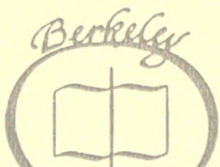
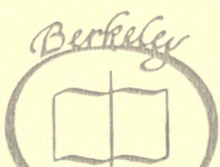
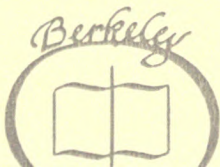
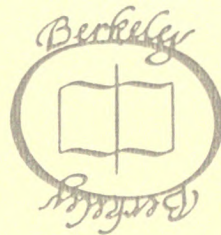
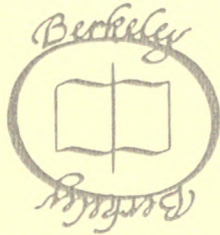


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An Illustrated Directory of the Specifications of All Domestic
and Foreign Motor-Cars and Motor Business Wagons
—Gasoline, Steam and Electric—
Sold in This Country
1907



Published by

MoToR

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GASOLINE CARS COSTING LESS THAN \$1,000

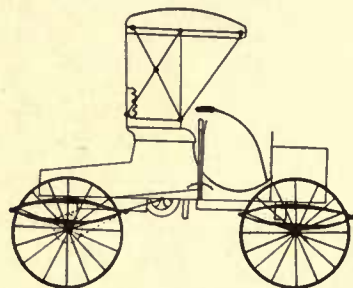


"Auto-Buggy," Model 3, 4 H.P. "Success" Automobile Mfg. Co., St. Louis, Mo.

PRICE: \$250
BODY: Piano box
SEATS: 2 persons
WEIGHT: 500 pounds
WHEEL BASE: 62 inches
TREAD: 56 inches
TIRES, FRONT: 40x1 in.
TIRES, REAR: 44x1 in.
STEERING: Sprocket and chain
BRAKES: On transmission
SPRINGS: Platform type
FRAME: Wood and angle steel

BORE: 3 1/4 in. STROKE: 3 in.
CYLINDERS: 1 vertical at side of body
VALVE ARRANGEMENT: At side of cylinder
MOTOR SUSPENSION: From angle bars projecting at side of body
COOLING: Air and fan
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Spray, mixing valve
LUBRICATION: Splash and grease cups
MOTOR-CONTROL: Spark and throttle
CLUTCH: Band
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Foot pedals
DRIVE: Side chain



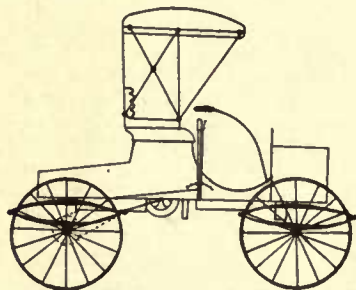
Albany Run-a-bout, Model 2, 4-6 H. P.

Albany Automobile Co., Albany, Ind.

PRICE: \$300; with top
BODY: Piano box
SEATS: 2 persons
WEIGHT: 500 pounds
WHEEL-BASE: 62 inches
TREAD: 52 inches
TIRES, FRONT: 30x1 1/4 in., solid
TIRES, REAR: 32x1 1/4 in., solid
STEERING: Hand lever or tiller
BRAKES: Foot brake on transmission
SPRINGS: Full elliptic

FRAME: Angle steel
BORE: 4 1/2 in. STROKE: 4 in.
CYLINDERS: 1, vertical, in front
VALVE ARRANGEMENT: 3 port, side valves
MOTOR SUSPENSION: From side members of frame
COOLING: Water; pump
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery
CARBURETER: Universal; automatic mixture regulation

LUBRICATION: Sight feed pressure
MOTOR CONTROL: Spark and throttle
TRANSMISSION: Friction
CHANGE SPEEDS: Slide of friction disk
SPEEDS: 2 to 10 miles and reverse
CHANGE - SPEED CONTROL: Side lever
DRIVE: Center chain on differential sprocket



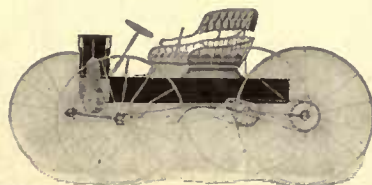
Albany Run-a-bout, Model 3, 8-10 H. P.

Albany Automobile Co., Albany, Ind.

PRICE: \$350
BODY: Piano box
SEATS: 2 persons
WEIGHT: 550 pounds
WHEEL-BASE: 62 inches
TREAD: 52 inches
TIRES, FRONT: 30x1 1/4 in., solid
TIRES, REAR: 32x1 1/4 in., solid
STEERING: Hand lever or tiller
BRAKES: Foot brake on transmission

SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4 in. STROKE: 4 1/4 in.
CYLINDERS: 2, in front
VALVE ARRANGEMENT: 3 port
MOTOR SUSPENSION: Side members of frame
COOLING: Water; pump
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery

CARBURETER: Automatic
LUBRICATION: Sight feed pressure
MOTOR CONTROL: Spark and throttle
CHANGE GEAR: Friction type
SPEEDS: 2 to 20 miles and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Center chain



Cosmopolitan, Model B, 5 H.P.

D.W. Haydock Automobile Mfg. Co., St. Louis, Mo., U.S.A.

PRICE: \$350
BODY: Piano, 60 inches long 28 inches wide
SEATS: 2 to 3 persons
WEIGHT: 500 pounds
WHEEL BASE: 60 inches
TRACK: 56 inches
TIRES, FRONT: Steel or solid rubber
TIRES, REAR: Steel or solid rubber
STEERING: Wheel, inclined post

BRAKE: On center of transmission disc
SPRINGS: Concord, longitudinal 60 inches long
BORE: 4 1/2 in. STROKE: 4 in.
CYLINDERS: 1 vertical in front
VALVE ARRANGEMENT: Inlet and exhaust in head
MOTOR SUSPENSION: From front members of frame
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Dry battery
CARBURETER: Float feed
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction discs
SPEEDS: Any number forward up to 25 miles an hour; one reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double side chains on rear wheels

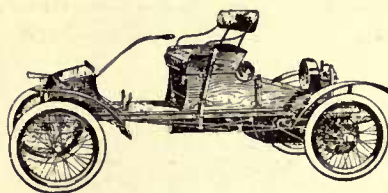


The "Autocycle" Runabout, 6 H.P. Vandegrift Automobile Co., Philadelphia, Pa.

PRICE: \$400
BODY: Single seat, undivided
SEATS: 2 persons
WEIGHT: 400 pounds
TIRES, FRONT AND REAR: 28x2 1/2 inches
TIRES, SIDE: 24x2 inches
STEERING: Wheel

SPRINGS: Double 1/4 elliptic, rear
FRAME: Steel channels
BORE: 3 1/4 in. STROKE: 3 in.
CYLINDERS: Two
MOTOR SUSPENSION: Under body
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
CARBURETER: Float feed
LUBRICATION: Sight feed
MOTOR-CONTROL: Spark and throttle
CHANGE SPEED: Friction type
SPEEDS: Up to 45 m.p.h.
DRIVE: Belt



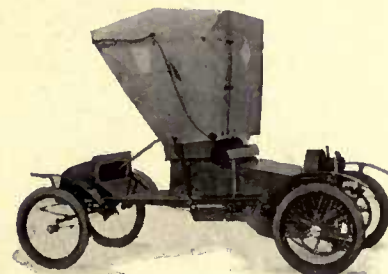
Waltham-Orient, Model B.R., 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$400
BODY: Runabout
SEATS: 2 persons
WEIGHT: 600 pounds
WHEEL BASE: 80 inches
TREAD: 42 inches
TIRES, FRONT: 26x2 1/2 in.
TIRES, REAR: 26x2 1/2 in.
STEERING: Tiller
BRAKES: On rear hubs
SPRINGS: Elliptical front and rear

FRAME: Wood
BORE: 3 1/4 in. STROKE: 4 1/4 in.
CYLINDERS: One in back
VALVE ARRANGEMENT: Automatic inlet; mechanical exhaust
MOTOR SUSPENSION: Rear on side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery
CARBURETER: Orient

LUBRICATION: Oil pump
MOTOR-CONTROL: Throttle and spark
CLUTCH: Friction
CHANGE GEAR: Friction
SPEEDS: 5 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction drive
NOTE: Furnished with 2 cylinder motor for \$50 extra



Waltham-Orient, Model B.R., 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$425
BODY: Runabout with top
SEATS: 2 persons
WEIGHT: 625 pounds
WHEEL BASE: 80 inches
TREAD: 42 inches
TIRES, FRONT: 26x2 1/2 inches
TIRES, REAR: 26x2 1/2 inches
STEERING: Tiller
BRAKES: On rear hubs
SPRINGS: Full elliptic front and rear

FRAME: Wood
BORE: 3 1/4 in. STROKE: 4 1/4 in.
CYLINDERS: One in rear
MOTOR SUSPENSION: From side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries
CARBURETER: Orient
LUBRICATION: Oil pump

MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Friction
SPEEDS: 5 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction
NOTE: Furnished with 2 cylinder motor for \$50 extra.

Hawley, 16 H.P.

The Hawley Automobile Co., Ltd., Constantine, Mich.

Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.

PRICE: \$450
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,050 pounds
WHEEL BASE: 84 inches
TREAD: 56 inches
TIRES, FRONT: 28x3 inches

TIRES, REAR: 28x3 inches
STEERING: Wheel
SPRINGS: Half elliptical
FRAME: Angle iron
BORE: 4 1/4 in. STROKE: 4 in.
CYLINDERS: Two, vertical
MOTOR: Two cycle

COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLIES: Batteries
TRANSMISSION: Friction disc
DRIVE: Single chain



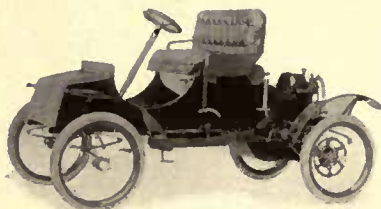
Postal, Model 2, 12 1-2 H.P.

Postal Auto & Engine Co., Bedford, Ind.

PRICE: \$450
 BODY: Piano box 28x70 inches
 SEATS: 2 persons
 WEIGHT: 900 pounds
 WHEEL BASE: 70 inches
 TREAD: 56 inches
 TIRES, FRONT: 1½ inch solid rubber
 TIRES, REAR: 1½ inch solid rubber
 STEERING: Lever

BRAKES: One to transmission
 emergency to countershaft
 SPRINGS: Side springs
 FRAME: Angle steel
 BORE: 4¼ in. STROKE: 4 in.
 CYLINDERS: 2 opposed
 VALVE ARRANGEMENT: Inlet
 and exhaust in side ports
 MOTOR SUSPENSION: Bolted to
 angle frame
 COOLING: Air
 IGNITION: Jump spark

CURRENT SUPPLY: Vibrator, 2
 sets batteries, 12 dry cells
 CARBURETER: Kingston
 LUBRICATION: Automatic system
 MOTOR-CONTROL: Spark and
 throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side
 lever
 DRIVE: Steel cable



Waltham-Orient, Model E R., 4 H.P.

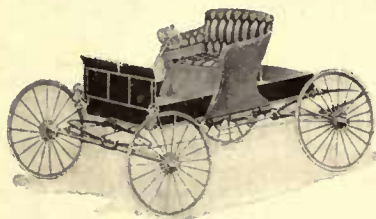
Waltham Mfg. Co., Waltham, Mass.

PRICE: \$475
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 650 pounds
 WHEEL BASE: 73 inches
 TREAD: 42 inches
 TIRES, FRONT: 26x2½ in.
 TIRES, REAR: 26x2½ in.
 STEERING: Wheel
 BRAKES: 2 on rear hubs
 SPRINGS: Elliptical front and rear

FRAME: Wood
 BORE: 3¼ in.; STROKE: 4¼ in.
 CYLINDERS: One in back
 VALVE ARRANGEMENT: Auto-
 matic inlet; mechanical exhaust
 MOTOR SUSPENSION: Rear on
 side members of frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry battery
 CARBURETER: Orient

LUBRICATION: Oil pump
 MOTOR-CONTROL: Throttle and
 spark
 CLUTCH: Friction
 SPEEDS: 5 forward and 2 reverse
 CHANGE-GEAR CONTROL: Side
 lever
 DRIVE: Friction drive

NOTE: Furnished with 2 cylinder
 motor for \$50 extra.



Federal, Model B, 12 H. P.

Federal Automobile Co., Chicago, Ill.

PRICE: \$475
 BODY: Piano box runabout
 SEATS: 2 persons
 WEIGHT: 650 pounds
 WHEEL BASE: 70 inches
 TIRES, FRONT: 36x1½ inches
 TIRES, REAR: 36x1½ inches
 STEERING: Wheel
 SPRINGS: Full elliptics

CYLINDERS: Double opposed, 2
 cycle
 MOTOR SUSPENSION: In rear,
 horizontal under body
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

MOTOR-CONTROL: From steering
 wheel
 CLUTCH: Disc
 SPEEDS: Up to 50 m.p.h.
 CHANGE - GEAR CONTROL:
 Wheel on steering column
 DRIVE: Shaft



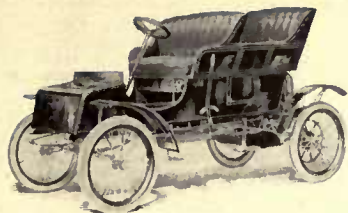
The Postal, Model 1, 12 1-2 H.P.

Postal Auto & Engine Co., Bedford, Ind.

PRICE: \$475
 BODY: Piano box
 SEATS: 2 persons
 WEIGHT: 900 pounds
 WHEEL BASE: 70 inches
 TREAD: 56 inches
 TIRES, FRONT: 1½ in. solid rubber
 TIRES, REAR: 1½ in. solid rubber
 STEERING: Lever
 BRAKES: On transmission and
 emergency on countershaft

SPRINGS: Side springs
 FRAME: Angle steel
 BORE: 4¼ in. STROKE: 4 in.
 CYLINDERS: 2, opposed
 VALVE ARRANGEMENT: Inlet
 and exhaust in side ports
 MOTOR SUSPENSION: Bolted to
 angle frame
 COOLING: Air by fan in flywheel
 and flanges on cylinders
 IGNITION: Jump spark

CURRENT SUPPLY: Vibrator
 and 2 sets batteries, 12 dry cells
 CARBURETER: Kingston
 LUBRICATION: Automatic system
 MOTOR-CONTROL: Spark and
 throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side
 lever
 DRIVE: Steel cable



Waltham-Orient, Model ET, 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$525
BODY: Enclosed tonneau
SEATS: 4 persons
WEIGHT: 750 pounds
WHEEL BASE: 77 inches
TREAD: 42 inches
TIRES, FRONT: 26x2½ in.
TIRES, REAR: 26x2½ in.
STEERING: Wheel
BRAKES: Double, acting on rear hubs

SPRINGS: Elliptical
FRAME: Wood
BORE: 3¼ in. STROKE: 4¼ in.
CYLINDERS: Single
MOTOR SUSPENSION: In rear
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries
CARBURETER: Orient
LUBRICATION: Oil pump

MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
SPEEDS: 5 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction
NOTE: Furnished with 2-cylinder motor for \$50 extra



The Jewell, Model C, 8 H.P.

Forest City Motor Car Co., Massillon, Ohio

PRICE: \$550
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 900 pounds
WHEEL BASE: 60 inches
TREAD: 46 inches
TIRES, FRONT: 28x2½ inches
TIRES, REAR: 28x2½ inches
STEERING: Tiller
BRAKES: On transmission and rear wheels

SPRINGS: 3, full elliptic
FRAME: Rolled steel
BORE: 4½ in. STROKE: 4 in.
CYLINDER: One
MOTOR SUSPENSION: Horizontal from frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic
LUBRICATION: Automatic

MOTOR-CONTROL: Hand lever
CLUTCH: Multiple disc
CHANGE-GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Hand lever
DRIVE: Chain

Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.

Stanley Runabout, Model A, 20 H.P. Stanley Automobile & Mfg. Co., Mooreland, Ind.

PRICE: \$575
BODY: With detachable tonneau
SEATS: 5 passengers
WEIGHT: 1,000 pounds
WHEEL BASE: 87 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Worm and sector
BRAKES: On transmission and differential

SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5¼ inches
STROKE: 5¼ inches
CYLINDERS: Double opposed
MOTOR SUSPENSION: From side rails
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Steel disc, leather face
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain on shaft



Reliable Dayton Runabout.

Reliable Dayton Motor Car & Mfg. Co., Chicago, Ill.

PRICE: \$600
BODY: Piano box
SEATS: 2 persons
WEIGHT: 650 pounds
TIRES, FRONT: 40x1¼ inches
TIRES, REAR: 44x1½ inches
STEERING: Lever
BRAKES: Foot brakes on differential
SPRINGS: Long side

FRAME: Steel
BORE: 3½ inches
STROKE: 3½ inches
CYLINDERS: 2 side by side; two cycle
MOTOR SUSPENSION: From frame under body
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Automatic
LUBRICATION: Automatic sight feed
MOTOR-CONTROL: Throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Chains to rear wheels



Ford, Model N, 15 H.P.

PRICE: \$600
 BODY: Runabout, semi-individual seats, torpedo back
 SEATS: 2 persons
 WEIGHT: 1,000 pounds
 WHEEL BASE: 84 inches
 TREAD: 56 inches
 TIRES, FRONT: 28 x 2½ inches
 TIRES, REAR: 28 x 2½ inches
 STEERING: Ford reduction-gear system; irreversible
 BRAKES: 2 sets; band on transmission shaft; internal expanding in rear hubs

SPRINGS: Semi-elliptic cross-springs in front; full elliptic rear
 FRAME: Pressed steel
 BORE: 3¼ in.; STROKE: 3¼ in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: All on left side of motor
 MOTOR SUSPENSION: Three-point to front and side frame members
 COOLING: Water; cellular radiator
 IGNITION: Jump spark

Ford Motor Company, Detroit, Mich.

CURRENT SUPPLY: Batteries
 CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sour, planetary
 SPEEDS: 2 forward, one reverse
 CHANGE-GEAR CONTROL: High and low speeds with hand lever, reverse with foot lever
 DRIVE: Shaft



"Farmers Auto," Model A, 14 H.P.

International Harvester Co., Chicago, Ill.

PRICE: \$600
 BODY: Wooden body with carrying space in rear
 SEATS: 2 persons
 CAPACITY: 800 pounds
 WEIGHT: 1,600 pounds
 WHEEL BASE: 84 inches
 TREAD: 56 inches
 TIRES, FRONT: 15½x40 in. (side wire)
 TIRES, REAR: 15½x44 in. (side wire)
 STEERING: Wheel

BRAKES: On rear wheels
 SPRINGS: All full elliptic
 FRAME: Angle sub-frame
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: 2 cylinders opposed
 VALVES: Mechanically operated
 MOTOR SUSPENSION: Parallel bars of sub-frame
 COOLING: Air, double fan
 IGNITION: Jump spark
 CURRENT SUPPLY: 2 sets dry batteries
 CARBURETER: Float feed

LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: External band
 CHANGE GEAR: Positive clutch
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: One lever
 DRIVE: Chain to countershaft and both rear wheels



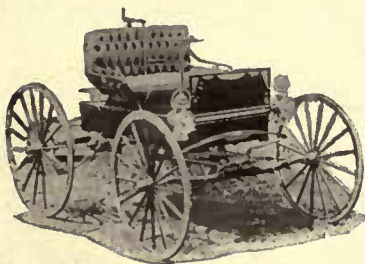
"Farmers Auto," Model B, 14 H.P.

International Harvester Co., Chicago, Ill.

PRICE: \$600
 BODY: Wooden double seats; rear seat removable
 SEATS: 4 persons
 WEIGHT: 1,650 pounds
 WHEEL BASE: 84 inches
 TREAD: 56 inches
 TIRES, FRONT: 40x15½ inches
 TIRES, REAR: 44x15½ inches
 STEERING: Wheel
 BRAKES: On rear wheels

SPRINGS: All full elliptic
 FRAME: Angle steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: 2 opposed
 VALVES: Mechanically operated
 MOTOR SUSPENSION: From sub-frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: 2 sets dry batteries

CARBURETER: Float feed
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: External band
 CHANGE GEAR: Positive clutch
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Lever
 DRIVE: Chain to countershaft and both rear wheels



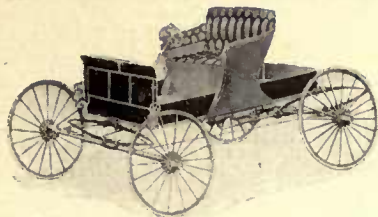
"Buggyabout," Model B, 12 H.P.

Hatfield Motor Vehicle Co., Cortland, N. Y.

PRICE: \$600
 BODY: Special piano box
 SEATS: 2 persons
 WEIGHT: 750 pounds
 WHEEL BASE: 74 inches
 TREAD: 56 inches
 TIRES, FRONT: 38x1¼ in. cushion
 TIRES, REAR: 42x1¼ in. cushion
 STEERING: Wheel; special patented sprocket chain device

BRAKES: 2 band, and emergency by reversing across friction disc
 SPRINGS: Full elliptic
 FRAME: Sills of piano box, strengthened by irons
 BORE: 4¼ in. STROKE: 4 in.
 CYLINDERS: 2 opposed, 4 cycle
 VALVE ARRANGEMENT: Automatic, cam-operated exhaust
 MOTOR SUSPENSION: From sills of body, on angle irons
 COOLING: Air cooled, two fans

IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: With automatic mixture regulation
 LUBRICATION: Gravity feed
 MOTOR-CONTROL: Spark and throttle
 SPEEDS: 10 forward, 5 reverse
 DRIVE: Friction, and double chain to rear wheels



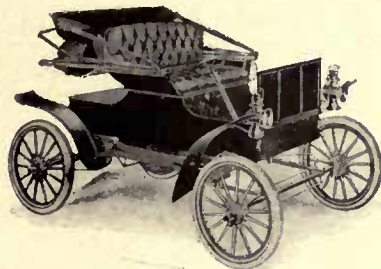
Federal, Model C, 12-15 H.P.

Federal Automobile Co., Chicago, Ill.

PRICE: \$600
BODY: Piano box runabout
SEATS: 2 persons
WEIGHT: 800 pounds
TIRES, FRONT: 36x1½ inches
TIRES, REAR: 36x1½ inches
STEERING: Wheel

SPRINGS: Full elliptical
CYLINDERS: 2 horizontal
MOTOR: 2 cycle
MOTOR SUSPENSION: In rear,
under body
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
MOTOR-CONTROL: From steering
wheel
CLUTCH: Friction disc
CHANGE - GEAR CONTROL:
Wheel on steering column
DRIVE: Shaft



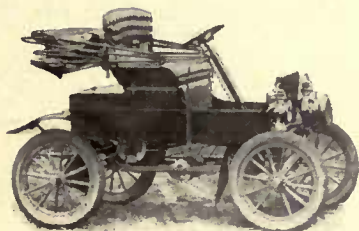
Monarch, Model A, 12-14 H.P.

Monarch Motor Car Co., Chicago, Ill.

PRICE: \$600
BODY: Piano box
SEATS: 2 persons
WEIGHT: 950 pounds
WHEEL BASE: 76 inches
TREAD: 54 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Worm and sector
BRAKES: On transmission and rear
hubs

SPRINGS: Monarch patent
FRAME: Angle iron
BORE: 4½ in. STROKE: 4 in.
CYLINDERS: Two horizontal
VALVE ARRANGEMENT: Me-
chanical
MOTOR SUSPENSION: On lower
springs
COOLING: Air by pressure blower
IGNITION: Jump spark
CURRENT SUPPLY: Storage cells

CARBURETER: Monarch
LUBRICATION: Grease cups
MOTOR-CONTROL: Spark and
throttle mounted at wheel
CHANGE GEAR: Planetary type
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Shaft



The Jewell, Model D, 8 H.P.

The Forest City Motor Car Co., Massillon, Ohio

PRICE: \$600
BODY: Piano box
SEATS: 2 persons
WEIGHT: 950 pounds
WHEEL BASE: 70 inches
TREAD: 50 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Wheel irreversible
BRAKES: 2 on wheel and trans-
mission

SPRINGS: 3, full elliptical, 3-point
suspension
FRAME: Rolled steel
BORE: 4½ in. STROKE: 4 in.
CYLINDER: One
MOTOR SUSPENSION: Horizon-
tal
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Jewell

LUBRICATION: Multiple oilers
MOTOR-CONTROL: On steering
post
CLUTCH: Multiple disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and one re-
verse
CHANGE-GEAR CONTROL: Hand
lever
DRIVE: Chain



Reo Runabout, Model B, 8 H.P.

Reo Motor Car Co., Lansing, Mich.

PRICE: \$650
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 78 inches
TREAD: 55 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Worm and segment
BRAKES: Double acting hub
SPRINGS: ¾ elliptic, front; full
elliptic, rear

FRAME: Angle steel
BORE: 4¾ in. STROKE: 6 in.
CYLINDER: Single, horizontal
MOTOR SUSPENSION: From
main frame
COOLING: Water; tubular radia-
tor
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Float feed

LUBRICATION: Sight feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Single chain



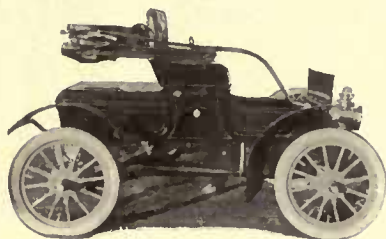
Holsman, Model 3, 10 H.P.

Holsman Auto Co., Chicago, Ill.

PRICE: \$650 (without top)
BODY: Runabout
SEATS: 2 persons
WEIGHT: 845 pounds
WHEEL BASE: 65 inches
TREAD: 56 to 62 inches
TIRES, FRONT: 44x1 1/8 inches
TIRES, REAR: 48x1 1/8 inches
STEERING: Lever
BRAKES: On wheel rims

SPRINGS: Side bar
FRAME: Steel
BORE: 4 inches
STROKE: 4 inches
CYLINDERS: Double horizontal opposed
VALVE ARRANGEMENT: Inlets, automatic; exhausts, mechanical
MOTOR SUSPENSION: Under body

COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
SPEEDS: 2 forward and reverse
DRIVE: Steel cable



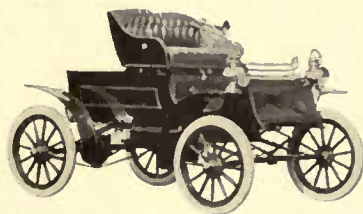
Oldsmobile, Model "B" Runabout, 7 H.P.

Olds Motor Works, Lansing, Mich.

PRICE: \$650
BODY: Wood, runabout
SEATS: 2 persons
WEIGHT: 1,100 pounds
WHEEL BASE: 66 inches
TREAD: 55 inches
TIRES, FRONT: 28 x 3 inches
TIRES, REAR: 28 x 3 inches
STEERING: Tiller
BRAKES: 2 sets, on transmission and rear hubs, operated by pedal

FRAME: Angle steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: One
VALVE ARRANGEMENT: Both on same side
MOTOR SUSPENSION: Crank case on main frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Oldsmobile special
LUBRICATION: Splash
MOTOR CONTROL: Spark and throttle
CLUTCH: Disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



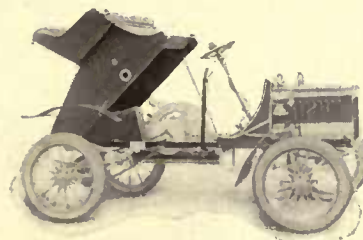
Northern, Model A, Runabout, 7 H.P.

Northern Motor Car Co., Detroit, Mich.

PRICE: \$650
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 70 inches
TREAD: 56 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Lever
BRAKES: On transmission and differential
SPRINGS: Long side

FRAME: Angle steel
BORE: 4 1/4 in.; STROKE: 6 in.
CYLINDERS: 1, horizontal
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: From end members of frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery
CARBURETER: Northern automatic

LUBRICATION: Gravity sight feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather-faced disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain



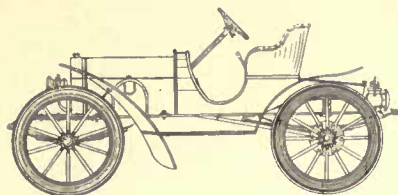
Gale Runabout, Model C-7, 8-10 H.P.

Western Tool Works, Galesburg, Ill.

PRICE: \$650
BODY: Runabout, undivided seat
SEATS: 2 persons
WEIGHT: 1,100 pounds
WHEEL BASE: 73 inches
TREAD: 54 1/2 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Worm gear
BRAKES: On rear hubs and transmission

SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: Single, horizontal
VALVES: Mechanically operated
MOTOR SUSPENSION: From frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed type
LUBRICATION: Gravity feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; metal to metal
CHANGE GEAR: Planetary type
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



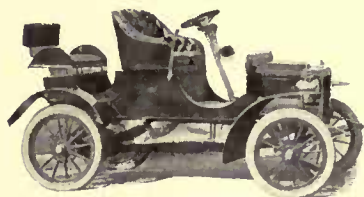
Aurora, Model "A," 14-16 H.P.

Aurora Motor Works, North Aurora, Ill.

PRICE: \$650
 BODY: Runabout body
 SEATS: 2 passengers
 WEIGHT: 1,000 pounds
 WHEEL-BASE: 80 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 2 inches
 TIRES, REAR: 34 x 2 inches
 STEERING: Wheel steer; pinion gear
 BRAKES: Rear hub band brakes and transmission brakes
 SPRINGS: Half elliptical, front; full elliptical, rear

FRAME: Angle steel
 BORE: 4½ in. STROKE: 4 in.
 CYLINDERS: Double opposed horizontal, under hood
 VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
 MOTOR SUSPENSION: 3 point suspension
 COOLING: Water; triangular tube special radiator; thermo syphon
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry batteries
 CARBURETER: Holly

LUBRICATION: Automatic force feed
 MOTOR CONTROL: Spark and throttle on steering column
 CLUTCH: Cone
 CHANGE GEAR: Planetary transmission
 SPEEDS: 2 forward and 1 reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft-driven



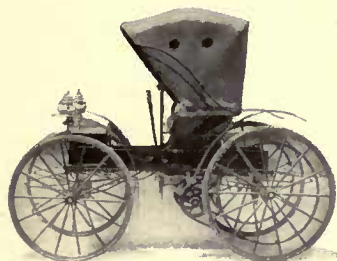
Reo, Model B, 8 H.P.

Reo Motor Car Co., Lansing, Michigan.

PRICE: \$675
 BODY: Runabout; special; rear seat
 SEATS: 2-4 passengers
 WEIGHT: 1,050 pounds
 WHEEL-BASE: 78 inches
 TREAD: 55 inches
 TIRES, FRONT: 28x3 inches
 TIRES, REAR: 28x3 inches
 STEERING: Worm and segment
 BRAKES: Double-acting hub

SPRINGS: ¾ elliptic front; full elliptic rear
 FRAME: Angle steel
 BORE: 4¾ in. STROKE: 6 in.
 CYLINDERS: Single horizontal
 VALVE ARRANGEMENT: Mechanically operated
 MOTOR SUSPENSION: From main frame
 COOLING: Tubular radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
 CARBURETER: Float feed type
 LUBRICATION: Sight feed lubricator
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Single chain



Holsman Runabout, Model 9, 10 H.P.

Holsman Automobile Co., Chicago, Ill.

PRICE: \$700
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 800 pounds
 WHEEL-BASE: 76 inches
 TREAD: 66 to 62 inches
 TIRES, FRONT: 44x1½ in.
 TIRES, REAR: 48x1½ in.
 STEERING: Lever

BRAKES: Wheel rims
 SPRINGS: Full elliptic
 FRAME: Steel
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 2 horizontal, opposed
 VALVE ARRANGEMENT: Inlets, automatic, exhausts, mechanical
 MOTOR SUSPENSION: Under body

COOLING: Air
 IGNITION: Double jump spark
 CURRENT SUPPLY: Batteries
 CARBURETER: Float feed
 LUBRICATION: Automatic force feed
 MOTOR-CONTROL: Throttle
 SPEEDS: 2 forward and reverse
 DRIVE: Steel cable

Hawley Touring Car, 16 H.P. The Hawley Automobile Co., Ltd., Constantine, Mich.

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

PRICE: \$700
 BODY: Side entrance detachable tonneau
 SEATS: 4 persons
 WEIGHT: 1,350 pounds
 WHEEL-BASE: 96 inches
 TREAD: 56 inches

TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Wheel
 SPRINGS: Half elliptical
 FRAME: Angle iron
 BORE: 4¾ in. STROKE: 4 in.
 CYLINDERS: Two, vertical

MOTOR: Two cycle
 COOLING: Water, tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries
 TRANSMISSION: Friction disc
 SPEED: 35 m.p.h.
 DRIVE: Single chain



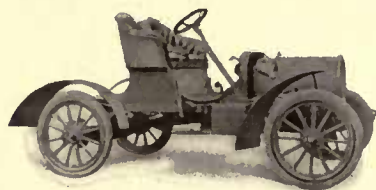
Holsman, Model 10, 10 H.P.

Holsman Automobile Co., Chicago, Ill.

PRICE: \$750
BODY: Runabout
SEATS: 2 persons
WEIGHT: 800 pounds
WHEEL BASE: 76 inches
TREAD: 56 to 62 inches
TIRES, FRONT: 44x1 1/4 in.
TIRES, REAR: 48x1 1/4 in.
STEERING: Lever
BRAKES: On wheel rims

SPRINGS: Full elliptic
FRAME: Steel
BORE: 4 in.; STROKE: 4 in.
CYLINDERS: 2 horizontal, opposed
VALVE ARRANGEMENTS: In-lets, automatic, exhausts mechanical
MOTOR SUSPENSION: Under body
COOLING: Air

IGNITION: Double jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Float Feed
LUBRICATION: Automatic force feed
MOTOR-CONTROL: Throttle
SPEEDS: 2 forward and reverse
DRIVE: Steel cable



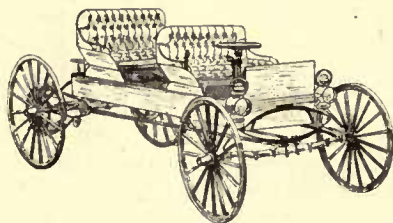
Cameron Runabout, 16 H.P.

Cameron Car Co., Brockton, Mass.

PRICE: \$750
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 86 inches
TREAD: 54 inches
TIRES, FRONT: 28x2 1/2 inches
TIRES, REAR: 28x2 1/2 inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: 3/4 elliptic front, full elliptic rear

FRAME: Oak and steel
BORE: 3 5/8 in. STROKE: 3 1/2 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: With automatic mixture regulation

LUBRICATION: Splash system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Cameron system direct on all speeds
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

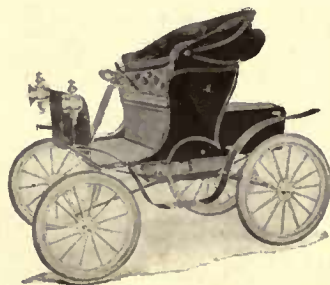


"Buggyabout," Model C, 14 H.P. Hatfield Motor Vehicle Co., Cortland, N. Y.

PRICE: \$750
BODY: Piano box convertible to commercial wagon
SEATS: 4 persons
WEIGHT: 900 pounds
WHEEL BASE: 101 inches
TREAD: 56 inches
TIRES, FRONT: 38x1 1/2 inches
TIRES, REAR: 42x1 1/2 inches
STEERING: Chain and sprocket (patented)

BRAKES: 2 on differential sprockets, 2 emergency
SPRINGS: Full elliptical
FRAME: Wood sill, reinforced by angle iron
BORE: 4 1/2 in. STROKE: 4 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Automatic intake; mechanical exhaust
MOTOR SUSPENSION: From sills

COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Schebler
LUBRICATION: Gravity feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: None
SPEEDS: 3 to 25 miles
DRIVE: Friction drive (patented)



Monarch, Model B, 12-14 H.P.

Monarch Motor Car Co., Chicago, Ill.

PRICE: \$750
BODY: Stanhope wood panel
SEATS: 2 persons
WEIGHT: 950 pounds
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Monarch patent suspension

FRAME: Angle iron
BORE: 4 1/2 in. STROKE: 4 in.
CYLINDERS: 2 horizontal
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: On lower springs
COOLING: Air pressure from enclosed fly wheel
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Monarch
LUBRICATION: Grease cups
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



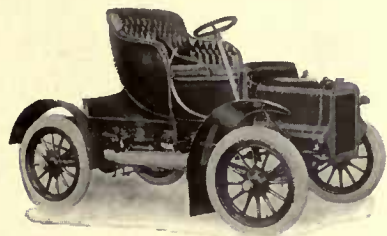
Holsman Surrey, Model 11, 10 H.P.

Holsman Automobile Co., Chicago, Ill.

PRICE: \$800 (without top)
BODY: Surrey type
SEATS: 4 persons
WEIGHT: 1,055 pounds
WHEEL BASE: 76 inches
TREAD: 56 to 62 inches
TIRES, FRONT: 44x1½ inches
TIRES, REAR: 48x1½ inches
STEERING: Lever

BRAKES: On wheel rims
SPRINGS: Full elliptic
FRAME: Steel
BORE: 4 inches
STROKE: 4 inches
CYLINDERS: Double opposed
MOTOR SUSPENSION: Horizontal under body

COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
SPEEDS: 2 forward and reverse
DRIVE: Steel cable



Cadillac, Model K Runabout, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$800
BODY: Runabout
SEATS: 2 persons
WHEEL BASE: 74 inches
TREAD: 56 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 inches

STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chamber
MOTOR SUSPENSION: On cross member's
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



The Marvel Roadster, 12-14 H.P.

Marvel Motor Car Co., Detroit, Mich.

PRICE: \$800
BODY: Runabout, individual seats
SEATS: 2 persons
WEIGHT: 1,300 pounds
WHEEL BASE: 84 inches
TREAD: 55 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Irreversible worm
BRAKES: External hub on rear axle

SPRINGS: Full elliptic
FRAME: Angle steel
CYLINDERS: 2 opposed under hood
VALVE ARRANGEMENT: On upper side
MOTOR SUSPENSION: Horizontal from frame
COOLING: Water; thermo syphon
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed type
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather face
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Maxwell, Model RS, 14 H.P.

Maxwell-Briscoe Motor Co., Tarrytown, N.Y.

PRICE: \$825
BODY: Individual divided seat, turtle rear deck
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 72 inches
TREAD: 56 inches
TIRES, FRONT: 28 x 3 inches
TIRES, REAR: 28 x 3 inches
STEERING: Rack and pinion
BRAKES: External on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4½ in.; STROKE: 4 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: On sides
MOTOR SUSPENSION: 3 point
COOLING: Water, thermo-syphon system, honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Maxwell, Model RL, 14 H.P.

Maxwell-Briscoe Motor Co., Tarrytown, N.Y.

PRICE: \$825
 BODY: Single; metal body
 SEATS: 2 persons
 WEIGHT: 1,000 pounds
 WHEEL BASE: 72 inches
 TREAD: 56 inches
 TIRES, FRONT: 28 x 3 inches
 TIRES, REAR: 28 x 3 inches
 STEERING: Rack and pinion
 BRAKES: External on rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 4 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: On sides
 MOTOR SUSPENSION: 3 point
 COOLING: Water, thermo-syphon system, honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: Float feed

LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system; side lever
 DRIVE: Shaft



Monarch, Model C, 12-14 H.P.

Monarch Motor Car Co., Chicago, Ill.

PRICE: \$850
 BODY: Queen Victoria
 SEATS: 2 persons
 WEIGHT: 1,000 pounds
 WHEEL BASE: 78 inches
 TREAD: 56 inches
 TIRES, FRONT: 28x3 inches
 TIRES, REAR: 28x3 inches
 STEERING: Worm and sector
 BRAKES: On transmission and rear hubs
 SPRINGS: Monarch patent suspension

FRAME: Angle iron
 BORE: 4½ in. STROKE: 4 in.
 CYLINDERS: 2 horizontal
 VALVE ARRANGEMENT: Mechanical
 MOTOR SUSPENSION: On lower springs
 COOLING: Air pressure from engine fly wheel
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Monarch
 LUBRICATION: Grease cups
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary transmission
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft

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Monarch, Model E, 12-14 H.P.

Monarch Motor Car Co., Chicago, Ill.

PRICE: \$900
 BODY: Wood
 SEATS: 2 individual
 WEIGHT: 1,000 pounds
 WHEEL BASE: 88 inches
 TREAD: 54 inches
 TIRES, FRONT: 3 inches
 TIRES, REAR: 3 inches
 STEERING: Worm and sector
 BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
 FRAME: Armored wood
 BORE: 4½ in. STROKE: 4 in.
 CYLINDERS: Two
 VALVE ARRANGEMENT: Mechanical
 MOTOR SUSPENSION: Under hood
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage cells

CARBURETER: Schebler
 LUBRICATION: Grease cups
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary transmission
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Hand lever
 DRIVE: Shaft



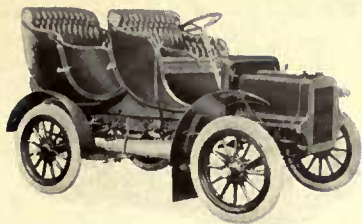
Rambler, Model 27, 14-16 H.P.

Thos. B. Jeffery & Co., Kenosha, Wisconsin.

PRICE: \$950
 BODY: Runabout, torpedo back
 SEATS: 2 persons
 WEIGHT: 1,500 pounds
 WHEEL BASE: 90 inches
 TREAD: 56½ inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Screw and nut
 BRAKES: On transmission and rear hub
 SPRINGS: Semi-elliptic front, full elliptic rear
 FRAME: Pressed steel throughout

BORE: 4½ in.; STROKE: 5 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: In side extension of combustion chamber
 MOTOR SUSPENSION: 3 point, from 2 cross members and right side of frame
 COOLING: Water, flat tube radiator, thermo-syphon system
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry or storage battery

CARBURETER: Float feed, automatic air control
 LUBRICATION: Sight feed oiler; pressure feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever for forward speeds, pedal for reverse
 DRIVE: Single chain



Cadillac, Model M, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$950
BODY: Victoria type. Side entrance tonneau
SEATS: 4 persons
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 5 inches
STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chamber
MOTOR SUSPENSION: On cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry Cells
CARBURETER: Special Cadillac type

LUBRICATION: Force feed
MOTOR-CONTROL: Throttle and spark
CLUTCH: Flat disc
CHANGE GEAR: Planetary
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain



Cadillac, Model M, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$950
BODY: Side entrance tonneau
SEATS: 4 persons
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 inches

STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chamber
MOTOR SUSPENSION: On cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



Luverne Surrey, 20 H.P.

Luverne Automobile Co., Luverne, Minn.

PRICE: \$950
BODY: Side entrance, one or two seats
SEATS: Two or four persons
WEIGHT: 1,600 pounds
WHEEL BASE: 78 inches
TREAD: 56 inches
TIRES, FRONT: 34x2 inches solid
TIRES, REAR: 34x2 inches solid
STEERING: Worm and sector
BRAKES: On differential
SPRINGS: Semi-elliptic

FRAME: Angle steel
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: Two, opposed, under body
VALVE ARRANGEMENT: In head, mechanically operated
MOTOR SUSPENSION: Channel cross members
COOLING: Water through gear pump, and coil radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Schebler automatic
LUBRICATION: Force-feed oiler
MOTOR-CONTROL: Throttle and spark on steering wheel
CLUTCH: Tapered metal
CHANGE GEAR: Planetary type
SPEEDS: Two speeds, forward and reverse
CHANGE-GEAR CONTROL: Foot pedals and hand lever
DRIVE: Single chain



Leader Runabout, Model B, 16 H.P.

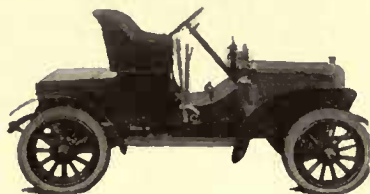
Columbia Electric Co., Knightstown, Ind.

PRICE: \$975
BODY: Divided front seat; deck
SEATS: 2 persons
WEIGHT: 1,200 pounds
WHEEL BASE: 84 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On double hand on rear axle
SPRINGS: Full elliptic

FRAME: Angle steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: Two
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Center sub-frame
COOLING: Water; flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Schebler

LUBRICATION: Pressure, 6 feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone disc
CHANGE GEAR: Planetary type
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever, low and high, reverse on pedal
DRIVE: Center chain

GASOLINE CARS COSTING FROM \$1,000 TO \$1,499.



Mitchell, Model E, 20 H.P.

Mitchell Motor Car Co., Racine, Wis.

PRICE: \$1,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30 x 3½ inches
TIRES, REAR: 30 x 3½ inches
STEERING: Irreversible
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic; 40 inches front, 48 inches rear

FRAME: Pressed steel
BORE: 3¾ in.; STROKE: 4 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Exhausts in heads; inlets at sides
MOTOR SUSPENSION: On sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Float feed compensating
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle and foot accelerator
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



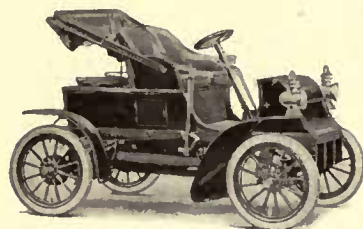
Cadillac, Model M, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$1,000
BODY: Side entrance, folding tonneau
SEATS: 4 persons
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ in.-hes
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 5 inches
STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chamber
MOTOR SUSPENSION: On cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



Hewitt, "Little Touring Car," 10 H.P.

Hewitt Motor Co., New York

PRICE: \$1,000
BODY: Runabout
SEATS: 2 persons; extra rear seat
WEIGHT: 1,200 pounds
WHEEL-BASE: 72 inches
TREAD: 54½ inches
TIRES, FRONT: 760 x 90 mm.
TIRES, REAR: 760 x 90 mm.
STEERING: Internal worm type
BRAKES: On rear hubs and transmission

SPRINGS: Semi-elliptic, running entire length
FRAME: Pressed steel
BORE: 4¾ in. STROKE: 6 in.
CYLINDERS: 1, horizontal
MOTOR SUSPENSION: Under body
COOLING: Water; square tube radiator
IGNITION: Jump spark and make and break

CURRENT SUPPLY: Storage battery and magneto
CARBURETER: Automatic
LUBRICATION: Automatic force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
DRIVE: Single chain



"Servitor," Model B, 20 H.P.

