriculture, which has detailed knowledge of the national road situation.

"The association has sponsored good roads for twenty-five years, and as at all times bulwarked the Federal aid principle. We must continue and enlarge on our present and prospective road-building programs. We may need express highways, but if we get them, let them be free roads."

AUBURN SPEEDS UP

Plant Units of Company at Capacity Production.

AUBURN, Ind., March 13.—With all records for the number of workmen employed by the Auburn Automobile Company broken here this week, and with unfilled orders rapidly piling up, the various plant units of the company have reached capacity production, officials announced today.

While production has now reached nearly 700 cars a week it will be at least four to six weeks before unfilled orders can be caught up with, the announcement said.

The central production plant located in this city is now operating on an eleven-hour basis, with several of the departments working day and night. Obstacles that held up production in February have been overcome and lines are operating unbroken.

Production at the Connersville, Ind., finishing plant is being speeded up while the body plant at Kalamazoo, Mich., has reached capacity. Bodies from the various plants are now coming in at the rate of 125 daily.

Yields to Auto

By NEA Service

STAR ISLAND, N. H., March 14.—Impossible as it sounds, there's one place in the good old United States that has been immune to all the advances of the automobile.

This locality is the Isle of Shoals discovered by Captain John Smith, had never realized the thrill of fixing punctures and blowouts under broiling sun or running out of gas thirty miles from the nearest gas station.

However, old Dobbin, the old reliable horse, is dead, so the Unitarians who use the island for a series of summer conferences have decided to buy a truck to haul supplies from the wharf.

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Tail Lights

BY SWEDE SWANSON

The difficulty in the matter of parking along a congested street is not so much the result of parked automobiles as of those desiring to park.

It is here that traffic is slowed up considerably. Drivers, looking for a place to park, cruise slowly along the street and sometimes stop for a moment or two, hindering the progress of the main stream of cars. Four lanes then, instead of two, are practically closed to speedy traffic.

Thus the one-hour or half-hour parking restriction defeats itself. It is intended to hasten traffic on a congested street by giving more people a chance to park on it. The result is that drivers cruise along slowly in the hope of catching a parked car driving out.

Perhaps, if the time restriction were revoked, fewer drivers would creep down a congested street with this hope in mind. More might resort to the garages or the open parking grounds, or give up driving altogether for the street cars in getting down town.

The idea is at least as good as that to restrict parking altogether.

Just by accident it sometimes happens that a motorist can ignore a rule of car care and get away with it without any serious consequences. This usually leads to trouble because it suggests the possibility that the rule is unnecessary.

Take the case of the starter. Every driver is cautioned against stepping on the starter button while the engine is running, yet frequently drivers violate the rule and are surprised when nothing happens.

To save getting caught eventually in this sort of carelessness it is a good idea to know just why a starter does not always break under these conditions or why the starter motor is not injured. If the engine happens to be idling the starter pulley may be able to mesh without clashing.

Just because it takes this punishment is no reason to assume that it will be able to start engagement when the engine is running faster.

A new method of traffic control, not unlike our traffic lights, is being tried out at Leeds, England. The device consists of a signpost with four arms, bearing the signs, "Pass" and "Stop." On top of the post is a clock. The clock is set for a length of time, and at the end of that period the arms turn round, opening traffic in the opposite direction.

The present automobile is 250 per cent better than the motor car in vogue before the World War, according to W. L. Velle, Jr., vice president of the Velle Motor Corporation. Besides, he says, the present car of \$1,200 is as good as the car of twelve years ago, costing \$4,000 or \$5,000.

Deaths resulting from automobile accidents during 1926 totaled 20,891, an increase of more than 5 per cent over the death rate for 1925.

U. S. FUND FOR RUBBER SURVEY IS DENOUNCED

Tire Maker Thinks Money Wasted in Tropical Island Tests

Congressional committee appropriation of \$100,000 for investigating crude rubber possibilities in the Philippines and tropical America, was denounced today by William O'Neil, president of the General Tire Rubber Company, of Akron, Ohio, as a waste of money and a foolish and impossible attempt to establish this country in the rubber protection business in far away lands.

The money is to be taken from agricultural department funds. Congress intends that it shall be spent first for study of the problem, next for experimental purposes and finally for development of rubber trees in the islands of American tropics.

Congressional junkies and Far East cruises of Government commissions seeking information which American rubber men already have in their possession, will absorb the appropriation almost entirely, O'Neil declares.

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HARDEST MILES ARE FIRST 500

'Breaking In' of Car Is Highly Important.

"The first 500 miles or so is the most important period in the life of a new automobile, and the manner in which the car is driven at that stage determines to a large extent the kind of future service it will give."

"The parts of a new car are carefully and accurately made, but just as a pair of new shoes must be 'broken in' before fitting comfortably, so these new parts must also be adjusted in order to function properly."

"High points on the bearings must be smoothed out, tool and grinding marks gradually worn away, a high polish acquired."

This is the statement of David Gregg, research engineer of the AC Spark Plug Company, who proceeds to give some expert advice about breaking in new automobiles.

To quote Gregg, in part:

"First, follow explicitly the manufacturer's directions for the 'breaking in' period, which usually is 500 miles. After this period, and when the engine is warm, occasionally accelerate up to forty or forty-five miles an hour. Immediately the speedometer registers forty or forty-five slow down to around thirty-five miles an hour. This enables the oil to circulate freely among the moving parts."

"The short bursts of speed permit the parts to become accommodated to full load operation without danger of burning or sticking, which might occur with continued high speed running."

"At the end of the first 1,000 miles the car should be driven back to the dealer for a complete check. See that the valve adjustment is correct."

Hammond Officials Cleared

By Times Staff

HAMMOND, Ind., March 14.—Officials of this city today stand cleared of charges of graft. A Lake County grand jury which has been investigating the city administration nearly two months, Tuesday reported there was no ground for indictments. Henry Heckler, real estate dealer, instigated the probe. Hammond police say he was angry at the administration, due to arrest for a traffic ordinance violation.

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