Barnes Mfg. Co., Sandusky, Ohio

PRICE: \$1,000
BODY: Roadster
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 3-inch clincher
TIRES, REAR: 3-inch clincher
STEERING: Worm and sector
BRAKES: Rear but expanding
SPRINGS: Full elliptic

FRAME: Steel
BORE: 4 in. STROKE: 4 in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Side port
MOTOR SUSPENSION: Independent of body
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Battery
CARBURETER: Automatic

LUBRICATION: Force feed and splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Barnes' patent
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Propeller shaft



Twyford Roadster, 15 H.P.

Twyford Motorcar Co., Brookville, Pa.

PRICE: \$1,000
BODY: Wood
SEATS: 2 passengers
WEIGHT: 1,250 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Worm and gear
BRAKES: Hand and foot
SPRINGS: Full elliptical rear; semi-elliptical in front

FRAME: Steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 2; 3 port, 2 cycle
MOTOR SUSPENSION: On frame under rear seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic mixture

LUBRICATION: Oil cups
MOTOR-CONTROL: Spark
CLUTCH: Double acting clamp
CHANGE GEAR: Clutch type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



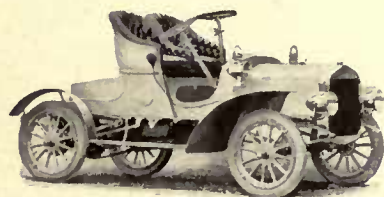
Leader, Model C, 16 H.P.

Columbia Electric Co., Knightstown, Ind.

PRICE: \$1,050
BODY: Double side entrance detachable tonneau
SEATS: 5 persons
WEIGHT: 1,550 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On double band on rear axle

SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4½ in.; STROKE: 4½ in.
CYLINDERS: Two
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Center sub-frame
COOLING: Water, flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Schebler
LUBRICATION: Pressure, 6 feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone disc
CHANGE GEAR: Planetary type
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever, low and high, reverse on pedal
DRIVE: Center chain



Buick, Model G, 22 H.P.

Buick Motor Co., Flint, Mich.

PRICE: \$1,150
BODY: Turtle back runabout
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 89 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Tilting, pinion and sector
BRAKES: Internal expanding hub
SPRINGS: ¾ elliptic in front; semi-elliptic in rear

FRAME: Angle steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Exhaust and inlet in head
MOTOR SUSPENSION: From cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Schebler

LUBRICATION: Mechanical force feed; gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Planetary type
SPEEDS: 2 forward; 1 reverse
CHANGE-GEAR CONTROL: Lever and foot pedals
DRIVE: Chain



Leader, Model D, 20 H.P.

Columbia Electric Co., Knightstown, Ind.

PRICE: \$1,150
BODY: Double side entrance detachable tonneau
SEATS: Five persons
WEIGHT: 1,650 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On double band on rear axle

SPRINGS: Full elliptic springs
FRAME: Angle steel
BORE: 5 in.; STROKE: 4½ in.
CYLINDERS: Two
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Center sub-frame
COOLING: Water; flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Schebler
LUBRICATION: Mechanical; 6 feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone disc
CHANGE GEAR: Planetary type
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever for low and high, reverse pedal
DRIVE: Center chain

Lambert, Model L, 16 H.P.

Buckeye M'fg. Co., Anderson, Ind.



PRICE: \$1,200
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 94 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Screw and nut
BRAKES: On cross shaft and rear hubs

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Angle iron
BORE: 6 in.; STROKE: 4 in.
CYLINDERS: Double opposed in front
MOTOR SUSPENSION: From cross members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed
LUBRICATION: Gear driven force feed oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains

Cadillac, Model M, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.



PRICE: \$1,200
BODY: Coupe
SEATS: 2 persons
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 4 inches

STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chamber
MOTOR SUSPENSION: On cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain

Autocar, Type XV, 12-14 H.P., Runabout.

The Autocar Co., Ardmore, Pa.



PRICE: \$1,200
BODY: Runabout
SEATS: 3 persons
WEIGHT: 1,475 pounds
WHEEL BASE: 81½ inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Bevel gear and sector
BRAKES: Two external contracting; two internal expanding; all on rear hubs
SPRINGS: Semi-elliptic front; full elliptic rear
BORE: 4 in. STROKE: 4 in.

FRAME: Hot rolled annealed pressed steel of channel section; reinforced by cross members
CYLINDERS: Two, horizontal opposed in front, under hood
VALVE ARRANGEMENT: Mechanically operated exhaust; automatic inlet valve
MOTOR SUSPENSION: 3 point suspension
COOLING: Water; fin tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: With automatic mixture regulation
LUBRICATION: Mechanical feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal-to-metal type, fly wheel floating disc clutch
CHANGE GEAR: Sliding type; ball bearing
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft, bevel gear

Cameron, 16 H.P.

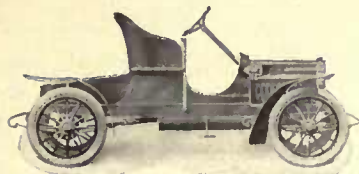
Cameron Car Co., Brockton, Mass.



PRICE: \$1,200
BODY: Side entrance tonneau
SEATS: 4 persons
WEIGHT: 1,250 pounds
WHEEL BASE: 98 inches
TREAD: 54 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: ¾ elliptic front, full elliptic rear

FRAME: Oak and steel
BORE: 3½ in. STROKE: 3½ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: With automatic mixture regulation

LUBRICATION: Splash system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Cameron system direct on all speeds
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Atlas Runabout, 20 H.P.

PRICE: \$1,250
 BODY: Aluminum runabout
 SEATS: 2 persons
 WEIGHT: 1,200 pounds
 WHEEL BASE: 90 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3 inches
 TIRES, REAR: 30x3 inches
 STEERING: Warner
 BRAKES: On transmission and rear hubs

SPRINGS: Half elliptics
 FRAME: Pressed steel
 BORE: 4½ in. STROKE: 4½ in.
 CYLINDERS: 2 vertical
 MOTOR SUSPENSION: Side frame
 COOLING: Thermo syphon
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry and storage cells

LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side hand lever and foot pedal
 DRIVE: Shaft



Cartercar, Model D, 20 H.P.

PRICE: \$1,250
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 1,500 pounds
 WHEEL BASE: 96 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ in.
 TIRES, REAR: 30x3½ in.
 STEERING: Segment and pinion
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 5 in.; STROKE: 4½ in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: Mechanical from one cam shaft
 MOTOR SUSPENSION: From main shaft
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float feed
 LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Friction transmission
 CHANGE-GEAR CONTROL: Single side lever
 DRIVE: Chain



Rambler, Model 22, 20-22 H.P.

PRICE: \$1,250
 BODY: Torpedo deck, removable
 SEATS: 2 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 100 inches
 TREAD: 56½ inches
 TIRES, FRONT: 30x4 inches
 TIRES, REAR: 30x4 inches
 STEERING: Screw and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel
 BORE: 5 in.; STROKE: 6 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: Side extension of combustion chamber
 MOTOR SUSPENSION: 3 point
 COOLING: Water, flat tube radiator, thermo-syphon system
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery
 CARBURETER: Float feed, automatic air control

LUBRICATION: Sight feed oiler, pressure feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, forward speeds, pedal, reverse
 DRIVE: Single chain

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Moline, Model "H," 18 H.P.

PRICE: \$1,250
 BODY: Side entrance tonneau
 SEATS: 5 passengers
 WEIGHT: 1,800 pounds
 WHEEL BASE: 92 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Screw and nut
 BRAKES: Constricting bands on hubs of rear wheels
 SPRINGS: Full elliptical, rear; semi-elliptical cross spring, front

FRAME: Pressed channel steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: 2, opposed under body
 VALVE ARRANGEMENT: Lower side of explosion chamber
 MOTOR SUSPENSION: On side frames well up inside body
 COOLING: Water, vertical tube radiator
 IGNITION: Jump spark system
 CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with automatic mixture regulation
 LUBRICATION: Mechanical force feed, ratchet driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Fibre faced friction blocks
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever and one pedal
 DRIVE: Roller chain

Moline Automobile Co., E. Moline, Ill.



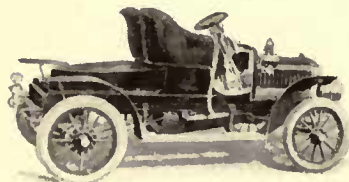
Jackson, Model C, 20-24 H.P.

Jackson Automobile Co., Jackson, Mich.

PRICE: \$1,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and segment
BRAKES: Clamping on rear hubs
SPRINGS: Semi-elliptic, 46 inches long

FRAME: Pressed steel
BORE: 5¼ in.; STROKE: 5 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Under body
COOLING: Water, thermo-syphon system
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Schebler

LUBRICATION: Ratchet-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



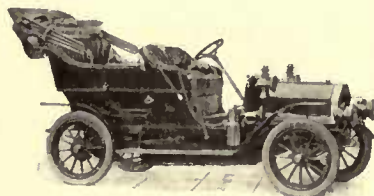
Jackson Runabout, Model C, 20-24 H.P.

Jackson Automobile Co., Jackson, Mich.

PRICE: \$1,250
BODY: Runabout, divided seat
SEATS: 2 persons
WEIGHT: 1,750 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ in.
TIRES, REAR: 30x3½ in.
STEERING: Worm and segment
BRAKES: Clamping on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5¼ in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Under body
COOLING: Thermo-syphon system
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic

LUBRICATION: Ratchet driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



Reo, Model A, 16-20 H.P.

Reo Motor Car Co., Lansing, Michigan

PRICE: \$1,250
Body: Detachable tonneau; side entrance
SEATS: 5 passengers
WEIGHT: 1,700 pounds
WHEEL BASE: 94 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and segment
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic front; full elliptic rear

FRAME: Pressed channel steel
BORE: 4¾ in.; STROKE: 6 in.
CYLINDERS: Two opposed
VALVE ARRANGEMENT: Mechanically operated
MOTOR SUSPENSION: Independent frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells and storage battery
CARBURETER: Float feed

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



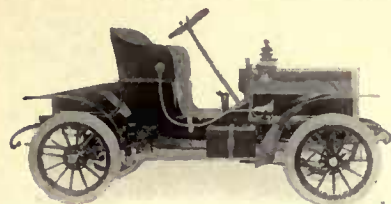
Duryea, 15-18 H.P.

Duryea Power Co., Reading, Pa.

PRICE: \$1,250
BODY: Doctor's phaeton
SEATS: 2 adults and 2 children
WEIGHT: 1,050 pounds
WHEEL BASE: 75 inches
TREAD: 46 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Vertical central lever
BRAKES: On rear sprocket
SPRINGS: Quarter elliptic, front; semi-elliptic, rear
FRAME: Armored wood

BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 3, inclined under seat
VALVE ARRANGEMENT: In side ports
MOTOR SUSPENSION: From body sills
COOLING: Water, thermal circulation
IGNITION: Make and break
CURRENT SUPPLY: Magneto and battery
CARBURETER: Duryea

LUBRICATION: Splash
MOTOR-CONTROL: Throttle
CLUTCH: Low band; high double cone
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Vertical motion of control handle
DRIVE: Single chain



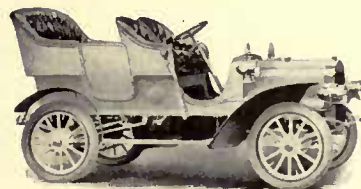
Waltham-Orient, Model TR., 16 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$1,250
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,350 pounds
WHEEL BASE: 82 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ in.
TIRES, REAR: 30x3½ in.
STEERING: Worm gear
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 3¼ in.; STROKE: 4¼ in.
CYLINDERS: 4 vertical tandem
VALVE ARRANGEMENT: Mechanically operated
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry battery

CARBURETER: Automatic air supply
LUBRICATION: Force feed oiler
MOTOR-CONTROL: Throttle and spark
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft direct on high



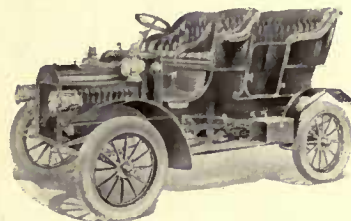
Buick, Model F, 22 H.P.

Buick Motor Co., Flint, Mich.

PRICE: \$1,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,840 pounds
WHEEL BASE: 89 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Tilting, pinion and sector
BRAKES: Internal expanding hub
SPRINGS: ¾ elliptic in front; ½ elliptic in rear

FRAME: Angle steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Exhaust and inlet in head
MOTOR SUSPENSION: From cross members
COOLING: Water; vertical tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Schebler
LUBRICATION: Mechanical force feed oiler; gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Planetary type
SPEEDS: 3 forward; 1 reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Chain



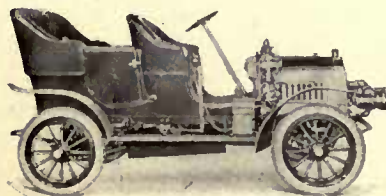
"Tourist," Model "K-7," 20 H.P.

Auto Vehicle Co., Los Angeles, Cal.

PRICE: \$1,250
BODY: Removable tonneau
SEATS: 5 persons
WEIGHT: 1,750 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and segment
BRAKES: Three: One on transmission; one on differential and double hub brakes on rear wheels

SPRINGS: 4 full elliptic
FRAME: Ash wood frame, reinforced by double steel plates
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Both mechanically operated
MOTOR SUSPENSION: From side members of frame
COOLING: Combination water tank and spiral fin radiator
IGNITION: Jump spark

CURRENT SUPPLY: 12 dry cells
CARBURETER: Schebler
LUBRICATION: By multiple force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Two side levers
DRIVE: Single chain



Chalfant, Model C, 22-24 H.P.

Chalfant Motor Car Co., Lenover, Pa.

PRICE: \$1,250
BODY: Side entrance tonneau
SEATS: 5 persons
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Thread and nut type
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Angle steel
BORE: 5½ in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Mechanical, on top
MOTOR SUSPENSION: Crosswise from frame
COOLING: Water; vertical tube spiral wound radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Automatic
LUBRICATION: Automatic sight feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

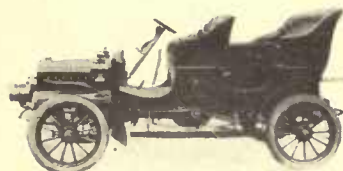


Luverne, Model 1, Touring Car, 20 H.P. Luverne Automobile Co., Luverne, Minn.

PRICE: \$1,250
 BODY: Side entrance, tilting, removable tonneau
 SEATS: 5 persons
 WEIGHT: 1,850 pounds
 WHEEL BASE: 94 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Worm and sector
 BRAKES: On differential and rear hubs
 SPRINGS: Semi-elliptic

FRAME: Angle steel
 BORE: 5 in.; STROKE: 5 in.
 CYLINDERS: Two, opposed, under body
 VALVE ARRANGEMENT: In head, mechanically operated
 MOTOR SUSPENSION: Channel iron supports, straight bars under motor
 COOLING: Water through gear pump, and coil radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
 CARBURETER: Schebler automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle on steering gear
 CLUTCH: Tapered metal
 CHANGE GEAR: Planetary
 SPEEDS: 2 speeds forward and reverse
 CHANGE-GEAR CONTROL: Foot pedals and hand lever
 DRIVE: Single chain



Mason Touring Car, 22-24 H.P.

Mason Motor Car Co., Des Moines, Iowa

PRICE: \$1,250
 BODY: Side entrance, detachable tonneau
 SEATS: 5 persons
 WEIGHT: 1,750 pounds
 WHEEL BASE: 90 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Irreversible
 BRAKES: Double construction, bands on differential

SPRINGS: Semi-elliptic, front; full elliptic, rear
 FRAME: Angle steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENTS: In heads
 MOTOR SUSPENSION: Under body from cross members
 COOLING: Water; spiral wound tube radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry batteries
 CARBURETER: Automatic

LUBRICATION: Force feed, automatic
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone type
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever for forward speeds, pedal for reverse
 DRIVE: Single chain



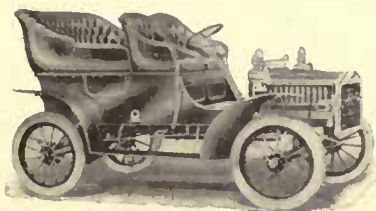
Auburn, Model D, 24 H.P.

Auburn Automobile Co., Auburn, Ind.

PRICE: \$1,250
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 1,750 pounds
 WHEEL BASE: 100 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Irreversible type
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptical front; full elliptical rear

FRAME: Pressed channel steel
 BORE: 5½ in.; STROKE: 5 in.
 CYLINDERS: 2 horizontal under body
 VALVE ARRANGEMENT: In heads
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed type
 LUBRICATION: Mechanical force-feed oiler, gear driven
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever and foot pedal
 DRIVE: Chain



Michigan, Model E, 16 H.P.

Michigan Automobile Co. Ltd., Kalamazoo, Mich.

PRICE: \$1,250
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 1,800 pounds
 WHEEL BASE: 86 inches
 TREAD: 55 inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Ball and sector
 BRAKES: On differential drum and expanding rear hub brakes
 SPRINGS: Full elliptical

FRAME: Angle steel
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: 2 horizontal, opposed, amidships
 VALVE ARRANGEMENT: Both in heads
 MOTOR SUSPENSION: From cross members of frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: Kingston

LUBRICATION: Force feed oiler, driven from cam shaft
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Planetary, with friction plates
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Chain



Pullman Tourer, 24 H.P.

PRICE: \$1,250
 BODY: Side entrance detachable tonneau
 SEATS: 5 persons
 WEIGHT: 1,800 pounds
 WHEEL BASE: 100 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ in.
 TIRES, REAR: 32x3½ in.
 STEERING: Worm and segment

BRAKES: On differential and transmission
 SPRINGS: Full elliptic
 FRAME: Pressed steel
 BORE: 5 in. STROKE: 7 in.
 CYLINDERS: Double opposed
 MOTOR SUSPENSION: From frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark

Pullman Automobile Co., Peru, Indiana

CURRENT SUPPLY: Storage battery
 CARBURETER: Float feed
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



Mason Runabout, 22-24 H.P.

PRICE: \$1,285
 BODY: Detachable tonneau with beetle back for runabout
 SEATS: 2 persons
 WEIGHT: 1,700 pounds
 WHEEL BASE: 90 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Irreversible
 BRAKES: Double constricting, bands on differential

SPRINGS: Semi-elliptic, front; full elliptic, rear
 FRAME: Angle steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENTS: In heads
 MOTOR SUSPENSION: From cross members under body
 COOLING: Water; spiral wound tube radiator
 IGNITION: Jump spark

Mason Motor Car Co., Des Moines, Iowa

CURRENT SUPPLY: Dry batteries
 CARBURETER: Automatic
 LUBRICATION: Automatic force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Conical type
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever and foot pedal
 DRIVE: Single chain



Gale, Model K-7, 24-26 H.P.

PRICE: \$1,300
 BODY: Side entrance, tonneau
 SEATS: 5 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 95 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Non-reversible worm gear
 BRAKES: 2 external on rear hubs; emergency on transmission

SPRINGS: Semi-elliptic, fronts; full elliptic, rear
 FRAME: Pressed steel
 BORE: 5½ in. STROKE: 5½ in.
 CYLINDERS: Double opposed
 VALVES: Mechanically operated
 MOTOR SUSPENSION: Horizontal from frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

Western Tool Works, Galesburg, Ill.

CARBURETER: Schebler
 LUBRICATION: Automatic
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, metal to metal
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Single chain

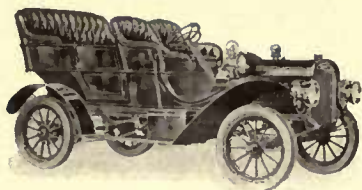


Maxwell Doctor's Car, Model DR, 20 H.P. Maxwell-Briscoe Motor Co., Tarrytown, N.Y.

PRICE: \$1,350
 BODY: Single seat
 SEATS: 2 persons
 WEIGHT: 1,600 pounds
 WHEEL BASE: 85 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ inches
 TIRES, REAR: 30x3½ inches
 STEERING: Pinion and segment
 BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: On sides
 MOTOR SUSPENSION: 3 point
 COOLING: Water; thermo-syphon, honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells

CARBURETER: Float feed
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Shaft



Rambler, Model 22, 20-22 H.P.

Thos. B. Jeffery & Co., Kenosha, Wisconsin.

PRICE: \$1,350
BODY: Side entrance, detachable tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56½ inches
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
STEERING: Screw and nut
BRAKES: On transmission and rear hub
SPRINGS: Semi-elliptic front, full elliptic rear

FRAME: Pressed steel
BORE: 5 in.; STROKE: 6 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: In side extension of combustion chamber
MOTOR SUSPENSION: Three-point
COOLING: Water, flat tube radiator, thermo-syphon system
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed, automatic air control
LUBRICATION: Sight feed oiler, pressure feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever, forward speeds, pedal, reverse
DRIVE: Single chain



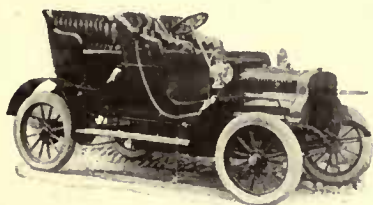
Cartercar, Model A, 20 H.P.

Motorcar Co., Detroit, Mich.

PRICE: \$1,350
BODY: Tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 94 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Wheel, segment and pinion
BRAKES: Rear hubs, internal

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 4½ in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: On main frame
COOLING: Water, thermo-syphon
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed
LUBRICATION: Positive mechanical feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction transmission
CHANGE-GEAR CONTROL: Single lever
DRIVE: Single chain



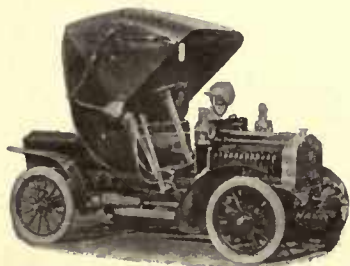
Cartercar, Model E, 20 H.P.

Motorcar Co., Detroit, Mich.

PRICE: \$1,350
BODY: Folding tonneau
SEATS: 2 people folded, 4 people open
WEIGHT: 1,800 pounds
WHEEL BASE: 94 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Wheel, segment and pinion

BRAKES: Rear hubs, internal
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 4½ in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: On main frame
COOLING: Water, thermo-syphon
IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
CARBURETER: Float feed
LUBRICATION: Positive mechanical feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction transmission
CHANGE-GEAR CONTROL: Single lever
DRIVE: Single chain



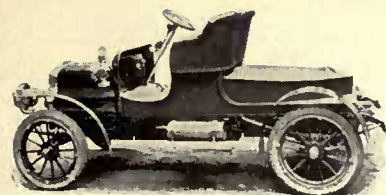
Compound, Doctor's Stanhope, 16 H.P.

E. H. V. Company, Middletown, Conn.

PRICE: \$1,400
BODY: Aluminum stanhope
SEATS: 2 persons
WEIGHT: 1,400 pounds
WHEEL BASE: 82 inches
TREAD: 56½ inches
TIRES, FRONT: 28x3½ in.
TIRES, REAR: 28x3½ in.

SPRINGS: Semi-elliptic
BRAKES: On driving shaft and rear hubs
FRAME: Pressed steel
CYLINDERS: 3 vertical
MOTOR SUSPENSION: Under bonnet, from main frame
COOLING: Water
IGNITION: Jump spark

MOTOR-CONTROL: Spark and throttle
CLUTCH: Inverted leather cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain or shaft



Cartcar, Model B, 20 H.P.

PRICE: \$1,400
 BODY: Detachable tonneau
 SEATS: 5 persons
 WEIGHT: 1,750 pounds
 WHEEL BASE: 96 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ in.
 TIRES, REAR: 30x3½ in.
 STEERING: Segment and pinion
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 5 in.; STROKE: 4½ in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: Mechanical from one cam shaft
 MOTOR SUSPENSION: Main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark

Motorcar Co., Detroit, Mich.

CURRENT SUPPLY: Storage and dry cells
 CARBURETER: Float feed
 LUBRICATION: Mechanical feed
 MOTOR-CONTROL: Levers on steering wheel
 CHANGE GEAR: Friction transmission
 CHANGE-GEAR CONTROL: Single side lever
 DRIVE: Single chain



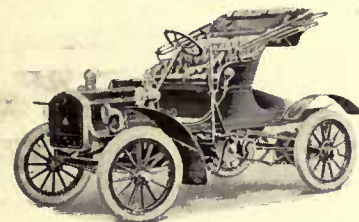
Twyford Stanhope, 15 H.P.

PRICE: \$1,400
 BODY: Wood Stanhope
 SEATS: 2 persons
 WEIGHT: 1,500 pounds
 WHEEL BASE: 96 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3 inches
 TIRES, REAR: 32x3 inches
 STEERING: Worm and gear
 BRAKES: Hand and foot
 SPRINGS: Full elliptic, rear; semi-elliptic, front

FRAME: Steel
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: Two, 2 cycle
 MOTOR SUSPENSION: From frame in rear
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

Twyford Motorcar Co., Brookville, Pa.

CARBURETER: Automatic
 LUBRICATION: Oil cups
 MOTOR-CONTROL: Spark
 CLUTCH: Disc
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



Knox Runabout, Model F-4, 14-16 H.P. Knox Automobile Co., Springfield, Mass.

PRICE: \$1,400
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 1,600 pounds
 WHEEL BASE: 81 inches
 TREAD: 56 inches
 TIRES, FRONT: 30x3½ in.
 TIRES, REAR: 30x3½ in.
 STEERING: Worm and nut

BRAKES: On rear hub drums
 SPRINGS: Long side
 FRAME: Pressed steel
 BORE: 5 in.; STROKE: 6 in.
 CYLINDERS: Two
 MOTOR SUSPENSION: Horizontal under body
 COOLING: Air
 IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
 CARBURETER: Float feed, automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward, 1 reverse
 DRIVE: Single chain



Maxwell, Type H B, 20 H.P.

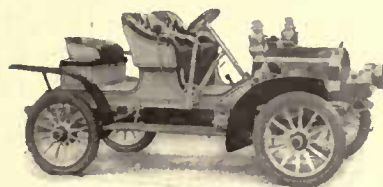
PRICE: \$1,450
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 1,700 pounds
 WHEEL BASE: 85 inches
 TREAD: 56 inches
 TIRES, FRONT: 30 x 3½ inches
 TIRES, REAR: 30 x 3½ inches
 STEERING: Pinion and segment
 BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 5 in.; STROKE: 5 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: On sides
 MOTOR SUSPENSION: 3 point
 COOLING: Water, thermo-syphon system
 IGNITION: Jump spark

Maxwell-Briscoe Motor Co., Tarrytown, N. Y.

CURRENT SUPPLY: Dry cells
 CARBURETER: Float feed
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Shaft

GASOLINE CARS COSTING FROM \$1,500 TO \$1,999.



Detroit Runabout, Model H, 22 H.P.

Detroit Auto Vehicle Co., Detroit, Mich.

PRICE: \$1,500
BODY: Runabout, with rumble seat
SEATS: 3 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ inches
STEERING: Worm and nut
BRAKES: Double on rear wheels
SPRINGS: Semi-elliptic

FRAME: Channel steel
BORE: 5¼ in. STROKE: 4½ in.
CYLINDERS: Double opposed under hood
VALVE ARRANGEMENT: On top
MOTOR SUSPENSION: Sub-frame
COOLING: Water; flat tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
CARBURETER: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



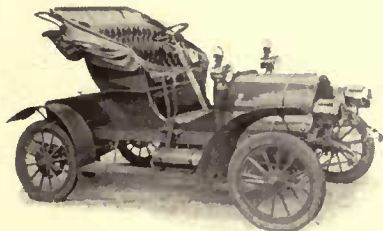
Detroit, Model G, 22 H.P.

Detroit Auto Vehicle Co., Detroit, Mich.

PRICE: \$1,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Irreversible worm and nut
BRAKES: Double on rear wheels

SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 5¼ in.; STROKE: 4½ in.
CYLINDERS: Double opposed under hood
VALVE ARRANGEMENT: Mechanically operated on top
MOTOR SUSPENSION: From frame
COOLING: Water, flat tube radiator

IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Logan, Model O, 20-24 H.P.

Logan Construction Co., Chillicothe, O.

PRICE: \$1,500
BODY: Wood runabout; two seats divided
SEATS: 2 persons
WEIGHT: 1,587 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 32x3½ in., detachable
TIRES, REAR: 32x3½ in., detachable
STEERING: Worm and gear

BRAKES: 4, contracting and expanding on rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 in.; STROKE: 4 in.
CYLINDERS: 4, vertical in pairs
VALVE ARRANGEMENT: Mechanical in cylinder heads
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float-feed type
LUBRICATION: Mechanical oiler; ratchet-driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding band
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Duryea, 15-18 H.P.

Duryea Power Co., Reading, Pa.

PRICE: \$1,500
BODY: Folding rear partition
SEATS: 4 adults and 2 children
WEIGHT: 1,200 lbs.
WHEEL BASE: 80 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 36x3½ inches
STEERING: Vertical central lever
BRAKES: On rear sprocket
SPRINGS: Quarter elliptic, front; semi-elliptic, rear

FRAME: Armored wood
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 3, inclined under seats
VALVE ARRANGEMENT: Side ports
MOTOR SUSPENSION: From body sills
COOLING: Water; tubular radiator
IGNITION: Make and break
CURRENT SUPPLY: Magneto and batteries

CARBURETER: Duryea
LUBRICATION: Splash
MOTOR-CONTROL: Throttle
CLUTCH: Low band; high double cone
CHANGE-GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Vertical motion of control handle
DRIVE: Single chain

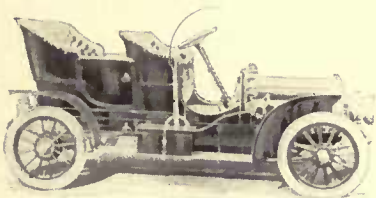


Jackson Runabout, Model D, 20-24 H.P. Jackson Automobile Co., Jackson, Mich.

PRICE: \$1,500
BODY: Runabout, divided seat
SEATS: 2 persons
WEIGHT: 1,950 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ in.
STEERING: Worm and segment
BRAKES: On rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 5¼ in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: 3 point, crosswise under hood
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Ratchet driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



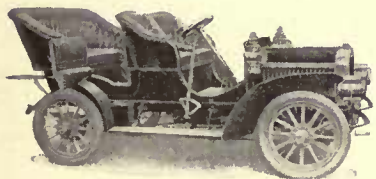
Jackson, Model D, 20-24 H.P.

Jackson Automobile Co., Jackson, Michigan

PRICE: \$1,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and segment
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, 46 inches long

FRAME: Pressed steel
BORE: 5¼ in.; STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Three-point crosswise under hood
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Schebler
LUBRICATION: Ratchet-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



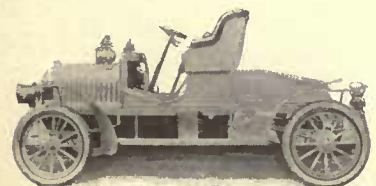
Pope-Hartford, Model G, 18 H.P.

Pope Mfg. Co., Hartford, Conn.

PRICE: \$1,600
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 88 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ in.
TIRES, REAR: 30x3½ in.
STEERING: Worm and sector type
BRAKES: On transmission shaft and rear wheels

SPRINGS: Semi-elliptic
FRAME: Armored wood, steel sub-frame
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 2 horizontal opposed
VALVE ARRANGEMENT: Automatic inlets, mechanical exhaust
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Dry batteries
CARBURETER: Float feed type
LUBRICATION: Belt driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Compound Runabout, Model L, 20 H.P.

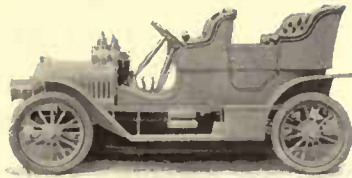
E. H. V. Co., Middletown, Conn.

PRICE: \$1,600
BODY: Aluminum runabout
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 96½ inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Lock wheel type
BRAKES: On driving shaft and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4½ inches
STROKE: 4 inches
CYLINDERS: 2, high pressure and low pressure
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Schebler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain or shaft

Compound, Model M, Light Touring Car, 16 H.P. E. H.V. Co., Middletown, Conn.

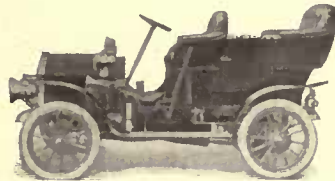


PRICE: \$1,600
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 96½ inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Lock wheel type
BRAKES: On driving shaft and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4 inches
STROKE: 4 inches
CYLINDERS: 2 high and 1 low pressure
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Schebler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain or shaft

Columbia, Model XLIV-2, 18-19 H.P. Electric Vehicle Co., Hartford, Conn.



PRICE: \$1,650
BODY: Side entrance tonneau
SEATS: 5 persons
WHEEL BASE: 91 inches
TREAD: 55 inches
TIRES, FRONT: 32 x 3½ inches
TIRES, REAR: 32 x 3½ inches
STEERING: Worm and sector
BRAKES: 4; on rear hubs; water cooled
FRAME: Pressed steel

BORE: 5 in. STROKE: 4¼ in.
CYLINDERS: Two horizontal, opposed
MOTOR SUSPENSION: From main frame, under hood
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Automatic
LUBRICATION: Splash
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Bevel gear

Northern, Model C, Touring Runabout, 20 H.P. Northern Motor Car Co., Detroit, Mich.

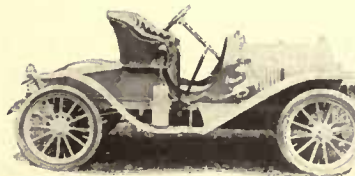


PRICE: \$1,650
BODY: Touring runabout
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
STEERING: Revel gear
BRAKES: Hubs and transmission
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5½ in.; STROKE: 5½ in.

CYLINDERS: 2, horizontal in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: 3 point; front to sides of frame; rear to center
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Northern automatic
LUBRICATION: Northern force-feed; automatic
MOTOR CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Lever under steering wheel
DRIVE: Shaft

Pope-Tribune, Model X, 16-20 H.P. Pope Manufacturing Co., Hartford, Conn.



PRICE: \$1,750
BODY: Runabout
SEATS: 2 persons
WEIGHT: About 1,600 pounds
WHEEL BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: Two sets
SPRINGS: 40x1¾ in. front; 44x 1¾ in. rear

FRAME: Armored wood
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Hung on sub-frame
COOLING: Water; planetic type radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells and storage battery

CARBURETER: Automatic
LUBRICATION: Force feed oiler
MOTOR-CONTROL: Spark and throttle levers
CLUTCH: Inverted cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel gear

Stoddard Dayton, Model H Runabout, 15-18 H.P. Dayton Motor Car Co., Dayton, O.



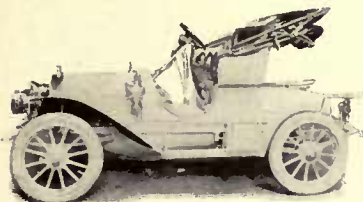
PRICE: \$1,750
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: 1,500 pounds
WHEEL BASE: 88 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 3¼ inches
STROKE: 3¼ inches
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed
LUBRICATION: Positive mechanical, pressure feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Stoddard-Dayton, Model H, 15-18 H.P.

Dayton Motor Car Co., Dayton, Ohio



PRICE: \$1,750
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,400 pounds
WHEEL BASE: 88 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: Expanding, transmission and wheel hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 3¼ in. STROKE: 3¼ in.
CYLINDERS: 4 vertical, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic float feed
LUBRICATION: Positive, mechanical, pressure feed
MOTOR-CONTROL: Spark and throttle levers
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever; selective system
DRIVE: Shaft

Waltham-Orient, Model TT., 20 H.P.

Waltham Mfg. Co., Waltham, Mass.



PRICE: \$1,750
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ in.
STEERING: Worm and gear
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4 in.; STROKE: 4¼ in.
CYLINDERS: 4 vertical, tandem
VALVE ARRANGEMENT: Mechanically operated on same side
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry batteries
CARBURETER: Automatic air supply

LUBRICATION: Mechanical oiler, force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Elmore Runabout, Model No. 17, 24 H.P.

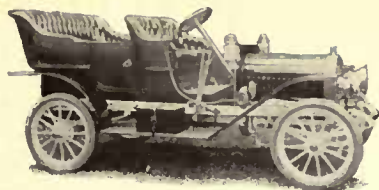
Elmore Mfg. Co., Clyde, Ohio



PRICE: \$1,750
BODY: Runabout
SEATS: 2 persons
WEIGHT: About 1,800 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic, front; platform, rear
FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 4 in.
CYLINDERS: 3 vertical in front; 2 cycle
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries
CARBURETER: Elmore automatic

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Elmore, Model 16, 24 H.P.

Elmore Mfg. Company, Clyde, Ohio

PRICE: \$1,750
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic front; platform rear
FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 4 in.
CYLINDERS: 3, vertical in front
MOTOR SUSPENSION: From sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: Elmore automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle top of steering wheel
CLUTCH: Expanding ring
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft drive



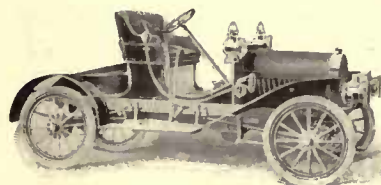
Eagle, Model E, 30 H.P.

Eagle Automobile Co., Rahway, N. J.

PRICE: \$1,750
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical at front and full elliptic in rear
FRAME: Channel steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Sub-frame
COOLING: Air (patented)
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery

CARBURETER: Automatic
LUBRICATION: Forced feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Bevel gear



Mora Roadster, 24 H.P.

Mora Motor Car Co., Rochester, N. Y.

PRICE: \$1,800
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 98 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and nut
BRAKES: Internal and external on rear wheels

SPRINGS: Semi-elliptic, front; platform type, rear
FRAME: Composite wood and steel
BORE: 4 in. STROKE: 5½ in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: From main frame
COOLING: Water, honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage and dry batteries
CARBURETER: Mora
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

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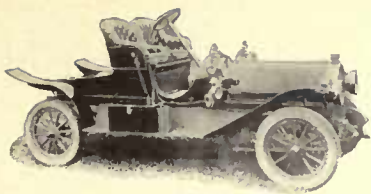
Moline, Model "C," Runabout, 20 H.P.

Moline Automobile Co., East Moline, Ill

PRICE: \$1,800
BODY: Runabout with "rumble" seat
SEATS: 3 passengers
WEIGHT: 1,900 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Screw and nut
BRAKES: 2 sets on hubs of rear wheels
SPRINGS: Full elliptic rear, semi-elliptical crosswise, front

FRAME: Pressed channel steel
BORE: 3¾ in. STROKE: 4½ in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlets and exhausts both on left side and interchangeable
MOTOR SUSPENSION: Direct from side frames
COOLING: Water, vertical tube radiator
IGNITION: Jump spark system
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with automatic mixture regulation
LUBRICATION: Mechanical force feed, ratchet driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE-GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Shaft



Lambert, Model J, 35-40 H.P.

Buckeye Mfg. Co., Anderson, Ind.

PRICE: \$1,800
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 105 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Screw and nut
BRAKES: On cross shaft and rear hub

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Angle steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4, vertical, in front
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed
LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



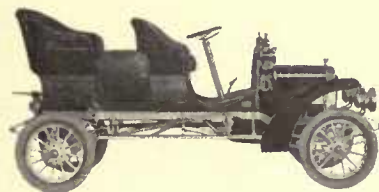
Mitchell, Model D, 24-30 H.P.

Mitchell Motor Car Co., Racine, Wis.

PRICE: \$1,800
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Irreversible worm
BRAKES: Internal and external on rear wheels and transmission shaft

SPRINGS: Semi-elliptic, 40 inches front, 42 inches rear
FRAME: Pressed Steel
BORE: 4¼ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Exhaust in heads, inlet at sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Float feed compensating
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark, throttle and foot accelerator
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Northern, Model C, Touring Car, 20 H.P. Northern Motor Car Co., Detroit, Mich.

PRICE: \$1,800
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
STEERING: Bevel gear
BRAKES: Hubs and transmission
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5½ in.; STROKE: 5½ in.

CYLINDERS: 2, horizontal in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: 3 point; front to sides of frame and rear to center
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries
CARBURETER: Northern automatic

LUBRICATION: Northern force feed; automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Lever under steering wheel
DRIVE: Shaft



Franklin, Model G, Runabout, 12 H.P. H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$1,800
BODY: Runabout and hamper
SEATS: 2 persons
WEIGHT: 1,250 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and nut
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic

FRAME: Wood (armored)
BORE: 3¼ in.; STROKE: 3¼ in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlets in heads, exhaust, in side ports and auxiliary exhaust valve at base of cylinders
MOTOR SUSPENSION: From side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Float-feed automatic type
LUBRICATION: Mechanical force-feed oiler, gear-driven
MOTOR-CONTROL: Throttle, spark and governor
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; self-finding
DRIVE: Bevel gear



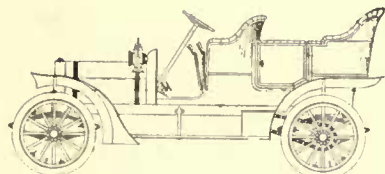
Cameron, 24 H.P.

Cameron Car Co., Brockton, Mass.

PRICE: \$1,800
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 112 inches
TREAD: 54 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: ¾ elliptic front, full elliptic rear

FRAME: Oak and steel
BORE: 3¼ in. STROKE: 3½ in.
CYLINDERS: 6 vertical in front
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells and storage batteries
CARBURETER: Automatic

LUBRICATION: Splash system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Cameron system direct on all speeds
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Wolfe, Model A, 24 H.P.

H. E. Wilcox Motor Car Company, Minneapolis, Minn.

PRICE: \$1,800
BODY: Side entrance, rear seat removable
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x3½ inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Full elliptic

FRAME: Pressed steel
BORE: 4 in. STROKE: 4 in.
CYLINDERS: 4 vertical, tandem
MOTOR SUSPENSION: On sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Battery
CARBURETER: Float feed
LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain
NOTE: Runabout body fitted to above chassis for a list of \$1,700. Light delivery body also furnished on order



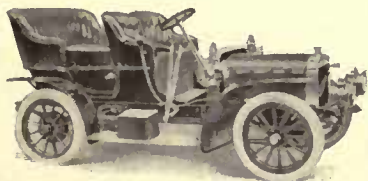
York Pullman, Model E, 20 H.P.

York Motor Car Co., York, Penna.

PRICE: \$1,800
BODY: With rear deck
SEATS: 2 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 92 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Screw and nut
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 3¼ in.; STROKE: 3¼ in.
CYLINDERS: 4 individual
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; flat tube cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: 2 sets dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Inverted cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



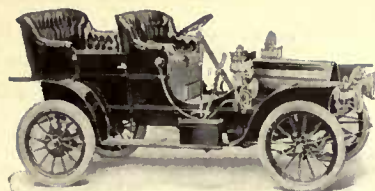
York Pullman, Model E, 20 H.P.

York Motor Car Co., York, Penna.

PRICE: \$1,850 with tonneau
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: About 1,775 pounds
WHEEL BASE: 92 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Nut and screw type
BRAKES: Rear axle for foot, transmission for emergency
SPRINGS: Semi-elliptical front and rear

FRAME: Pressed channel steel
BORE: 3¼ in. STROKE: 3¼ in.
CYLINDERS: Individual vertical in front
VALVE ARRANGEMENTS: Side ports, both on one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; flat tube cellular type
IGNITION: Jump spark
CURRENT SUPPLY: 2 sets dry cells

CARBURETER: Float feed
LUBRICATION: Force feed, splash system
MOTOR-CONTROL: Spark and throttle on top of wheel
CLUTCH: Cone; inverted type
CHANGE GEAR: Progressive type imported ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Franklin, Model G, 12 H.P.

H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$1,850
BODY: Side entrance tonneau
SEATS: 4 persons
WEIGHT: 1,450 pounds
WHEEL BASE: 90 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and nut
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic

FRAME: Wood (armored)
BORE: 3¼ in.; Stroke: 3¼ inches
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports and auxiliary exhaust valve at base of cylinders
MOTOR SUSPENSION: From side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Float-feed automatic type
LUBRICATION: Mechanical force-feed oiler, gear-driven
MOTOR-CONTROL: Throttle, spark and governor
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel gear



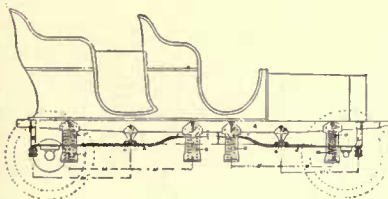
Hill Touring Car, 20-22 H.P.

Hill Motor Car Co., Haverhill, Mass.

PRICE: \$1,850
BODY: Side entrance touring
SEATS: 5 persons
WEIGHT: 2,000 pounds
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
BRAKES: On rear wheel drums
SPRINGS: Full elliptic
FRAME: Pressed steel

BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Horizontal
COOLING: Air (special method)
IGNITION: Jump spark
CURRENT SUPPLY: Two sets of batteries
CARBURETER: Float feed type

LUBRICATION: Automatic
MOTOR-CONTROL: Foot
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel gear



Riviera, Model B, 20 H.P.

Milton H. Schnader, Reading, Pa.

PRICE: \$1,850
BODY: Touring
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Brown Lipe
BRAKES: On transmission and rear wheels
SPRINGS: Special

FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Two, horizontal opposed
VALVE ARRANGEMENT: On side
MOTOR SUSPENSION: On sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Individual type
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



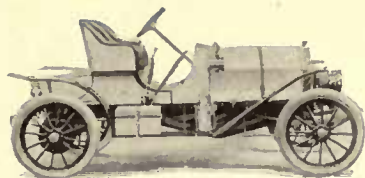
"Kisselkar," Model A, 30 H.P.

Kissel Motor Car Co., Hartford, Wis.

PRICE: \$1,850
BODY: Side entrance tonneau
SEATS: 5 passengers
WEIGHT: 2,100 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet and exhaust on side ports, both on same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed automatic mixture regulator
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone in fly wheel
CHANGE GEAR: Sliding type; Timken roller bearings
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Bevel gear



Eureka, Model 1, 20-24 H.P.

Eureka Motor Co., Seattle, Wash.

PRICE: \$1,900
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 1,800 pounds
 WHEEL BASE: 104 inches
 TREAD: 55 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Worm and sector
 BRAKES: Internal and external on rear hubs
 SPRINGS: Full elliptical

FRAME: Armored frame
 BORE: 4 in. STROKE: 4 in.
 CYLINDERS: 4 under hood
 VALVE ARRANGEMENT: Two cycle
 MOTOR SUSPENSION: To side frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Schebler
 LUBRICATION: Force feed and splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE GEAR: Hassler
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



Mora Roadster, Surrey Model, 24 H.P.

Mora Motor Car Co., Rochester, N. Y.

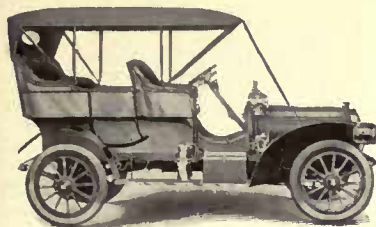
PRICE: \$1,925
 BODY: Surrey
 SEATS: 4 persons
 WEIGHT: 1,750 pounds
 WHEEL BASE: 98 inches
 TREAD: 56 inches
 TIRES, FRONT: 32 x 3½ inches
 TIRES, REAR: 32 x 3½ inches
 STEERING: Worm and nut
 BRAKES: Internal and external on rear wheels

SPRINGS: Semi-elliptic, front; platform type, rear
 FRAME: Composite wood and steel
 BORE: 4 in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: From main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Storage and dry cells
 CARBURETER: Mora
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Shaft



GASOLINE CARS COSTING FROM \$2,000 TO \$2,499.



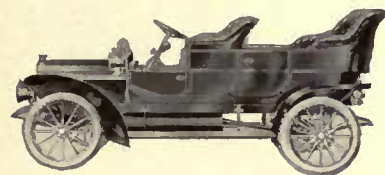
Rambler, Model 24, 25-30 H.P.

Thos. B. Jeffery & Co., Kenosha, Wisconsin

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 106 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: Two sets, both acting on rear hubs
SPRINGS: Semi-elliptic front; full elliptic rear

FRAME: Pressed steel throughout
BORE: 4½ in.; STROKE: 4½ in.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: In top of cylinder heads
MOTOR SUSPENSION: 3-point, from side and cross members
COOLING: Water; flat tube radiator, centrifugal pump
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed, automatic air control
LUBRICATION: Mechanical force feed oiler, sight feeds on dash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE-GEAR: Sliding
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive type
DRIVE: Propeller shaft



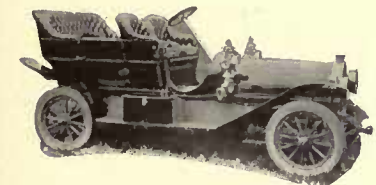
Dragon, 24-26 H. P.

Dragon Automobile Co., Detroit, Mich.

PRICE: \$2,000
BODY: Touring
SEATS: 5 persons
WEIGHT: 1,850 pounds
TREAD: 56 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ in.
STEERING: By wheel
BRAKES: Internal expanding and external contracting on rear hubs

SPRINGS: Full elliptic
FRAME: Pressed steel
BORE: 4 in.; STROKE: 4½ in.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: 3-point
COOLING: Water; centrifugal pump
IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries, dry cells
LUBRICATION: Splash oiler
MOTOR-CONTROL: From steering wheel
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive type
DRIVE: Shaft



Lambert, Model H, 35-40 H.P.

Buckeye M'fg. Co., Anderson, Ind.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 105 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Screw and nut
BRAKES: On cross shaft and rear hubs

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Angle steel laminated with wood
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in front
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed
LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Mitchell, Model F, 35 H.P.

Mitchell Motor Car Co., Racine, Wis.

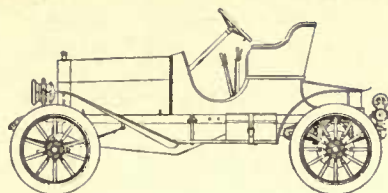
PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Irreversible worm
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic 40 in. front, 48 in. rear

FRAME: Pressed steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Exhausts in heads, inlets at side
MOTOR SUSPENSION: From sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Float feed compensating
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark, throttle, accelerator foot pedal
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

Marion Model 7, 22-24 H.P.

The Marion Motor Car Co., Indianapolis, Ind.



PRICE: \$2,000
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 1,750 pounds
 WHEEL BASE: 100 inches
 TREAD: 55 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Worm and sector
 BRAKES: Hub, internal and external
 SPRINGS: Semi-elliptic front, and full scroll rear

FRAME: Pressed steel
 BORE: 4 in. STROKE: 4 in.
 CYLINDERS: 4 separate
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: From side members of main frame
 COOLING: Water
 IGNITION: High tension
 CURRENT SUPPLY: Storage battery

CARBURETER: Schebler or Holley
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: "Hassler"
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft

Moline, Model "S," 24 H.P.

Moline Automobile Co., East Moline, Ill.



PRICE: \$2,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,050 pounds
 WHEEL BASE: 110 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Screw and nut
 BRAKES: 2 sets on hubs of rear wheels
 SPRINGS: Full elliptic rear, semi-elliptic cross spring front

FRAME: Pressed channel steel
 BORE: 3½ in. STROKE: 4½ in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets and exhausts both on left side and interchangeable
 MOTOR SUSPENSION: Direct from the side frame
 COOLING: Water, vertical tube radiator with fan
 IGNITION: Jump spark system
 CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with automatic mixture regulation
 LUBRICATION: Mechanical force feed, ratchet driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, progressive system
 DRIVE: Shaft

Aerocar, Model C, 20 H.P.

Aerocar Co., Detroit, Mich.



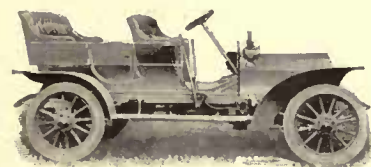
PRICE: \$2,000
 BODY: Touring runabout
 SEATS: 2 persons
 WEIGHT: 1,800 pounds
 WHEEL BASE: 104 inches
 TREAD: 46 inches
 TIRES, FRONT: 36x3½ inches
 TIRES, REAR: 36x3½ inches
 STEERING: Worm and nut
 BRAKES: Rear hubs and transmission

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 4 vertical, cast separate
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: Sub-frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Float feed
 LUBRICATION: Splash; mechanical oiler
 MOTOR-CONTROL: Spark
 CLUTCH: Leather-faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft

Aerocar, Model D, 20 H.P.

Aerocar Co., Detroit, Mich.



PRICE: \$2,000
 BODY: Side entrance tonneau
 SEATS: 4 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 104 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x3½ inches
 TIRES, REAR: 32x3½ inches
 STEERING: Worm and nut
 BRAKES: Rear hubs and transmission

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: Sub-frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry batteries

CARBURETER: Float feed
 LUBRICATION: Splash; mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft

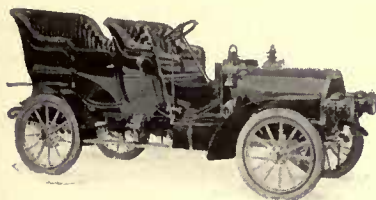


Pungs-Finch, Model F, 24-30 H.P. Pungs-Finch Auto and Gas Engine Co., Detroit

PRICE: \$2,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and nut
BRAKES: On propeller shaft and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 in.; STROKE: 4½ in.
CYLINDERS: 4, vertical; cast separately
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage and dry batteries
CARBURETER: Float feed
LUBRICATION: Hill oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Waltham-Orient, Model DL., 20 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ in.
STEERING: Worm and gear
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 4 in.; STROKE: 4½ in.
CYLINDERS: 4 vertical, tandem
VALVE ARRANGEMENT: Mechanically operated on same side
MOTOR SUSPENSION: On sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry battery
CARBURETER: Automatic air supply

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft drive



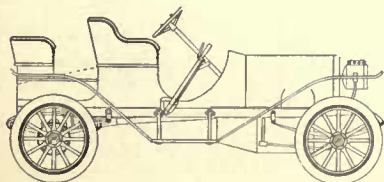
Buick, Model K, 25-30 H. P.

Buick Motor Co, Flint, Mich.

PRICE: \$2,000
BODY: Turtle back runabout
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 106½ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Solid, pinion and sector
BRAKES: Internal expanding hub; external on drive shaft

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: Side ports for exhaust and inlet
MOTOR SUSPENSION: 5-point
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Improved Marr

LUBRICATION: Mechanical force feed; gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward; 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft
NOTE—Model S same as above excepting sliding change speed gears



Bailey, Model B, 22-24 H.P.

Bailey Automobile Co., Springfield, Mass.

PRICE: \$2,000
BODY: Runabout
SEATS: Optional as to rumble on rear carrying one. \$50 extra
WEIGHT: 1,500 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Wheel operating worm gear irreversible
BRAKES: Internal expanding and external band, both on rear wheels

SPRINGS: Patent full elliptic on rear and half elliptic on front
FRAME: Pressed steel frame
BORE: 4½ in.; STROKE: 4 in.
CYLINDERS: 4 revolving; 2 cycle
VALVE ARRANGEMENT: 1 poppet in head, automatic
MOTOR SUSPENSION: Two pressed steel girders
COOLING: Air draught caused by cylinders revolving
IGNITION: Jump spark, storage or magneto

CURRENT SUPPLY: Optional
LUBRICATION: Kinsey force feed
MOTOR-CONTROL: Throttle on carbureter advance of spark
CLUTCH: Multi-disc
CHANGE-GEAR: Sliding gear on rear axle; selective type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Hand lever
DRIVE: Bevel gear



Cadillac, Model G, Runabout, 20 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$2,000
BODY: Runabout
SEATS: 2 persons
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic front, full elliptic rear
FRAME: Pressed steel, channel

BORE: 4 inches
STROKE: 4½ inches
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: In combustion chambers
MOTOR SUSPENSION: To cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries
LUBRICATION: Automatic splash

MOTOR-CONTROL: Spark and automatic throttle governor
CLUTCH: Friction, metal, oil cushioned
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective
DRIVE: Shaft, bevel gear



Cadillac, Model G, 20 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic front, full elliptic rear
FRAME: Pressed steel, channel

BORE: 4 inches
STROKE: 4½ inches
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: In combustion chambers
MOTOR SUSPENSION: To cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries
LUBRICATION: Automatic splash

MOTOR-CONTROL: Spark and automatic throttle governor
CLUTCH: Friction, metal, oil cushioned
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective
DRIVE: Shaft, bevel gear



Case, Model A, 20-24 H.P. Lethbridge Motor Car Co., Lethbridge, Alberta, Can.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 108 inches
TREAD: 60 inches
TIRES: 3½ inch. Fawkes airless
STEERING: Worm and segment
BRAKES: On rear wheel drums; emergency by reversing transmission
SPRINGS: 40 inches front; 50 inches rear, semi-elliptic

FRAME: Channel steel
BORE: 4 in.; STROKE: 4 in.
CYLINDERS: 4 vertical under bonnet
VALVE ARRANGEMENT: Inlet and exhaust set in head
MOTOR SUSPENSION: Sub-frame
COOLING: Air
IGNITION: Jump spark, single coil and distributor
CURRENT SUPPLY: Dry cells

CARBURETER: Universal
LUBRICATION: Exhaust pressure feed oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Worth system of disc and traction roller
SPEEDS: Any desired forward and reverse
CHANGE-GEAR CONTROL: Wheel on steering column
DRIVE: Side chains



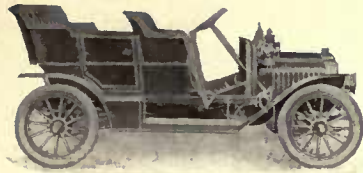
Trebert, Model 5, 25-30 H.P.

Trebert Gas Engine Co., Rochester, N. Y.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and sector
BRAKES: External on rear hubs
SPRINGS: Semi-elliptic, front; platform, rear

FRAME: Angle steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic, with auxiliary air vent
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expansion type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Direct



Compound, Model K Light Touring Car, 20 H.P. E. H. V. Co., Middletown, Conn.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,750 pounds
WHEEL BASE: 96½ inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Lock wheel type
BRAKES: On driving shaft and internal on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4½ inches
STROKE: 4 inches
CYLINDERS: 2, high pressure and low pressure
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Schobler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain or shaft

Croesus, Jr., 18-20 H.P.

W. L. Bell, Kansas City, Mo.

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

PRICE: \$2,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,100 pounds
WHEEL BASE: 88 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRING: Semi-elliptical
FRAME: Pressed steel
CYLINDERS: 4 vertical in front
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Automatic mixture regulator

LUBRICATION: Belt driven force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Self-contained beveled
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Beveled gear



Autocar Limousine, Type XV, 12-14 H.P.

The Autocar Co., Ardmore, Pa.

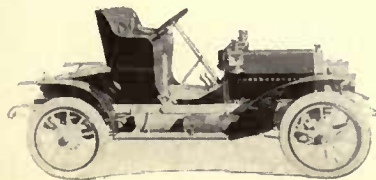
PRICE: \$2,000 (Complete)
BODY: Limousine
SEATS: 4 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 81½ inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: Bevel gear and sector
BRAKES: On rear hubs

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Pressed steel
BORE: 4 in. STROKE: 4 in.
CYLINDERS: 2 opposed in front
MOTOR SUSPENSION: 3 point
COOLING: Water; fin tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Floating disc type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gear

Morse, Model A, 18 H.P.

Easton Machine Co., South Easton, Mass.



PRICE: \$2,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 90 inches
TREAD: 52 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical

FRAME: Manganese bronze
BORE: 4 in. STROKE: 5 in.
CYLINDERS: 2 vertical
VALVE ARRANGEMENT: Vertical, inlet and exhaust in heads
MOTOR SUSPENSION: Sub-frame
COOLING: Water, vertical tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: With automatic mixture regulator
LUBRICATION: Pressure feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal toggle joints
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Direct



Klink, 30 H.P.

Klink Motor Car Mfg. Co., Dansville, N. Y.

PRICE: \$2,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: 2 sets on rear hubs
SPRINGS: Semi-elliptic front and rear
FRAME: Pressed steel

BORE: 4¼ in.; STROKE: 4¾ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: Sub frame
COOLING: Water; flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Automatic mixture regulation

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type, ball bearing
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft drive

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Cornish Friedberg, Model C. F., 30 H.P.

Perfection Auto Co., South Bend, Ind.

PRICE: \$2,000
BODY: Side entrance touring
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and spiral
BRAKES: On rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 4¼ in. STROKE: 4¾ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Intake and exhaust on same side
MOTOR SUSPENSION: On sub-frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells
CARBURETER: Schebler

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: High and reverse on side lever; low on foot pedal
DRIVE: Shaft



Queen, Model J, Touring Runabout, 28-30 H.P.

De Luxe Motor Car Co., Detroit, Mich.

PRICE: \$2,100
BODY: Runabout with folding rumble seat
SEATS: 3 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and segment
BRAKES: Hub, internal and external

SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4¼ in. STROKE: 4¾ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Single friction disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Bevel gear



Mora Tourer, Model B, 24 H.P.

Mora Motor Car Co., Rochester, N. Y.

PRICE: \$2,200
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 103 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic front; platform type, rear

FRAME: Composite wood and steel
BORE: 4 in.; STROKE: 5¾ in.
CYLINDERS: 4, vertical in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Mora special
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



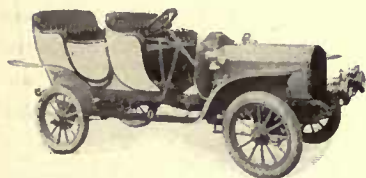
Buick, Model D, 25-30 H.P.

Buick Motor Co, Flint, Mich.

PRICE: \$2,200
BODY: Side door tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 102½ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Solid, pinion and sector
BRAKES: Internal expanding hub; external on drive shaft

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¼ in. STROKE: 4½ in.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: Both, side ports
MOTOR SUSPENSION: 5-point
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Improved Marr

LUBRICATION: Mechanical force feed; gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding gear
SPEEDS: 3 forward; 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft
NOTE: Model "H" same as above except for planetary transmission



Traveler, Model A, 24 H.P.

Bellefontaine Auto Co., Bellefontaine, Ohio

PRICE: \$2,200
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,975 pounds
WHEEL BASE: 100 inches
TREAD: 54½ inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 32x4 in.
STEERING: Worm and sector
BRAKES: 4, on rear wheels
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 4¼ in. STROKE: 4½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: All valves situated in heads
MOTOR SUSPENSION: From frame members
COOLING: Air or water, with cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Holley, with automatic control
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone clutch
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



"Premier 24,"

Premier Motor Mfg. Co., Indianapolis, Ind.

PRICE: \$2,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,370 pounds
WHEEL BASE: 108½ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Screw and nut
BRAKES: On driving shaft drum and rear hubs
SPRINGS: Full elliptic; special shock absorbing heads

FRAME: Pressed channel steel
BORE: 4¼ in.; STROKE: 4½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: In side ports, on opposite sides of cylinders.
MOTOR SUSPENSION: From side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Shaft



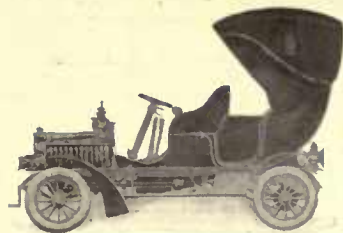
"Premier 24" Runabout,

Premier Motor Mfg. Co., Indianapolis, Ind.

PRICE: \$2,250
BODY: 2 passenger front seat and rumble seat rear
SEATS: 3 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 108½ in.
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ in.
STEERING: Screw and nut
BRAKES: On driving shaft and rear hubs
SPRINGS: Special full elliptic, with shock absorbing heads

FRAME: Pressed channel steel
BORE: 4¼ in.; STROKE: 4½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: In side ports on opposite sides
MOTOR SUSPENSION: From side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells
CARBURETER: Float feed

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



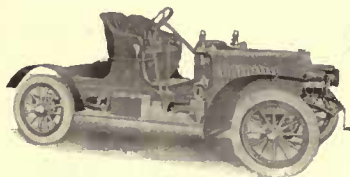
Compound, Model 1, 20 H.P.

E. H. V. Company, Middletown, Conn.

PRICE: \$2,250
BODY: Special Victoria
SEATS: 5 persons
WEIGHT: 1,750 pounds
WHEEL BASE: 96½ inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ in.
TIRES, REAR: 30x3½ in.
STEERING: Lock wheel type
BRAKES: On driving shaft and internal on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4¼ in. STROKE: 4 in.
CYLINDERS: 2 high pressure, 1 low pressure
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Schebler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain or shaft



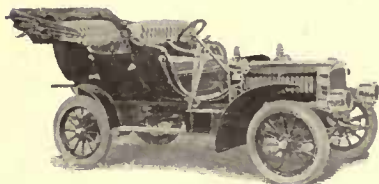
"The St. Louis," Type XVII. 30-35 H.P.

St. Louis Motor Car Co., Peoria, Ill.

PRICE: \$2,250
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Rack and pinion
BRAKES: Internal rear hub and external transmission
SPRINGS: Semi-elliptical front and rear

FRAME: Pressed channel steel
BORE: 4¼ in. STROKE: 5 in.
CYLINDERS: 4, vertical, in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: From side members of frame
COOLING: Water, horizontal tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: With automatic mixture regulator
LUBRICATION: Mechanical force-feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Single disk with fiber inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Bevel gear



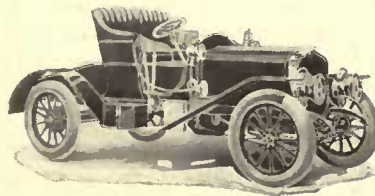
Queen, Model "K," 28-30 H.P.

De Luxe Motor Car Co., Detroit, Mich.

PRICE: \$2,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and segment
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed channel steel

BORE: 4¼ in. STROKE: 4¾ in.
CYLINDERS: 4, vertical in front
MOTOR SUSPENSION: From side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Float feed automatic regulation

LUBRICATION: Mechanical force-feed oiler
MOTOR-CONTROL: Throttle and spark
CLUTCH: Single friction disc
CHANGE GEAR: Sliding type
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Shaft

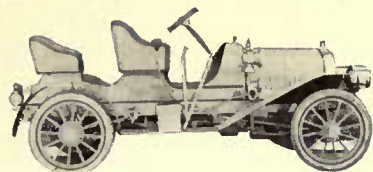


Corbin, Model I, Runabout, 24 H.P. Corbin Motor Vehicle Corp'n., New Britain, Conn.

PRICE: \$2,250
BODY: Two passenger runabout
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x3½ inches
STEERING: Worm and sector
BRAKES: Two internal, expanding on rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4¼ in.; STROKE: 4¼ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Both in heads, mechanically operated, and interchangeable
MOTOR SUSPENSION: Steel pan
COOLING: Air—Corbin patent
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Gravity feed

LUBRICATION: Direct sight feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather-faced cone
CHANGE GEAR: Sliding type, annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



Mora, Model C Racy Type, 24 H.P.

Mora Motor Car Co., Rochester, N. Y.

PRICE: \$2,300
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 103 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic, front; platform, rear

FRAME: Composite wood and steel
BORE: 4 inches
STROKE: 5 1/2 inches
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage and dry cells
CARBURETER: Mors special
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced conc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Queen, Model 28, 28-30 H.P.

De Luxe Motor Car Co., Detroit, Mich.

PRICE: \$2,350
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and segment
BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptical
FRAME: Pressed channel steel
BORE: 4 1/4 in. STROKE: 4 3/4 in.
CYLINDERS: 4, vertical in front
MOTOR SUSPENSION: From side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed automatic regulation
LUBRICATION: Mechanical force-feed oiler
MOTOR-CONTROL: Throttle and spark
CLUTCH: Single friction disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Shaft



Grout, 30-35 H.P.

Grout Bros. Auto Co., Orange, Mass.

PRICE: \$2,400
BODY: Torpedo
SEATS: 2 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal on rear hubs; external on rear hubs
SPRINGS: Semi-elliptical

FRAME: Armored
BORE: 4 1/2 in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Inlet and exhaust on side
MOTOR SUSPENSION: Sub frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic mixture regulation

LUBRICATION: Mechanical forced feed and splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



Haynes, Model S, Runabout, 30 H.P.

Haynes Auto Co., Kokomo, Ind.

PRICE: \$2,400
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,150 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: On rear wheels, double
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed channel steel reinforced with wood
BORE: 4 1/4 inches
STROKE: 5 inches
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: With automatic mixture regulation
LUBRICATION: Force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: External steel band on bronze drum
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Stevens-Duryea Runabout, Model R, 20 H.P.

Stevens-Duryea Co., Chicopee Falls, Mass.



PRICE: \$2,400
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Bevel gear
BRAKES: On transmission shaft and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 3¼ in. STROKE: 4¼ in.
CYLINDERS: 4, cast separately
VALVE ARRANGEMENT: On same side of motor
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive system
DRIVE: Bevel gear

"Iroquois," Model C, 25-30 H.P.

Iroquois Motor Car Co., Seneca Falls, N. Y.



PRICE: \$2,400
BODY: Side entrance, detachable tonneau
SEATS: 5 passengers
WEIGHT: 2,400 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: On shaft and rear hubs

SPRINGS: Elliptical front; rear, platform
FRAME: Channel steel
BORE: 4¼ in. STROKE: 5 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: With automatic mixture regulation
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Special expansion
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Continental, Model A, 30 H.P.

University Automobile Co., New Haven, Conn.

Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.

PRICE: \$2,400
BODY: Runabout touring
SEATS: 3 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches.
TIRES, REAR: 32x4 inches
STEERING: Worm and gear
BRAKES: Double on rear wheels
SPRINGS: 48x1¾, rear; 44x1¾, front

FRAME: Nickel steel
BORE: 4¼ in.; STROKE: 4¼ in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: One side
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark; double
CURRENT SUPPLY: Apple system storage battery and generator
CARBURETER: Buffalo

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle; accelerator
CLUTCH: Expanding rings
CHANGE GEAR: Sliding type, ball bearing
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



GASOLINE CARS SELLING AT \$2,500.

Wayne, Model N, 35 H.P.

Wayne Automobile Co., Detroit, Mich.



PRICE: \$2,500
BODY: Metal, side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x4 inches
STEERING: Worm and nut
BRAKES: Exterior and interior on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4½ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: All on one side
MOTOR SUSPENSION: Direct from main frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Splash and forced feed, automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal cylindrical drum
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Moline, Model "A," 35 H.P.

Moline Automobile Co., East Moline, Ill.



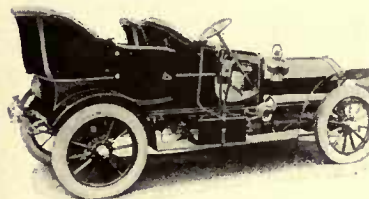
PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: Five passengers
WEIGHT: 2,650 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: Two sets on hubs of rear wheels
SPRINGS: Full elliptical, rear; semi-elliptical cross spring, front

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlets and exhausts both on left side and interchangeable
MOTOR SUSPENSION: Direct from the side frames
COOLING: Water, vertical tube radiator
IGNITION: Jump spark system
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with automatic mixture regulation
LUBRICATION: Mechanical force feed; ratchet driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE-GEAR: Sliding type
SPEEDS: Three forward and one reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Shaft

Jackson, Model G, 40-45 H.P.

Jackson Auto Co., Jackson, Mich.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 111 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and segment
BRAKES: Double on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Schebler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Glide, Model G, 40 H.P.

The Bartholomew Co., Peoria, Ill.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 120 inches
TREAD: 54 inches
TIRES, FRONT: 4x34 inches
TIRES, REAR: 4x34 inches
STEERING: Worm and sector
BRAKES: Special construction
SPRINGS: Semi-elliptic, front and rear

FRAME: Pressed steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Choice
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Throttle and spark
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



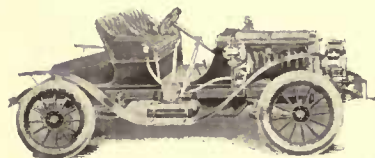
Deere, Model B, 25-30 H.P.

Deere Clark Motor Car Co., Moline, Ill.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x4 inches
STEERING: Worm and gear
BRAKES: Double on rear hubs
SPRINGS: Semi-elliptic in front, full elliptic, rear

FRAME: Pressed steel
BORE: 4 in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: 3 point on sub frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Frayer-Miller Runabout, 24 H.P.

The Oscar Lear Automobile Co., Columbus, O.

PRICE: \$2,500
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on drums
SPRINGS: Semi-elliptic and spiral

FRAME: Pressed steel
BORE: 4½ in. STROKE: 5½ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Horizontal
MOTOR SUSPENSION: Sub-frame
COOLING: Air-cooling Frayer-Miller system
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever selective type
DRIVE: Shaft



Wayne, Model K, 35 H.P.

Wayne Automobile Co., Detroit, Mich.

PRICE: \$2,500
BODY: Touring
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and nut
BRAKES: External and internal on rear hubs

FRAME: Pressed steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: All on same side
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: Force feed, automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



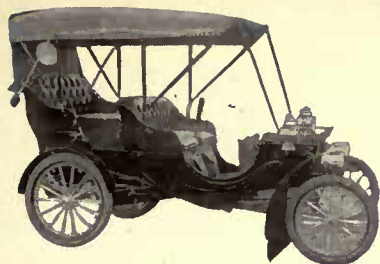
Marmon, Model C-7, 25 H.P.

Nordyke & Marmon Co., Indianapolis, Ind.

PRICE: \$2,500
BODY: Cast aluminum, side entrance
SEATS: 5 persons
WEIGHT: 2,250 pounds
WHEEL BASE: 96 inches
TREAD: 56½ inches
TIRES, FRONT: 32 x 4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Worm and segment
BRAKES: Internal expanding on rear hubs; band on transmission
SPRINGS: Full elliptic

FRAME: Pressed steel reinforced with wood
BORE: 4½ in.; STROKE: 4 in.
CYLINDERS: 4 in pairs, 90° angle, in front
VALVE ARRANGEMENT: In head
MOTOR SUSPENSION: On sub frame, 3 point
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed; automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical bronze
CHANGE GEAR: Planetary
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Shaft



Duryea, 25 - 30 H.P.

Duryea Power Co., Reading, Pa.

PRICE: \$2,500
BODY: Double victoria
SEATS: 4 adults, 2 children
WEIGHT: 1,650 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 30 x 3 inches
TIRES, REAR: 36 x 4 inches
STEERING: Vertical central lever
BRAKES: On sprocket and hub

SPRINGS: Quarter elliptic, front; semi-elliptic, rear
FRAME: Armored wood
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 3 inclined under seat
VALVE ARRANGEMENT: Rotary in side ports
MOTOR SUSPENSION: From body sills
COOLING: Water; tubular radiator
IGNITION: Make and break

CURRENT SUPPLY: Magneto and battery
CARBURETER: Duryea
LUBRICATION: Splash
MOTOR-CONTROL: Throttle
CLUTCH: Low band; high double cone
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Vertical motion of control handle
DRIVE: Single chain



Stoddard-Dayton, Model F, 30-35 H.P.

Dayton Motor Car Co., Dayton, O.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 105 inches
TREAD: 56 1/2 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4 inches
STEERING: Worm and nut
BRAKES: Expanding; transmission and wheel hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 1/2 in.; STROKE: 5 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Automatic
LUBRICATION: Positive mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type; roller bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single lever selective.
DRIVE: Shaft



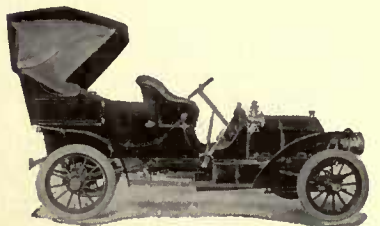
Dolson Model H, 35 H.P.

Dolson Automobile Co., Charlotte, Mich.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hub
SPRINGS: Semi-elliptic front; full elliptic rear

FRAME: Pressed channel steel
BORE: 4 1/2 in. STROKE: 5 1/4 in.
CYLINDERS: Four, vertical in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: On sub-frame
COOLING: Water, vertical tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic mixture
LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type, ball bearing
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Side lever selective system
DRIVE: Shaft



Pungs-Finch, Model H, 35-40 H.P. Pungs-Finch Auto and Gas Engine Co., Detroit, Mich.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and nut
BRAKES: On propeller shaft and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 3/4 in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Dry and storage batteries
CARBURETER: Float feed
LUBRICATION: Hill oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Dorris, Model B, 30 H.P.

Dorris Motor Car Co., St. Louis, Mo.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Rack and pinion
BRAKES: Three
SPRINGS: Semi-elliptic in front; platform in rear

FRAME: Pressed steel
BORE: 4 1/4 in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: From sub-member of frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed
LUBRICATION: Mechanical gear driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side levers; progressive system
DRIVE: Shaft



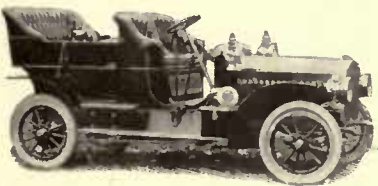
Rambler, Model 25, 35-40 H.P.

Thos. B. Jeffery & Co., Kenosha, Wisconsin

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,900 pounds
WHEEL BASE: 112 inches
TREAD: 56 1/2 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: One on differential, emergency on rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel throughout
BORE: 5 in.; STROKE: 5 1/2 in.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: In top of cylinder heads
MOTOR SUSPENSION: 3-point, from side and cross members
COOLING: Water; flat tube radiator, centrifugal pump
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed, automatic air control
LUBRICATION: Mechanical force feed oiler, sight feeds on dash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive type
DRIVE: Side chains



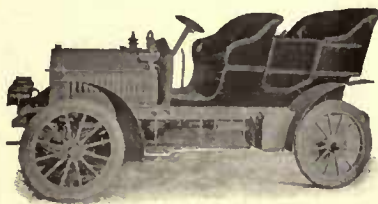
Lambert, Model G, 35-40 H.P.

Buckeye M'fg. Co., Anderson, Ind.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Screw and nut
BRAKES: On cross shaft and expanding in rear wheels

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Angle steel laminated with wood
BORE: 4 1/2 in.; STROKE: 5 in.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator

IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



Crawford, Model E, 35 H.P.

Crawford Automobile Co., Hagerstown, Md.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 32x4 in.
STEERING: Worm and sector
BRAKES: Rear wheels
SPRINGS: Rear, 50 in. long; front, 42 in. long

FRAME: Pressed steel
BORE: 4 1/2 in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical, interchangeable
MOTOR SUSPENSION: Main frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain

St. Louis, Type XVIII, 30-35 H.P.

St. Louis Motor Car Co., Peoria, Ill.



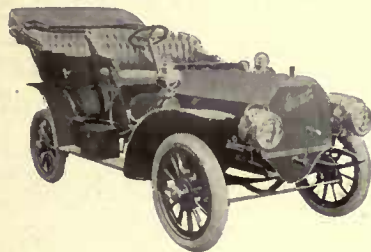
PRICE: \$2,500
BODY: Side entrance touring
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 108 inches
TIRES: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Rack and pinion
BRAKES: On rear hubs, on transmission

SPRINGS: Semi-elliptic
FRAME: Pressed steel channel section
BORE: 4 1/4 in.; STROKE: 5 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: In side ports
MOTOR SUSPENSION: From main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark

CURRENT SUPPLY: Battery
CARBURETER: Automatic
LUBRICATION: Force-feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Single disc with fiber inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Bevel gear

Grout, 30-35 H.P.

Grout Bros. Auto Co., Orange, Mass.



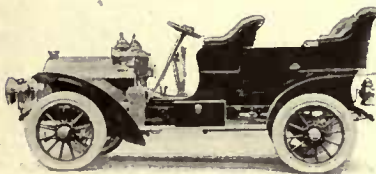
PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal on rear hubs; external on rear hubs
SPRINGS: Semi-elliptical

FRAME: Armored
BORE: 4 1/2 in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet and exhaust on side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic (float) mixture regulation.

LUBRICATION: Mechanical forced feed and splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE-GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Side chains

Stevens-Duryea, Model "R," 20 H.P.

Stevens-Duryea Co., Chicopee Falls, Mass.



PRICE: \$2,500
BODY: Side entrance tonneau, runabout or Limousine
SEATS: 5 persons
WEIGHT: 1,850 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 1/2 inches
TIRES, REAR: 30x3 1/2 inches
STEERING: Bevel gear
BRAKES: One on transmission and one on rear hub

SPRINGS: Semi-elliptical all around
FRAME: Pressed steel channel
BORE: 3 1/4 in.; STROKE: 4 1/2 in.
CYLINDERS: 4 vertical in front, cast separately
VALVE ARRANGEMENT: Side ports; both on same side
MOTOR SUSPENSION: 3 point support from main frame
COOLING: Water, cellular radiator
IGNITION: Jump spark

CURRENT SUPPLY: Dry batteries
CARBURETER: Automatic
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Bevel gear

Haynes, Model S, 30 H.P.

Haynes Auto Co., Kokomo, Ind.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,250 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic, front; full elliptic, rear.
BORE: 4 1/4 inches

STROKE: 5 inches
FRAME: Pressed steel reinforced with wood
CYLINDERS: 4 vertical under hood
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Side members of frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: With automatic mixture regulation

LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal steel band on brass drum
CHANGE GEAR: Sliding type, roller bearing
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



Winton, Type XIV, Runabout, 30 H.P. The Winton Motor Carriage Co., Cleveland, O.

PRICE: \$2,500
BODY: Runabout with rear seat and trunk space
SEATS: 2 or 4 persons
WHEEL BASE: 104 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: Four on rear hubs
SPRINGS: Winton Twin
FRAME: Pressed channel steel

BORE: 4¼ inches
STROKE: 5 inches
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet in heads, exhausts in side ports
MOTOR SUSPENSION: Drop frame members
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Compensating type
LUBRICATION: "Shooting" valveless mechanical oiler
MOTOR-CONTROL: Winton air governor
CHANGE GEAR: Individual clutch type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side levers
DRIVE: Shaft



Winton, Type XIV, 30 H.P.

The Winton Motor Carriage Co., Cleveland, O.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WHEEL BASE: 104 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: 4; on rear hubs
SPRINGS: Winton Twin
FRAME: Pressed channel steel
BORE: 4¼ in.; STROKE: 5 in.

CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Inlet in head, exhaust in side
MOTOR SUSPENSION: Drop frame members
COOLING: Water; centrifugal pump; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Automatically compensating

LUBRICATION: "Shooting" valveless mechanical oiler
MOTOR-CONTROL: Winton air governor
CLUTCH: Individual clutch
CHANGE GEAR: Individual clutch
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side levers
DRIVE: Shaft



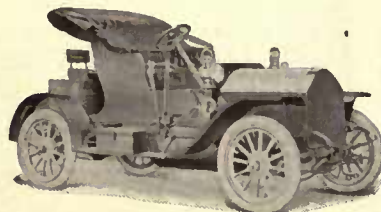
Elmore, Model 18, 35 H. P.

Elmore Mfg. Company, Clyde, Ohio

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: On transmission
SPRINGS: Semi-elliptic front; platform rear

FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 4 in.
CYLINDERS: 4, vertical in front
MOTOR SUSPENSION: From sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Elmore automatic

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle on top steering wheel
CLUTCH: Expanding ring
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



Knox, Model H, Stanhope, 25-30 H.P.

Knox Automobile Co., Springfield, Mass.

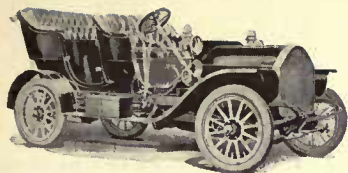
PRICE: \$2,500
BODY: With Stanhope top
SEATS: 3 persons
WEIGHT: 2,250 pounds
WHEEL-BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 4, cast singly
VALVE ARRANGEMENT: In cylinder heads
MOTOR SUSPENSION: 3-point
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries
CARBURETER: Automatic
LUBRICATION: Force feed

MOTOR CONTROL: Spark and throttle
CLUTCH: Cone; metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Knox, Model H, 25-30 H.P.

Knox Automobile Co., Springfield, Mass.



PRICE: \$2,500
BODY: Side entrance
SEATS: 5 persons
WEIGHT: 2,250 pounds
WHEEL-BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear wheels

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 3/8 in. STROKE: 4 3/4 in.
CYLINDERS: 4 vertical, single
VALVE ARRANGEMENT: Both in cylinder heads
MOTOR SUSPENSION: 3-point
COOLING: Air (grooved pins)
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry batteries

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Reversed cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Cadillac, Model H., 30 H.P.

Cadillac Motor Car Co., Detroit, Mich.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 102 inches
TREAD: 56 1/2 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Special worm and nut
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic front; three-quarter elliptic rear

FRAME: Pressed channel steel
BORE: 4 3/8 inches
STROKE: 5 inches
CYLINDERS: 4 vertical, single
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: By side tubes, secured to cross frame
COOLING: Water, honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Float feed
LUBRICATION: Forced feed
MOTOR-CONTROL: Spark and throttle, governor
CLUTCH: Leather faced disc
CHANGE GEAR: Planetary type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single side lever, selective
DRIVE: Shaft

Corbin, Model H, 24 H.P.

Corbin Motor Vehicle Corp'n., New Britain, Conn.



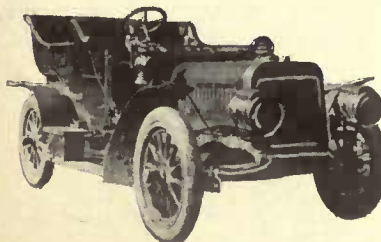
PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x3 1/2 inches
TIRES, REAR: 34x3 1/2 inches
STEERING: Worm and sector
BRAKES: Two internal expanding on rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4 1/4 in.; STROKE: 4 1/4 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Both in heads, mechanically operated, and interchangeable
MOTOR SUSPENSION: Steel pan
COOLING: Air—Corbin patent
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Gravity feed

LUBRICATION: Direct sight feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather-faced cone
CHANGE-GEAR: Sliding type; annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft

Apollo, Model B, 35 H.P.

Chicago Recording Scale Co., Waukegan, Ill.



PRICE: \$2,500
BODY: King of Belgium; side entrance
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34x3 1/2 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and nut
BRAKES: Inside and outside; rear hubs
SPRINGS: Semi-elliptical front and rear

FRAME: Pressed channel steel
BORE: 4 1/2 in. STROKE: 5 in.
CYLINDERS: 4 vertical, in front, individual
VALVE ARRANGEMENT: Inlets and exhaust on same side
MOTOR SUSPENSION: From sub-members of frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dynamo and storage battery
CARBURETER: With automatic mixture regulation

LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding in oil
CHANGE-GEAR: Sliding type, annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Shaft



Great Smith, Model Q, 24 H.P.

Smith Auto Co., Topeka, Kansas

PRICE: \$2,500
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,458 pounds
 WHEEL BASE: 107 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and internal sector
 BRAKES: Cone brake on each hub and hand brake on transmission
 SPRINGS: Full elliptic front and rear
 FRAME: Ash with steel truss
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: 4 vertical in front

VALVE ARRANGEMENT: Mechanical valves inlet on one side, exhaust on the other, two camshafts
 MOTOR SUSPENSION: Rear support on each sill of chassis, front upon cross beam, 3-point suspension
 COOLING: Water, vertical tube radiator with fins running from front to back
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery and dry cells, and provision for magneto
 CARBURETER: Float feed, automatic

LUBRICATION: Wholly automatic, mechanical
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc, steel and bronze
 CHANGE GEAR: Sliding gear, roller bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Automatic, shifting lever opens clutch changes gear, and closes clutch again without pedal
 DRIVE: Direct bevel gear through tubular steel pinion shaft

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Hay-Berg, Model 1, Speedster, 20 H.P. Hay-Berg Motor Car Co., Milwaukee, Wis.

PRICE \$2,500
 BODY: Aluminum body, rumble seat
 SEATS: 3 persons
 WEIGHT: 1,700 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x4 inches
 STEERING: Worm and sector
 BRAKES: Foot and hand lever; double brake drums on rear hubs

SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel
 BORE: 4 in. STROKE: 4 in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets and exhaust in heads
 MOTOR SUSPENSION: 3 point from main frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Universal
 LUBRICATION: Mechanical forced feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding gear
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; selective system
 DRIVE: Shaft

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Hay-Berg Model 2, Light Touring Car, 20-24 H.P. Hay-Berg Motor Car Co., Milwaukee, Wis.

PRICE \$2,500
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and sector
 BRAKES: Foot and hand lever; double brake drums on rear hubs
 SPRINGS: Semi-elliptical

FRAME: Pressed channel steel
 BORE: 4 in. STROKE: 4 in.
 CYLINDERS: 4 cylinders, vertical in front
 VALVE ARRANGEMENT: Inlets and exhaust in heads
 MOTOR SUSPENSION: 3 point from main frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Universal
 LUBRICATION: Mechanical forced feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Taper
 CHANGE GEAR: Sliding gear
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; selective system
 DRIVE: Shaft

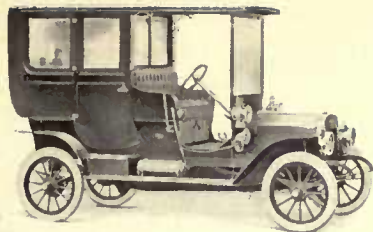


Stoddard Dayton Runabout, Model K, 30-35 H.P. Dayton Motor Car Co., Dayton, O.

PRICE: \$2,500
 BODY: Runabout with rumble seat
 SEATS: 3 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 105 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x3½ inches
 TIRES, REAR: 34x3½ inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 4½ inches
 STROKE: 5 inches
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

CARBURETER: Automatic
 LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, leather faced
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Single side lever, selective
 DRIVE: Shaft



Reo Limousine, Model M, 16-20 H.P.

Reo Motor Car Co., Lansing, Mich.

PRICE: \$2,500
BODY: Limousine
SEATS: 4 persons
WEIGHT: 1,950 pounds
WHEEL BASE: 94 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and segment
BRAKES: Three, double action

SPRINGS: Front, half elliptic;
rear, full elliptic
FRAME: Pressed steel
BORE: 4¼ in. STROKE: 6 in.
CYLINDERS: 2, horizontal, opposed
MOTOR SUSPENSION: Independent frame
COOLING: Water, tubular radiator
IGNITION: Jump spark

CURRENT SUPPLY: Dry battery
CARBURETER: Two float feed
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward, 1 reverse
DRIVE: Double side chain

Klink, 40 H.P.

Klink Motor Car Mfg. Co., Dansville, N. Y.

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: Two sets, internal and external on rear hubs

SPRINGS: Semi-elliptical front and rear
FRAME: Pressed channel steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENTS: In side ports
MOTOR SUSPENSION: Sub-frame
COOLING: Water flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type ball bearing
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective type
DRIVE: Bevel gear

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Pungs-Finch, Model H Runabout, 35-40 H.P. Pungs Finch Auto & Gas Engine Co., Detroit, Mich.



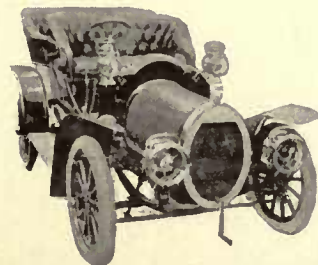
PRICE: \$2,500
BODY: Runabout, rumble seat
SEATS: 3 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 32x4 in.
STEERING: Worm and nut
BRAKES: On driving shaft and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry and storage batteries

CARBURETER: Float feed
LUBRICATION: Hill oiler
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

Maryland, 26-28 H.P.

The Sinclair-Scott Co., Baltimore, Md.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Screw and nut
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel
BORE: 4 inches
STROKE: 4 inches
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: In spherical cylinder heads
MOTOR SUSPENSION: From sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Bevel gear



Tourist Runabout, Model N-7, 35-40 H.P.

Auto Vehicle Co., Los Angeles, Cal.

PRICE: \$2,500
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 1/4 in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In same side ports
MOTOR SUSPENSION: Side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry batteries

CARBURETER: Schebler
LUBRICATION: Geared oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Two side levers
DRIVE: Shaft, bevel gear

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

"Continental," Model B, 35-40 H.P. University Automobile Co., New Haven, Conn.

PRICE: \$2,500
BODY: Straight line, side entrance
SEATS: 5 or 7 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 1/2 inches
STEERING: Worm and gear
BRAKES: Double on rear wheels
SPRINGS: Rear, 52x7 3/4 in.; front, 44x1 3/4 in.
FRAME: Nickel U. S. army steel

BORE: 4 1/4 inches
STROKE: 6 inches
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Jump spark, 2 sets of plugs
CURRENT SUPPLY: Apple system, storage battery and generator

CARBURETER: Automatic
LUBRICATION: Forced mechanical and splash
MOTOR-CONTROL: Spark and throttle with foot accelerator
CLUTCH: Cone, leather, with cork bearing
CHANGE GEAR: Sliding type, ball bearing
SPEEDS: 4 and reverse
CHANGE-GEAR CONTROL: Selective or progressive at option of customer
DRIVE: Shaft



Buffum 8 Cylinder Runabout, 40 H.P.

H. H. Buffum Co., Abington, Mass.

PRICE: \$2,500
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: 1,750 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 3/4 inches
TIRES, REAR: 32x3 3/4 inches
STEERING: Internal worm and gear
BRAKES: On rear hub drums

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 in.; STROKE: 4 in.
CYLINDERS: 8, set at 45 deg.
VALVE ARRANGEMENT: In side ports
MOTOR SUSPENSION: Sub frame
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Dynamo and battery
MOTOR-CONTROL: Spark and throttle
LUBRICATION: Gravity feed
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



GASOLINE CARS COSTING FROM \$2,600 TO \$2,999.

Pierce-Racine, Model D, 40 H.P.

Pierce Engine Co., Racine, Wis.



PRICE: \$2,600
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Internal and external
SPRINGS: Semi-elliptical

FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, front
VALVE ARRANGEMENT: Inlet
right side, exhaust left
MOTOR SUSPENSION: From sub
frame
COOLING: Water; cellular radia-
tor
IGNITION: Jump spark
CURRENT SUPPLY: Storage bat-
tery

CARBURETER: Automatic
LUBRICATION: Mechanical; force
feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Within flywheel, cone
CHANGE GEAR: Sliding gear, ball
bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side
levers
DRIVE: Shaft

Hewitt Town Car, 10 H.P.

Hewitt Motor Co., New York



PRICE: \$2,600
BODY: Limousine town car
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL-BASE: 84 inches
TREAD: 52½ inches
TIRES, FRONT: 760 x 90 mm.
TIRES, REAR: 765 x 105 mm.
STEERING: Rack and pinion
BRAKES: On rear hubs and trans-
mission

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¾ in. STROKE: 6 in.
CYLINDERS: 1, horizontal under
body
COOLING: Water; square tube
radiator
IGNITION: Jump spark and make
and break
CURRENT SUPPLY: Storage bat-
tery and magneto

CARBURETER: Automatic
LUBRICATION: Mechanical force
feed
MOTOR CONTROL: Spark and
throttle
CLUTCH: Cone
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
DRIVE: Single chain

"Tourist," Model "N-7," 35-40 H.P.

Auto Vehicle Co., Los Angeles, Cal.



PRICE: \$2,600
BODY: Side entrance tonneau
SEATS: 7 passengers
WEIGHT: 2,600 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: Internal and External,
operating on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Inlet
and exhaust both in side ports
MOTOR SUSPENSION: From
side members of frame
COOLING: Honeycomb radiator
and fan
IGNITION: Jump spark
CURRENT SUPPLY: Storage and
dry batteries

CARBURETER: Schebler
LUBRICATION: Hill precision
geared oiler
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Cone, leather faced,
large diameter
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Two
side levers
DRIVE: Shaft, bevel gear

Meteor Runabout, 24-28 H.P.

Meteor Automobile Works, Bettendorf, Iowa.

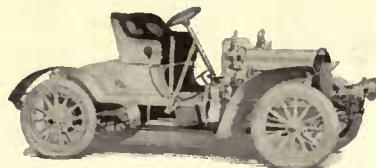


PRICE: \$2,600
BODY: Runabout with rumble seat
SEATS: 3 persons
WHEEL BASE: 110 inches
TREAD: 56 inches
STEERING: Worm and sector type
BRAKES: Double on rear wheels
SPRINGS: Front, 40 in. long; rear,
52 in. long
FRAME: Steel

BORE: 4 in. STROKE: 4½ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: Direct
from frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Simms-Bosch
magneto
CARBURETER: Automatic
LUBRICATION: Force feed

MOTOR-CONTROL: Spark and
throttle
CHANGE GEARS: Always in mesh
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Se-
lective system
DRIVE: Shaft

Locomobile, Model E, Runabout, 20 H.P. Locomobile Co. of America, Bridgeport, Conn.



PRICE: \$2,700
 BODY: Fish-tail runabout
 SEATS: 2 persons
 WEIGHT: About 1,800 pounds
 WHEEL-BASE: 96 inches
 TREAD: 50 inches
 TIRES, FRONT: 32 x 4 inches
 TIRES, REAR: 32 x 4 inches
 STEERING: Adjustable worm gears
 BRAKES: Metal to metal; double-acting

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 3¼ in. STROKE: 4½ in.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto

CARBURETER: Automatic
 LUBRICATION: Mechanical
 MOTOR CONTROL: Governor
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Double side chains

Note:—Only a limited number of this model to be built in 1907. Equipment slightly different than shown.

Aerocar, Model "F," Touring Car, 40 H.P. The Aerocar Company, Detroit, Mich.

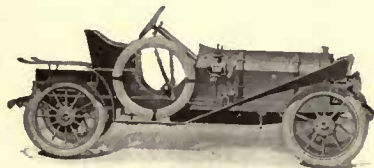


PRICE: \$2,750
 BODY: Wood, side entrance
 SEATS: 5 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 115 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and nut
 BRAKES: Two

SPRINGS: Semi-elliptical
 FRAME: Pressed steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: 4, vertical
 VALVE ARRANGEMENT: Very accessible
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Float-feed
 LUBRICATION: Splash system with mechanical oiler
 MOTOR CONTROL: Spark and throttle on wheel
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever
 DRIVE: Shaft

Oldsmobile, Model "H" Flying Roadster, 35-40 H.P. Olds Motor Works, Lansing, Mich.



PRICE: \$2,750
 BODY: Wood, runabout
 SEATS: 2 persons
 WEIGHT: 2,300 pounds
 WHEEL-BASE: 106 inches
 TREAD: 55 inches
 TIRES, FRONT: 34 x 3½ inches
 TIRES, REAR: 34 x 4 inches
 STEERING: Worm and nut
 FRAME: Pressed steel

BRAKES: Transmission and rear hub
 BORE: 4½ in. STROKE: 4¾ in.
 CYLINDERS: 4 vertical
 MOTOR SUSPENSION: Crank case supported on sub-frame.
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells

CARBURETER: Special automatic
 LUBRICATION: Splash
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Cone type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Bevel gear

Oldsmobile Palace Touring Car, Model "A," 35-40 H.P. Olds Motor Works, Lansing, Mich.



PRICE: \$2,750
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WHEEL-BASE: 106½ inches
 TREAD: 55 inches
 TIRES, FRONT: 34 x 3½ inches
 TIRES, REAR: 34 x 4 inches
 STEERING: Worm and nut
 BRAKES: Transmission and rear hubs
 FRAME: Pressed steel

BORE: 4½ in. STROKE: 4½ in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: Crank case supported on sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: Special automatic

LUBRICATION: Splash
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Cone type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Bevel gear



Pope-Hartford, Model L, 25-30 H.P.

Pope M'f'g. Co., Hartford, Conn

PRICE: \$2,750
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,350 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 32x4 in.
STEERING: Worm and sector type
BRAKES: On transmission and rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Armored wood, channel steel sub-frame
BORE: 4 1/4 in.; STROKE: 5 1/4 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: In heads, operated by single cam shaft
MOTOR SUSPENSION: Sub-frame
COOLING: Water; planetic radiator
IGNITION: Jump spark

CURRENT SUPPLY: Dry and storage batteries or magneto
CARBURETER: Special automatic
LUBRICATION: Belt driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive system
DRIVE: Shaft



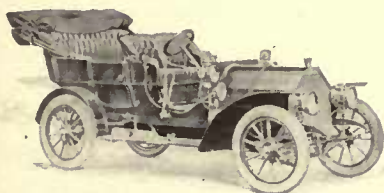
Thomas Forty, Model "C-1," 40 H.P.

E. R. Thomas Detroit Co., Detroit, Mich.

PRICE: \$2,750
BODY: Runabout
SEATS: 2 passengers; chauffeur's seat extra
WEIGHT: 2,350 pounds
WHEEL BASE: 112 inches
TREAD: 55 inches
TIRES, FRONT: 34x3 1/4 in.
TIRES, REAR: 34x4 in.
STEERING: Screw and nut type
BRAKES: 3, foot and hand lever
SPRINGS: 36x2 front, 52x2 1/4 rear
FRAME: Channel steel

BORE: 4 3/4 in.; STROKE: 5 in.
CYLINDERS: Four, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; vertical flat tube radiator; centrifugal pump
IGNITION: Jump spark, 4 coils
CURRENT SUPPLY: Storage battery and dry cells; magneto extra
CARBURETER: Automatic

LUBRICATION: Gear pump and self-contained system
MOTOR-CONTROL: Spark and throttle at top of wheel; auxiliary foot throttle
CLUTCH: Leather cone 16 in. in diam.; s-rings under leather
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single lever, selective system
DRIVE: Cardan shaft, 2 universals and beveled gear



Thomas Forty, Model "C-2," 40 H.P.

E. R. Thomas Detroit Co., Detroit, Mich.

PRICE: \$2,750
BODY: Wood, side entrance
SEATS: 5 persons
WEIGHT: 2,450 pounds
WHEEL BASE: 112 inches
TREAD: 55 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Screw and nut type
BRAKES: 3, foot and hand lever
SPRINGS: 36x2 front, 52x2 1/4 rear
FRAME: Channel steel

BORE: 4 3/4 in.; STROKE: 5 in.
CYLINDERS: Four, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; vertical flat tube radiator, centrifugal pump
IGNITION: Jump spark, four coils
CURRENT SUPPLY: Storage battery and dry cells; magneto extra
CARBURETER: Automatic

LUBRICATION: Gear pump and self-contained system
MOTOR-CONTROL: Spark and throttle at top of wheel; auxiliary foot throttle
CLUTCH: Leather cone
CHANGE-GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single lever; selective system
DRIVE: Cardan shaft



"Jenkins Special," 40-45 H.P.

J. W. Jenkins, Rochester, N. Y.

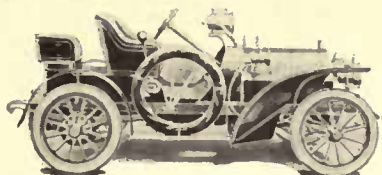
PRICE: \$2,750
BODY: Double side entrance
SEATS: 5 persons
WEIGHT: 2,450 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Double nut and screw
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic

FRAME: Cold pressed steel
BORE: 4 13-16 in. STROKE: 5 1/4 in.
CYLINDERS: 4 cast separately
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; square tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic float feed
LUBRICATION: Gravity system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Reversed cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single side lever
DRIVE: Bevel gear

Triumph, Model "A," 30 H.P.

Triumph Motor Car Co., Chicago, Ill.



PRICE: \$2,800
BODY: Runabout
SEATS: 3 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 108 inches
TREAD: 54 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4 inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: On same side; mechanical
MOTOR SUSPENSION: Sub-frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Low-tension magneto

CARBURETER: Float feed
LUBRICATION: Gear-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft
NOTE—Motor self starting

Northern, Model 3, Limousine, 20 H.P. Northern Motor Car Co., Detroit, Mich.

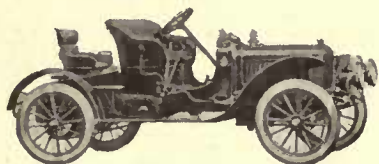


PRICE: \$2,800
BODY: Limousine; side entrance
SEATS: 7 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Bevel gear
BRAKES: Hubs and transmission
SPRINGS: Full elliptic
FRAME: Angle steel

BORE: 5½ in.; STROKE: 5½ in.
CYLINDERS: 2, horizontal in front
VALVE ARRANGEMENT: Inlet and exhaust in side ports
MOTOR SUSPENSION: 3 point; front to side members of frame; rear to center
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Northern automatic
LUBRICATION: Northern force feed; automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Lever under steering wheel
DRIVE: Shaft

Pope Toledo Runabout, Model X, 20-24 H.P. Pope Motor Car Co., Toledo, Ohio

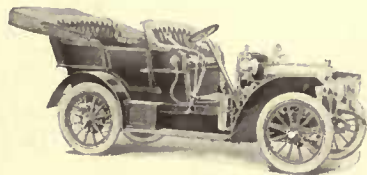


PRICE: \$2,800
BODY: Runabout
SEATS: 3 persons
WHEEL BASE: 96 inches
TREAD: 54 inches
TIRES, FRONT: 32x3½ in.
TIRES, REAR: 32x3½ in.
STEERING: Worm and segment
BRAKES: On driving shaft and rear wheels

SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 3¼ in. STROKE: 4 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Cylinder heads
MOTOR SUSPENSION: From sub-frame
COOLING: Water; planetic type radiator
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain

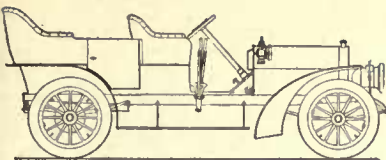
"Locomobile," Model "E," 20 H.P. The Locomobile Co. of America, Bridgeport, Conn.



PRICE: \$2,800
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Adjustable worm gears
BRAKES: 3, metal to metal
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 3¼ in.; STROKE: 4½ in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Make-and-break
CURRENT SUPPLY: Magneto

CARBURETER: Locomobile automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Governor
CLUTCH: Special cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, one reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Double side chains



Pennsylvania, 35 H.P.

Pennsylvania Auto Motor Co., Phil., Pa.

PRICE: \$2,800
 BODY: Mercedes
 SEATS: 5 persons
 WEIGHT: 2,550 pounds
 WHEEL BASE: 111 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 in.
 TIRES, REAR: 34x4 in.
 STEERING: Worm and nut
 BRAKES: Double on rear wheels
 SPRINGS: Front, 40 in. long;
 Rear, platform type

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5 in.
 CYLINDERS: 4 vertical, cast separate
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: Direct from sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Schebler
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



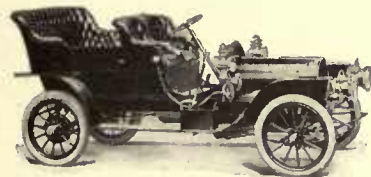
Ford, Model K, 40 H.P.

Ford Motor Company, Detroit, Mich.

PRICE: \$2,800
 BODY: Tonneau, side entrance
 SEATS: 5 persons
 WEIGHT: 2,600 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 4 inches
 TIRES, REAR: 34 x 4 inches
 STEERING: Ford reduction gears; irreversible
 BRAKES: Band on transmission; internal expanding in rear hubs
 SPRINGS: Full elliptic rear; semi-elliptic in front

FRAME: Pressed steel; channel section
 CYLINDERS: 6 vertical, single
 VALVE ARRANGEMENT: All on left side
 MOTOR SUSPENSION: From main frame
 COOLING: Water; boneycomb radiator
 IGNITION: Jump spark; two separate systems
 CURRENT SUPPLY: High tension magneto and auxiliary storage battery.

CARBURETER: With automatic mixture regulator
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and one reverse
 CHANGE-GEAR CONTROL: Side lever for forward speeds, foot for reverse
 DRIVE: Direct through bevel gears by Ford patented three-point system



Franklin, Model D, 20 H.P.

H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$2,800
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 1,900 pounds
 WHEEL BASE: 105 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x3 inches
 TIRES, REAR: 34x3½ inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Full elliptic

FRAME: Wood
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports and auxiliary exhaust valve at base of cylinders
 MOTOR SUSPENSION: From side members of frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

CARBURETER: Float-feed automatic type
 LUBRICATION: Mechanical force-feed oiler, gear-driven
 MOTOR-CONTROL: Throttle, spark and governor.
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Bevel gear



Twyford, Model A, 35 H.P.

Twyford Motorcar Co., Brookville, Pa.

PRICE: \$2,800
 BODY: Side entrance
 SEATS: 5 persons
 WEIGHT: 2,400 pounds
 WHEEL BASE: 109 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 inches
 TIRES, REAR: 32x4 inches
 STEERING: Worm and gear
 BRAKES: Hand and foot
 SPRINGS: Full elliptic, rear; semi-elliptic, front

FRAME: Steel
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: 4 in front, 2 cycle
 MOTOR SUSPENSION: From main frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
 LUBRICATION: Oil cups
 MOTOR-CONTROL: Spark
 CLUTCH: Double disc
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



"Iroquois," Model D, 35-40 H.P. Iroquois Motor Car Co., Seneca Falls, N. Y.

PRICE: \$2,800
 BODY: Side entrance tonneau
 SEATS: 5 passengers
 WEIGHT: 2,800 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 1/2 inches
 STEERING: Worm and sector
 BRAKES: On shaft and rear hubs
 SPRINGS: Elliptical front; rear, platform

FRAME: Channel steel
 BORE: 5 in. STROKE: 5 in.
 CYLINDERS: 4, vertical in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage batteries
 CARBURETER: With automatic mixture regulation

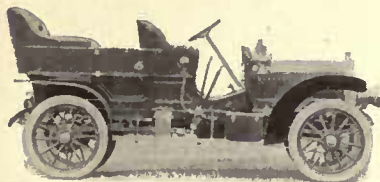
LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Special expansion
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



GASOLINE CARS COSTING FROM \$3,000 TO \$3,499

Maxwell, Model M, 36-40 H.P.

Maxwell Briscoe Motor Co., Tarrytown, N. Y.



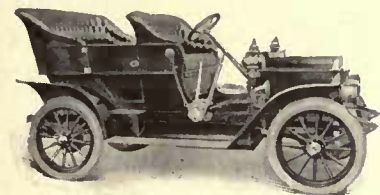
PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and segment
BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 4 cast individually
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: 3 point
COOLING: Water, thermo-siphon system, honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry and storage battery

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system; side lever
DRIVE: Shaft

Frayer-Miller Model B, 24 H.P.

The Oscar Lear Automobile Co., Columbus, O.



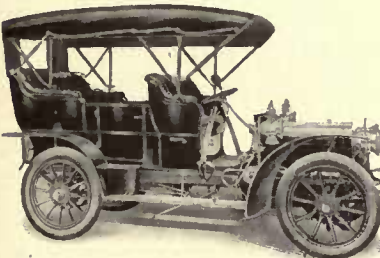
PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,150 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32 x 4 inches
STEERING: Worm and sector
BRAKES: Internal and external on drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 1/16 in. STROKE: 5 1/2 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Horizontal
MOTOR SUSPENSION: Sub-frame
COOLING: Air-cooling Frayer-Miller system
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever selective
DRIVE: Shaft

American Mors, Type A, 14-18 H.P.

St. Louis Car Co., St. Louis, Mo.



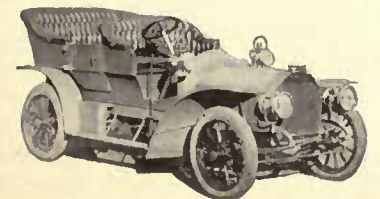
PRICE: \$3,000, complete with top
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 103 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: On differential shaft and rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed channel steel
BORE: 3 1/2 in. STROKE: 5 in.
CYLINDERS: Four vertical in front
VALVE ARRANGEMENT: Inlets and exhaust in side ports
MOTOR SUSPENSION: From side members of frame
COOLING: Water
IGNITION: Make and break
CURRENT SUPPLY: Magneto
CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Hand throttle and foot pedal
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: Four forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive system
DRIVE: Double side chains

Crawford, Model F, 50 H.P.

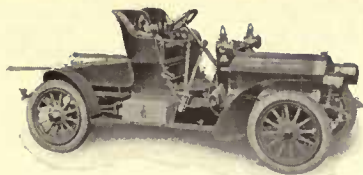
Crawford Automobile Co., Hagerstown, Md.



PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 7 persons
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 1/2 in.
STEERING: Worm and sector
BRAKES: On rear wheels
SPRINGS: 52 in. long, rear; 44 in. long, front

FRAME: Pressed steel
BORE: 5 in.; STROKE: 5 1/2 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical, interchangeable
MOTOR SUSPENSION: Direct from frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: From steering wheel
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



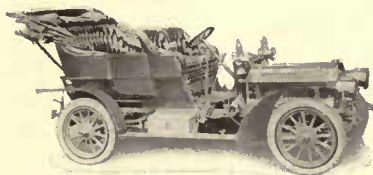
Conover Runabout, 35-40 H.P.

PRICE: \$3,000
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 2,300 pounds
 WHEEL BASE: 104 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Double screw
 BRAKES: On rear hubs and transmission
 SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
 BORE: $4\frac{1}{2}$ in. STROKE: 5 in.
 CYLINDERS: 4, cast separate
 VALVE ARRANGEMENT: All on one side
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; flat tube radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dynamo, dry and storage battery

Conover Motor Car Co., Paterson, N. J.

CARBURETER: Float feed
 LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Bevel gears



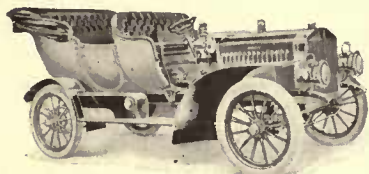
Conover, 35-40 H.P.

PRICE: \$3,000
 BODY: Convertible tonneau and runabout with deck
 SEATS: 5 persons
 WEIGHT: 2,400 pounds
 WHEEL BASE: 104 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Double screw
 BRAKES: On rear hubs, and transmission
 SPRINGS: Semi-elliptic

FRAME: Pressed steel channel
 BORE: $4\frac{1}{2}$ in. STROKE: 5 in.
 CYLINDERS: 4, cast separate
 VALVE ARRANGEMENT: All on one side
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; flat tube radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Apple dynamo and storage and dry cells

Conover Motor Car Co., Paterson, N. J.

CARBURETER: Schebler
 LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, leather faced
 CHANGE GEAR: Sliding type, annular ball bearing
 SPEEDS: 3 forward, one reverse
 CHANGE-GEAR CONTROL: Selective system, special slot
 DRIVE: Bevel gears



Simplicity, Model B, 40 H.P.

PRICE: \$3,000
 BODY: Victoria
 SEATS: 5 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 105 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and segment
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel

BORE: $4\frac{1}{2}$ in. STROKE: $5\frac{3}{4}$ in.
 CYLINDERS: 4 vertical, in pairs
 VALVE ARRANGEMENT: Inlets in heads; exhausts in side ports
 MOTOR SUSPENSION: 3 point
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

Evansville Automobile Co., Evansville, Ind.

CARBURETER: With automatic mixture, regulation by governor
 LUBRICATION: Gear driven mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Friction type
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chains



Simplicity, Model C, 40 H.P.

PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 105 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and segment
 BRAKES: On rear hubs

SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel
 BORE: $4\frac{1}{2}$ in.; STROKE: $5\frac{3}{4}$ in.
 CYLINDERS: 4, vertical in pairs
 VALVE ARRANGEMENT: Inlets in heads; exhausts in side ports
 MOTOR SUSPENSION: 3 point
 COOLING: Water, cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

Evansville Automobile Co., Evansville, Ind.

CARBURETER: With automatic mixture, regulation by governor
 LUBRICATION: Gear driven mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Friction
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chain



Lambert, Model F, 35-40 H.P.

Buckeye M'f'g. Co., Anderson, Ind.

PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,700 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Screw and nut
BRAKES: On cross shaft and internal expanding on rear hubs

SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Angle iron laminated with wood
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



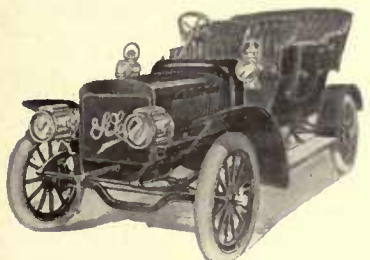
National, Model F, 40 H.P.

National Motor Vehicle Co., Indianapolis, Ind.

PRICE: \$3,000
BODY: Cast aluminum, side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,650 pounds
WHEEL BASE: 104 inches
TREAD: 54 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4 inches
STEERING: Internal worm
BRAKES: Double system of hub brakes; internal expanding

SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Valves in side port
MOTOR SUSPENSION: Sub-frame
COOLING: Water; cylindrical vertical tubes
IGNITION: Jump spark
CURRENT SUPPLY: Battery and dynamo

CARBURETER: Schebler
LUBRICATION: Mechanical force feed
MOTOR CONTROL: Spark, throttle and automatic governor
CLUTCH: Self contained; leather faced
CHANGE GEAR: Sliding type; annular ball bearings
SPEEDS: 3 forward and reverse
DRIVE: Shaft



"The St. Louis," Type XIX, 45-50 H.P.

St. Louis Motor Car Co., Peoria, Ill.

PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Rack and pinion
BRAKES: Internal and external on rear hub
SPRINGS: Semi-elliptical front and full elliptical rear

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 5½ in.
CYLINDERS: 4, vertical in front, cast in pairs, placed ¾-inch off center
VALVE ARRANGEMENT: Inlet and exhaust in side ports opposite sides
MOTOR SUSPENSION: From side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Automatic mixture regulation
LUBRICATION: Mechanical force-feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Single disc, fiber inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Bevel gear



Autocar, Type XIV, 30 H.P.

The Autocar Co., Ardmore, Pa.

PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 111 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Bevel gear and sector
BRAKES: Two external contracting; two internal expanding; all on rear hubs
SPRINGS: Semi-elliptical front and rear
CYLINDERS: 4 vertical in front

FRAME: Hot rolled annealed pressed steel of channel section; reinforced by cross members
BORE: 4¼ inches. STROKE: 4½ inches
VALVE ARRANGEMENT: Inlet directly over exhaust
MOTOR SUSPENSION: Three-point suspension
COOLING: Water; fin tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: With automatic mixture regulation
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal-to-metal, fly wheel floating disc clutch
CHANGE GEAR: Sliding type, roller bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft, bevel gear



Studebaker, Model L, 28-32 H.P. Studebaker Automobile Co., South Bend, Indiana

PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 104 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Wheel and irreversible
 BRAKES: Operating on rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 4 1/4 inches
 STROKE: 4 1/4 inches
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Intake and exhaust left side
 MOTOR SUSPENSION: S n b - frame
 COOLING: Water, tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery
 CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction cone type
 CHANGE GEAR: Sliding type, ball bearings
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft and bevel gear



Columbia, Model XLVIII (48), 24-28 H.P. Electric Vehicle Co., Hartford, Conn.

PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,350 pounds
 WHEEL BASE: 109 in.
 TREAD: 56 inches
 TIRES, FRONT: 32x3 1/2 in.
 TIRES, REAR: 32x4 in.
 STEERING: Worm and sector
 BRAKES: Rear hubs
 FRAME: Pressed steel
 SPINGS: Semi-elliptic, front and rear

BORE: 4 in.; STROKE: 4 1/4 in.
 CYLINDERS: 4 vertical, cast in pairs
 VALVE ARRANGEMENT: Side admission directly over exhaust
 MOTOR SUSPENSION: 3-point
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Low tension magneto

CARBURETER: Combination, automatic
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, leather faced
 CHANGE GEAR: Sliding gear
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective
 DRIVE: Bevel gear

Halladay, 35-40 H. P.

Streator Motor Car Co., Streator, Ill.

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

PRICE: \$3,000
 BODY: Side entrance, tonneau
 SEATS: 5 or 7 persons
 WEIGHT: 2,600 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm
 BRAKES: Double rear hubs
 SPRINGS: Semi-elliptical

FRAME: Pressed channel steel
 BORE: 4 1/2 in. STROKE: 5 in.
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: Inlet and exhaust in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Double storage batteries

CARBURETER: Schebler
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE-GEAR: Sliding type
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever and foot pedal
 DRIVE: Direct bevel gear



Upton Touring Car.

Lebanon Motor Works, Lebanon, Pa.

PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WHEEL BASE: 109 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 1/2 inches
 TIRES, REAR: 34x4 1/2 inches
 BRAKES: Internal and external on rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 4 1/2 in. STROKE: 5 in.
 CYLINDERS: 4 vertical in pairs
 MOTOR SUSPENSION: From main frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery
 CARBURETER: Automatic
 LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle on wheel and foot accelerator
 CLUTCH: Metallic disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever



PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WHEEL BASE: 110 inches
 TREAD: 56 inches
 STEERING: Worm and sector
 BRAKES: Double on rear hub drums
 SPRINGS: Front, 40 in. long; rear, 52 in. long

FRAME: Steel
 BORE: 4 in. STROKE: 4½ in.
 CYLINDERS: 4 vertical
 MOTOR SUSPENSION: Direct from frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: Automatic

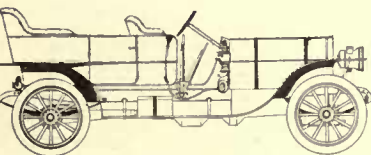
LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Always in mesh
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 regular; 7 to order
 WEIGHT: 2,650 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Nut and screw type
 BRAKES: Internal and external on rear wheels
 SPRINGS: Semi-elliptic front, platform, 3 point suspension rear

FRAME: Pressed channel steel
 BORE: 4½ in. STROKE: 5½ in.
 CYLINDERS: 4 individual vertical in front
 VALVE ARRANGEMENTS: Side ports, one on each side
 MOTOR SUSPENSION: From side member of frame
 COOLING: Water; flat tube cellular type radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells

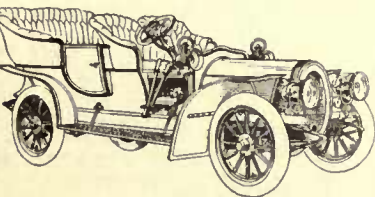
CARBURETER: Float feed
 LUBRICATION: Force feed direct to each cylinder and bearing
 MOTOR-CONTROL: Spark and throttle on top of wheel
 CLUTCH: Improved cone type
 CHANGE GEAR: Selective type; imported ball bearings
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,600 pounds
 WHEEL BASE: 124 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x4 inches
 STEERING: Worm and nut
 BRAKES: On transmission and two on each rear hub
 SPRINGS: Semi-elliptical

FRAME: Pressed steel
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: 4, vertical in front; two cycle
 MOTOR SUSPENSION: From sub-frame
 COOLING: Air jackets. Blower; copper fins cast on cylinders
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery and dry cells
 CARBURETER: Float feed

LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Expanding ring
 CHANGE GEAR: Gearless 1907 model, direct drive
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Foot pedal for forward speeds; side lever for reverse
 DRIVE: Shaft



PRICE: \$3,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,200 pounds
 TIRES, FRONT: 32x4 inches
 TIRES, REAR: 32x4 inches
 BRAKES: On rear wheel drums
 SPRINGS: Full elliptic
 FRAME: Pressed steel
 BORE: 4½ in. STROKE: 5 in.

CYLINDERS: 4 vertical cast separately
 VALVES: Mechanically operated
 MOTOR SUSPENSION: Direct from frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Float feed automatic
 LUBRICATION: Automatic
 MOTOR-CONTROL: Hand or foot
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Bevel gear

York Pullman, Model F, 40 H.P.

York Motor Car Co., York, Penna.

Gearless, 50 H.P.

Gearless Transmission Co., Rochester, N. Y.

Hill Touring Car, 35 H.P.

Hill Motor Car Co., Haverhill, Mass.

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

PRICE: \$3,200
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: Foot and hand lever;
double brake drums on rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed channel steel
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlets
and exhaust in heads
MOTOR SUSPENSION: 3 point
from main frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage bat-
tery
CARBURETER: Universal

LUBRICATION: Mechanical forced
feed oiler
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side
lever; selective system
DRIVE: Shaft

Schacht, Model B, 40 H.P.

Schacht Manufacturing Co., Cincinnati, Ohio

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

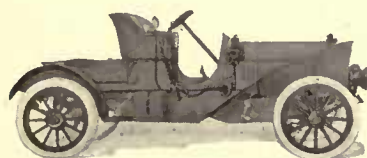
PRICE: \$3,200
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and gear
BRAKES: Three

SPRINGS: Elliptical
FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVES: Mechanically operated
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Magneto
CARBURETER: Schebler

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Expansion type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Bevel gear

Dolson "Cannon Ball," 60 H.P.

Dolson Automobile Co., Charlotte, Mich.



PRICE: \$3,250
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,850 pounds
WHEEL BASE: 123 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Internal and external on
rear hubs
SPRINGS: Semi-elliptic, front; full
elliptic, rear
FRAME: Pressed steel

BORE: 5 in.; STROKE: 5½ in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: In side
ports
MOTOR SUSPENSION: Sub-frame
COOLING: Water; vertical tube
radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and
dry cells
CARBURETER: Automatic mix-
ture

LUBRICATION: Mechanical force
feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type, an-
nular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Se-
lective system
DRIVE: Shaft

Dolson Model F, 55 H.P.

Dolson Automobile Co., Charlotte, Mich.



PRICE: \$3,250
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 123 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Internal and external on
rear hubs
SPRINGS: Semi-elliptic front and
full elliptic rear
FRAME: Pressed channel steel

BORE: 5 in. STROKE: 5½ in.
CYLINDERS: Four vertical in
front
VALVE ARRANGEMENT: Inlet
and exhaust in side ports
MOTOR SUSPENSION: On sub-
frame
COOLING: Water; vertical tube ra-
diator
IGNITION: Jump spark
CURRENT SUPPLY: Storage bat-
tery and dry cells
CARBURETER: Automatic mix-
ture

LUBRICATION: Mechanical force
feed, gear driven
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type,
ball bearing
SPEEDS: Three forward and re-
verse
CHANGE-GEAR CONTROL: Side
lever selective system
DRIVE: Shaft

American Roadster, 40 H.P.

American Motor Car Co., Indianapolis, Ind.

PRICE: \$3,250
BODY: Runabout
SEATS: Two persons
WEIGHT: 2,400 lbs.
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4 inches
STEERING: Thread and nut
BRAKES: Foot, back of transmission. Hand, in rear hubs
SPRINGS: Half elliptical
FRAME: Steel, cold pressed, channel

BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 cast in pairs, vertical
VALVE ARRANGEMENT: In ports on right side
MOTOR SUSPENSION: Sub-frame
COOLING: Water, centrifugal pump
IGNITION: Two systems, jump spark
CURRENT SUPPLY: Storage battery and magneto
CARBURETER: Float feed, automatic, balanced throttle

LUBRICATION: Mechanical, positive feed, belt driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type, ball bearing
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Lever at side, progressive system
DRIVE: Shaft

American Tourist, 40 H.P.

American Motor Car Co., Indianapolis, Ind.

PRICE: \$3,250
BODY: Side entrance, King of the Belgians
SEATS: 5 persons
WEIGHT: 2,600 lbs.
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 inches
STEERING: Thread and nut
BRAKES: Foot, back of transmission. Hand, in rear hubs
SPRINGS: Half elliptic front. Platform, rear

FRAME: Steel, cold pressed.
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 cast in pairs, vertical
VALVE ARRANGEMENT: In ports on right side
MOTOR SUSPENSION: Main frame
COOLING: Water, centrifugal pump
IGNITION: Two systems, jump spark
CURRENT SUPPLY: Storage battery and magneto

CARBURETER: Float feed, automatic, balanced throttle
LUBRICATION: Mechanical, positive feed, belt driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE-GEAR: Sliding type, ball bearing
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Lever at side, progressive system
DRIVE: Shaft

Adams-Farwell, Model 7-A, 40-45 H.P.

The Adams Company, Dubuque, Iowa.

PRICE: \$3,250
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Wheel-irreversible
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical

FRAME: Angle steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 5, horizontal revolving
VALVE ARRANGEMENT: In cylinder heads
MOTOR SUSPENSION: From side members of frame
COOLING: Air-revolving cylinders
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Special, automatic

LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Variable compression
CLUTCH: Internal expanding
CHANGE GEAR: Double clutch, sliding gear, annular bearings
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Small levers near wheel, selective system
DRIVE: Single chain

Gearless, 60 H.P.

Gearless Transmission Co., Rochester, N. Y.

PRICE: \$3,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 inches
STEERING: Worm and nut
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical in front, 2 cycle
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Double jump spark
CURRENT SUPPLY: Magneto and battery
CARBURETER: Float feed

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding ring
CHANGE GEAR: Gearless direct drive
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Shaft



Stevens-Duryea, Model R, Limousine, 20 H.P.

Stevens-Duryea Co., Chicopee Falls

PRICE: \$3,300
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Bevel gear
BRAKES: On driving shaft, and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: $3\frac{1}{4}$ in. STROKE: $4\frac{1}{2}$ in.
CYLINDERS: 4, cast separately
VALVE ARRANGEMENT: On same side of motor
MOTOR SUSPENSION: 3-point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Automatic

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Bevel gear



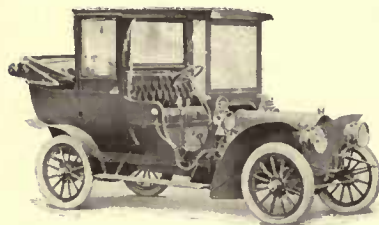
Acme Runabout, Model 16, 50 H.P.

Acme Motor Car Co., Reading, Pa.

PRICE: \$3,250
BODY: Runabout with folding rumble seat
SEATS: 3 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 $\frac{1}{2}$ inches
STEERING: Quadruple screw and nut

BRAKES: On rear wheels
SPRINGS: Semi-elliptical
FRAME: Pressed steel
CYLINDERS: 4 vertical, singly
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tubular radiator
IGNITION: Double jump spark
CURRENT SUPPLY: Eiseman magneto

CARBURETER: Float feed
LUBRICATION: Mechanical gear driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system, direct on 3d speed
DRIVE: Side chains



"Premier 24" Landulet.

Premier Motor M'f'g. Co., Indianapolis, Ind.

PRICE: \$3,250
BODY: Landulet
SEATS: 5 persons
WEIGHT: 2,750 pounds
WHEEL BASE: 108 $\frac{1}{2}$ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Screw and nut
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic with shock absorbing heads

FRAME: Pressed steel
BORE: $4\frac{1}{4}$ in. STROKE: $4\frac{1}{4}$ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In side ports on opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry and storage cells

CARBURETER: Float feed
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



"Premier 24" Limousine.

Premier Motor M'f'g. Co., Indianapolis, Ind.

PRICE: \$3,250
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 108 $\frac{1}{2}$ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Screw and nut
BRAKES: On driving shaft drum and rear hubs
SPRINGS: Full elliptic with special shock absorbing heads

FRAME: Pressed steel
BORE: $4\frac{1}{4}$ in. STROKE: $4\frac{1}{4}$ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In side ports on opposite sides
MOTOR SUSPENSION: Side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry and storage cells

CARBURETER: Float feed
LUBRICATION: Automatic with sight feeds
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

GASOLINE CARS COSTING FROM \$3,500 TO \$3,999

B. L. M. Model "Pirate," 24 H.P.

B. L. M. Motor Car & Equip. Co, Brooklyn., N.Y.

PRICE: \$3,500 (complete)
BODY: Runabout
SEATS: 2, individual
WEIGHT: 1,350 pounds (complete)
WHEEL BASE: 98 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 3½ inches
TIRES, REAR: 32 x 3½ inches
STEERING: Worm and sector
BRAKES: Band on transmission.
Int. expanding on rear wheels
SPRINGS: Semi-elliptical front and rear

FRAME: Channel section
BORE: 100 mm.
STROKE: 130 mm.
CYLINDERS: Four, in pairs
VALVE ARRANGEMENT: Inlet on one side; exhaust on other
MOTOR SUSPENSION: Four arms from main frame
COOLING: Water; Livingstone radiator
IGNITION: Jump spark

CURRENT SUPPLY: Eiseman high-tension magneto
CARBURETER: Xenia automatic, with Mercury dash pot
LUBRICATION: Gear pump
MOTOR-CONTROL: Foot throttle and hand throttle on wheel
CLUTCH: Cone with cork inserts
CHANGE GEAR: Sliding type
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Progressive
DRIVE: Shaft

Cleveland Speed Car, 30-35 H.P.

Cleveland Motor Car Co., Cleveland, O.

PRICE: \$3,750
BODY: Special roadster
SEATS: 3 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 104 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Screw and nut
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed steel channel
BORE: 4¼ in.; STROKE: 5¼ in.

CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Channel sub-frame
COOLING: Water; cellular radiator
IGNITION: Low tension make and break
CURRENT SUPPLY: Simms Bosch magneto
CARBURETER: Rotary balanced valve; automatic mixture regulator

LUBRICATION: Force-feed mechanical oiler
MOTOR-CONTROL: Hand spark and throttle
CLUTCH: Cork inserted leather-faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive type
DRIVE: Shaft
NOTE.—The price of this car has been raised to \$3,750 since going to press.

Berkshire, Model D, 35-40 H.P.

Berkshire Automobile Co., Pittsfield, Mass.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5-7 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed channel steel

BORE: 4 11-16 in.; STROKE: 5 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and batteries
CARBURETER: Automatic mixture regulation

LUBRICATION: Under pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains

Stoddard-Dayton, Model F, 30-35 H.P.

Dayton Motor Car Co., Dayton Ohio.

PRICE: \$3,500
BODY: Regular enclosed Limousine type
SEATS: 7 persons
WEIGHT: 2,900 pounds
WHEEL BASE: 105 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and nut
BRAKES: Expanding, transmission and rear wheel hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: Automatic
LUBRICATION: Positive mechanical pressure feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Single lever, selective
DRIVE: Shaft



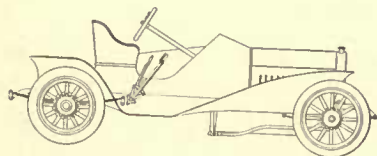
Wayne, Model R, 50 H.P.

Wayne Automobile Co., Detroit, Mich.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 117 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and nut
BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

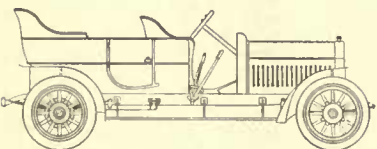


Frontenac Runabout, Model D, 40-45 H.P. Abendroth and Root Mfg. Co., Newburgh, N.Y.

PRICE: \$3,500
BODY: Runabout
SEATS: 3 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 123 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ in.
TIRES, REAR: 36x4½ in.
STEERING: Bevel gear and shaft connecting to worm and nut
BRAKES: External and internal on rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; fin tube radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and battery
CARBURETER: Automatic float feed

LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Frontenac, Model C, 40 H.P. Abendroth & Root Mfg. Co., Newburgh, N.Y.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 123 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Bevel gear connecting to worm and nut
BRAKES: Internal and external on rear wheels

BORE: 4¾ in. STROKE: 5 in.
SPRINGS: Semi-elliptical
FRAME: Pressed steel
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water, fin tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and magneto

CARBURETER: Automatic
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



National, Model H, 50 H.P. National Motor Vehicle Co., Indianapolis, Ind.

PRICE: \$3,500
BODY: Cast aluminum; side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,650 pounds
WHEEL BASE: 112 inches
TREAD: 54 inches
TIRES, FRONT: 34 x 4½ inches
TIRES, REAR: 34 x 4½ inches
STEERING: Double screw and nut
BRAKES: Double system; Hub brakes; internal expanding
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4¾ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; vertical tube radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and battery
CARBURETER: Schebler

LUBRICATION: Mechanical force feed, gear driven
MOTOR-CONTROL: Spark and throttle with automatic governor
CLUTCH: Self contained; leather faced
CHANGE GEAR: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever selective system
DRIVE: Shaft

Triumph, Model B, 45 H.P.

Triumph Motor Car Co., Chicago, Ill.



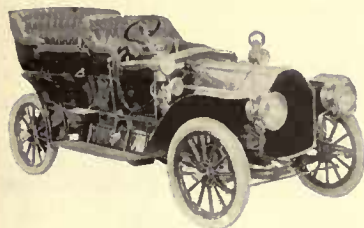
PRICE: \$3,500
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 113½ inches
 TREAD: 54 inches
 TIRES, FRONT: 36x3½ in.
 TIRES, REAR: 36x4 in.
 STEERING: Worm and sector
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Cold pressed channel steel

BORE: 5 in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in pairs
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: From side members of sub-frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery
 CARBURETER: Whirling spray, float feed

LUBRICATION: Mechanical force feed oiler, gear driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type; annular ball bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; selective system
 DRIVE: Shaft
 NOTE: Motor, self starting

Marmon, Model F, 35 H.P.

Nordyke & Marmon Co., Indianapolis, Ind.



PRICE: \$3,500
 BODY: Cast aluminum, side entrance
 SEATS: 5 persons
 WEIGHT: 2,800 pounds
 WHEEL BASE: 104 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34 x 4 inches
 TIRES, REAR: 34 x 4½ inches
 STEERING: Worm and nut
 BRAKES: Two internal expanding in each rear wheel

SPRINGS: Full elliptic
 FRAME: Pressed channel steel
 BORE: 5 in.; STROKE: 4½ in.
 CYLINDERS: 4 in pairs, 90° angle
 VALVE ARRANGEMENT: In head
 MOTOR SUSPENSION: On sub-frame, 3 point
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
 LUBRICATION: Force feed, automatic
 MOTOR-CONTROL: Spark and throttle foot accelerator
 CLUTCH: Disc
 CHANGE GEAR: Sliding type annular ball bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever selective system
 DRIVE: Shaft

Winton Runabout, Model M, 40 H.P.

The Winton Motor Carriage Co., Cleveland, O.



PRICE: \$3,500
 BODY: Runabout with rear seat for passengers or baggage
 SEATS: 2 or 4 persons
 WHEEL BASE: 112 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4½ inches
 TIRES, REAR: 34x4½ inches
 STEERING: Screw and nut
 BRAKES: Four on rear hubs
 SPRINGS: Winton twin
 FRAME: Pressed channel steel
 BORE: 5 inches

STROKE: 5 inches
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: From drop frame members
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells
 CARBURETER: Automatic compensating

LUBRICATION: "Shooting" valveless mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type; annular ball bearings
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; selective system
 DRIVE: Shaft

Winton, Model M, 40 H.P.

The Winton Motor Carriage Co., Cleveland, O.



PRICE: \$3,500
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WHEEL BASE: 112 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4½ inches
 TIRES, REAR: 34x4½ inches
 STEERING: Screw and nut
 BRAKES: 4; on rear hubs
 SPRINGS: Winton Twin
 FRAME: Pressed channel steel
 BORE: 5 in.; STROKE: 5 in.
 CYLINDERS: 4 vertical, in front

VALVE ARRANGEMENT: All on one side
 MOTOR SUSPENSION: drop frame members
 COOLING: Water; centrifugal pump; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells
 CARBURETER: Automatically compensating
 LUBRICATION: "Shooting" valveless mechanical oiler

MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc (ball bearings)
 CHANGE GEAR: Sliding, on annular ball bearings.
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side levers, selective system
 DRIVE: Shaft



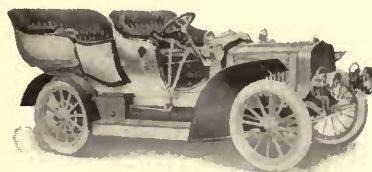
Autocar, Type XII Limousine, 24 H.P.

The Autocar Company, Ardmore, Pa.

PRICE: \$3,500
BODY: Includes touring body and also Limousine body
SEATS: 5 persons
WEIGHT: 2,975 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4½ inches
STEERING: Wheel; bevel gear and sector
BRAKES: External and internal on drums on rear hub
SPRINGS: Semi-elliptical front and rear

FRAME: Wood; pressed steel channel reinforced
BORE: 4 in. STROKE: 4½ in.
CYLINDERS: 4 vertical under hood
VALVE ARRANGEMENT: Inlet and exhaust; both mechanically operated
MOTOR SUSPENSION: Sub-frame
COOLING: Water
CURRENT SUPPLY: Storage battery
CARBURETER: With automatic mixture regulation

IGNITION: Jump spark
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Autocar, patented, metal-to-metal type; fly wheel floating disc clutch
CHANGE GEAR: Sliding type, roller bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft; bevel gear



Pope-Toledo, Model XIII, 35-40 H.P.

Pope Motor Car Co., Toledo, Ohio

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 or 7 persons
WEIGHT: 2,450 pounds
WHEEL BASE: 104 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: On rear wheels
SPRINGS: Semi-elliptic

FRAME: Channel steel
BORE: 4¾ in.; STROKE: 5¼ in.
CYLINDERS: 4 individual
VALVE ARRANGEMENT: In cylinder heads
MOTOR SUSPENSION: On sub-frame
COOLING: Water; planetic radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: External cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain



Stevens-Duryea, Model U, "Little 6," 30-35 H.P.

Stevens-Duryea Co., Chicopee Falls, Mass.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: External and internal on rear hubs
SPRINGS: Semi-elliptical all around

FRAME: Pressed steel channel
BORE: 3¾ in.; STROKE: 4¾ in.
CYLINDERS: 6 vertical in front, cast separately
VALVE ARRANGEMENT: Side ports; both on same side
MOTOR SUSPENSION: 3 point support from main frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Bevel gear



Northern, Model L, Touring Car, 50 H.P.

Northern Motor Car Co., Detroit, Mich.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,300 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Adjustable worm and sector
BRAKES: Air and foot on hubs
SPRINGS: Front, semi-elliptical; rear, 3 point platform

FRAME: Angle steel
BORE: 5 in.; STROKE: 5½ in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlet and exhaust direct in head
MOTOR SUSPENSION: From side members of frame
COOLING: Water; flat tube radiator
CURRENT SUPPLY: Storage battery
CARBURETER: Northern automatic

IGNITION: Jump spark
LUBRICATION: Float feed; automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Northern AIR
CHANGE GEAR: Sliding type on rear axle
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever under steering wheel
DRIVE: Shaft



Corbin, Model H, Limousine, 24 H. P. Corbin Motor Vehicle Corp., New Britain, Conn.

PRICE: \$3,500
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,500 lbs.
WHEEL-BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 3½ inches
TIRES, REAR: 32 x 4 inches
STEERING: Worm and sector
BRAKES: 4, on rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4¼ in. STROKE: 4¼ in.
CYLINDERS: 4 vertical, under hood
VALVE ARRANGEMENT: Both in heads
MOTOR SUSPENSION: Steel pan
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Gravity feed
LUBRICATION: Direct sight feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



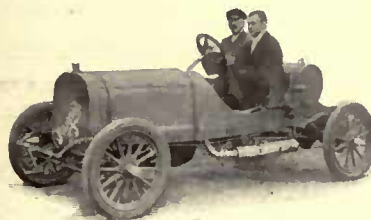
Haynes, Model T, 50 H.P.

Haynes Auto Co., Kokomo, Ind.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,950 pounds
WHEEL-BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ in.
TIRES, REAR: 34x4½ in.
STEERING: Worm and sector
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel reinforced by wood

BORE: 5¼ in.; STROKE: 6 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: With automatic mixture regulator

LUBRICATION: Mechanical force feed; oiler gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: External steel band on bronze drum
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Haynes, Model V, Runabout, 50 H.P.

Haynes Auto Co., Kokomo, Ind.

PRICE: \$3,500
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,250 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 32x4 in.
STEERING: Worm and sector
BRAKES: Internal and external on rear wheel drums
SPRINGS: Semi-elliptic front, full elliptic rear

FRAME: Pressed channel steel, reinforced with wood
BORE: 5¼ in.; STROKE: 6 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery

CARBURETER: With automatic mixture regulator
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: External steel band on bronze drum
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Silent Knight, 30-40 H.P.

Knight & Kilbourne, Chicago, Ill.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL-BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
BRAKES: Internal expanding in rear wheel drums and on transmission shaft

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4½ in. STROKE: 5½ in.
CYLINDERS: 4, cast in pairs
MOTOR SUSPENSION: From cross bars connecting to frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

LUBRICATION: Special spray nozzle type
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Diamond T, Model B, 40 H.P.

Diamond T Motor Car Co., Chicago, Ill.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,900 pounds
WHEEL BASE: 124 inches
TREAD: 56½ inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Intake and exhaust on same side
MOTOR SUSPENSION: Sub-frame
COOLING: Seamless, square tube, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical force feed oiler, belt driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather faced with springs
CHANGE GEAR: Sliding type annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive system
DRIVE: Shaft



Sturtevant Flying Roadster, 30-40 H.P.

Sturtevant Mill Co., Boston, Mass.

PRICE: \$3,500
BODY: Runabout; seats 2 and folding back seat
WEIGHT: 2,000 pounds
WHEEL BASE: 98¾ inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Automatic on transmission and rear internal hubs
SPRINGS: Semi-elliptical
FRAME: Pressed channel steel

BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Inlet and exhaust in heads
MOTOR SUSPENSION: From side members of frame
COOLING: Water, tubular and cell radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Double, automatic float feed

LUBRICATION: Automatic force feed
MOTOR-CONTROL: Automatic spark and throttle
CLUTCH: Automatic and manual multiple disc
CHANGE GEAR: Automatic and manual
SPEEDS: All speeds
CHANGE-GEAR CONTROL: Foot, button or throttle lever on steering post
DRIVE: Cardan shaft and gears



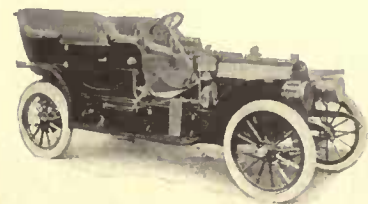
Gaeth, Type XII, 35 H.P.

Gaeth Auto Works, Cleveland, Ohio

PRICE: \$3,500
BODY: Tulip
SEATS: 7 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Rack, nut and pinion
BRAKES: External and internal on rear hubs; separate drums
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Mechanical on opposite sides
MOTOR SUSPENSION: On main frame
COOLING: Thermo syphon; honeycomb radiator
IGNITION: Low tension
CURRENT SUPPLY: Magneto
CARBURETER: Automatic

LUBRICATION: Mechanical force feed, ratchet driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: External contracting band
CHANGE GEAR: Sliding train
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gear



Moon, Model C, 30-35 H.P.

Moon Motor Car Co., St. Louis, Mo.

PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: About 2,500 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and gear
BRAKES: On rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4½ inches
STROKE: 5 inches
CYLINDERS: 4, vertical in front
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic
LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and 1 reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Glide, Model H, 50-60 H.P.

Bartholomew Co., Peoria, Ill.

PRICE: \$3,500
BODY: Double side entrance
SEATS: 7 persons
WHEEL BASE: 132 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ in.
TIRES, REAR: 36x4½ in.

STEERING: Worm and segment
SPRINGS: Semi-elliptic
CYLINDERS: 6
COOLING: Water
IGNITION: Jump spark
CARBURETER: Choice
LUBRICATION: Mechanical oiler

MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Cadillac, Model H, 30 H. P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$3,600
BODY: Limousine
SEATS: 7 persons
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and nut
BRAKES: On rear hubs
SPRINGS: Semi-elliptical front, three-quarter elliptical rear

FRAME: Pressed channel steel
BORE: 4½ inches
STROKE: 5 inches
CYLINDERS: Four vertical in front
VALVE ARRANGEMENT: In combustion chambers
MOTOR SUSPENSION: Side members
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries
LUBRICATION: Automatic splash
MOTOR-CONTROL: Spark and automatic throttle governor
CLUTCH: Double flat disc
CHANGE GEAR: Planetary
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft, bevel gear

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Model, Style 15, 45 H.P.

Model Automobile Co., Peru, Indiana

PRICE: \$3,600
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and segment
BRAKES: On shaft and rear hubs
SPRINGS: Semi-elliptical, 40 in. front, 54 in. rear

FRAME: Pressed steel
BORE: 5 in. STROKE: 5½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Inlet in side, exhaust in head
MOTOR SUSPENSION: Sub-frame
COOLING: Brass geared pump and cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery and storage battery

CARBURETER: With automatic mixture regulation
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type, annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft drive



Studebaker, Model G, 30-35 H.P.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$3,700 open
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Wheel and irreversible
BRAKES: On rear hubs and transmission shaft
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 4½ inches
STROKE: 5½ inches
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Intake right hand side, Exhaust left hand side
MOTOR SUSPENSION: Hung from sub-frame
COOLING: Water, cellular radiator and fan
IGNITION: Make-and-break
CURRENT SUPPLY: Low tension magneto

CARBURETER: Float feed
LUBRICATION: Mechanical force feed oiler; sights located on dash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction cone type
CHANGE GEAR: Sliding type, plain bearing
SPEEDS: 2 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft with bevel gear

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

Glide, Model G, Limousine, 40 H.P.

Bartholomew Co., Peoria, Ill.

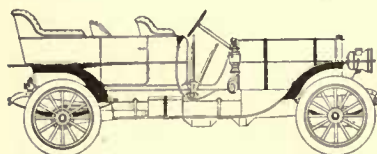
PRICE: \$3,700
BODY: Limousine
SEATS: 6 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: Special construction
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical, singly
VALVE ARRANGEMENT: On
same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage bat-
tery
CARBURETER: Choice

LUBRICATION: Mechanical force
feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selec-
tive system
DRIVE: Shaft

Gearless, 75 H.P.

Gearless Transmission Co., Rochester, N.Y.



PRICE: \$3,750
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 128 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and nut
BRAKES: On transmission and 2
on each rear hub
SPRINGS: Semi-elliptical
FRAME: Pressed steel

BORE: 4 13-16 in. STROKE: 5½
in.
CYLINDERS: 6 vertical in front
VALVE ARRANGEMENT: Inlet
and exhaust in side ports
MOTOR SUSPENSION: From sub-
frame
COOLING: Water
IGNITION: Jump spark, 2 sets of
plugs
CURRENT SUPPLY: Storage bat-
tery and magneto
CARBURETER: Float feed

LUBRICATION: Pump driven by
gears
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Expanding ring
CHANGE GEAR: Gearless 1907
model, direct drive
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Foot
pedal for forward speeds; side
lever for back up
DRIVE: Shaft

Bay State Forty, 40 H.P.

Bay State Auto Co., Boston, Mass.



PRICE: \$3,750
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 122 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Two on rear hubs
SPRINGS: Semi-elliptical, front and
rear
FRAME: Pressed channel steel

BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet
and exhaust on one side
MOTOR SUSPENSION: Motor
suspended on 3-point suspension
COOLING: Water, cellular radiator
IGNITION: Triple; two distribu-
tors and one magneto
CURRENT SUPPLY: Magneto and
storage batteries
CARBURETER: Double throttle

LUBRICATION: Force feed oiler,
gear driven
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc with cork
inserts
CHANGE GEAR: Sliding type an-
nular ball bearings
SPEEDS: 3 speeds and reverse
CHANGE-GEAR CONTROL: Side
lever; progressive type
DRIVE: Shaft

Compound, Model H, 6 Cyl., 40 H.P.

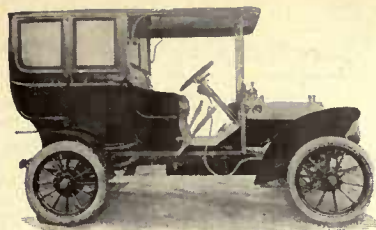
E. H. V. Company, Middletown, Conn.



PRICE: \$3,750
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 115 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Lock wheel type
BRAKES: On driving shaft and in-
ternal on rear hubs
SPRINGS: Rear, full elliptic; front,
semi-elliptic

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 4 in.
CYLINDERS: 4 high pressure and
2 low pressure
VALVE ARRANGEMENT: On
same side of motor
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Double jump spark
CURRENT SUPPLY: Magneto and
storage battery

CARBURETER: Schebler
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Double chain



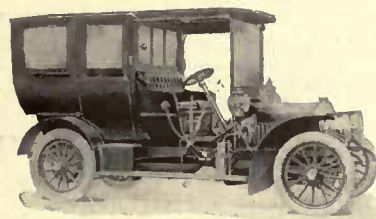
Oldsmobile, Model A Limousine, 35-40 H.P.

Olds Motor Works, Lansing, Mich.

PRICE: \$3,800
 BODY: Limousine
 SEATS: 5 persons
 WHEEL-BASE: 106½ inches
 TREAD: 55 inches
 TIRES, FRONT: 34 x 3½ inches
 TIRES, REAR: 34 x 4 inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 FRAME: Pressed steel

BORE: 4½ in. STROKE: 4½ in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: On one side
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: Automatic

LUBRICATION: Splash system
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Cone type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Bevel gear



"Locomobile," Model "E," Limousine, 20 H.P. The Locomobile Co. of America, Bridgeport, Conn.

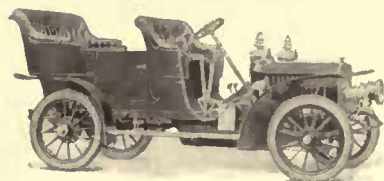
PRICE: \$3,800
 BODY: Limousine
 SEATS: 6 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 inches
 TIRES, REAR: 32x4½ inches
 STEERING: Adjustable worm gears
 BRAKES: 3, metal to metal
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 3¾ in.; STROKE: 4½ in.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto

CARBURETER: Locomobile automatic
 LUBRICATION: Mechanical
 MOTOR-CONTROL: Governor
 CLUTCH: Special cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward, one reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Double side chains



GASOLINE CARS COSTING FROM \$4,000 TO \$4,999.



Cleveland Model "H," 30-35 H.P.

Cleveland Motor Car Co., Cleveland, O.

PRICE: \$4,000
BODY: Touring
SEATS: 7 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 104 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Screw and nut
BRAKES: On transmission and rear hub
SPRINGS: Semi-elliptical
FRAME: Pressed steel channel

BORE: 4½ in.; STROKE: 5¼ in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Channel sub-frame
COOLING: Water; cellular radiator
IGNITION: Low tension, make and break
CURRENT SUPPLY: Simms Bosch magneto

CARBURETER: Rotary balanced valve; automatic mixture regulator
LUBRICATION: Force-feed mechanical oiler
MOTOR-CONTROL: Hand spark and throttle; foot accelerator
CLUTCH: Cork inserted, leather-faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever; progressive type
DRIVE: Shaft



Craig-Toledo, 40 H.P.

Craig Toledo Motor Co., Toledo, Ohio

PRICE: \$4,000
BODY: Aluminum
SEATS: 3 persons
WEIGHT: 2,550 pounds
WHEEL BASE: 112 inches
TREAD: 56½ inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4 inches
STEERING: Nut and screw
BRAKES: Double set on rear hubs
SPRINGS: Semi-elliptical, front; full elliptic, rear

FRAME: Chrome nickel steel
BORE: 4¾ in.; STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: 3-point
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle; acceleration pedal
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive type
DRIVE: Shaft



Acme, Model 18, 50 H.P.

Acme Motor Car Co., Reading, Pa.

PRICE: \$4,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 115½ inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Quadruple screw and nut
BRAKES: On rear wheels

SPRINGS: Semi-elliptical
FRAME: Pressed channel steel
CYLINDERS: 4 vertical in front
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tubular radiator
IGNITION: Double ignition
CURRENT SUPPLY: Eisemann magneto
CARBURETER: Schebler

LUBRICATION: Mechanical force-feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; leather-faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system, direct on 3rd
DRIVE: Side chains



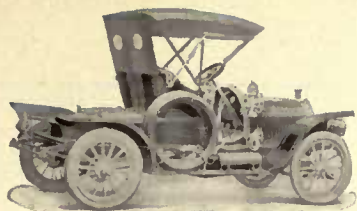
Great Arrow, 30 H.P. Model.

Geo. N. Pierce Co., Buffalo, N. Y.

PRICE: \$4,000, without top
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 3,000 lbs.
WHEEL-BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4½ inches
STEERING: Screw and nut
BRAKES: Double on rear wheel drums

SPRINGS: Semi-elliptic
FRAME: Pressed carbon steel
BORE: 4¼ in. STROKE: 4¾ in.
CYLINDERS: 4 single
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water, cellular radiator
IGNITION: Double jump spark

CURRENT SUPPLY: Magneto and batteries
CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Hand throttle
CLUTCH: Cone clutch
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Bevel gear



Royal Tourist Runabout, 45 H.P.

Royal Motor Car Co., Cleveland, Ohio

PRICE: \$4,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4½ inches
TIRES, REAR: 34 x 4½ inches
STEERING: Wheel, improved
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Steel
BORE: 5¼ in. STROKE: 5½ in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water: cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and and storage battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: New type
DRIVE: Shaft



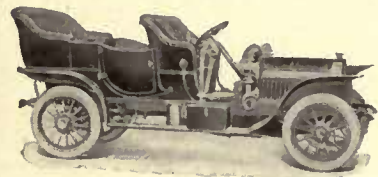
Royal Tourist, Model G, 45 H.P.

Royal Motor Car Co., Cleveland, Ohio

PRICE: \$4,000
BODY: Touring
SEATS: 7 persons
WEIGHT: 2,650 lbs.
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4½ inches
TIRES, REAR: 34 x 4½ inches
STEERING: Wheel-improved
BRAKES: Internal expanding on rear wheels; external on transmission

SPRINGS: Semi-elliptic
FRAME: Steel
BORE: 5¼ in. STROKE: 5½ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Simms-

Bosch magneto and storage battery
CARBURETER: Improved Royal
MOTOR CONTROL: Spark and throttle
CLUTCH: Conical leather faced
CHANGE GEAR: Sliding gear
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: New type
DRIVE: Shaft



Royal Tourist, G-2 Special, 45 H.P.

Royal Motor Car Co., Cleveland, Ohio

PRICE: \$4,000
BODY: Side entrance touring
SEATS: 7 persons
WEIGHT: 2,650 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Wheel, improved
BRAKES: On rear wheels and driving shaft
SPRINGS: Semi-elliptic

FRAME: Steel
BORE: 5¼ ins. STROKE: 5½ ins.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: New type
DRIVE: Shaft



Welch, Model F, 50 H.P.

Welch Motor Car Co., Pontiac, Mich.

PRICE: \$4,000
BODY: Straight lined
SEATS: 7 persons
WEIGHT: 2,650 pounds, chassis.
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, front, full elliptic, rear

FRAME: Pressed steel
BORE: 4½ inches
STROKE: 5 inches
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Both in heads
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
LUBRICATION: Force feed
MOTOR CONTROL: Hand and foot throttle, hand spark
CLUTCH: Multiple disc
CHANGE GEAR: Individual clutch type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Frayer-Miller Model C, 50 H.P.

The Oscar Lear Automobile Co., Columbus, O.

PRICE: \$4,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,750 pounds
WHEEL BASE: 122 inches
TREAD: 56½ inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: On drums on rear wheels, internal and external
SPRINGS: Semi-elliptic front, full elliptic rear

FRAME: Pressed steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Horizontal in heads
MOTOR SUSPENSION: Sub-frame
COOLING: Frayer-Miller system, air-cooling
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Automatic mixture regulation

LUBRICATION: Mechanical force feed with sight feeds
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE-GEAR: Sliding type, annular ball bearings
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever selective system
DRIVE: Shaft



Frayer-Miller Taxameter Cab, 24 H.P.

The Oscar Lear Automobile Co., Columbus, O.

PRICE: \$4,000
BODY: Taxameter Cab
SEATS: 2 persons
WEIGHT: 2,900 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 1-16 inches
STROKE: 5½ inches
CYLINDERS: 4, cast singly
VALVE ARRANGEMENT: Horizontal
MOTOR SUSPENSION: Sub-frame
COOLING: Forced air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

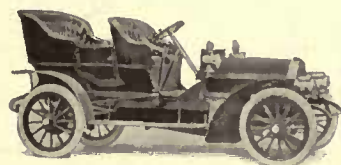


Frayer-Miller, 24 H.P. Limousine. The Oscar Lear Automobile Co., Columbus, O.

PRICE: \$4,000
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 1-16 in. STROKE: 5½ in.
CYLINDERS: 4 vertical single
VALVE ARRANGEMENT: Horizontal
MOTOR SUSPENSION: Sub-frame
COOLING: Forced air
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells
CARBURETER: Automatic

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
CHANGE-GEAR CONTROL: Side lever, selective
SPEEDS: 4 forward and reverse
DRIVE: Shaft



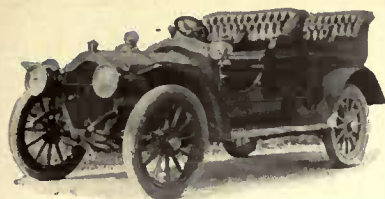
Hewitt Touring Car, 50-60 H.P.

Hewitt Motor Co, New York

PRICE: \$4,000 (chassis)
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL-BASE: 112 inches
TREAD: 54½ inches
TIRES, FRONT: 870 x 90 mm.
TIRES, REAR: 875 x 105 mm.
STEERING: Rack and gear
BRAKES: On rear wheels and driving shaft
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 in. STROKE: 4½ in.
CYLINDERS: 8, at right angles, V type
MOTOR SUSPENSION: Under hood
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto
CARBURETER: Automatic
CLUTCH: Cone

LUBRICATION: Mechanical force feed
MOTOR CONTROL: Spark and throttle
CHANGE GEAR: Sliding or planetary type
SPEEDS: 3 or 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever or pedals
DRIVE: Bevel gear



Thomas "Flyer," Model 36, 60 H.P. E. R. Thomas Motor Co., Buffalo, New York

PRICE: \$4,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,200 pounds
 WHEEL BASE: 118½ inches
 TREAD: 56½ inches
 TIRES, FRONT: 36x4 in.
 TIRES, REAR: 36x5 in.
 STEERING: Worm and sector
 BRAKES: Contracting on countershaft drums and rear hubs
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel
 BORE: 5¼ in.; STROKE: 5¼ in.

CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Direct from main frame
 COOLING: Water; cellular radiator and shaft driven fan
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generators
 CARBURETER: Automatic, variable, water jacketed
 LUBRICATION: Mechanical gear

driven oiler, augmented by splash system
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Triple disc, metal to metal
 CHANGE GEAR: Sliding; all Hesse-Bright bearings except main shaft, which is roller
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever with anti-stripping device; selective
 DRIVE: Side chains

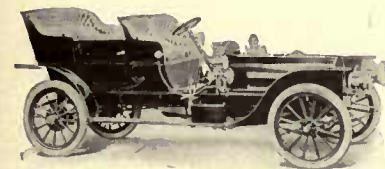
Thomas "Flyer," Model 35, 60 H.P. E. R. Thomas Motor Co., Buffalo, New York

PRICE: \$4,000
 BODY: Runabout, with rumble seat
 SEATS: 3 persons
 WEIGHT: 3,200 pounds
 WHEEL BASE: 118½ inches
 TREAD: 56½ inches
 TIRES, FRONT: 36x4 in.
 TIRES, REAR: 36x5 in.
 STEERING: Worm and sector
 BRAKES: Contracting on countershaft drums and rear hubs
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel
 BORE: 5¼ in.; STROKE: 5¼ in.

CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Direct from main frame
 COOLING: Water; cellular radiator and shaft driven fan
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generator
 LUBRICATION: Mechanical gear driven oiler, augmented by splash system

CARBURETER: Automatic, variable, water jacketed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Triple disc, metal to metal
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever with anti-stripping device; selective
 DRIVE: Side chains

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.



Franklin, Model H, 30 H.P.

H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$4,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,400 pounds
 WHEEL BASE: 127 inches
 TREAD: 54 inches
 TIRES, FRONT: 36x3½ inches
 TIRES, REAR: 36x4 inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Full elliptic

FRAME: Wood (armored)
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 6 vertical in front
 VALVE ARRANGEMENT: Inlets in heads, exhaust in side ports and auxiliary exhaust valve at base of cylinders
 MOTOR SUSPENSION: From side members of frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

CARBURETER: Float feed automatic type
 LUBRICATION: Mechanical force feed oiler, gear driven
 MOTOR-CONTROL: Throttle, spark and governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; self-finding
 DRIVE: Bevel gear

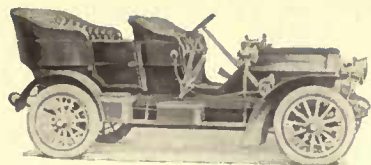


Franklin, Model D, Landaulette, 20 H.P. H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$4,000
 BODY: Side entrance, enclosed folding top
 SEATS: 5 persons
 WEIGHT: 2,200 pounds
 WHEEL BASE: 105 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x3 inches
 TIRES, REAR: 34x4 inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Full elliptic

FRAME: Wood (armored)
 BORE: 4 in.; STROKE: 4 in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets in heads; exhausts in side ports, and auxiliary exhaust valve at base of cylinders
 MOTOR SUSPENSION: From side members of frame
 COOLING: Air
 IGNITION: Make-and-break
 CARBURETER: Float-feed automatic type

CURRENT SUPPLY: Batteries
 LUBRICATION: Mechanical force-feed oiler, gear-driven
 MOTOR-CONTROL: Throttle, spark and governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, self-finding
 DRIVE: Bevel gear



Knox, Model G, 35-40 H.P.

Knox Automobile Co., Springfield, Mass.

PRICE: \$4,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,800 pounds
 WHEEL-BASE: 112 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 4 inches
 TIRES, REAR: 34 x 4 1/2 inches
 STEERING: Worm and nut
 BRAKES: On differential and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4 3/4 in. STROKE: 5 1/2 in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: Bolted to main frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and dry battery

CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Cone; metal to metal
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chain

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Croesus, 35-40 H.P.

W. L. Bell, Kansas City, Mo.

PRICE: \$4,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,560 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 1/2 inches
 TIRES, REAR: 34x4 1/2 inches
 STEERING: Worm and sector
 BRAKES: Transmission and rear hubs
 SPRING: Semi-elliptical

FRAME: Pressed steel
 BORE: 4 15-16 in. STROKE: 5 3/8 in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Automatic mixture regulator
 LUBRICATION: Belt driven force feed oiler
 MOTOR-CONTROL: Spark and throttle
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Beveled gear

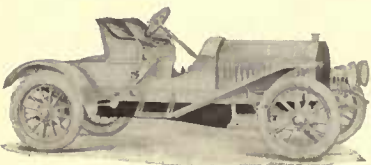


Studebaker, Model H, 30-35 H.P. Studebaker Automobile Co., South Bend, Indiana

PRICE: \$4,000
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,400 pounds
 WHEEL BASE: 104 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 inches
 STEERING: Wheel and irreversible
 BRAKES: Operating on rear hubs and transmission shaft
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4 1/2 inches
 STROKE: 5 1/4 inches
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Intake right hand side. Exhaust left side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water, cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Low tension magneto

CARBURETER: Float feed
 LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction cone type
 CHANGE GEAR: Sliding type, plain bearings
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft with bevel gear



Peerless Roadster, Model 16, 30 H.P. Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$4,000
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 2,600 pounds
 WHEEL BASE: 109 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4 1/2 inches
 STEERING: Worm and sector
 BRAKES: Internal and external on rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4 1/2 inches
 STROKE: 5 1/2 inches
 CYLINDERS: 4, cast in pairs
 MOTOR SUSPENSION: Side members of frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery
 CARBURETER: Float feed with governor

LUBRICATION: Force feed oiler, gear driven
 MOTOR-CONTROL: Spark, throttle and accelerator pedal
 CLUTCH: Internal expanding
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft and bevel gears

Peerless, Model 16, 30 H.P.

Peerless Motor Car Co., Cleveland, Ohio



PRICE: \$4,000
 BODY: Touring
 SEATS: 5 persons
 WEIGHT: 2,800 pounds (light)
 WHEEL BASE: 109 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Four, acting on drums on rear wheels; 2 external, 2 internal

FRAME: Pressed steel
 SPRINGS: Semi-elliptic in front, platform springs rear
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water, tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery
 CLUTCH: Internal expanding

CARBURETER: Float feed with governor
 LUBRICATION: Force feed, gear driven, with sight feed on dash
 MOTOR-CONTROL: Spark, throttle and accelerator pedal
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft bevel gear

Welch, Model G, 50 H.P.

Welch Motor Car Co., Pontiac, Mich.



PRICE: \$4,200
 BODY: Straight lined, side entrance
 SEATS: 7 persons
 WHEEL BASE: 129 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: Internal and external on rear hubs
 SPRINGS: Semi-elliptical in front and full elliptical in rear

FRAME: Pressed channel steel
 BORE: 4½ in. STROKE: 5 in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Mechanical, both in head
 MOTOR SUSPENSION: On side members of frame
 COOLING: Water, honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Hand throttle, hand spark and foot throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Welch pattern, individual clutches
 SPEEDS: 3 forward, 2 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft

"Packard 30," Runabout.

Packard Motor Car Co., Detroit, Mich.



PRICE: \$4,200
 BODY: Semi-racing type
 SEATS: Two people and one on rumble seat
 WHEEL BASE: 108 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34-in.x3½-in.
 TIRES, REAR: 34-in.x4-in.
 STEERING: Worm and sector
 BRAKES: Quadruple; on rear wheels
 SPRINGS: Semi-elliptical front and rear

FRAME: Pressed steel channel section
 BORE: 5 in. STROKE: 5½ in.
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
 MOTOR SUSPENSION: Crank case extension to side frame members
 COOLING: Water; tubular radiator and fan
 IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto and storage batteries
 CARBURETER: "Packard"
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Expanding band
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side levers
 DRIVE: Shaft

"Packard 30," Touring Model.

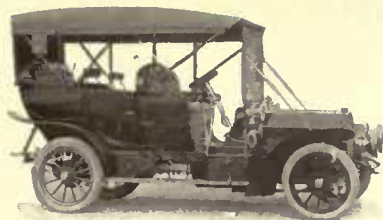
Packard Motor Car Co., Detroit, Mich.



PRICE: \$4,200
 BODY: Side entrance tonneau
 SEATS: 5 people
 WEIGHT: 2,850 pounds
 WHEEL BASE: 121¾ inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Quadruple, on rear wheels
 SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed steel channel section
 BORE: 5 in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
 MOTOR SUSPENSION: Crank case extension to side frame members
 COOLING: Water, tubular radiator and fan
 IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto and storage batteries
 CARBURETER: "Packard"
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Expanding band
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side levers
 DRIVE: Shaft



Apperson, Model K, 40-45 H.P.

Apperson Bros. Auto Co., Kokomo, Ind.

PRICE: \$4,200
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and segment
BRAKES: Compression band
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 inches
STROKE: 5 inches
CYLINDER: 4, cast separate
VALVE ARRANGEMENT: Opposite
MOTOR SUSPENSION: From main frame
COOLING: Water
CURRENT SUPPLY: Magneto and battery

IGNITION: Jump spark
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Compression band
CHANGE GEAR: Sliding type
SPEEDS: 4 ahead and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



Columbia Limousine, Mark XLVIII (48). 24-28 H.P. Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,200
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,600 pounds
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x4 inches
STEERING: Worm and sector
BRAKES: Contracting and expanding on rear hubs

SPRINGS: Half-elliptic
FRAME: Pressed steel
BORE: 4 inches
STROKE: 4¼ inches
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On same side
COOLING: Water; cellular radiator
IGNITION: Make and break
CURRENT SUPPLY: Low tension magneto

CARBURETER: Float feed, multiple jet type
MOTOR-CONTROL: Hand levers on steering wheel
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft and bevel gears

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Welch, Model D, 50 H.P.

Welch Motor Car Co., Pontiac, Mich.

PRICE: Open, \$4,250; closed, \$5,000
BODY: Open or closed limousine
SEATS: 5 persons
WEIGHT: 2,650 pounds, chassis
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 4½x36 inches
TIRES, REAR: 4½x36 inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear.

FRAME: Pressed steel
BORE: 4½ inches
STROKE: 5 inches
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Both in cylinder heads
MOTOR SUSPENSION: Side members of frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Hand and foot throttle, hand spark
CLUTCH: Multiple disc
CHANGE GEAR: Individual clutch type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



"Pope-Toledo," Type XV, 50 H.P.

Pope Motor Car Co., Toledo, Ohio

PRICE: \$4,250
BODY: Double side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,850 pounds
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: All double acting, foot brakes on drive shaft and two expanding emergency brakes on rear wheels

SPRINGS: Semi-elliptical
FRAME: Cold pressed alloyed steel
BORE: 4½ in.; STROKE: 5¼ in.
CYLINDERS: 4, copper jacketed, cast in pairs, integral heads
VALVE ARRANGEMENT: Staggered in head; operated by one set of 4 pushrods
MOTOR SUSPENSION: From sub frame
COOLING: "Pope-Toledo" Planetic
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and battery

CARBURETER: Float feed compensating
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type—D. W. F. bearings
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective type
DRIVE: Double side chain

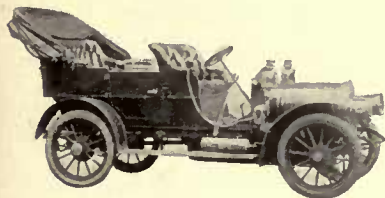


"Pope-Toledo," Type XV. Runabout, 50 H.P. Pope Motor Car Co., Toledo, Ohio.

PRICE: \$4,250
 BODY: Runabout
 SEATS: 3 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 110 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x3½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: All double acting, foot brakes on drive shaft, and two expanding emergency brakes on rear wheels
 SPRINGS: Semi-elliptical

FRAME: Cold pressed alloyed steel
 BORE: 4½ in.; STROKE: 5¼ in.
 CYLINDERS: 4, copper jacketed, cast in pairs, integral heads, vertical in front
 VALVE ARRANGEMENT: Staggered in head, operated by one set of four pushrods
 MOTOR SUSPENSION: From sub frame
 COOLING: Water, planetic radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and battery

CARBURETER: Float feed compensating
 LUBRICATION: Mechanical force feed oiler
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type—D. W. F. bearings
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective type
 DRIVE: Double side chain



Rainier Model C, 30-35 H.P.

The Rainier Co., New York

PRICE: \$4,250
 BODY: Side entrance tonneau
 SEATS: 7 passengers
 WEIGHT: 2,400 pounds
 WHEEL BASE: 104 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 in.
 TIRES, REAR: 34x4 inches
 STEERING: Irreversible screw and nut type
 BRAKES: Double expansion

SPRINGS: Semi-elliptical front; platform rear
 FRAME: Pressed steel
 BORE: 4¼ in.; STROKE: 5¼ in.
 CYLINDERS: 4 vertical, in pairs
 VALVE ARRANGEMENT: Mechanical inlets
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms Bosch magneto

CARBURETER: Float feed
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone with leather face and cork inserts
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



"Packard 30," 30 H.P. Tourer

Packard Motor Car Co., Detroit, Mich.

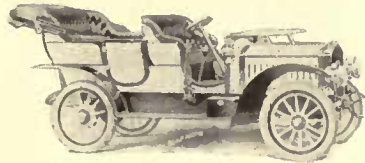
PRICE: \$4,350
 BODY: Standard touring, with Cape cart top
 SEATS: 5 persons
 WEIGHT: 2,900 pounds
 WHEEL BASE: 121¼ inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Quadruple on rear wheels
 SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed steel channel section
 BORE: 5 in.; STROKE: 5¼ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
 MOTOR SUSPENSION: Crank case extension to side frame members
 COOLING: Water; tubular radiator and fan
 IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto and storage batteries
 CARBURETER: "Packard"
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: "Packard" expanding band
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side levers
 DRIVE: Shaft



GASOLINE CARS COSTING FROM \$4,500 TO \$4,999.



Austin, Model No. LX-T, 60 H.P. Austin Automobile Co., Grand Rapids, Mich.

PRICE: \$4,500
 BODY: Side entrance tonneau
 SEATS: 8 persons
 WEIGHT: 3,300 pounds
 WHEEL BASE: 116 inches
 TREAD: 55 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm, nut, rack and sector
 BRAKES: Foot brake on rear wheels emergency brake on drive shaft

SPRINGS: Semi-elliptical front; ¾ elliptical rear
 FRAME: Reinforced steel
 BORE: 5½ in.; STROKE: 5½ in.
 CYLINDERS: 4, offset
 VALVE ARRANGEMENT: Inlet directly over the exhaust
 MOTOR SUSPENSION: Direct to side of frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark; two separate systems

CURRENT SUPPLY: Bosch magneto and two batteries
 CARBURETER: Automatic mixture regulating
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Throttle and spark
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Special side-lever selective system
 DRIVE: Shaft



Columbia, Model XLIX (49), 40-45 H.P. Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,500 (touring), \$5,500 (limousine)
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,400 pounds
 WHEEL BASE: 112 in., 119½ in.
 TREAD: 56 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: On sprocket shaft and rear hubs
 FRAME: Pressed steel

SPRINGS: Full elliptic rear, semi-elliptic front
 BORE: 5 in.; STROKE: 5 in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: All same side, admission directly over exhaust
 MOTOR SUSPENSION: 4-point
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

CARBURETER: Combination automatic
 LUBRICATION: Sight feed lubricator for engine, transmission splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, leather faced
 CHANGE GEAR: Sliding gear
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective
 DRIVE: Double side chain



Stearns, 30 H. P. The F. B. Stearns Co., Cleveland, Ohio

PRICE: \$4,500 (Pullman, \$4,750)
 BODY: Cast aluminum
 SEATS: 5 to 7 persons
 WEIGHT: 3,250 pounds
 WHEEL BASE: 120 inches
 TREAD: 46 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and gear
 BRAKES: External band on transmission; internal expanding on rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 5½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: One side of motor, in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water, vertical flat tube radiator
 CURRENT SUPPLY: Magneto and batteries
 CARBURETER: 2; 1 small and 1 large

IGNITION: Jump spark
 LUBRICATION: Mechanical force feed oiler; gear driven
 MOTOR-CONTROL: Spark and throttle, foot accelerator
 CLUTCH: Internal expanding on rim of fly-wheel
 CHANGE GEAR: Sliding type; H. B. ball bearings
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chains



Matheson, 35 H.P. Matheson Motor Car Co., Wilkes Barre, Pa.

PRICE: \$4,500
 BODY: Aluminum
 SEATS: 7 persons
 WEIGHT: 3,000 pounds
 WHEEL BASE: 117 inches
 TREAD: 56½ inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x4½ inches
 STEERING: Gemmer
 BRAKES: 2 foot on differential; 2 expanding rear wheels
 SPRINGS: Semi-elliptical

FRAME: Nickel steel
 BORE: 4½ in.; STROKE: 6 in.
 CYLINDERS: 4 individual
 VALVE ARRANGEMENT: On top of cylinder
 MOTOR SUSPENSION: 4-point on main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto and battery

CARBURETER: Multiple port; no float
 LUBRICATION: Force feed
 MOTOR-CONTROL: Hand and foot lever
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains



"Locomobile," Model "H," 35 H.P. The Locomobile Co. of America, Bridgeport, Conn.

PRICE: \$4,500
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,000 pounds
 WHEELBASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Adjustable worm gears
 BRAKES: 3, metal to metal
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break.
 CURRENT SUPPLY: Magneto

CARBURETER: Locomobile automatic
 LUBRICATION: Mechanical
 MOTOR-CONTROL: Governor
 CLUTCH: Special cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward, one reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chains



Haynes, Model T, Limousine, 50 H.P. Haynes Automobile Co., Kokomo, Ind.

PRICE: \$4,500
 BODY: Limousine
 SEATS: 7 persons
 WEIGHT: 3,500 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4½ inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Internal and external drums on rear wheels
 SPRINGS: Semi-elliptical
 BORE: 5½ inches

STROKE: 6 inches
 FRAME: Pressed steel (channel) reinforced with wood
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: To side members of frame
 COOLING: Water—gear driven pump
 IGNITION: jump spark
 CURRENT SUPPLY: Magneto and storage battery

CARBURETER: With automatic mixture regulator
 LUBRICATION: Force feed oiler, gear driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: External steel band on bronze drum
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Thomas "Flyer," Model 37, 60 H.P. E. R. Thomas Motor Co., Buffalo, New York

PRICE: \$4,500
 BODY: Demi-limousine; side entrance, enclosed
 SEATS: 7 persons
 WEIGHT: 3,500 pounds
 WHEEL BASE: 118½ inches
 TREAD: 56½ inches
 TIRES, FRONT: 36x4 in.
 TIRES, REAR: 36x5 in.
 STEERING: Worm and sector
 BRAKES: 2 contracting on counter-shaft drums and 2 contracting on rear hubs
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel

BORE: 5½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Direct from main frame
 COOLING: Water; cellular radiator and shaft driven fan
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generator
 LUBRICATION: Mechanical gear driven, force feed oiler, augmented by splash system

CARBURETER: Automatic, variable, water-jacketed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Triple disc, metal to metal
 CHANGE GEAR: Sliding, all Hesse-Bright bearings except main shaft, which is roller
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, with anti-stripping device; selective
 DRIVE: Side chains



Marmon Limousine, Model F, 35 H.P. Nordyke & Marmon Co., Indianapolis, Ind.

PRICE: \$4,500
 BODY: Limousine
 SEATS: 5 persons
 WEIGHT: 2,000 pounds
 WHEEL BASE: 104 inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and nut
 BRAKES: Internal expanding on rear wheels
 SPRINGS: Full elliptic

FRAME: Pressed channel steel
 BORE: 5 in. STROKE: 4½ in.
 CYLINDERS: 4 in pairs at 90°
 VALVE ARRANGEMENTS: In heads
 MOTOR SUSPENSION: Sub-frame, 3 point
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry cells
 CARBURETER: Automatic

LUBRICATION: Force feed
 MOTOR-CONTROL: Spark, throttle and foot accelerator.
 CLUTCH: Disc
 CHANGE-GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



Simplicity, Model C Limousine, 40 H.P. Evansville Automobile Co., Evansville, Ind.

PRICE: \$4,500
BODY: Limousine
SEATS: 57 persons
WEIGHT: 2,750 pounds
WHEEL BASE: 105 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: On rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed channel steel

BORE: 4½ in. STROKE: 5¾ in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Inlets in heads, exhaust in side ports
MOTOR SUSPENSION: 3 point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: With automatic mixture regulation by governor

LUBRICATION: Gear driven mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



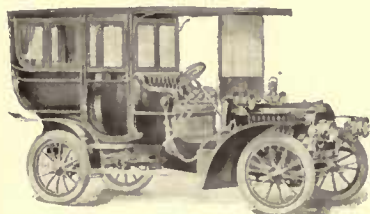
B. L. M. Landaulet, 16 H.P.

B-L-M Motor Car Co., Brooklyn, N. Y.

PRICE: \$4,500
BODY: Landaulet
SEATS: 4 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 98 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear wheels

SPRINGS: Semi-elliptical
FRAME: Pressed steel
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Opposite sides
COOLING: Water; Livingston radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto
CARBURETER: Automatic with mercury dash pot

MOTOR-CONTROL: Foot and hand throttle
CLUTCH: Cone with cork inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

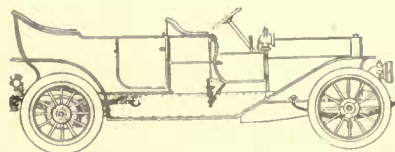


Tourist Limousine, Model G-7, 35-40 H.P. Auto Vehicle Co., Los Angeles, Cal.

PRICE: \$4,500
BODY: Limousine
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Worm and segment
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In same side ports
MOTOR SUSPENSION: Side members of frame
COOLING: Honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry batteries
CARBURETER: Schebler

LUBRICATION: Geared oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Two side levers
DRIVE: Shaft, bevel gear



Belden, 30 H.P.

Belden Auto Co., Pittsburg, Pa.

PRICE: \$4,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,450 pounds
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and sector
BRAKES: Two on rear hubs
SPRINGS: Semi-elliptical front; platform rear

FRAME: Pressed steel
BORE: 5½ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Mechanical intake and exhaust
MOTOR SUSPENSION: From side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Belden selective
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Cleveland Limousine, Model H, 30-35 H.P. Cleveland Motor Car Co., Cleveland, O.



PRICE: \$5,000
 BODY: Limousine
 SEATS: 7 persons
 WEIGHT: 2,550 pounds
 WHEEL BASE: 104 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x4 in.
 TIRES, REAR: 34x4½ in.
 STEERING: Screw and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel
 BORE: 4¼ in. STROKE: 5¼ in.

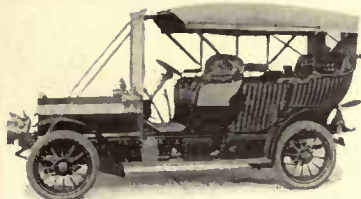
CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Channel sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Low tension, make and break
 CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: Rotary balanced valve; automatic mixture regulator

LUBRICATION: Force feed, mechanical oiler
 MOTOR CONTROL: Hand spark and throttle; foot accelerator
 CLUTCH: Cork inserted leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Shaft

Notice of change in price received too late for classification.

Apperson, Model I, 50-55 H.P.

Apperson Bros. Auto Co., Kokomo, Ind.



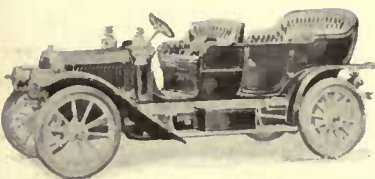
PRICE: \$4,700
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,000 pounds
 WHEEL BASE: 115 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and segment
 BRAKES: Contracting
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 5¼ inches
 STROKE: 5½ inches
 CYLINDERS: 4, separately cast
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water
 CURRENT SUPPLY: Magneto and battery

IGNITION: Jump spark
 CARBURETER: Automatic
 LUBRICATION: Force feed oiler
 MOTOR-CONTROL: Throttle and spark
 CLUTCH: Compression band
 CHANGE GEAR: Sliding type
 SPEEDS: 4 ahead and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double chain

Car De Luxe, 50-60 H.P.

De Luxe Motor Car Co., Detroit, Mich.



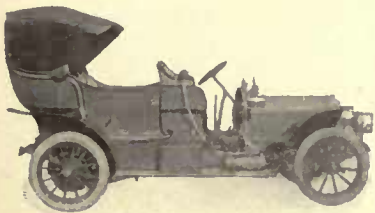
PRICE: \$4,750 (complete)
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WHEEL BASE: 121 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x3½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and segment
 BRAKES: On rear hubs and propeller shaft
 SPRINGS: Semi-elliptic

FRAME: Pressed channel chrome nickel steel
 BORE: 5 in.; STROKE: 5¼ in.
 CYLINDERS: 4 vertical, in pairs
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; planetic radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Float feed
 LUBRICATION: Force-feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft

Woods, 40-45 H.P.

Woods Motor Vehicle Co., Chicago, Ill.



PRICE: \$4,750
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,500 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Wheel
 BRAKES: Internal expanding
 SPRINGS: Semi-elliptic
 FRAME: Pressed chrome steel

BORE: 5 in.; STROKE: 5 in.
 CYLINDERS: 4 vertical, individual
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Battery and magneto

CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Adjustable cone
 CHANGE GEAR: Sliding type, annular ball bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chains

S & M "Simplex" Runabout, 30-35 H.P. Smith & Mable M'f'g. Co., New York



PRICE: \$4,950
 BODY: Runabout
 SEATS: 3 persons
 WEIGHT: 2,200 pounds (chassis)
 WHEEL BASE: 106 inches
 TREAD: 54 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: On counter shaft and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4 1/4 inches. STROKE: 5 1/4 inches
 CYLINDERS: 4, arranged in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water: honeycomb radiator
 CURRENT SUPPLY: Batteries and magneto

IGNITION: Jump spark
 CARBURETER: Float feed
 LUBRICATION: Pressure feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Reverse cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Double chain

"Merciless," 70 H.P.

Huntington Automobile Co., Huntington Ill.

*Maker's illustration not ready
 —will be published later and of
 a size suitable for insertion in
 this space.*

WHEEL BASE: 127 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x3 1/2 inches
 TIRES, REAR: 36x5 inches
 BORE: 4 3/4 in. STROKE: 5 3/4 in.
 CYLINDERS: 6 cast in a single piece

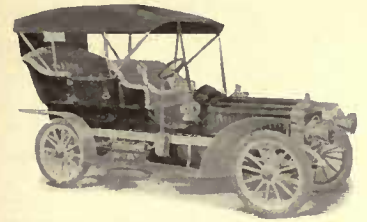
VALVE ARRANGEMENT: On opposite sides
 COOLING: One continuous water jacket
 IGNITION: Jump spark

CITANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



Harrison Model C, 40. H.P.

Harrison Motor Co., Grand Rapids, Mich.



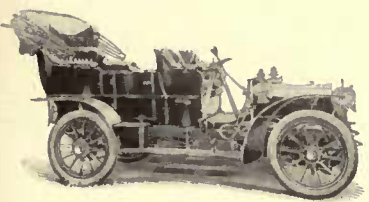
PRICE: \$5,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,000 pounds
 WHEEL BASE: 123 inches
 TREAD: 54 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Screw and double nut (adjustable)
 BRAKES: Two sets on rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel channel

BORE: 4¾ in.; STROKE: 5 in.
 CYLINDERS: 4, cast separate
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: On saddles from main frame
 COOLING: Water; vertical tube radiator
 IGNITION: Jump spark, with range finder and self-starter
 CURRENT SUPPLY: Storage battery
 CARBURETER: Mechanical air regulation, float feed

LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: 4 jaw expanding
 CHANGE GEAR: Individual clutch system (special)
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Bevel gears

American Mors, Type B, 24-32 H.P.

St. Louis Car Co., St. Louis, Mo.



PRICE: \$5,000 (with top)
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,300 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: On differential shaft and internal expanding in rear hub drums
 SPRINGS: Semi-elliptical front; platform suspension rear

FRAME: Pressed channel steel
 BORE: 4 5-16 in. STROKE: 6 in.
 CYLINDERS: Four vertical in front
 VALVE ARRANGEMENT: Inlet and exhaust in opposite side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water
 IGNITION: Two systems; make and break and jump spark
 CURRENT SUPPLY: Magneto, make and break. Jump spark, batteries and coil

CARBURETER: Special automatic
 LUBRICATION: Force feed mechanical oiler
 MOTOR-CONTROL: Hand throttle and foot pedal
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: Four forward and reverse
 CHANGE-GEAR CONTROL: Side hand lever; progressive type
 DRIVE: Double side chains

National, Model L, 75 H.P.

National Motor Vehicle Co., Indianapolis, Ind.



PRICE: \$5,000
 BODY: Cast aluminum; side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,200 pounds
 WHEEL BASE: 127 inches
 TREAD: 56½ inches
 TIRES, FRONT: 36 x 5 inches
 TIRES, REAR: 36 x 5 inches
 STEERING: Double screw and nut
 BRAKES: Hub brakes; internal expanding
 SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
 BORE: 4¾ in.; STROKE: 5 in.
 CYLINDERS: 6 vertical in front
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; vertical tube radiator
 IGNITION: Jump spark (double)
 CURRENT SUPPLY: Battery and magneto

CARBURETER: Schebler
 LUBRICATION: Mechanical force feed, gear driven
 MOTOR-CONTROL: Spark and throttle; automatic governor
 CLUTCH: Self contained; leather-faced cone
 CHANGE GEAR: Slide gear; annular ball bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever selective system
 DRIVE: Bevel gears

Knox, Model G, Limousine, 35-40 H.P.

Knox Automobile Co., Springfield, Mass.



PRICE: \$5,000
 BODY: Limousine
 SEATS: 6 persons
 WEIGHT: 3,200 pounds
 WHEEL-BASE: 112 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 4 inches
 TIRES, REAR: 34 x 4½ inches
 STEERING: Worm and nut
 BRAKES: On differential and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4¾ in. STROKE: 5½ in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: In cylinder heads
 MOTOR SUSPENSION: Direct from side members
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and dry battery

CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Cone; metal to metal
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chain



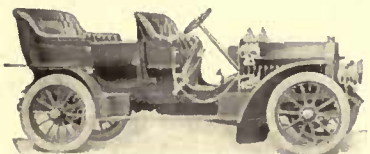
Peerless, Model 16, 30 H.P.

Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$5,000
BODY: Limousine
SEATS: 5 (inside)
WEIGHT: 3,000 (light)
WHEEL BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: 4, acting on drums on rear wheels; 2 external, 2 internal

SPRINGS: Semi-elliptic in front, platform springs rear
FRAME: Pressed steel
BORE: 5¼ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with governor
LUBRICATION: Force feed, gear driven, with sight feed on dash
MOTOR CONTROL: Spark, throttle and accelerator pedal
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective type
DRIVE: Shaft bevel gear



Peerless, Model 15, 45 H.P.

Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$5,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 3,300 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4½ inches
STEERING: Worm and sector
BRAKES: Double, on rear wheel drums
FRAME: Pressed steel

SPRINGS: Semi-elliptic, front; platform, rear
BORE: 5¼ in. STROKE: 5½ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
LUBRICATION: Force feed

CARBURETER: Float feed with governor
MOTOR CONTROL: Spark throttle and accelerator pedal
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft, bevel gear



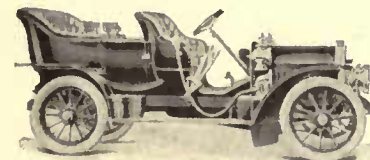
Peerless, Model 15, 45 H.P.

Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$5,000
BODY: Roadster
SEATS: 2 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Four acting on drums on rear wheels; 2 external, 2 internal

SPRINGS: Semi-elliptic in front, platform springs rear
FRAME: Pressed steel
BORE: 5¼ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed with governor
LUBRICATION: Force feed, gear driven, with sight feed on dash
MOTOR CONTROL: Spark, throttle and accelerator pedal
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft, bevel gear



Peerless, Model 15, 45 H.P.

Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$5,000
BODY: Touring
SEATS: 7 persons
WEIGHT: 3,200 pounds
WHEEL BASE: 119 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: 4, acting on drums on rear wheels; 2 external, 2 internal

SPRINGS: Semi-elliptic in front, platform springs rear
FRAME: Pressed steel
BORE: 5¼ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Float feed with governor

LUBRICATION: Force feed, gear driven, with sight feed on dash
MOTOR CONTROL: Spark throttle and accelerator pedal
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft bevel gear



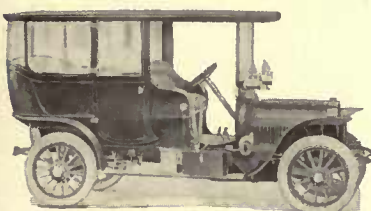
Pope-Toledo, Model XII 35-40 H.P.

Pope Motor Car Co., Toledo, Ohio

PRICE: \$5,000
BODY: Limousine
SEATS: 5 or 7 persons
WHEEL BASE: 104 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4½ in.
STEERING: Worm and segment
BRAKES: On driving shaft and rear wheels

SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 4¾ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: In cylinder heads
MOTOR SUSPENSION: On sub-frame
COOLING: Water; planetic radiator
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: External cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain



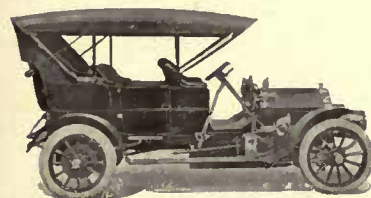
Royal Tourist, Limousine, 45 H.P.

Royal Motor Car Co., Cleveland, Ohio

PRICE: \$5,000
BODY: Limousine
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Wheel, improved
BRAKES: On rear wheels and driving shaft

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5½ ins. STROKE: 5½ ins.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides of motor
MOTOR SUSPENSION: From sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CARBURETER: Automatic

CURRENT SUPPLY: Storage battery
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: New type
DRIVE: Bevel gear



Great Arrow, 45 H.P. Model

Geo. N. Pierce Co., Buffalo, N. Y.

PRICE: \$5,000, without top
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,800 pounds
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36 x 4 inches
TIRES, REAR: 36 x 5 inches.
STEERING: Screw and nut
BRAKES: Double on rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 in. STROKE: 5½ in.
CYLINDERS: 4 single
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water, cellular radiator
IGNITION: Double jump spark system
CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR CONTROL: Hand throttle
CLUTCH: Cone clutch
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Bevel gear



Great Arrow Limousine, 30 H.P. Model

Geo. N. Pierce Co., Buffalo, N. Y.

PRICE: \$5,000
BODY: Limousine
SEATS: 7 persons
WEIGHT: 3,200 pounds
WHEEL BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4½ inches
STEERING: Screw and nut
BRAKES: Double on rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4½ in. STROKE: 4¾ in.
CYLINDERS: 4, cast singly
VALVE ARRANGEMENT: On opposite sides of motor
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and batteries

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR CONTROL: Hand throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Hand lever under steering wheel
DRIVE: Bevel gear



Studebaker, Model H, Landulet, 30-35 H.P. Studebaker Automobile Co., South Bend, Ind.

PRICE: \$5,000
 BODY: Landulet
 SEATS: 5 persons
 WEIGHT: 2,900 pounds
 WHEEL BASE: 104 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Wheel and irreversible
 BRAKES: Operating on rear hubs and transmission shaft
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Intake right hand side; exhaust left hand side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Low tension magneto

CARBURETER: Float feed
 LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction cone type
 CHANGE GEAR: Sliding type, plain bearings
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft with bevel gear

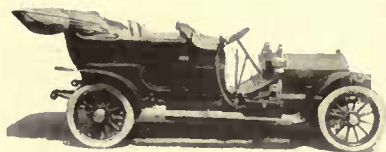


Studebaker, Model H, Town Car, 30-35 H.P. Studebaker Automobile Co., South Bend, Ind.

PRICE: \$5,000
 BODY: Limousine
 SEATS: 5 persons
 WEIGHT: 2,900 pounds
 WHEEL BASE: 104 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Wheel and irreversible
 BRAKES: Operating on rear hubs and transmission shaft
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Intake right hand side; exhaust left hand side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Low tension magneto

CARBURETER: Float feed
 LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction cone type
 CHANGE GEAR: Sliding type, plain bearings
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Shaft with bevel gear

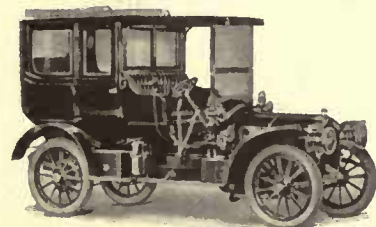


Walter, 40 H. P. Model

PRICE: \$5,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,800 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 4½ inches
 TIRES, REAR: 34 x 4½ inches
 STEERING: Worm and sector
 BRAKES: On rear hubs and differential
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: Inlets on top; exhausts in sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and battery
 CARBURETER: Automatic

LUBRICATION: Force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Metallic
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Bevel gear



Thomas "Flyer," Model 38, 60 H.P.

E. R. Thomas Motor Co., Buffalo, N.Y.

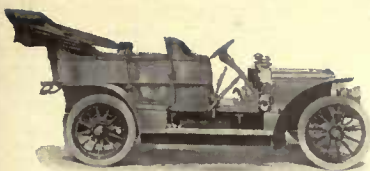
PRICE: \$5,000
 BODY: Limousine, side entrance
 SEATS: 7 persons
 WEIGHT: 2,800 pounds
 WHEEL BASE: 118½ inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 in.
 TIRES, REAR: 36x5 in.
 STEERING: Worm and sector
 BRAKES: 2 contracting on counter-shaft drums and 2 contracting on rear hubs
 SPRINGS: Semi-elliptical front and rear
 FRAME: Pressed channel steel

BORE: 5½ in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: On opposite sides, mechanical and interchangeable
 MOTOR SUSPENSION: Direct from main frame, which is narrowed in front
 COOLING: Water; cellular radiator and shaft driven fan
 CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generator
 CARBURETER: Automatic, variable, water jacketed

IGNITION: Jump spark
 LUBRICATION: Mechanical, gear driven, force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Triple disc, metal to metal
 CHANGE GEAR: Sliding; all Hessel-Bright bearings except main shaft, which is roller
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever with anti-stripping device; selective system
 DRIVE: Side chains

Lozier, Type F, 40 H.P.

Lozier Motor Co., N. Y.



PRICE: \$5,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,050 pounds
 WHEEL BASE: 117 inches
 TREAD: 56 inches
 TIRES, FRONT: 4x36 inches
 TIRES, REAR: 4½x36 inches
 STEERING: Worm and sector
 BRAKES: Double water cooled on transmission; 2 in rear hubs; all metal to metal
 SPRINGS: Semi-elliptic front; platform, 3-point suspension, rear

FRAME: Gun carriage metal, cold-pressed
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: In heads on opposite sides
 MOTOR SUSPENSION: From side members
 COOLING: Water; honeycomb radiator
 IGNITION: Double system, 2 plugs for each cylinder
 CURRENT SUPPLY: Bosch magneto and batteries

CARBURETER: Automatic float feed compensating
 LUBRICATION: Force feed mechanical; also splash
 MOTOR-CONTROL: Spark, throttle and governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type, Hesse-Bright bearings
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Double side chain

Lozier, Type F, Runabout, 40 H.P.

Lozier Motor Co., N. Y.



PRICE: \$5,000
 BODY: Runabout
 SEATS: 2 forward, 1 or 2 detachable rear
 WEIGHT: 2,400 pounds
 WHEEL BASE: 117 inches
 TREAD: 56 inches
 TIRES, FRONT: 3½x36 inches
 TIRES, REAR: 4x36 inches
 STEERING: Worm and sector
 BRAKES: 2 water cooled, foot; 2 dust proof, rear; all metal to metal
 FRAME: Gun carriage steel

SPRINGS: Platform spring, rear; half elliptic, front
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4, vertical in pairs
 VALVE ARRANGEMENT: in head on opposite sides
 MOTOR SUSPENSION: Side members of frame
 COOLING: Honeycomb radiator
 IGNITION: 2 plugs for each cylinder
 CURRENT SUPPLY: Witherbee battery, Bosch H. T. magneto

CARBURETER: Float feed, automatic
 LUBRICATION: Force feed, mechanical; also splash
 MOTOR-CONTROL: Throttle, spark and governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type, Hesse Bright bearings
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective hand lever
 DRIVE: Double side chain

Welch Runabout, Model E, 50 H.P.

Welch Motor Car Co., Pontiac, Mich.

PRICE: \$5,000
 BODY: Runabout
 SEATS: 2 or 4 persons
 WEIGHT: 2,050 pounds, chassis
 WHEEL BASE: 112 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptic, front; full elliptic, rear
 FRAME: Pressed steel

BORE: 4½ inches
 STROKE: 5 inches
 CYLINDERS: 4, vertical
 VALVE ARRANGEMENT: Both in cylinder heads
 MOTOR SUSPENSION: Side members of frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage battery

LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Hand and foot throttle, and hand spark
 CLUTCH: Multiple disc
 CHANGE GEAR: Individual clutch type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft

Automatic Sturtevant, 40-50 H.P.

Sturtevant Mill Co., Boston, Mass.

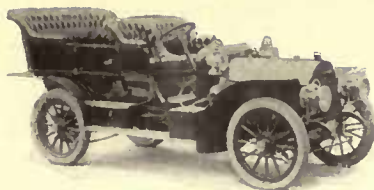


PRICE: \$5,000
 BODY: Side entrance tonneau
 SEATS: 5 or 7 persons
 WEIGHT: 2,800 to 3,000 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4½ inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: On transmission, automatic rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: 4, vertical, in front
 VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water, tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage and dry batteries
 CARBURETER: Double, automatic

LUBRICATION: Automatic force feed
 MOTOR-CONTROL: Spark and throttle, automatic and manual
 CLUTCH: Multiple disc
 CHANGE GEAR: Automatic
 SPEEDS: All speeds, 3 gear changes for power change and reverse
 CHANGE-GEAR CONTROL: Automatic, or by throttle lever on steering wheel
 DRIVE: Cardan shaft and gears

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Chadwick Model 12, 40-45 H.P.

Fairmount Eng. Works, Phila., Pa.

PRICE: \$5,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,850 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and batteries
CARBURETER: Automatic

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Side chains



Marmon, 8 Cylinder, 70 H.P.

Nordyke & Marmon Co., Indianapolis, Ind.

PRICE: \$5,000
BODY: Side entrance tonneau
SEATS: 7 passengers
WEIGHT: 3,200 pounds
WHEEL BASE: 128 inches
TREAD: 56½ inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and nut
BRAKES: Internal expanding in each rear wheel
SPRINGS: Full elliptic

FRAME: Pressed channel steel
BORE: 5 inches
STROKE: 4½ inches
CYLINDERS: 8, in pairs at 90 degrees angle
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: From sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle and foot accelerator
CLUTCH: Disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

*Maker's illustration not ready
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a size suitable for insertion in
this space.*

Glide, Model H, Limousine, 50-60 H.P.

Bartholomew Co., Peoria, Ill.

PRICE: \$5,000
BODY: Limousine
SEATS: 7 persons
WHEEL BASE: 132 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ in.
TIRES, REAR: 36x4½ in.

STEERING: Worm and segment
SPRINGS: Semi-elliptic
CYLINDERS: 6, vertical
COOLING: Water
IGNITION: Jump spark
CARBURETER: Choice
LUBRICATION: Mechanical oiler

MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system



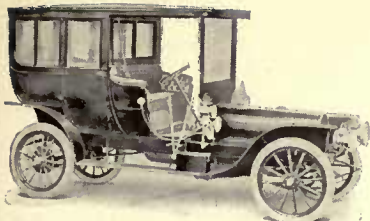
Austin Limousine, LX-L, 60 H.P.

Austin Automobile Co., Grand Rapids, Mich.

PRICE: \$5,000
BODY: Limousine
SEATS: 8 persons
WEIGHT: 3,500 pounds
WHEEL BASE: 116 inches
TREAD: 55 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm, nut, rack and sector
BRAKES: On rear wheels and drive shaft

SPRINGS: Semi-elliptic front; ¾ elliptic, rear
FRAME: Reinforced steel
BORE: 5½ in. STROKE: 5½ in.
CYLINDERS: 4, offset
VALVE ARRANGEMENT: Inlet directly over exhaust
MOTOR SUSPENSION: Side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark, 2 systems

CURRENT SUPPLY: Magneto and batteries
CARBURETER: Automatic mixture regulating
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Special selective system
DRIVE: Shaft

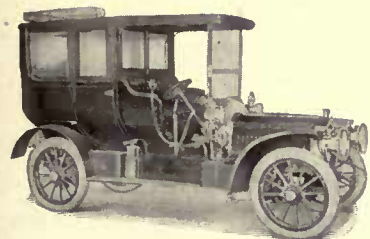


Franklin, Model H, Limousine, 30 H.P. H. H. Franklin Mfg. Co., Syracuse, N. Y.

PRICE: \$5,200
BODY: Side entrance enclosed
SEATS: 7 persons
WEIGHT: 2,750 pounds
WHEEL BASE: 127 inches
TREAD: 54 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and nut
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic
FRAME: Wood

BORE: 4 in.; STROKE, 4 in.
CYLINDERS: 6 vertical in front
VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports and auxiliary exhaust valve at base of cylinders
MOTOR SUSPENSION: From side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Float-feed automatic

LUBRICATION: Mechanical force-feed oiler, gear-driven
MOTOR CONTROL: Throttle, spark and governor
CLUTCH: Multiple disc
CHANGE GEAR: Sliding gear
SPEEDS: 3 speeds forward and reverse
CHANGE-GEAR CONTROL: Side lever, self-finding
DRIVE: Bevel gear

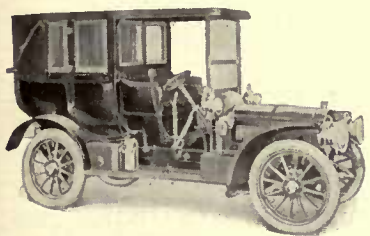


Thomas "Flyer," Model 39, 60 H.P. E. R. Thomas Motor Co., Buffalo, N. Y.

PRICE: \$5,200
BODY: Limousine with drop windows
SEATS: 7 persons
WEIGHT: 3,800 pounds
WHEEL BASE: 118½ inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 36x5 in.
STEERING: Worm and sector
BRAKES: 2 contracting on counter-shaft drums and 2 contracting on rear hubs
SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed channel steel
BORE: 5½ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Direct from main frame
COOLING: Water; cellular radiator and shaft driven fan
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generator
CARBURETER: Automatic, variable, water jacketed

LUBRICATION: Mechanical, gear driven, force feed oiler, augmented by splash system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Triple disc, metal to metal
CHANGE GEAR: Sliding; all Hessel-Bright bearings except main shaft, which is roller
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever with anti-stripping device; selective
DRIVE: Side chains



Thomas "Flyer," Model 40, 60 H.P. E. R. Thomas Motor Co., Buffalo, N. Y.

PRICE: \$5,200
BODY: Landaulet, side entrance
SEATS: 7 persons
WEIGHT: 3,800 pounds
WHEEL BASE: 118½ inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 in.
TIRES, REAR: 36x5 in.
STEERING: Worm and sector
BRAKES: 2 contracting on counter-shaft drums and 2 contracting on rear hubs
SPRINGS: Semi-elliptical front and rear
FRAME: Pressed channel steel

BORE: 5½ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: On opposite sides, mechanical and interchangeable
MOTOR SUSPENSION: Direct from main frame
COOLING: Water; cellular radiator and shaft driven fan
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry batteries through Atwater-Kent spark generator
CARBURETER: Automatic, variable, water jacketed

LUBRICATION: Mechanical, gear driven, force feed oiler, augmented by splash system
MOTOR-CONTROL: Spark and throttle
CLUTCH: Triple disc, metal to metal
CHANGE GEAR: Sliding; all Hessel-Bright bearings, except main shaft, which is roller
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever with anti-stripping device; selective system
DRIVE: Side chains

National Runabout, Model L, 75 H.P. National Motor Vehicle Co., Indianapolis, Ind.

PRICE: \$5,000
BODY: Runabout
SEATS: 3 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 127 inches
TREAD: 56½ inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Double screw and nut
BRAKES: Internal expanding hub brakes

SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 6 vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub frame
COOLING: Water; tubular radiator
IGNITION: Double jump spark
CURRENT SUPPLY: Battery and magneto

CARBURETER: Schebler
LUBRICATION: Force feed oiler, gear driven
MOTOR-CONTROL: Spark, throttle and automatic governor
CLUTCH: Self-contained, leather-faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Bevel gear

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GASOLINE CARS COSTING FROM \$5,500 TO \$5,999



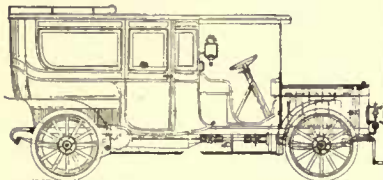
Woods 40-45 H.P. Pullman.

Woods Motor Vehicle Co., Chicago, Ill.

PRICE: \$5,500
BODY: Pullman
SEATS: 7 inside, 2 outside
WEIGHT: 3,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Wheel
BRAKES: Internal expanding
SPRINGS: Semi-elliptic
FRAME: Pressed chrome steel

BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: All on one side
MOTOR SUSPENSION: Four point on sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Battery and magneto
CARBURETER: Automatic
LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle
CLUTCH: Adjustable cone
CHANGE GEAR: Sliding type, annular ball bearings
SPEEDS: Three forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain



10-Passenger Limousine.

Autocar Equipment Co., Buffalo, N. Y.

PRICE: \$5,500
BODY: Limousine
SEATS: 10 persons inside, 2 outside
TREAD: 62½ inches
TIRES, FRONT: 36x3½ in.
TIRES, REAR: 36x4 in.
STEERING: Irreversible with worm gear
BRAKES: On counter shaft, and double acting on rear hubs
SPRINGS: Semi-elliptic

FRAME: Oak and steel
BORE: 4 11-16 in.
STROKE: 5½ in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: On opposite sides
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Float feed automatic
LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain

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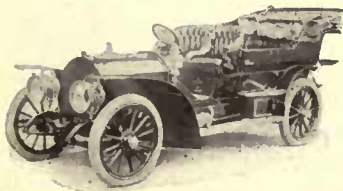
Welch, Model I, 50 H.P.

Welch Motor Car Co., Pontiac, Mich.

PRICE, \$5,500
BODY: Pullman limousine
SEATS: 7 persons
WEIGHT: 2,700 pounds, chassis
WHEEL BASE: 129 inches
TREAD: 56 inches
TIRES, FRONT: 4½x36 inches
TIRES, REAR: 4½x36 inches
STEERING: Worm and sector
BRAKES: Internal and external on hubs
SPRINGS: Semi-elliptical in front, full elliptical in rear

FRAME: Pressed channel steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical, both direct into head
MOTOR SUSPENSION: On side members of frame
COOLING: Water, honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Hand and foot throttle, hand spark
CLUTCH: Multiple disc
CHANGE GEAR: Welch pattern, individual clutches
SPEEDS: 3 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



Matheson, 50-55 H.P.

Matheson Motor Car Co., Wilkes Barre, Pa.

PRICE: \$5,500
BODY: Aluminum
SEATS: 7 persons
WEIGHT: 3,200 pounds
WHEEL BASE: 122 inches
TREAD: 56½ inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Gemmer
BRAKES: 2 foot on differential, 2 emergency expanding on rear wheels

SPRINGS: Semi-elliptic
FRAME: Nickel steel
BORE: 5 in.; STROKE: 6 in.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: In heads on top of cylinder
MOTOR SUSPENSION: 4-point from main frame
COOLING: Water-honey comb radiator
CURRENT SUPPLY: Low tension magneto and batteries

IGNITION: Make-and-break
CARBURETER: Special
LUBRICATION: Force feed
MOTOR-CONTROL: Foot and hand lever
CLUTCH: Multiple disc
CHANGE GEAR: Sliding gear
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Chains

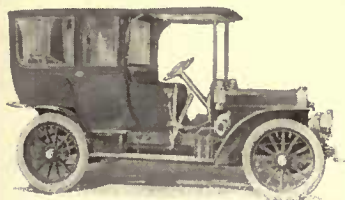


Columbia, Model XLIX, Landaulette, 40-45 H.P. Electric Vehicle Co., Hartford, Conn.

PRICE: \$5,500
BODY: Landaulette
SEATS: 7 persons
WEIGHT: 3,400 lbs.
WHEEL-BASE: 119½ inches
TREAD: 55 inches
TIRES, FRONT: 36 x 4 inches
TIRES, REAR: 36 x 4½ inches
STEERING: Worm and sector
BRAKES: On sprocket shaft and rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: All on same side
MOTOR SUSPENSION: 4 point
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Combination automatic

LUBRICATION: Sight-feed lubricator
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side-chain



PRICE: \$5,500
BODY: Limousine
SEATS: 7 persons
WEIGHT: 3,500 lbs.
WHEEL-BASE: 119½ inches
TREAD: 56 inches
TIRES, FRONT: 36 x 4 inches
TIRES, REAR: 36 x 4½ inches
STEERING: Worm and sector
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: 4 point
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Double side chain

"Packard 30," Limousine.

Packard Motor Car Co., Detroit, Mich.



PRICE: \$5,500
BODY: Packard Limousine
SEATS: 7 persons
WEIGHT: 3,150 pounds
WHEEL BASE: 121¾ inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches
STEERING: Worm and sector
BRAKES: Quadruple, on rear wheels
SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed steel channel section
BORE: 5 in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
MOTOR SUSPENSION: Crank case extension to side frame members
COOLING: Water; tubular radiator and fan.
IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto and storage batteries
CARBURETER: "Packard"
LUBRICATION: Splash
MOTOR CONTROL: Spark and throttle
CLUTCH: Expanding band
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side levers
DRIVE: Shaft

Walter, 50 H.P.

Walter Automobile Co., New York



PRICE: \$5,500
BODY: Phaeton, side entrance
SEATS: 7 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 122 inches
TREAD: 56½ inches
TIRES, FRONT: 36 x 4 inches
TIRES, REAR: 36 x 5 inches
STEERING: Worm and sector
BRAKES: On rear hubs and on differential
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 5 in. STROKE: 5½ in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Inlets on top; exhausts in side ports
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Battery and magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Metallic
CHANGE GEAR: Double sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective
DRIVE: Reuel gear



American Mors, Type B Limousine, 24-32 H.P. St. Louis Car Co., St. Louis, Mo.

PRICE: \$5,500 (complete)
 BODY: Limousine
 SEATS: 7 persons
 WEIGHT: 3,500 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ in.
 TIRES, REAR: 36x4½ in.
 STEERING: Worm and sector
 BRAKES: On differential shaft and internal expanding in rear hub drums
 SPRINGS: Semi-elliptic, front; platform suspension, rear

FRAME: Pressed channel steel
 BORE: 4 5/16 in. STROKE, 6 in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: On opposite side ports
 MOTOR SUSPENSION: Side members of frame
 COOLING: Water
 IGNITION: Make and break and jump spark
 CURRENT SUPPLY: Magneto, make and break; batteries and coil jump spark

CARBURETER: Automatic
 LUBRICATION: Force feed, mechanical oiler
 MOTOR-CONTROL: Hand throttle and foot pedal
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; progressive system
 DRIVE: Double side chains



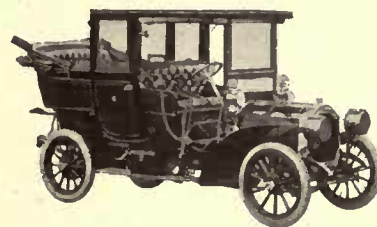
Berliet, 24-30 H.P.

American Locomotive Automobile Co., Providence, R. I.

PRICE: \$5,500
 BODY: Side entrance tonneau
 SEATS: 5 to 7 persons
 WEIGHT: 1,850 pounds (chassis)
 WHEEL BASE: 112 inches
 TREAD: 55 inches
 TIRES, FRONT: 36x3½ inches
 TIRES, REAR: 36¼x4¼ inches
 STEERING: Worm and segment
 BRAKES: On differential shaft and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
 BORE: 3 1/8 in. STROKE: 4¾ in.
 CYLINDERS: 4, vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float-feed, nozzle type
 LUBRICATION: Exhaust pressure
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Metal to metal type
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains



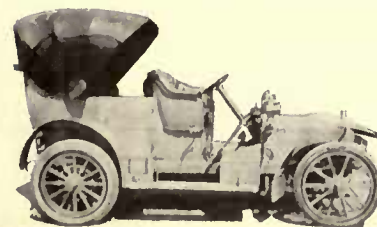
"Packard 30," Landaulette.

Packard Motor Car Co., Detroit, Mich.

PRICE: \$5,600
 BODY: Landaulette
 SEATS: 7 people
 WEIGHT: 3,300 pounds
 WHEEL BASE: 121¾ inches
 TREAD: 56½ inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Quadruple, on rear wheels
 SPRINGS: Semi-elliptical, front and rear

FRAME: Pressed steel channel section
 BORE: 5 in.; STROKE: 5½ in.
 CYLINDERS: 4 vertical, in front
 VALVE ARRANGEMENT: Inlet and exhaust on opposite sides of motor
 MOTOR SUSPENSION: Crank case extension to side frame members
 COOLING: Water, tubular radiator and fan
 IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto and storage batteries
 CARBURETER: "Packard"
 LUBRICATION: Splash
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Expanding band
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side levers
 DRIVE: Shaft



S & M "Simplex," 30-35 H.P.

Smith & Mabley M'fg. Co., New York

PRICE: \$5,600 (complete)
 BODY: Touring
 SEATS: 5 to 7 persons
 WEIGHT: 2,300 pounds
 WHEEL BASE: 106 inches; also 111 inches and 114 inches special
 TREAD: 54 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector gear
 BRAKES: Two feet on differential, emergency hand on rear wheels

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4, arranged in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Double jump spark
 CARBURETER: Float feed

CURRENT SUPPLY: Batteries and magneto
 LUBRICATION: Pressure feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Reverse cone
 CHANGE GEAR: Sliding type
 SPEEDS: Four and reverse
 CHANGE-GEAR CONTROL: Lever; progressive system
 DRIVE: Double chain



"Locomobile," Model "H," Limousine, 35 H.P. Locomobile Co. of Amer., Bridgeport, Conn.

PRICE: \$5,700
 BODY: Limousine
 SEATS: 7 persons
 WEIGHT: 2,900 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x5 inches
 STEERING: Adjustable worm gears
 BRAKES: 3, metal to metal
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 4½ in.; STROKE: 5½ in.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Make-and-break
 CARBURETER: Locomobile automatic

CURRENT SUPPLY: Magneto
 LUBRICATION: Mechanical
 MOTOR-CONTROL: Governor
 CLUTCH: Special cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward, one reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chains



GASOLINE CARS SELLING FROM \$6,000 TO \$6,999.



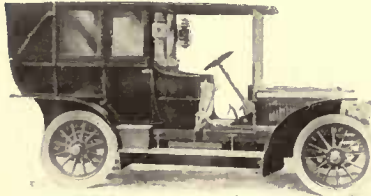
Welch, Model H, 70 H.P.

Welch Motor Car Co., Pontiac, Mich.

PRICE: \$6,000
BODY: Straight lined side entrance
SEATS: 7 persons
WHEEL BASE: 138 inches
TREAD: 56 inches
TIRES, FRONT: 5x36 inches
TIRES, REAR: 5x36 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptical in front, full elliptical in rear

FRAME: Pressed steel channel
BORE: 4 3/4 in. STROKE: 5 in.
CYLINDERS: 6 vertical in front
VALVE ARRANGEMENT: Mechanical; both direct in head
MOTOR SUSPENSION: On side members of frame
COOLING: Water, honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Hand and foot throttle; hand spark
CLUTCH: Multiple disc
CHANGE-GEAR: Welch pattern, individual clutches
SPEEDS: 3 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft



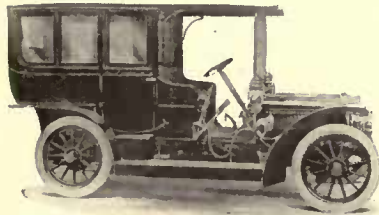
Lozier, Type F Landaulette, 40 H.P.

Lozier Motor Co., New York

PRICE: \$6,000
BODY: Landaulette
SEATS: 7 persons
WEIGHT: 3,675 lbs.
WHEEL-BASE: 117 inches
TREAD: 56 inches
TIRES, FRONT: 36 x 4 inches.
TIRES, REAR: 36 x 4 1/2 inches.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic, front; platform suspension, rear

FRAME: Gun carriage steel
BORE: 4 3/4 in. STROKE: 5 1/2 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: In heads on opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water, honeycomb radiator
IGNITION: Double system
CURRENT SUPPLY: Battery and magneto

CARBURETER: Automatic float feed
LUBRICATION: Mechanical oiler, splash system
MOTOR CONTROL: Spark, throttle and governor
CLUTCH: Multiple disc
CHANGE GEAR: Sliding gear
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



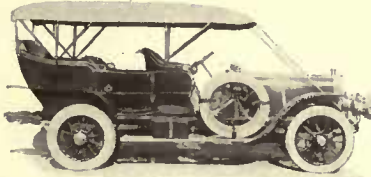
Lozier, Type F, Limousine, 40 H.P.

Lozier Motor Co., New York

PRICE: \$6,000
BODY: Limousine; side entrance
SEATS: 7 persons
WEIGHT: 3,675 pounds
WHEEL BASE: 117 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 1/2 inches
STEERING: Worm and sector
BRAKES: Two water cooled on transmission; 2 housed in driving hubs; all metal to metal
SPRINGS: Half elliptic front; platform suspension rear.

FRAME: Gun carriage steel
BORE: 4 3/4 in.; STROKE: 5 1/2 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: In head on opposite sides
MOTOR SUSPENSION: Arms attached to frame
COOLING: Honeycomb radiator
IGNITION: High tension, double system
CURRENT SUPPLY: Witherbee battery, Simms Bosch H. T. magneto

CARBURETER: Automatic, float feed
LUBRICATION: Mechanical oiler, splash system
MOTOR-CONTROL: Spark, throttle and governor
CLUTCH: Multiple disc
CHANGE GEAR: Sliding gear, Hess Bright hearings
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain

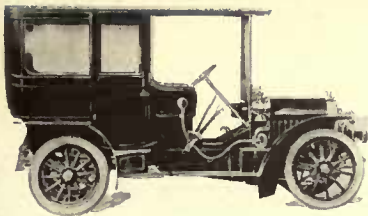


Stevens-Duryea, Model S, "Big 6," 50 H.P. Stevens-Duryea Co., Chicopee Falls, Mass.

PRICE: \$6,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,500 pounds
WHEEL BASE: 122 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and sector
BRAKES: External and internal on rear hubs
SPRINGS: Semi-elliptical all around

FRAME: Pressed steel channel
BORE: 4 3/4 in.; STROKE: 5 1/2 in.
CYLINDER: 6 vertical in front, cast separately
VALVE ARRANGEMENT: Side ports; both on same side
MOTOR SUSPENSION: 3-point support from main frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Automatic
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Bevel gear



Peerless, Model 15, Limousine, 45 H.P. Peerless Motor Car Co., Cleveland, Ohio

PRICE: \$6,000
BODY: Limousine
SEATS: 7 persons
WEIGHT: 3,500 pounds
WHEEL-BASE: 119 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4 inches
TIRES, REAR: 34 x 4 1/2 inches
STEERING: Worm and sector
BRAKES: Double on rear wheel drums

SPRINGS: Semi-elliptic, front; platform, rear
FRAME: Pressed steel
BORE, 5 1/4 in. STROKE: 5 3/4 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From side members of frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CARBURETER: Float feed

CURRENT SUPPLY: Storage battery
LUBRICATION: Force feed
MOTOR CONTROL: Spark, throttle and governor
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft, bevel gear



"Pope-Toledo," Type XV, Limousine, 50 H.P. Pope Motor Car Co., Toledo, Ohio

PRICE: \$6,000
BODY: Double side entrance
SEATS: 7 persons
WEIGHT: 3,200 pounds
WHEEL BASE: 126 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and sector
BRAKES: All double acting foot brakes on drive shaft and two expanding emergency brakes on rear wheels
SPRINGS: Semi-elliptical

FRAME: Cold pressed alloyed steel
BORE: 4 7/8 in.; STROKE: 5 1/4 in.
CYLINDERS: 4, copper jacketed, cast in pairs, integral heads, vertical in front
VALVE ARRANGEMENT: Staggered in head, operated by one set of 4 pushrods
MOTOR SUSPENSION: From sub frame
COOLING: "Pope-Toledo" Planetic
CURRENT SUPPLY: Magneto and battery

IGNITION: Jump spark
CARBURETER: Float feed compensating
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type—D. W. F. bearings
SPEEDS: 4 forward; one reverse
CHANGE-GEAR CONTROL: Side lever, selective type
DRIVE: Double side chain



American Mors, Type C, 40-52 H.P.

St. Louis Car Co., St. Louis, Mo.

PRICE: \$6,250 (complete)
BODY: Side entrance, demi-limousine
SEATS: 7 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34x5 inches
TIRES, REAR: 34x5 inches
STEERING: Worm and sector
BRAKES: Expansion

SPRINGS: 39 inches in front and 48 inches rear
FRAME: Pressed steel
BORE: 4 in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Inlets in heads, exhaust in side ports
MOTOR SUSPENSION: On frame
COOLING: Gear driven centrifugal pump and fan
IGNITION: Make-and-break
CURRENT SUPPLY: Magneto

CARBURETER: With automatic mixture regulation
LUBRICATION: Under pressure by means of oscillating pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction cone type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and a reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain



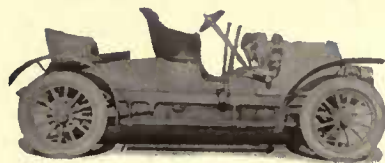
S & M "Simplex," 50-70 H.P.

Smith & Mabley M'fg. Co., New York

PRICE: \$6,400
BODY: Optional
SEATS: 5 to 7 persons
WEIGHT: Chassis, 2,250 pounds
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 915x105 mm.
TIRES, REAR: 935x135 mm.
STEERING: Worm and sector gear
BRAKES: 3 emergency and 2 foot
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 1/2 inches. STROKE: 5 1/2 inches
CYLINDERS: 4; cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Float feed
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle and spark
CLUTCH: Metallic cone
CHANGE GEAR: Selective system
SPEEDS: Four and reverse
CHANGE-GEAR CONTROL: Lever
DRIVE: Double chain



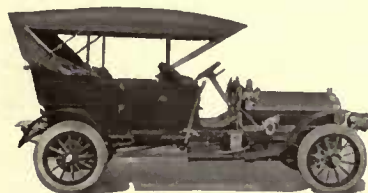
Moore, 40 H.P.

Moore Auto Co., New York, N. Y.

PRICE: \$6,500
BODY: Runabout
SEATS: 3 persons
WEIGHT: 3,300 pounds
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Screw and nut

SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: 4 1/4 in.; STROKE: 5 1/2 in.
COOLING: Water; cellular zig-zag radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Special
LUBRICATION: Splash

MOTOR-CONTROL: Spark and throttle
CLUTCH: Double cone; metal to metal
CHANGE-GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Great Arrow, 6 Cyl., 65 H.P.

Geo. N. Pierce Co., Buffalo, N. Y.

PRICE: \$6,500, without top
BODY: Side entrance tonneau
SEATS: 7 persons
WHEEL-BASE: 135 inches
TREAD: 56 inches
TIRES, FRONT: 36 x 4 1/2 inches
TIRES, REAR: 36 x 5 inches
STEERING: Screw and nut
BRAKES: Double on rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 in. STROKE: 5 1/2 in.
CYLINDERS: 6 single
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water, cellular radiator
IGNITION: Double jump spark system
CARBURETER: Automatic

CURRENT SUPPLY: Magneto and battery
MOTOR CONTROL: Hand throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Bevel gear

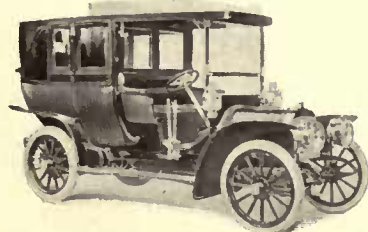


Berliet Limousine, 24-30 H.P. American Locomotive Automobile Co., Providence, R. I.

PRICE: \$6,500
BODY: Limousine
SEATS: 7 persons
WEIGHT: 1,850 pounds, chassis
WHEEL BASE: 112 inches
TREAD: 55 inches
TIRES, FRONT: 36x3 1/2 in.
TIRES, REAR: 36 1/4 x 4 3/4 in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel

BORE: 3 15/16 in. STROKE: 4 3/4 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed, nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Berliet Landulet, 24-30 H.P. American Locomotive Automobile Co., Providence, R.I.

PRICE: \$6,500
BODY: Landulet
SEATS: 7 persons
WEIGHT: 1,870 pounds, chassis
WHEEL BASE: 112 inches
TREAD: 55 inches
TIRES, FRONT: 36x3 1/2 inches
TIRES, REAR: 36 1/4 x 4 3/4 inches
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
BORE: 3 15/16 in.; STROKE: 4 3/4 in.
CYLINDERS: 4, vertical in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed; nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal-to-metal type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains

Moore, 40 H.P.

Moore Automobile Co., New York, N. Y.

PRICE: \$7,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,300 pounds
 WHEEL BASE: 116 inches
 TREAD: 56 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Screw and nut
 BRAKES: Foot brake on transmission; emergency on rear wheels
 SPRINGS: Semi-elliptic front; full elliptic rear

FRAME: Pressed steel
 BORE: $4\frac{3}{4}$ in. STROKE: $5\frac{1}{2}$ in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: 3 point
 COOLING: Water; zig-zag radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage batteries
 CARBURETER: Special design

LUBRICATION: Splash in engine, single sight feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Double cone, metal to metal
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse; annular ball bearings
 CHANGE-GEAR CONTROL: Side lever; selective
 DRIVE: Shaft

Matheson, 50 H. P. Limousine.

Matheson Motor Car Co., Wilkes Barre, Pa.

PRICE: \$7,000
 BODY: Limousine
 SEATS: 7 persons
 WEIGHT: 3,400 pounds
 WHEEL BASE: 129 inches
 TREAD: 60½ inches
 TIRES, FRONT: 36 x 4 inches
 TIRES, REAR: 36 x 5 inches
 STEERING: Gemmer
 BRAKES: On differential shaft and rear hubs
 SPRINGS: Semi-elliptic

FRAME: Nickel steel
 BORE: 5 in. STROKE: 6 in.
 CYLINDERS: 4 vertical, individual
 VALVE ARRANGEMENT: In heads on top of cylinders
 MOTOR SUSPENSION: 4-point, from main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto and batteries

CARBURETER: Special
 LUBRICATOR: Force feed
 MOTOR-CONTROL: Spark, throttle and hand lever
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chain

Lozier, Type E, 60 H.P.

Lozier Motor Co., New York

PRICE: \$7,000
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,400 pounds
 WHEEL BASE: 121 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x5 inches
 STEERING: Worm and sector
 BRAKES: Two water cooled on transmission; two housed in rear wheel drums
 FRAME: Gun carriage steel

SPRINGS: Half elliptic front; platform suspension rear
 BORE: $5\frac{1}{2}$ in.; STROKE: $6\frac{1}{2}$ in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: In head opposite sides
 MOTOR SUSPENSION: Arms to frame
 COOLING: Honey comb radiator
 IGNITION: High tension double system
 CURRENT SUPPLY: Witherbee battery, Bosch H. T. magneto

CARBURETER: Automatic
 LUBRICATION: Mechanical oiler, also splash
 MOTOR-CONTROL: Spark, throttle, governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type, Hess-Bright bearings
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chain

Berliet, 40-50 H.P.

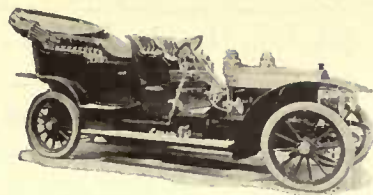
American Locomotive Automobile Co., Providence, R. I.

PRICE: \$7,500
 BODY: Side entrance tonneau
 SEATS: 5 to 7 persons
 WEIGHT: 2,000 pounds (chassis)
 WHEEL BASE: 126 inches
 TREAD: 55 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36½x4½ inches
 STEERING: Worm and segment
 BRAKES: On differential shaft and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
 BORE: $4\frac{3}{4}$ in. STROKE: $5\frac{1}{2}$ in.
 CYLINDERS: 4, in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float-feed, nozzle type
 LUBRICATION: Exhaust pressure
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Metal to metal type
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains

American Mercedes, Model A, 45 H.P. Daimler Mfg. Co., Long Island City, N.Y.



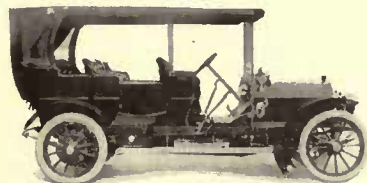
PRICE: \$7,500
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,980 pounds
 WHEEL BASE: 127 inches
 TREAD: 57 inches
 TIRES, FRONT: 910x100 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: Two on transmission and rear wheels
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel

BORE: 120 mm. STROKE: 150 mm.
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: Inlet and exhaust opposite side of cylinder
 MOTOR SUSPENSION: From side members
 COOLING: Water; cellular radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch Magneto

CARBURETER: Mercedes
 LUBRICATION: Mechanical force-feed oiler, ratchet-driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Mercedes coil spring
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Side chains

American Mercedes, 70 H.P.

Daimler Mfg. Co., Long Island City, N. Y.



PRICE: \$10,000
 BODY: Demi-Limousine
 SEATS: 7 persons
 WEIGHT: 2,980 pounds
 WHEEL BASE: 127 inches
 TREAD: 57 inches
 TIRES, FRONT: 910x100 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: Two on transmission and rear wheels
 SPRINGS: Semi-elliptical
 FRAME: Pressed channel steel

BORE: 140 mm.
 STROKE: 150 mm.
 CYLINDERS: 4, vertical in front
 VALVE ARRANGEMENT: Inlet and exhaust opposite side of cylinder
 MOTOR SUSPENSION: From side members
 COOLING: Water; cellular radiator
 IGNITION: Make and brake
 CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Mercedes
 LUBRICATION: Mechanical force-feed oiler, ratchet-driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Mercedes coil spring
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: Side chains



GASOLINE CARS COSTING \$8,000 AND OVER



Moore, 40 H.P.

Moore Automobile Co. New York, N. Y.

PRICE: \$8,000
BODY: To order
SEATS: 7 persons
WEIGHT: 3,300 pounds
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Screw and nut

SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: Pressed steel
BORE: 4 3/4 in.; STROKE: 5 1/2 in.
COOLING: Water; cellular zig-zag radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Special

LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle
CLUTCH: Double cone; metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

"The Military," 60-70 H.P.

V. L. Emerson, Cincinnati, Ohio

PRICE: \$8,000
BODY: Steel, side entrance
SEATS: 3 or more persons
WEIGHT: 1,050 pounds
WHEEL BASE: 96 inches
TREAD: 48 inches
TIRES, FRONT: 3 3/4 inches
TIRES, REAR: 3 1/2 inches
STEERING: Toggle movement
BRAKES: On transmission and rear rims

SPRINGS: Semi-elliptic
FRAME: Of spring steel
BORE: 5 1/4 in. STROKE: 5 1/4 in.
CYLINDERS: 6 vertical
VALVE ARRANGEMENT: Balanced rotary
MOTOR SUSPENSION: 3-point
COOLING: Water
IGNITION: High tension
CURRENT SUPPLY: Magneto and battery

LUBRICATION: Positive pump
MOTOR-CONTROL: Fuel supply and spark
CLUTCH: Multiple disc
CHANGE GEAR: All speeds direct on rear axle
SPEEDS: 2 and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.



Berliet Landaulet, 40-50 H.P. American Locomotive Automobile Co., Providence, R.I.

PRICE: \$8,500 (complete)
BODY: Landaulet
SEATS: 7 persons
WEIGHT: 2,000 pounds, chassis
WHEEL BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36 1/4 x 4 3/4 in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
BORE: 4 3/4 in. STROKE: 5 1/2 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed, nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Berliet Limousine, 40-50 H.P. American Locomotive Automobile Co., Providence, R.I.

PRICE: \$8,500
BODY: Limousine
SEATS: 7 persons
WEIGHT: 2,000 pounds, chassis
WHEEL BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36 1/4 x 4 3/4 in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
BORE: 4 3/4 in. STROKE: 5 1/2 in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed, nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Berliet, 60 H.P.

American Locomotive Automobile Co., Providence, R. I.

PRICE: \$9,000
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,200 pounds (chassis)
WHEEL BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36¼x4¼ inches
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
BORE: 5½ in. STROKE: 5½ in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float-feed, nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective aystem
DRIVE: Side chains.



Berliet Landaulet, 60 H.P. American Locomotive Automobile Co., Providence, R. I.

PRICE: \$10,000
BODY: Landaulet
SEATS: 7 persons
WEIGHT: 2,200 pounds, chassis
WHEEL BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36¼x4¼ in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel
BORE: 5½ in. STROKE: 5½ in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed, nozzle type
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Berliet Limousine, 60 H.P. American Locomotive Automobile Co., Providence, R. I.

PRICE: \$10,000
BODY: Limousine
SEATS: 7 persons
WEIGHT: 2,200 pounds, chassis
WHEEL BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36¼x4¼ in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels

SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
BORE: 5½ in. STROKE: 5½ in.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Float feed, nozzle type
MOTOR-CONTROL: Spark and throttle
CLUTCH: Metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective aystem
DRIVE: Side chains



B.L.M. Racing Runabout, 85 H.P. B.L.M. Motor Car & Equip. Co., 31 Delevan St., Bklyn., N.Y.

PRICE: \$12,000
(Built only on order.)
BODY: Runabout
SEATS: Two individual
WEIGHT: 2,200 lbs.
WHEEL BASE: 106 inches
TREAD: 52 inches
TIRES, FRONT: 34 x 3½ inches (Removable rims)
TIRES, REAR: 34 x 4½ inches (Removable rims)
STEERING: Worm and sector;
band on transmission
BRAKES: Internal expanding on rear wheels

SPRINGS: Semi-elliptical
FRAME: Channel section
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: Four; separately cast
VALVE ARRANGEMENT: All on same side
MOTOR SUSPENSION: Four motor base brackets
COOLING: Water; Livingstone radiator
IGNITION: Make and break
CURRENT SUPPLY: Remy low-tension magneto

CARBURETER: B. L. M. automatic
LUBRICATION: Gear pump
MOTOR-CONTROL: Foot Accelerator and throttle on wheel
CLUTCH: Coil spring
CHANGE GEAR: Two sliding sleeves
SPEEDS: Four forward and reverse
CHANGE-GEAR CONTROL: Selective
DRIVE: Chain

Apperson Special, 96 H.P.

Apperson Bros. Auto Co., Kokomo, Ind



PRICE: \$15,000
 BODY: Racing runabout
 SEATS: 2 persons
 WHEEL-BASE: 110 inches
 TREAD: 56 inches
 TIRES, FRONT: 34 x 3 1/2 inches
 TIRES, REAR: 34 x 3 1/2 inches
 STEERING: Worm and segment
 BRAKES: 3, external metal
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 6 1/4 in. STROKE: 5 1/2 in.
 CYLINDERS: 4 vertical, cast separate
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; tubular radiator
 CURRENT SUPPLY: Storage battery and magneto

IGNITION: Jump spark
 CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Compression band
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chain

Locomobile Cup Racer, 90 H.P.

Locomobile Co. of America, Bridgeport, Conn.



PRICE: \$15,000
 BODY: Racing runabout
 SEATS: 2 persons
 WEIGHT: 2,250 pounds
 WHEEL-BASE: 110 inches
 TREAD: 54 inches
 TIRES, FRONT: 34 x 3 1/2 inches
 TIRES, REAR: 34 x 4 1/2 inches
 STEERING: Adjustable worm gears
 SPRINGS: Semi-elliptic

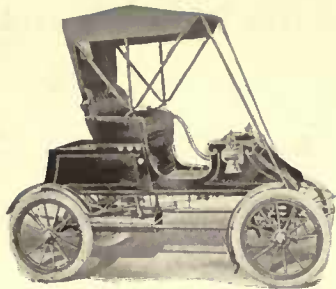
BRAKES: Metal to metal; double-acting
 FRAME: Pressed steel
 BORE: 7 1/4 in. STROKE: 6 in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: Inlets on top; exhausts in side ports
 MOTOR SUSPENSION: From main frame
 COOLING: Water; cellular radiator

IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto
 CARBURETER: Automatic
 LUBRICATION: Mechanical
 MOTOR CONTROL: Governor
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Double side chain



STEAM PLEASURE VEHICLES.

Stanley, Model CX, Doctor's Runabout. Stanley Motor Carriage Co., Newton, Mass.



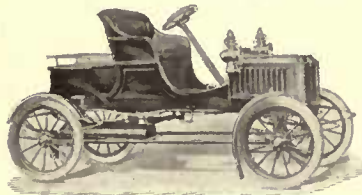
PRICE: \$800 (without top)
BODY: Runabout
SEATS: 2-4 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 78 inches
TREAD: 52 inches
TIRES, FRONT: 30x3 inches

TIRES, REAR: 30x3 inches
STEERING: Tiller
BRAKES: On differential
SPRINGS: Full elliptic
FRAME: Wood
HORSE-POWER: 10
BORE: 3 in. STROKE: 4 in.

BURNER: Gasoline
FUEL REGULATOR: Automatic by boiler pressure
BOILER: Fire tube
LUBRICATION: Mechanical
DRIVE: Direct spur gear

Stanley, Model EX, 10 H.P.

Stanley Motor Carriage Co., Newton, Mass.



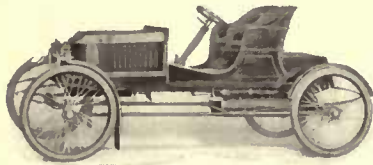
PRICE: \$850
BODY: Runabout; jump seat
SEATS: 2 or 4 persons
WEIGHT: 1,350 pounds
WHEEL BASE: 90 inches
TREAD: 54½ inches
TIRES, FRONT: 30x3 inches.

TIRES, REAR: 30x3 inches
STEERING: Sector and gear
BRAKES: On hubs and differential
SPRINGS: Full elliptical
FRAME: Wood
BORE: 3 in. STROKE: 4 in.
CYLINDERS: 2 vertical

BURNER: Gasoline
FUEL REGULATOR: Automatic by boiler pressure
BOILER: Fire tube
LUBRICATION: Mechanical
DRIVE: Direct spur gear

Stanley, Model H, 20 H.P.

Stanley Motor Carriage Co., Newton, Mass.



PRICE: \$1,200
BODY: Runabout (fish tail)
SEATS: 2 persons
WEIGHT: 1,400 pounds
WHEEL BASE: 100 inches
TREAD: 54½ inches
TIRES, FRONT: 34x3 in. wire wheels

TIRES, REAR: 34x3 in. wire wheels
STEERING: Sector and gear
BRAKES: Differential
SPRINGS: Full elliptical
FRAME: Wood
BORE: 3¾ in. STROKE: 5 in.
CYLINDERS: 2 vertical
BURNER: Gasoline

FUEL REGULATOR: Automatic by boiler pressure
BOILER: Fire tube
LUBRICATION: Mechanical
DRIVE: Direct spur gear

Stanley, Model F, 20 H.P.

Stanley Motor Carriage Co., Newton, Mass.



PRICE: \$1,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 100 inches
TREAD: 54½ inches
TIRES, FRONT: 34x3½ in.
TIRES, REAR: 34x3½ in.

STEERING: Sector and gear
BRAKES: Hub and differential
SPRINGS: Full elliptical
FRAME: Wood
BORE: 3¾ in. STROKE: 5 in.
CYLINDERS: 2 vertical
BURNER: Gasoline

FUEL REGULATOR: Automatic by boiler pressure
BOILER: Fire tube
LUBRICATION: Mechanical
DRIVE: Direct spur gear

Ross Runabout, 25 H.P.

Louis S. Ross, Newtonville, Mass.



PRICE: \$2,250
BODY: Wood; fish tail boot
SEATS: 2 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches

TIRES, FRONT: 34x3½ in.
TIRES, REAR: 34x3½ in.
STEERING: Worm and sector
BRAKES: 2 sets
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 4 in. STROKE: 5 in.
CYLINDERS: Two, in front
MOTOR SUSPENSION: Main frame
BOILER: 24 in. diam.
DRIVE: Shaft

White Steamer, Model H, 20 H.P.

The White Co., Cleveland, Ohio



PRICE: \$2,500
BODY: Touring
SEATS: 5 persons
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and segment
BRAKES: 1 set on rear wheels, 1 set on fly-wheel

SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: High pressure, 3 in.; low pressure, 5 in.
STROKE: 3½ inches
CYLINDERS: 2 vertical, compound
VALVE ARRANGEMENT: Stephenson link
MOTOR SUSPENSION: On sub-frame

CONDENSER: Tubular
FUEL REGULATION: Automatic
BOILER: Flash
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle alone
SPEEDS: All speeds; direct drive
DRIVE: Shaft

Johnson Steamer, Model No. 2, 30 H.P.

Johnson Service Company, Milwaukee, Wis.



PRICE: \$2,500
BODY: Tonneau
SEATS: 5 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 112 inches
TREAD: 56½ inches
TIRES, FRONT: 4x34 inches
TIRES, REAR: 4x34 inches
STEERING: Worm and sector
BRAKES: Wheel band and reverse

SPRINGS: Half elliptic
FRAME: Pressed steel
BORE: 3¾ in.; STROKE: 4 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In cap
MOTOR SUSPENSION: Sub-frame
CONDENSER: 150 sq. ft.
BURNER: Kerosene

FUEL REGULATION: By thermostat
BOILER: Coil water tube, superheated steam
LUBRICATION: Splash
CHANGE GEAR: Sliding
SPEEDS: 2 changes
CHANGE-GEAR CONTROL: Lever
DRIVE: Shaft

Lane Steamer, Model 7, 20 H.P.

Lane Motor Vehicle Co., Poughkeepsie, N. Y.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 97 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Steel
BORE: 3¼ and 5¼ in.
STROKE: 3¼ in.
CYLINDERS: Inclined under front foot board
VALVE ARRANGEMENT: Slide, Stephenson link motion
MOTOR SUSPENSION: Lane patent

CONDENSER: Vertical flattened tubes
BURNER: Lane tubular
FUEL REGULATION: Diaphragm controlled by pressure
BOILER: Combination flash and fire tube
LUBRICATION: Splash
MOTOR-CONTROL: Throttle lever
SPEEDS: Regulated by throttle
DRIVE: Center chain



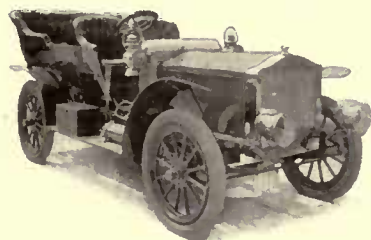
Lane Steamer, Model 7, 20 H.P.

Lane Motor Vehicle Co., Poughkeepsie, N. Y.

PRICE: \$2,650
BODY: Touring with Victoria top
SEATS: 5 persons
WEIGHT: 2,350 pounds
WHEEL BASE: 97 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Steel
BORE: $3\frac{3}{4}$ and $5\frac{1}{2}$ in. STROKE: $3\frac{1}{2}$ in.
CYLINDERS: Inclined under foot board
VALVE: Slide; link motion
BURNER: Lane tubular
CONDENSER: Vertical flattened tubes

FUEL REGULATION: Diaphragm controlled by pressure
LUBRICATION: Splash
MOTOR-CONTROL: Throttle lever
BOILER: Combination flash and fire tube
CHANGE - SPEED CONTROL: Regulated by throttle
DRIVE: Center chain



Ross Touring Car, 25 H.P.

Louis S. Ross, Newtonville, Mass.

PRICE: \$2,800
BODY: Wood; side entrance
SEATS: 5 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches

TIRES, FRONT: 34x4 in.
TIRES, REAR: 34x4 in.
STEERING: Irreversible
BRAKES: 2 sets
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 4 in. STROKE: 5 in.
CYLINDERS: Two, in front
MOTOR SUSPENSION: Main frame
DRIVE: Shaft



Lane Steamer, Model 75, 30 H.P.

Lane Motor Vehicle Co., Poughkeepsie, N. Y.

PRICE: \$3,400
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,100 pounds
WHEEL BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 $\frac{1}{2}$ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Steel
BORE: $3\frac{1}{2}$ and $6\frac{1}{2}$ in.
STROKE: 4 in.
CYLINDERS: Inclined under front foot board
VALVE ARRANGEMENT: Slide Stephenson link motion
MOTOR SUSPENSION: Lane patent
BURNER: Lane tubular

CONDENSER: Vertical flattened tubes
FULL REGULATION: Diaphragm controlled by pressure
BOILER: Combination flash and fire tube
LUBRICATION: Splash
MOTOR-CONTROL: Throttle lever
SPEEDS: Regulated by throttle
DRIVE: Center chain



White Steamer, Model G, 30 H.P.

The White Co., Cleveland, Ohio

PRICE: \$3,500
BODY: Touring
SEATS: 5 persons
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and segment
BRAKES: 1 set expanding, 1 set contracting, on rear wheels

SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: High pressure, 3 in.; low pressure, 6 in.
STROKE: $4\frac{1}{2}$ inches
CYLINDERS: Two
VALVE ARRANGEMENT: Stephenson link
MOTOR SUSPENSION: On cross members

CONDENSER: Tubular
REGULATION: Automatic
BOILER: Flash
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle alone
CHANGE-GEAR CONTROL: All speeds; direct
DRIVE: Shaft



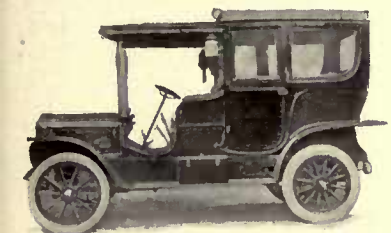
White Steamer, Model G, 30 H.P.

The White Co., Cleveland, Ohio

PRICE: \$3,700
BODY: Pullman
SEATS: 7 persons
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and segment
BRAKES: Contracting on rear wheels, and expanding in rear wheels

SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: High pressure, 3 in.; low pressure, 6 in.
STROKE: 4½ inches
CYLINDERS: 2 vertical, compound
VALVE ARRANGEMENT: Stephenson link
MOTOR SUSPENSION: On cross-members

CONDENSER: Tubular
REGULATION: Automatic
BOILER: Flash
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle alone
CHANGE GEAR: Direct drive; all speeds
DRIVE: Shaft



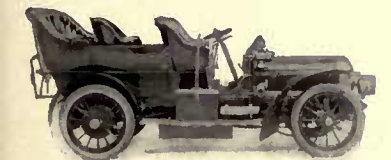
White Steamer, Model G Limousine, 30 H.P.

The White Co., Cleveland, Ohio

PRICE: \$4,500; \$4,700 with revolving seats
BODY: Limousine
SEATS: 5-7 persons
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36x5 in.
STEERING: Worm and segment

BRAKES: Contracting and expanding on rear wheels
SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: High pressure, 3 in.; low pressure, 6 in.
STROKE: 4½ in.
CYLINDERS: 2 vertical, compound
VALVE ARRANGEMENT: Stephenson link motion

MOTOR SUSPENSION: On cross members
CONDENSER: Tubular
REGULATION: Automatic
BOILER: Flash type
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
CHANGE SPEEDS: All speeds direct
DRIVE: Shaft



Clark Steam Car, 25 H.P.

Edw. S. Clark, Boston, Mass.

PRICE: \$5,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,800 pounds
WHEEL BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Wheel, movable column
BRAKES: 2 on each rear hub, 1 on shaft

SPRINGS: Semi-elliptical
FRAME: Pressed channel steel
BORE: 3¼ in. STROKE: 3½ in.
CYLINDERS: 4 horizontal opposed
VALVE ARRANGEMENT: Poppet operated by cams
MOTOR SUSPENSION: Under frame
CONDENSER: Vertical fin tube condenser
BURNER: Closed bottom, 4 inlets and pilot light

FUEL REGULATION: Steam pressure and hand valve
BOILER: Flash type
LUBRICATION: Force feed
ENGINE: Throttle on steering column and reverse lever
CLUTCH: Positive sliding
CHANGE GEAR: Sliding type
SPEEDS: Two speeds
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gear



Boss Steam Runabout.

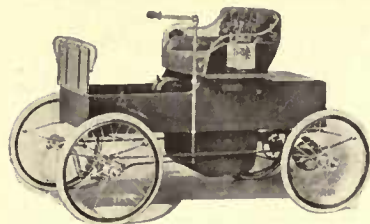
Boss Knitting Machine Works, Reading, Pa.

BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,250 pounds
WHEEL BASE: 75 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches

STEERING: Side lever
BRAKES: On driving shaft
SPRINGS: Full elliptic
HORSE-POWER: 10
ENGINE SUSPENSION: Under body

BURNER: Kerosene
BOILER: 18-inch flash
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

ELECTRIC PLEASURE CARS COSTING LESS THAN \$1,600.

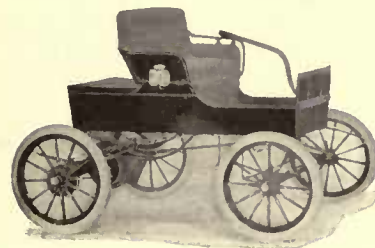


Juvenile Electric Runabout. The American Metal Wheel and Auto Co., Toledo, O.

PRICE: \$800
BODY: Runabout
SEATS: 2 passengers
WEIGHT: 350 pounds
WHEEL BASE: 41 inches
TREAD: 29 inches

WHEELS: 20 in.; cushion tires
STEERING: Side lever
BRAKES: Hand brake on controller
SPRINGS: Full elliptic
FRAME: Steel

CURRENT SUPPLY: Battery of 6 cells
MILEAGE CAPACITY: 20 miles
SPEED: 8 to 10 miles per hour
SPEEDS: 2 forward and 2 reverse
DRIVE: Chain



Pope-Waverley, Model 21, Runabout.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$850
BODY: Piano box pattern
SEATS: 2 persons
WHEEL BASE: 61 inches
TREAD: 54 inches
TIRES, FRONT: 30x2½ in.

TIRES, REAR: 30x3 in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR SUSPENSION: Rear axle

CURRENT SUPPLY: 24 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 15 m. p. h.
DRIVE: Direct



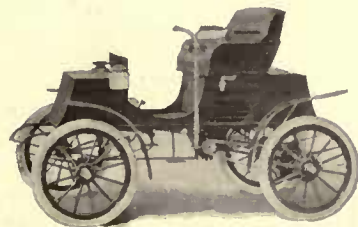
Pope-Waverley, Model 36.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$900
BODY: Road wagon
SEATS: 2 persons
WHEEL BASE: 72 inches
TREAD: 54 inches

TIRES, FRONT: 30x2½ in.
TIRES, REAR: 30x3 in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic

MOTOR: One, special
CURRENT SUPPLY: 24 cells, 9 P. V. oxide
GEARING: Herringbone type
DRIVE: Direct



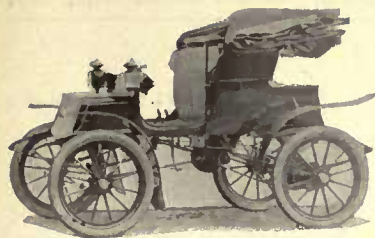
Columbia Runabout, Mark LX.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$900
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,300 pounds
WHEEL BASE: 64 inches
TREAD: 48 inches
TIRES, FRONT: 30x2½ inches
TIRES, REAR: 30x2½ inches

STEERING: Hinged side lever
BRAKES: Band type, foot operated
SPRINGS: Half elliptic
HORSE-POWER: 3-5 brake
MOTORS: One, series wound, 40 V. 32A.
BATTERY: 20 cells, 11 P.V. oxide

BATTERY ARRANGEMENT: In two trays
CAPACITY: 120 amp. hours at 30 amp. rate
NORMAL SPEEDS: 5, 10, 15 m.p.h. forward, 5, 10 m.p.h. reverse
DRIVE: Chain.



Studebaker, Model 22a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$1,050
BODY: Runabout style, open
SEATS: 2 persons
WEIGHT: 1,400 pounds
WHEEL BASE: 67 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: By side lever

BRAKES: One operating on motor drum; one operating on rear axle
SPRINGS: Front, semi-elliptic; rear, full elliptic
MOTOR RATING: 40 volts, 24 amperes
BATTERY: 24 cells, 9 plate
BATTERY ARRANGEMENT: Assembled in three trays

MOTOR SUSPENSION: Hung from body
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 3 to 14 miles per hour
DRIVE: Through medium of chain and sprockets

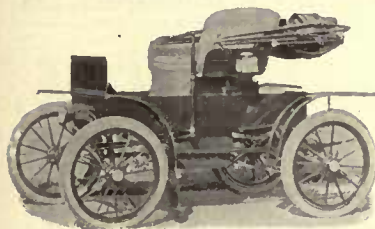


Pope-Waverley, Model 29 Physician's Wagon. Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,150
BODY: Straight sill
SEATS: 2 persons
WHEEL BASE: 72 inches
TREAD: 54 inches

TIRES, FRONT: 30x3 in.
TIRES, REAR: 30x3½ in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic

MOTOR: One, special
CURRENT SUPPLY: 30 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEEDS: 5 to 16 m. p. h.
DRIVE: Direct



Baker Imperial.

Baker Motor Vehicle Co., Cleveland, O.

PRICE: \$1,200
BODY: Piano box type
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL-BASE: 68 inches
TREAD: 48½ inches

TIRES, FRONT: 30 x 3½ inches
TIRES, REAR: 30 x 3½ inches
STEERING: Side lever
BRAKES: Two
MOTOR SUSPENSION: Under body

CAPACITY: 50 miles on one charge
SPRINGS: Full elliptic
CURRENT SUPPLY: 14 cell battery, 9 MV.
SPEED: 14 and 17 m. p. h.
DRIVE: Center chain



Pope-Waverley, Model 26, Chelsea.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,200
BODY: Straight sill, swelled panels
SEATS: 2 persons
WHEEL BASE: 80 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches

TIRES, REAR: 30x3½ inches
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR: One, special

CURRENT SUPPLY: 30 cells, 9 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 16 m. p. h.
DRIVE: Direct



Pope-Waverley, Model 69, Runabout.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,225 (with top)
BODY: Runabout
SEATS: 2 persons
WHEEL BASE: 72 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 in.

TIRES, REAR: 30x3½ in.
STEERING: Center or side lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR SUSPENSION: On rear axle

CURRENT SUPPLY: 30 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEEDS: 5 to 17 m. p. h.
DRIVE: Direct



Studebaker, Model 22b.

Studebaker Automobile Co., South Bend, Indiana

PRICE: \$1,250, with top
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 67 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: By side lever

BRAKES: One operating on motor drum; one operating on rear axle
SPRINGS: Front, semi-elliptic; rear, full elliptic
MOTOR RATING: 40 volts, 24 amperes
BATTERY: 24 cell, 9 plate
BATTERY ARRANGEMENT: Assembled in three trays

MOTOR SUSPENSION: Hung from body
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 3 to 14 miles per hour
DRIVE: Through medium of chain and sprockets



Pope-Waverley Model 29C, Physicians' Wagon. Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,250
BODY: Straight sill, with removable canopy top
SEATS: 2 persons
WHEEL BASE: 72 inches
TREAD: 54 inches

TIRES, FRONT: 30x3 in.
TIRES, REAR: 30x3½ in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR: One, special

CURRENT SUPPLY: 30 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 16 m. p. h.
DRIVE: Direct



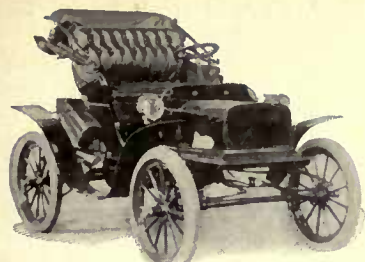
Pope-Waverley, Model 65.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,400
BODY: Stanhope
SEATS: 2 persons
WHEEL BASE: 70 inches
TREAD: 54 inches

TIRES, FRONT: 30x3 in.
TIRES, REAR: 30x3½ in.
STEERING: Center lever
BRAKES: Two foot, 1 electric
SPRINGS: Full elliptic

MOTOR: One, special
CURRENT SUPPLY: 30 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 16 miles per hour
DRIVE: Direct



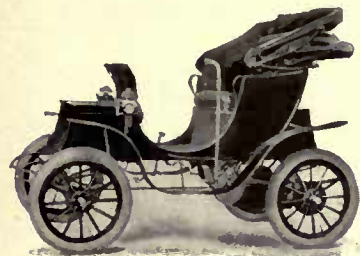
Babcock, Model 5, Roadster.

Babcock Electric Carriage Co., Buffalo, N. Y.

PRICE: \$1,400
BODY: Wood
SEATS: 2 people
WEIGHT: 1,500 pounds
WHEEL BASE: 78 inches
TREAD: 53 inches

MOTOR: $1\frac{1}{2}$ H.P. normal
SUSPENSION: From chassis under seat
TIRES, FRONT: $32 \times 3\frac{1}{2}$ inches
TIRES, REAR: $32 \times 3\frac{1}{2}$ inches
STEERING: Wheel

BRAKES: Hub and electric
SPEED: 6 to 30 M.P.H.
SPRINGS: Full elliptic
FRAME: Armored wood
SPEEDS: 6 forward; 2 reverse
DRIVE: Double chain



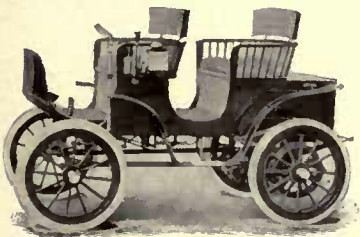
Columbia Victoria Phaeton, Model 69.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$1,500
BODY: Wooden, Victoria phaeton
SEATS: 2 passengers
WEIGHT: 1,700 pounds
WHEEL BASE: 70 inches
TREAD: 48 inches
TIRES, FRONT: $30 \times 3\frac{1}{2}$ inches
TIRES, REAR: $30 \times 3\frac{1}{2}$ inches

STEERING: Hand side lever
BRAKES: Foot, double acting
SPRINGS: Semi-elliptic
FRAME: Steel
HORSE-POWER: 3.5 brake H.P. maximum
MOTOR SUSPENSION: Single G. E. type motor, under body in rear

BATTERY: Divided oxide battery of 24 cells
CAPACITY: About 40 miles
SPEEDS: 3 forward speeds and 2 reverse
DRIVE: Chain



Columbia Surrey, Mark XIX.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$1,500
BODY: Surrey type
SEATS: 4 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 68½ inches
TREAD: 51 inches
TIRES, FRONT: 32×3 in. pneumatic
TIRES, REAR: 32×3 in. solid

STEERING: Hinged side lever
BRAKES: Band type on driving gear and emergency on motor shaft
SPRINGS: Two full elliptic, rear; one x spring, front
FRAME: Steel
HORSE-POWER: 3.5 each, maximum

MOTORS: Two, G. E. type, series wound, 80V., 16 Amp.
BATTERY: 40 cells, 9 MV. oxide
MILEAGE: 40 miles per charge
SPEEDS: 3 forward and 3 reverse
DRIVE: Internal gearing





ELECTRIC PLEASURE CARS COSTING FROM \$1,600 TO \$2,499.

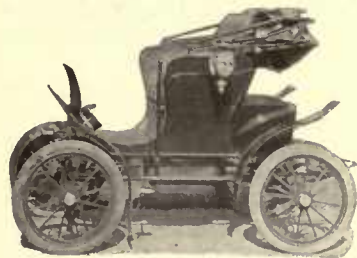
Babcock, Model 6.

Babcock Electric Carriage Co., Buffalo, N. Y.

PRICE: \$1,600
BODY: Victoria phaeton
SEATS: 2 people
WEIGHT: 1,600 pounds
WHEEL BASE: 78 inches
TREAD: 54 inches

TIRES, FRONT: Pneumatic, 32x3 inches
TIRES, REAR: Pneumatic, 32x3 inches
STEERING: Wheel
BRAKES: 2 band brakes on hubs
MOTOR: 1½ H.P. normal.

SPEED: 6 to 25 m. p. h.
SPRINGS: Front, one-half platform; rear, full elliptic
FRAME: Armored wood
SPEEDS: 6 forward and reverse
DRIVE: Double chain



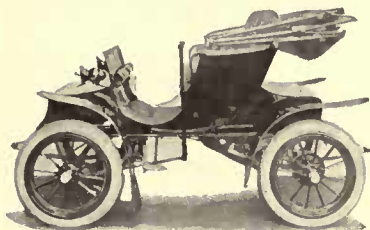
Baker Stanhope.

Baker Motor Vehicle Co., Cleveland, O.

PRICE: \$1,600
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,050 pounds
WHEEL BASE: 68 inches
TREAD: 48½ inches

TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30 x 3½ inches
STEERING: Side lever
BRAKES: Two
MOTOR SUSPENSION: Under body

CAPACITY: 50 miles
SPRINGS: Full elliptic
CURRENT SUPPLY: 14-cell battery, 9 m. v.
SPEED: 14 and 17 m. p. b.
DRIVE: Center chain



Columbus Electric, Stanhope, Model 1000, 1½ H.P. Columbus Buggy Co., Columbus, Ohio

PRICE: \$1,600
BODY: Stanhope, phaeton
SEATS: 2 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 69 inches
TREAD: 50½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Side lever

BRAKES: On jack shaft, and rear hubs
SPRINGS: Half platform, front; full elliptic, rear
FRAME: Pressed steel
MOTOR SUSPENSION: On sub-frame
CURRENT SUPPLY: Storage battery, 24 cells

LUBRICATION: Grease all roller and Hess Bright bearings
MOTOR-CONTROL: Radial type with reverse and speed changes combined
SPEEDS: 4 forward and reverse
DRIVE: Double chain



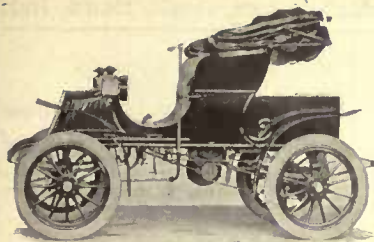
Babcock, Model No. 1.

Babcock Electric Carriage Co., Buffalo, N. Y.

PRICE: \$1,650
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL BASE: 66 inches
TREAD: 53 inches

TIRES, FRONT: 32x1¾ ins., solid
TIRES, REAR: 36x2 ins., solid
STEERING: Wheel
BRAKES: Electric and band
SPRINGS: Full elliptic
FRAME: Wood

MOTOR: 3 H.P. normal
BATTERY: 40 cells
CAPACITY: 50 miles
CONTROLLER: 3 forward and 2 reverse speeds
DRIVE: Gear direct



Studebaker, Model 13a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$1,650, with top
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 2,350 pounds
WHEEL BASE: 73 inches
TREAD: 54 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: By side lever

BRAKES: One operating on motor drum; one operating on rear axle
SPRINGS: Front, semi-elliptic; rear, full elliptic
FRAME: Tubular
MOTOR RATING: 50 volts, 30 amperes
BATTERY: 36 cell, 9 plate
SPEEDS: 3 to 18 miles per hour

BATTERY ARRANGEMENT: Assembled in three trays
MOTOR SUSPENSION: Hung from frame
MOTOR-CONTROL: By controller located left side of seat
DRIVE: Through medium of chain and sprockets



Pope-Waverley, Model 60B, Surrey.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,700, with top
BODY: Straight sill, panel seat
SEATS: 4 persons
WHEEL BASE: 90 inches
TREAD: 54 inches

TIRES, FRONT: 30x3½ in.
TIRES, REAR: 30x4 in.
STEERING: Side lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic

MOTORS: Two, special
CURRENT SUPPLY: 42 cells of 9 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 15 m. p. h.
DRIVE: Direct



Pope-Waverley, Model 26C, Chelsea.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,700
BODY: With removable coupe top
SEATS: 2 persons
WHEEL BASE: 80 inches
TREAD: 54 inches

TIRES, FRONT: 30x3 in.
TIRES, REAR: 30x4 in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic

MOTOR: One, special
CURRENT SUPPLY: 30 cells of 11 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 15 m. p. h.
DRIVE: Direct



Cantono Fore Carriage.

Cantono Electric Fore Carriage Co., New York

PRICE: \$1,750
NOTE: The Cantono Electric Fore Carriage is sold individually at the above price, which includes the attaching of same to any horse-drawn vehicle, converting it to an electric carriage. Complete vehicles are also marketed by this concern. (See page 80.)

STEERING: Electrical and mechanical combination type
BRAKES: Electric, on wheels
MOTORS: Two; one on each wheel
HORSE-POWER: 2½ each

MOTOR SUSPENSION: On axle
BATTERY: 44 cells, Exide
SPEEDS: 4 forward, 2 reverse
DRIVE: Direct, on wheels



Studebaker, Model 16a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$1,750, with top
BODY: Victoria
SEATS: 2 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 68 inches
TREAD: 54 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: By side lever

BRAKES: One operating on motor drum; one operating on rear axle
SPRINGS: Front, semi-elliptic; rear, full elliptic
MOTOR RATING: 50 volts, 30 amperes
BATTERY: 28 cells, 9 plate
BATTERY ARRANGEMENT: Assembled in three trays

MOTOR SUSPENSION: Hung from body
MOTOR CONTROL: By controller located left side of seat
SPEEDS: 3 to 14 miles per hour
DRIVE: Through medium of chain and sprockets

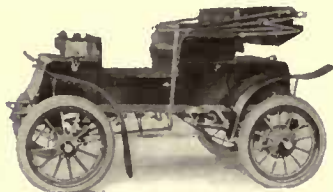


Babcock, Model 1, Stanhope Special. Babcock Electric Carriage Co., Buffalo, N. Y.

PRICE: \$1,800
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,900 pounds
WHEEL BASE: 66 inches
TREAD: 53 inches

MOTOR: 3 H.P., normal
TIRES, FRONT: Solid, 32x1¾ in.
TIRES, REAR: Solid, 36x2 in.
STEERING: Wheel
BRAKES: Band brakes and electric

BATTERY: 40 cells
SPRINGS: Full elliptic
FRAME: Wood
SPEEDS: 6 forward; 1 reverse
DRIVE: Gear, direct



Baker Runabout, Model L.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$1,800
BODY: Wood, runabout
SEATS: 2 persons
WEIGHT: 1,500 pounds
WHEEL BASE: 70 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches

TIRES, REAR: 30x3½ inches
STEERING: Side lever
BRAKES: Two foot brakes, external and internal on rear wheels
SPRINGS: Semi-elliptic in front; full elliptic in rear

FRAME: Armored wood
MOTOR: 2 H.P., 300% overload
BATTERY: 24 cells, 9 m. v.
CAPACITY: 80 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Single chain



Baker Queen Victoria, Model L.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$1,800
BODY: Wood, runabout
SEATS: 2 persons
WEIGHT: 1,500 pounds
WHEEL BASE: 70 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches

TIRES, REAR: 30x3½ inches
STEERING: Side lever
BRAKES: Two foot brakes, external and internal on rear wheels
SPRINGS: Semi-elliptic in front; full elliptic in rear

FRAME: Armored wood
MOTOR: 2 H.P., 300% overload
BATTERY: 24 cells, 9 m. v.
CAPACITY: 80 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Single chain



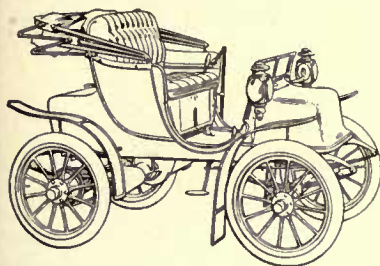
Williams New Electric.

Williams Electric Vehicle Co., Cleveland, Ohio

PRICE: \$1,800
BODY: Victoria phaeton
SEATS: 2 persons
WEIGHT: 1,700 pounds
WHEEL BASE: 71 inches
TREAD: 54 inches
TIRES, FRONT: 34x3 inches

TIRES, REAR: 34x3 inches
STEERING: Side lever
BRAKES: Motor and rear hubs
SPRINGS: Elliptic
FRAME: Cold pressed steel
CURRENT SUPPLY: 24-cell storage battery

CONTROLLER: Automatic
SPEED: 16 m.p.h.
SPEEDS: 4 forward and reverse
SPEED CONTROL: Side lever
DRIVE: Side chains



R & L Stanhope.

Rauch and Lang Carriage Co., Cleveland, Ohio

PRICE: \$1,850
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 73 inches
TIRES, FRONT: 32 in., pneumatic
TIRES, REAR: 32 in., pneumatic
STEERING: Side lever

BRAKES: On rear wheels and emergency
SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: Steel
HORSE-POWER: 1½
MOTOR: Hertner

MOTOR SUSPENSION: Under body
SPEED: 1-22 m. p. h.
DISTANCE: 75 to 80 miles
MOTOR-CONTROL: Lever at left of seat
DRIVE: Double chain from counter-shaft

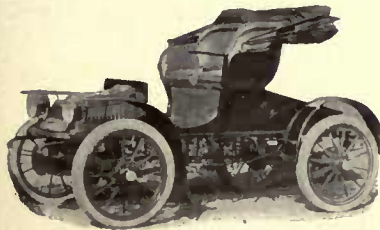


Columbus Electric, Coupe, Model 1002, 1½ H.P. Columbus Buggy Co., Columbus, O.

PRICE: \$1,900
BODY: Coupe
SEATS: 2 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 69 inches
TREAD: 50½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Side lever

BRAKES: One on jack shaft, one on each rear wheel
SPRINGS: Front, half platform; rear, full elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: Sub-frame
CURRENT SUPPLY: Storage battery

LUBRICATION: Grease all roller and Hess Bright bearings
MOTOR-CONTROL: Radial type with reverse and speed changes combined
SPEEDS: 4 forward and reverse
DRIVE: Double chain



Baker Suburban.

Baker Motor Vehicle Co., Cleveland, O.

PRICE: \$2,000
SEATS: 2 persons
WEIGHT: 1,850 pounds
WHEEL-BASE: 82 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 3½ inches

TIRES, REAR: 34 x 4 inches
STEERING: Side lever
BRAKES: On rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: In front

MOTOR: 2½ H.P.
BATTERY: 28 cells, 11 m. v.
MOTOR CONTROL: Lever at left side
SPEEDS: 14, 18 and 22 m. p. h.
DRIVE: Bevel gear



Woods Electric.

Woods Motor Vehicle Co., Chicago, Ill.

PRICE: \$2,000
BODY: Victoria, leather top
SEATS: 3 to 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 80 inches
TREAD: 56 inches
TIRES, FRONT: 32x2½ in. (solid)

TIRES, REAR: 34x2½ in. (solid)
STEERING: Side lever
BRAKES: Internal expanding
SPRINGS: Special platform
FRAME: Armored wood
CURRENT SUPPLY: Storage battery

MOTOR-CONTROL: 4 forward and reverse
TRANSMISSION: Annular ball bearings
SPEED: 18 miles per hour
SPEED CONTROL: Side lever
DRIVE: Side chain



Baker Inside Driven Coupe Model L.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$2,000
BODY: Wood
SEATS: 2 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 70 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches

TIRES, REAR: 30x3½ inches
STEERING: Side lever
BRAKES: Two foot brakes, external and internal on rear wheels
SPRINGS: Semi-elliptic in front; full elliptic in rear

FRAME: Armored wood
MOTOR: 2 H.P., 300% overload
BATTERY: 24 cells, 9 m.v.
CAPACITY: 80 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Single chain



Pope-Waverley, Stanhope, Model 53A.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$2,000
BODY: With removable top
SEATS: 2 persons
WHEEL BASE: 76 inches
TREAD: 54 inches
TIRES, FRONT: 32x3½ in.

TIRES, REAR: 32x4 in.
STEERING: Wheel, worm and gear
BRAKES: Two foot and one electric
SPRINGS: Long semi-elliptic
FRAME: Pressed steel
MOTOR: One, special

CURRENT SUPPLY: 30 cells, 11 M. V. oxide
GEARING: Herringbone type
SPEED: 5 to 18 miles per hour
DRIVE: Direct

Electric Phaeton, Model 1.

S. R. Bailey & Co., Amesbury, Mass.

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

PRICE: \$2,000
BODY: Queen phaeton
SEATS: 2 persons
WEIGHT: 1,500 pounds
WHEEL BASE: 72 inches
TREAD: 54 inches

TIRES, FRONT: 34 x 3 inches
TIRES, REAR: 34 x 3 inches
STEERING: Wheel
BRAKES: Band to motor and rear wheels
SPRINGS: Half-elliptic

FRAME: Pat. angle and tee steel
CURRENT SUPPLY: Storage battery
SPEEDS: 4, ahead and back, up to 18 m. p. h.
DRIVE: Double chain



Studebaker, Model 15a. Studebaker Automobile Co., South Bend, Indianapolis, Ind.

PRICE: \$2,200
BODY: Closed
SEATS: 2 persons
WEIGHT: 2,100 pounds
WHEEL BASE: 68 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches
STEERING: By side lever

BRAKES: One operating on motor drum; one operating on rear axle
SPRINGS: Front, semi-elliptic; rear, full elliptic
MOTOR RATING: 50 volts, 30 amperes
BATTERY: 28 cell, 9 plate
BATTERY ARRANGEMENT: Assembled in three trays

MOTOR SUSPENSION: Hung from body
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 3 to 13 miles per hour
DRIVE: Through medium of chain and sprockets



Pope-Waverley, Model 53B.

Pope Motor Car Co. Indianapolis, Ind.

PRICE: \$2,250
BODY: Stanhope with coupe
SEATS: 2 persons
WHEEL BASE: 76 inches
TREAD: 54 inches
TIRES, FRONT: 32x3½ inches

TIRES, REAR: 32x4 inches
STEERING: Wheel, worm and gear
BRAKES: Two foot and one electric
SPRINGS: Long semi-elliptic
FRAME: Pressed steel

MOTOR: One special
CURRENT SUPPLY: 30 cells; 11 M. V. oxide
GEARING: Herringbone type
SPEED: 5 to 18 m. p. h.
DRIVE: Direct

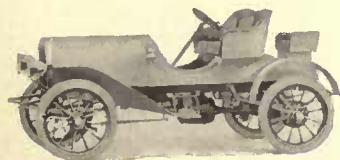


Pope-Waverley, Model 30, Station Wagon. Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$2,250
BODY: Swelled panels
SEATS: 4 persons
WHEEL BASE: 77½ inches
TREAD: 54 inches

TIRES, FRONT: 30x4 in.
TIRES, REAR: 30x4 in.
STEERING: Side lever
BRAKES: Two foot, one electric
SPRINGS: Full elliptic
MOTOR SUSPENSION: Rear axle

CURRENT SUPPLY: 41 cells of 11 P. V. oxide
GEARING: Herringbone type
SPEED: 5 to 15 m. p. h.
DRIVE: Direct



Baker Roadster, Model M.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$2,250
BODY: Wood runabout with rumble seat
SEATS: 3 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 95 inches
TREAD: 56 inches

TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x4 inches
STEERING: Wheel
BRAKES: 2 internal on rear wheel, 1 internal on transmission shaft
SPRINGS: Semi-elliptic front and rear

FRAME: Armored wood
MOTOR: 3½ H.P., 300% overload
BATTERY: 32 cells, 11 p.v.
CAPACITY: About 60 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Planetary gear reduction; shaft and bevel gear drive



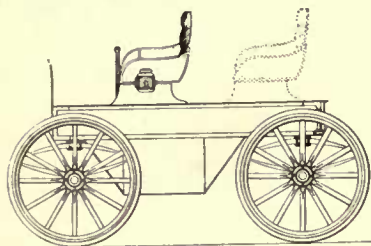
R & L Extension Front Coupe.

Rauch and Lang Carriage Co., Cleveland, Ohio

PRICE: \$2,300
BODY: Coupe
SEATS: 2 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 73 inches
TIRES, FRONT: 32 in., pneumatic
TIRES, REAR: 32 in., pneumatic
STEERING: Side lever

BRAKES: On rear wheels and emergency
SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: Pressed steel
HORSE-POWER: 1½
MOTOR: Hertner

MOTOR SUSPENSION: Under body
SPEED: 1-22 m. p. h.
DISTANCE: 75 miles
MOTOR-CONTROL: Lever at left of seat
DRIVE: Double chain from counter-shaft



"Hercules," Model 140.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$2,350
BODY: Piano box
SEATS: 2 or 4 persons
CAPACITY: 1,500 pounds
WEIGHT: 3,300 pounds
TIRES, FRONT: 36x3 inches

TIRES, REAR: 39x3½ inches
STEERING: Irreversible type
BRAKES: Internal expanding hub
SPRINGS: Full elliptic
MOTORS: Double equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
SPEEDS: 4 ahead and reverse
DRIVE: Double chain



Columbus Electric, Surrey, Model 1100, 2 1-2 H.P. Columbus Buggy Co., Columbus, O.

PRICE: \$2,400
BODY: 2-seated, open, with canopy top
SEATS: 4 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 89 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches

STEERING: Side lever
BRAKES: One on jack shaft and rear wheels
SPRINGS: Front, half platform; rear, full elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: Sub-frame
LUBRICATION: Grease all roller and Hess Bright bearings

CURRENT SUPPLY: Storage battery
MOTOR-CONTROL: Radial type, with reverse and speed control combined
SPEEDS: 16 miles per hour
DRIVE: Side chains



ELECTRIC PLEASURE CARS COSTING \$2,500 AND OVER.

Columbia Opera Bus, Mark XI.

Electric Vehicle Co., Hartford, Conn.



PRICE: \$2,500
BODY: Rear entrance bus
SEATS: 6 persons inside
WEIGHT: 5,330 pounds
WHEEL BASE: 69 inches
TREAD: 67 inches
TIRES, FRONT: 36x3½ in. solid

TIRES, REAR: 42x3½ in. solid
STEERING: Hinged tiller
BRAKES: Metallic shoe type
SPRINGS: Platform, rear; one x spring, front
FRAME: Steel
HORSE-POWER: 3.5 brake h.p.

MOTOR: One Westinghouse type, series wound, 80 V., 40 Amp.
BATTERY: 44 cells, 9 T.V. oxide
MILEAGE: 35 miles on one charge
SPEEDS: 3 forward and 3 reverse
DRIVE: Internal gear

Babcock Coupe, Model 8.

Babcock Electric Carriage Co., Buffalo, N. Y.



PRICE: \$2,500
BODY: Coupe with drop windows
SEATS: 2 persons
WEIGHT: 2,000 pounds
TIRES, FRONT: 32x3 inches
TIRES, REAR: 36x3½ inches

STEERING: Tilting wheel
BRAKES: In rear hub drums and electric by controller handle
SPRINGS: Full elliptic
MOTOR: 3 H.P. normal

BATTERY: Divided; half in front and half in rear
CAPACITY: 50 miles
CONTROLLER: 3 forward and 2 reverse speeds
DRIVE: Direct by gear

"Hercules," Model 141.

James Macnaughtan Co., Buffalo, N. Y.



PRICE: \$2,500
BODY: Landaulet
SEATS: 2 passengers
WEIGHT: 2,600 pounds
WHEEL BASE: 75 inches
TREAD: 56 inches
TIRES, FRONT: 36x3½ inches

TIRES, REAR: 36x3½ inches
STEERING: Horizontal side lever
BRAKES: Internal expanding hub
SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Wood
MOTORS: Single equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
SPEEDS: 4 forward and reverse
DRIVE: Double chain

R & L Surrey.

Rauch and Lang Carriage Co., Cleveland, Ohio



PRICE: \$2,500 (without top)
BODY: Surrey
SEATS: 4 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 91 inches
TIRES, FRONT: 32 in., pneumatic
TIRES, REAR: 32 in., pneumatic
STEERING: Wheel

BRAKES: On rear wheels
SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: Pressed steel
HORSE-POWER: 2½
MOTOR: Hertner
MOTOR SUSPENSION: Under body

DISTANCE: 50 miles
SPEED: 1-20 m. p. h.
CHANGE-GEAR CONTROL: Hand lever under steering wheel
DRIVE: Double chain from counter-shaft



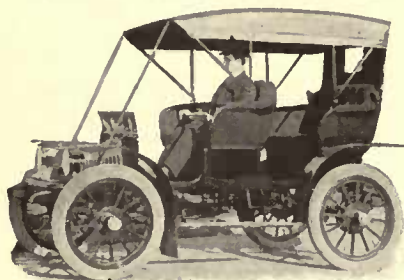
Woods Victoria,

Woods Motor Vehicle Co., Chicago, Ill.

PRICE: \$2,600
BODY: Victoria Limousine
SEATS: 3 to 5 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 80 inches
TREAD: 56 inches

TIRES, FRONT: 32x2½ solid
TIRES, REAR: 34x2½ solid
STEERING: Side lever
BRAKES: Internal expanding
SPRINGS: Woods special platform
FRAME: Armored wood
CURRENT SUPPLY: Storage battery

MOTOR-CONTROL: 4 speeds forward and reverse
TRANSMISSION: Annular ball bearings all over
SPEED: 18 miles an hour
DRIVE: Side chain



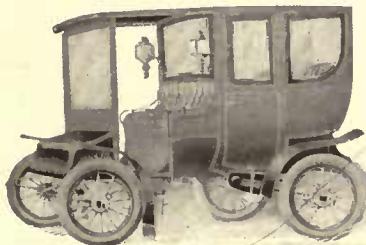
Baker Surrey.

Baker Motor Vehicle Co., Cleveland, O.

PRICE: \$2,650 (complete)
BODY: Surrey
SEATS: 4 persons
WEIGHT: 2,100 pounds
WHEEL-BASE: 86½ inches
TREAD: 53 inches

TIRES, FRONT: 36 x 3½ inches
TIRES, REAR: 36 x 4 inches
STEERING: Side lever
BRAKES: On rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel

MOTOR SUSPENSION: In front
CURRENT SUPPLY: 24-cell battery
MOTOR CONTROL: Side lever
SPEEDS: 14 and 17 m. p. h.
DRIVE: Bevel gear



Columbus Electric, Station Wagon, Model 1102, 2 1-2 H.P. Columbus Buggy Co., Columbus, O.

PRICE: \$2,950
BODY: 2-seated coupe
SEATS: 4 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 89 inches
TREAD: 54 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Side lever

BRAKES: One on jack shaft and rear wheels
SPRINGS: Front, half platform; rear, full elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: Sub-frame
CURRENT SUPPLY: Storage battery

LUBRICATION: Grease all roller and Hess Bright bearings
MOTOR-CONTROL: Radial type with reverse and speed controls combined
SPEEDS: 15 miles per hour
DRIVE: Side chain



Baker Depot Carriage.

Baker Motor Vehicle Co., Cleveland, O.

PRICE: \$3,000
BODY: Closed
SEATS: 4 persons
WEIGHT: 2,375 pounds
WHEEL-BASE: 92½ inches
TREAD: 56 inches
TIRES, FRONT: 36 x 3½ inches

TIRES, REAR: 36 x 4½ inches
STEERING: Side lever
BRAKES: On rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: In front, under hood

CURRENT SUPPLY: 24-cell battery
MOTOR CONTROL: Side lever
SPEEDS: 14 and 17 m. p. h.
DRIVE: Bevel gear



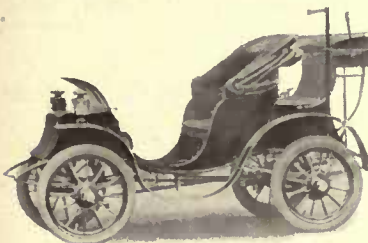
Baker Coupe.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$3,000
BODY: Front driven coupe
SEATS: 2 inside
WEIGHT: 2,400 pounds
WHEEL BASE: 92½ inches
TREAD: 56 inches

TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Side lever
BRAKES: On rear axle and transmission shaft
SPRINGS: Semi-elliptic

FRAME: Pressed steel
MOTOR: 2½ H.P.; 300% overload
BATTERY: 28 cells, 9 PV.
CAPACITY: 40 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Shaft and bevel gear



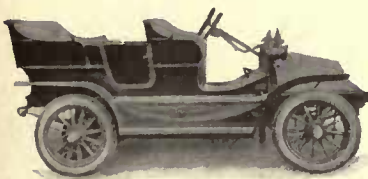
Baker Victoria.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$3,000
BODY: Victoria
SEATS: 2 persons
WEIGHT: 2,400 pounds
WHEEL BASE: 86½ inches
TREAD: 56 inches

TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4½ inches
STEERING: Side lever
BRAKES: On rear wheels and transmission shaft
SPRINGS: Semi-elliptic

FRAME: Pressed steel
MOTOR: 2½ H.P.; 300% overload
BATTERY: 28 cells, 9 PV.
CAPACITY: 40 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Shaft and bevel gear



Lansden, Type 38C.

The Lansden Co., Newark, N. J.

PRICE: \$3,400
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 91 inches
TREAD: 56 inches
TIRES, FRONT: 32x4½ inches

TIRES, REAR: 32x4½ inches
STEERING: Wheel
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptical
FRAME: Wood armored

MOTOR SUSPENSION: From frame
CONTROL: Hand wheel
MILEAGE: 50 per charge
SPEED: 16 m. p. h.
DRIVE: Side chains



Cantono Brougham.

Cantono Electric Fore Carriage Co., New York

PRICE: \$3,500
BODY: Extension brougham
SEATS: 4 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 84 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 2½ inches
TIRES, REAR: 46 x 1½ inches

STEERING: Electrical and mechanical type
BRAKES: Two on front wheels; one on rear wheels
FRAME: Usual horse-drawn carriage type
HORSE-POWER: 2½ each; 5 (2 motors) coupled
MOTOR SUSPENSION: On front axle

SPRINGS: Semi-elliptical
CURRENT SUPPLY: 44 cells, Exide
MOTOR CONTROL: Side lever, at left hand side
SPEEDS: 4 forward, 2 reverse
CHANGE-GEAR CONTROL: Control lever
DRIVE: Direct, on front wheels



Baker Brougham (Interior Driven).

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$3,500
BODY: Brougham
SEATS: 4 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 86½ inches
TREAD: 56 inches

TIRES, FRONT: 36 x 3½ inches
TIRES, REAR: 36 x 4½ inches
BRAKES: On rear wheel drums
SPRINGS: Semi-elliptic
MOTOR SUSPENSION: In front,
under bonnet

FRAME: Pressed steel
CURRENT SUPPLY: 24-cell battery
MOTOR CONTROL: Side lever
SPEEDS: 14 and 17 m. p. h.
DRIVE: Bevel gear



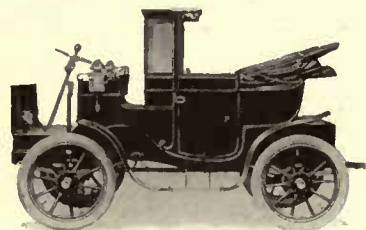
R & L Depot Wagon.

Rauch and Lang Carriage Co., Cleveland, Ohio

PRICE: \$3,500
BODY: Depot wagon
SEATS: 6 passengers
WEIGHT: 3,500 pounds
WHEEL BASE: 97 inches
TIRES, FRONT: 32 in., pneumatic
TIRES, REAR: 32 in., pneumatic

STEERING: Wheel
BRAKES: Rear wheels
SPRINGS: Semi-elliptic front; full
elliptic rear
FRAME: Pressed steel
HORSE-POWER: 2½
MOTOR: Hertner

MOTOR SUSPENSION: Under
body
DISTANCE: 50 miles
SPEEDS: From 1 to 20 m. p. h.
DRIVE: Double chain



Baker Landaulet.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$4,000
BODY: Landaulet
SEATS: 6 persons
WEIGHT: 4,000 pounds
WHEEL BASE: 89 inches
TREAD: 56 inches
TIRES, FRONT: 34 x 4 inches

TIRES, REAR: 34 x 4½ inches
STEERING: Wheel
BRAKES: Two external; two internal, rear wheels
SPRINGS: Semi-elliptical
FRAME: Pressed steel
HORSE-POWER: 5.9; 300% overload

CAPACITY: 50 miles
MOTOR SUSPENSION: Front
CURRENT SUPPLY: 40 cells, 11
M. V. battery
SPEEDS: 12, 14, 16, 20, 24 m. p. h.
CHANGE-SPEED CONTROL: On
steering wheel
DRIVE: Shaft



Baker Brougham, Model J.

Baker Motor Vehicle Co., Cleveland, Ohio

PRICE: \$4,000
BODY: Wood (front driven)
SEATS: 6 persons
WEIGHT: 4,000 pounds
WHEEL BASE: 89 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4½ inches

STEERING: Wheel
BRAKES: Two external on rear
wheels, operated by foot pedal;
2 internal on rear wheels operated
by hand lever
SPRINGS: Semi-elliptic front and
rear
FRAME: Pressed steel

MOTOR: 5.9 H.P.; 300% overload
BATTERY: 40 cells, 11 M.V.
CAPACITY: 50 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: By silent chain reduction
shaft and bevel gear



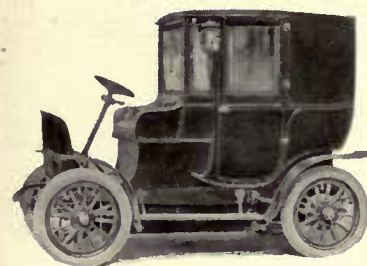
Columbia Hansom, Mark LXVIII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,000
BODY: Hansom with forward seat
SEATS: 3 persons inside
WEIGHT: 3,000 pounds
WHEEL BASE: 86 inches
TREAD: 52 inches
TIRES, FRONT: 805x105 mm.
TIRES, REAR: 820x120 mm.

STEERING: Hand wheel
BRAKES: Internal on wheel hubs
SPRINGS: Front, semi-elliptic;
rear, $\frac{3}{4}$ platform
FRAME: Pressed steel
MOTOR: Series wound, 80 v., 55
amp.

BATTERY: 44 cells, 13 M.V., Ex-
ide special
CAPACITY: 40 miles
CONTROL: Handle on steering
wheel
SPEEDS: 5 forward, 3 reverse
DRIVE: Double gear reduction,
helical type



Columbia Brougham, Mark LXVIII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,000
BODY: Front driven Brougham
SEATS: 4 persons inside
WEIGHT: 3,900 pounds
WHEEL BASE: 86 inches
TREAD: 52 inches
TIRES, FRONT: 805x105 mm.
TIRES, REAR: 820x120 mm.
STEERING: Wheel

BRAKES: On rear wheels and elec-
tric cut out
SPRINGS: Semi-elliptical
FRAME: Pressed steel
MOTOR: Series wound, 80 v., 55
amp.
MOTOR SUSPENSION: Under
body to driving axle

BATTERY: 44 cells, 13 M.V., Ex-
ide, carried in single tray under
body
CAPACITY: 40 miles
SPEEDS: 5 forward and 3 reverse
CHANGE - SPEED CONTROL:
Lever on steering column
DRIVE: Direct by gears of helical
type



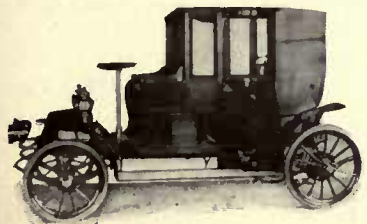
Babcock Electric, Model 7.

Babcock Electric Carriage Co., Buffalo, N. Y.

PRICE: \$4,000
BODY: Brougham
SEATS: 2-4 persons
WEIGHT: 3,500 pounds
WHEEL BASE: 72 inches
TREAD: 53 inches
TIRES, FRONT: 32 x 3 inches
TIRES, REAR: 36 x 3 $\frac{1}{2}$ inches
STEERING: Wheel

BRAKES: Electric, and internal
on rear wheels
SPRINGS: Full elliptic
FRAME: Armored wood
HORSE-POWER: 3, normal
BATTERY ARRANGEMENT:
one-half in front and one-half in
rear
MOTORS: Two

CURRENT SUPPLY: 40 cells, 15
plate
SPEED: 20 m. p. h.
CHANGE GEARS: 4 forward and
4 reverse
CONTROLLER: Operated by
handle under steering wheel



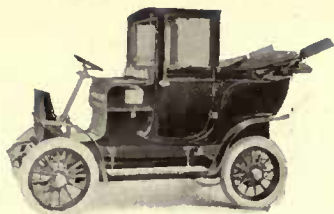
Woods Brougham.

Woods Motor Vehicle Co., Chicago, Ill.

PRICE: \$4,000
BODY: Extension brougham
SEATS: 4 persons
WEIGHT: 3,500 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches solid
TIRES, REAR: 36x3 inches solid

STEERING: Irreversible wheel
BRAKES: On countershaft and
rear wheels
SPRINGS: Platform type
FRAME: Wood with steel armor
MOTOR: 4 pole electric
MOTOR SUSPENSION: From
bronze frame

BATTERY: 40 cells, 11 M. V.
exide
DISTANCE: 50 miles per charge
MAXIMUM SPEED: 12 m. p. h.
SPEEDS: 4 forward and reverse
DRIVE: Double chain



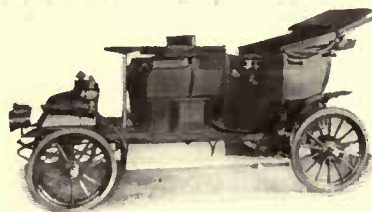
Columbia Landaulet, Mark LXVIII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,000
BODY: Landaulet
SEATS: 4 persons inside
WEIGHT: 3,900 pounds
WHEEL BASE: 86 inches
TREAD: 52 inches
TIRES, FRONT: 805x105 mm.
TIRES, REAR: 820x120 mm.

STEERING: Wheel
BRAKES: On rear wheels and electric cut out
SPRINGS: Semi-elliptical
FRAME: Pressed steel
MOTOR: Series wound, 80 v., 55 amp.

BATTERY: 44 cells, 13 M.V., Exide
CAPACITY: 40 miles
CONTROL: Lever on steering column
SPEEDS: 5 forward and 3 reverse
DRIVE: Gears of helical type; double reduction



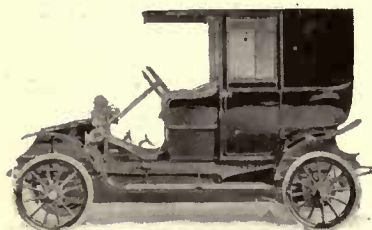
Woods Landaulette.

Woods Motor Vehicle Co., Chicago, Ill.

PRICE: \$4,000
BODY: Extension landaulette
SEATS: 2 inside, and 2 outside
WEIGHT: 3,500 pounds
WHEEL BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 in. solid
TIRES, REAR: 36x3 in. solid

STEERING: Irreversible wheel
BRAKES: Countershaft band, and internal on rear wheels
SPRINGS: Platform type
FRAME: Wood with steel armor
MOTOR: 4 pole electric
MOTOR SUSPENSION: On bronze frame

BATTERY: 40 cells, 11 M. V. Exide
DISTANCE: 50 miles on one charge
MAXIMUM SPEED: 17 m. p. h.
SPEEDS: 4 forward and reverse
DRIVE: Double chain



Lansden, Type 98CC.

The Lansden Co., Newark, N. J.

PRICE: \$4,000
BODY: Limousine
SEATS: 4 inside
WEIGHT: 3,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches, solid rubber
TIRES, REAR: 32x3 inches, solid rubber

TIRES, REAR: 32x3 inches, solid rubber
STEERING: Wheel
BRAKES: On countershaft and rear hub drums
SPRINGS: Semi-elliptical
FRAME: Armored wood

MOTOR SUSPENSION: From frame
CONTROL: Hand wheel
MILEAGE: 50 per charge
SPEED: 20 m. p. h.
DRIVE: Side chains



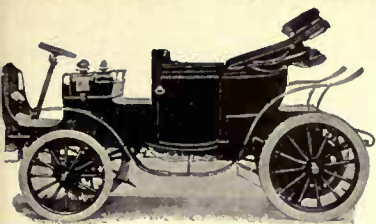
Lansden, Type 40CC.

The Lansden Co., Newark, N. J.

PRICE: \$4,000
BODY: Limousine
SEATS: 6 persons
WEIGHT: 3,300 pounds
WHEEL BASE: 88 inches
TREAD: 56 inches
TIRES, FRONT: 32x4½ inches

TIRES, REAR: 32x4½ inches
STEERING: Wheel
BRAKES: On countershaft and internal on rear hubs
SPRINGS: Semi-elliptic
FRAME: Wood armored

MOTOR SUSPENSION: From frame
CONTROL: Hand wheel
MILEAGE: 40 per charge
SPEED: Up to 20 m. p. h.
DRIVE: Side chains



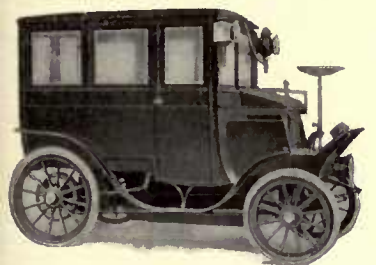
Gallia Electric.

Gallia Electric Carriage Co., New York.

PRICE: \$5,000
BODY: Landaulet, victoria or cab
SEATS: 4 persons
WEIGHT: 4,000 pounds
WHEEL BASE: 90 inches
TREAD: 59 inches
TIRES, FRONT: 870x90 mm.

TIRES, REAR: 1020x120 mm.
STEERING: Worm and sector
BRAKES: 5, electrical and mechanical
SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Pressed steel

MOTORS: Compound
BATTERY: Capacity, 240 to 250 ampere hours
MILEAGE: 50 to 60 miles on one charge
SPEEDS: 8 forward, 1 reverse
DRIVE: Direct on wheels



Columbia 8 Passenger Private Bus.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$6,000
BODY: Side entrance
SEATS: 8 passengers
WEIGHT: 5,500 pounds
WHEEL BASE: 70 inches
TREAD: 67 inches
TIRES, FRONT: 36x3½ in. solid

TIRES, REAR: 42x3½ in. solid
STEERING: Wheel
BRAKES: Two sets on rear wheels
SPRINGS: Full elliptic, front; ¾ elliptic, rear
FRAME: Steel

BATTERY: Exide
CONTROL: From steering column
SPEEDS: 3 forward and 3 reverse
DRIVE: Direct



Lansden, Model 56, "The Electrette"

The Lansden Co., Newark, N. J.

PRICE: Given by maker upon application
BODY: Aluminum, with top
SEATS: 2 persons
WEIGHT: 1,850 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches

TIRES, FRONT: 3¼x30, pneumatic
TIRES, REAR: 3½x30, pneumatic
STEERING: Irreversible
BRAKES: Band on countershaft; internal expanding on rear hubs

SPRINGS: 1½x6 in. semi-elliptic
FRAME: Wood, armored
MOTOR SUSPENSION: Single motor on frame
SPEEDS: 3 forward, 2 back
DRIVE: Chain





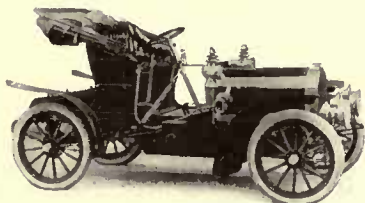
Renault, Model 1, 8-9 H.P.

The Renault Freres Selling Branch, New York

PRICE: \$2,100 (chassis)
BODY: To order
WEIGHT: 1,250 pounds
WHEEL BASE: 100 inches
TREAD: 50 inches
TIRES, FRONT: 800x85 mm.
TIRES, REAR: 800x85 mm.
STEERING: Irreversible
BRAKES: On rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 75 mm. STROKE: 120 mm.
CYLINDERS: 2 vertical, in a pair
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Direct from frame
COOLING: Thermo-siphon system
IGNITION: Jump spark
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Constant level, automatic
LUBRICATION: Pump feed, automatic
MOTOR-CONTROL: Throttle
CLUTCH: Internal cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Napier Runabout, 18-20 H.P. Napier Motor Co. of America, Jamaica Plain, Mass.

PRICE: \$2,350 (with top)
BODY: Straight line, runabout
SEATS: 2 persons
WEIGHT: 1,500 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 1/2 inches
TIRES, REAR: 32x3 1/2 inches
STEERING: Worm and sector
BRAKES: Transmission and rear hub
SPRINGS: Semi-elliptical
FRAME: Angle steel

BORE: 3 1/4 in.; STROKE: 4 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlet automatic; exhaust on side
MOTOR SUSPENSION: Motor feet to sub-frame
COOLING: Water, cellular cooler
IGNITION: Jump spark; Napier single-coil synchronized ignition
CURRENT SUPPLY: Storage battery
CARBURETER: Float feed; automatic regulator

LUBRICATION: Mechanical force feed; gear pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; metal to metal
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Sliding lever
DRIVE: Shaft



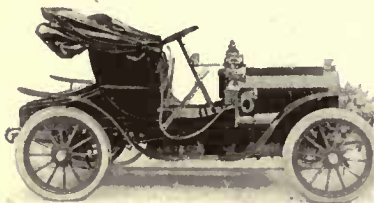
French Mors, Model 1, 10 H.P.

Cryder & Co., New York

PRICE: \$2,500 (chassis)
BODY: Landalette or cab
SEATS: 4 persons
WEIGHT: 1,550 pounds
WHEEL BASE: 86 1/2 inches
TREAD: 56 inches
TIRES, FRONT: 810x90 mm.
TIRES, REAR: 810x90 mm.
STEERING: Irreversible
BRAKES: On differential and rear wheels

SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; flanged radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto

CARBURETER: Special
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle by pedal and lever
CLUTCH: Friction cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

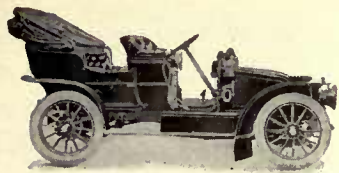


Napier Runabout, 18-20 H.P. Napier Motor Co. of America, Jamaica Plain, Mass.

PRICE: \$2,500
BODY: Victoria, runabout, with leather top
SEATS: 3 persons
WEIGHT: 1,600 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 1/2 inches
TIRES, REAR: 32x3 1/2 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hub
SPRINGS: Semi-elliptical

FRAME: Angle steel
BORE: 3 1/4 in.; STROKE: 4 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Inlet automatic; exhaust on side
MOTOR SUSPENSION: Motor feet to sub-frame
COOLING: Water; cellular cooler
IGNITION: Jump spark; Napier single coil synchronized ignition
CURRENT SUPPLY: Storage battery

CARBURETER: Float feed, automatic regulator
LUBRICATION: Mechanical force feed; gear pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; metal to metal
CHANGE GEAR: Sliding type; direct on high
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Sliding lever
DRIVE: Shaft



PRICE: \$2,700 (chassis)
BODY: To order
WEIGHT: 1,500 pounds
WHEEL BASE: 106 inches
TREAD: 50 inches
TIRES, FRONT: 800x85 mm.
TIRES, REAR: 810x90 mm.
STEERING: Irreversible
BRAKES: On rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 100 mm. STROKE: 120 mm.
CYLINDERS: 2, vertical, in a pair
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Direct from frame
COOLING: Water; thermo-siphon
IGNITION: Jump spark
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

Renault, Model 3, 10-14 H.P.

The Renault Freres Selling Branch, New York



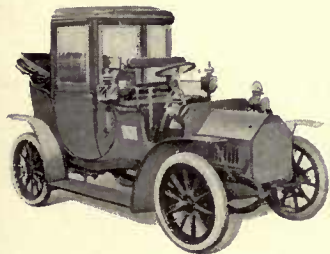
PRICE: \$3,200 (chassis)
BODY: To order
WEIGHT: 1,500 pounds
WHEEL BASE: 106 inches
TREAD: 50 inches
TIRES, FRONT: 800x85 mm.
TIRES, REAR: 810x90 mm.
STEERING: Irreversible
BRAKES: On rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 75 mm. STROKE: 120 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; thermo-siphon
IGNITION: Jump spark
CURRENT SUPPLY: Magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

Stoewer, 18 H.P.

Argus Import Motor Co., New York



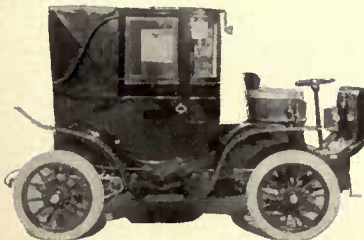
PRICE: \$3,500
BODY: Landaulet
SEATS: 4, in rear
WEIGHT: 2,000 pounds
WHEEL BASE: 115 inches
TREAD: 58 inches
TIRES, FRONT: 810x100 m.m.
TIRES, REAR: 810x100 m.m.
STEERING: Worm and gear
BRAKES: Expanding type
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 104 m.m. STROKE: 110 m.m.
CYLINDERS: 4, vertical
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Frame
COOLING: Water
IGNITION: Make and break
CURRENT SUPPLY: Bosch magneto

LUBRICATION: Pressure feed
MOTOR-CONTROL: Throttle and spark, foot accelerator
CLUTCH: Leather cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

French Mors, Model 2, 15 H.P.

Cryder & Co., New York



PRICE: \$3,550 (chassis)
BODY: Town or touring
SEATS: 4 or 5 persons
WEIGHT: 1,650 pounds
WHEEL BASE: 128 inches
TREAD: 56 inches
TIRES, FRONT: 810x90 mm.
TIRES, REAR: 810x90 mm.
STEERING: Irreversible
BRAKES: On differential and rear wheels

SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; flanged radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto
CARBURETER: Special

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Throttle by pedal and lever
CLUTCH: Special metallic
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Panhard & Levassor, Model K. G., 15 H.P.

Panhard & Levassor, New York

PRICE: \$3,600 (chassis)
 BODY: Landaulette-limousine
 SEATS: 5 persons
 WHEEL BASE: 109 inches
 TREAD: 54 inches
 TIRES, FRONT: 34x3½ inches
 TIRES, REAR: 34x4½ inches
 STEERING: Worm and sector
 BRAKES: Differential and rear hubs
 SPRINGS: Front, semi-elliptical; rear, platform
 FRAME: Armored wood

BORE: 90 mm.; STROKE: 130 mm.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENTS: Inlets in heads; exhausts in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery
 CARBURETER: Krebs

LUBRICATION: Mechanical force-feed oiler; gear driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Conical
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and 1 reverse
 CHANGE-GEAR CONTROL: Speed lever and brake lever
 DRIVE: Side chains



Fiat, 15 H.P. Chassis

The Hol-Tan Co., New York

PRICE: \$3,750
 BODY: Optional
 WEIGHT: 1808 pounds (chassis)
 WHEEL BASE: 121 inches
 TREAD: 54 inches
 TIRES, FRONT: 810x90 mm.
 TIRES, REAR: 820x120 mm.
 STEERING: Worm and sector
 BRAKES: On transmission and rear wheels
 SPRINGS: Semi-elliptical

FRAME: Pressed steel
 BORE: 3½ in.; STROKE: 4¹³/₁₆ in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Bolted to frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Magneto

CARBURETER: Automatic
 LUBRICATION: Mechanical
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and 1 reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



French Mors, Model 3, 17 H.P.

Cryder & Co., New York

PRICE: \$4,000 (chassis)
 BODY: Touring or closed
 SEATS: 5 to 7 persons
 WEIGHT: 1,800 pounds
 WHEEL BASE: 112 inches
 TREAD: 54 inches
 TIRES, FRONT: 880x120 mm.
 TIRES, REAR: 820x120 mm.
 STEERING: Irreversible
 BRAKES: On transmission shaft and rear hubs

SPRINGS: Semi-elliptic
 FRAME: Pressed nickel steel
 CYLINDERS: 4 vertical
 MOTOR SUSPENSION: Main frame
 COOLING: Water; flanged radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Mors magneto
 CARBURETER: Automatic

LUBRICATION: Force feed
 MOTOR-CONTROL: Throttle pedal and lever on wheel
 CLUTCH: Metallic
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Chain



Darracq, 15-20 H.P.

Darracq Motor Car Co., New York

PRICE: \$4,250
 BODY: With runabout body
 WHEEL BASE: 112 inches
 TREAD: 52 inches
 TIRES, FRONT: 810x90 mm.
 TIRES, REAR: 820x120 mm.
 STEERING: Worm and segment
 BRAKES: On shaft and rear hub drums
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 90 mm.

STROKE: 120 mm.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; honeycomb radiator
 IGNITION: Double system
 CURRENT SUPPLY: High tension, accumulator; low tension, magneto

CARBURETER: Float feed type
 LUBRICATION: Forced feed
 MOTOR-CONTROL: Throttle lever
 CLUTCH: Leather faced type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Handle on quadrant under steering wheel
 DRIVE: Shaft



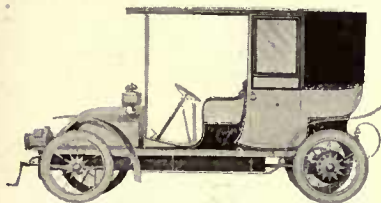
Renault, Model 4, 14-20 H.P.

Renault Freres Selling Branch, New York

PRICE: \$4,500 (chassis)
 BODY: To order
 SEATS: 5 to 7 persons
 WEIGHT: 1,900 pounds
 WHEEL BASE: 120 inches
 TREAD: 55 inches
 TIRES, FRONT: 875x105 mm.
 TIRES, REAR: 875x105 mm.
 STEERING: Irreversible
 BRAKES: Transmission and rear
 hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 90 mm. STROKE: 120 mm.
 CYLINDERS: 4 vertical, cast in
 pairs
 VALVE ARRANGEMENT: Same
 side
 MOTOR SUSPENSION: Main
 frame
 COOLING: Water, thermo-siphon
 IGNITION: Jump spark
 CURRENT SUPPLY: Simms-Bosch
 magneto
 CARBURETER: Automatic

LUBRICATION: Force feed
 MOTOR-CONTROL: Throttle
 CLUTCH: Cone type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 (for town); 4 forward and re-
 verse (touring type)
 CHANGE-GEAR CONTROL: Pro-
 gressive system
 DRIVE: Shaft



C. G. V., 14-18 H.P.

Charron, Girardot & Voigt, 1849 B'way, N. Y.

PRICE: \$4,500 (chassis)
 BODY: Coupé or town car
 SEATS: 4 persons
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and nut
 BRAKES: On transmission and
 rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Wood and steel

CYLINDERS: 4 vertical, indi-
 vidual
 VALVE ARRANGEMENT: On
 same side
 MOTOR SUSPENSION: From
 main frame
 COOLING: Water; cellular radia-
 tor
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto

CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and
 throttle
 CLUTCH: Leather cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Se-
 lective system
 DRIVE: Shaft



Aster, 22 H.P.

Aster & Co., New York

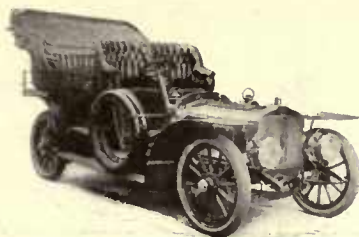
PRICE: \$4,500 chassis
 BODY: Optional
 SEATS: 4 to 7 persons
 WEIGHT: 2,000 pounds, chassis
 WHEEL BASE: 117 inches
 TREAD: 56 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and segment
 BRAKES: On transmission and rear
 hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 3 3/4 in.; STROKE: 5 1/2 in.
 CYLINDERS: 4, cast singly
 VALVE ARRANGEMENT: On op-
 posite sides
 MOTOR SUSPENSION: From sub
 frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark and make-
 and-break
 CURRENT SUPPLY: Magneto and
 batteries

CARBURETER: Float feed type
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and
 throttle
 CLUTCH: Cone, leather faced
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Pro-
 gressive system
 DRIVE: Shaft



IMPORTED GASOLINE PLEASURE CARS COSTING FROM \$5,000 TO \$6,499.



Clement-Bayard, 24 H.P.

Sidney B. Bowman Auto Co., New York

PRICE: \$5,000
BODY: New "convex" touring type
SEATS: 5 regularly
WHEEL BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 870x90 mm.
TIRES, REAR: 875x105 mm.
STEERING: Nut and screw type
BRAKES: Internal expanding
SPRINGS: Semi-elliptical, front; platform type, rear

FRAME: Pressed steel
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Supplementary frame
COOLING: Water; honeycomb radiator
IGNITION: Double jump spark
CURRENT SUPPLY: Magneto and battery

CARBURETER: Clement compensating air control
LUBRICATION: Pressure feed
MOTOR-CONTROL: By throttle
CLUTCH: Clement disc type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and 1 reverse
CHANGE-GEAR CONTROL: By side lever
DRIVE: Shaft



Bianchi, 20-30 H.P.

Percy Owen, Inc., New York

PRICE: \$5,000 (chassis)
BODY: To order
SEATS: 2 to 7 persons
WEIGHT: 1,800 pounds (chassis)
WHEEL BASE: 120 inches
TREAD: 55 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 875x105 mm.
STEERING: Worm and gear
BRAKES: On transmission, countershaft and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 110 mm. STROKE: 130 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Isotta Fraschini, 22 H.P.

Smith & Mabley, Inc., New York

PRICE: \$5,000
BODY: Optional
SEATS: 2 to 7 persons
WEIGHT: 1,760 pounds (chassis)
WHEEL BASE: 118 inches
TREAD: 55 inches
TIRES, FRONT: 870x90 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and gear
BRAKES: On differential and rear wheels
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 105 mm.; STROKE: 130 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CARBURETER: Automatic

CURRENT SUPPLY: Simms-Bosch magneto
LUBRICATION: Pressure feed
MOTOR-CONTROL: Foot accelerator, spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

Brasier, 15-20 H. P.

E. B. Gallaher, New York

PRICE: \$3,300 (chassis)
BODY: To order
SEATS: 5 persons
WEIGHT: 1,750 pounds (chassis)
WHEEL BASE: 106 inches
TREAD: 52½ inches
TIRES, FRONT: 815x105 mm.
TIRES, REAR: 815x105 mm.
BRAKES: On driving shaft and rear wheels
SPRINGS: Semi-elliptic, front; ¾ elliptic, rear

FRAME: Pressed steel
BORE: 75 mm. STROKE: 120 mm.
CYLINDERS: 4 in pairs
VALVE ARRANGEMENT: On right side
MOTOR SUSPENSION: Tubular sub-frame
COOLING: Water; tubular fin radiator
IGNITION: Make and break, low tension
CURRENT SUPPLY: Magneto

CARBURETER: Brasier, automatic diaphragm
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle only on steering wheel, foot accelerator
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

Delaunay-Belleville, 20 H.P.

Palais de L'Automobile, 1778 Broadway, New York



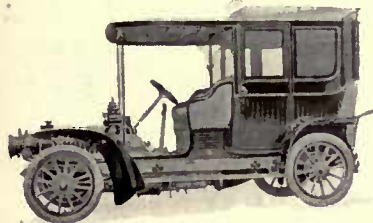
PRICE: (Chassis), \$5,100.
BODY: Side entrance, body as desired
SEATS: 6 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 116 inches
TREAD: 54 inches in front, 55 inches rear
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: With double-threaded screw
BRAKES: Expansion brakes

SPRINGS: 37 inches in front and 35 inches, rear
FRAME: Pressed steel
BORE: $3\frac{3}{4}$ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports
MOTOR SUSPENSION: On frame
COOLING: Water; gear - driven centrifugal pump and fan
IGNITION: Make-and-break
CURRENT SUPPLY: Magneto

CARBURETER: With automatic mixture regulation
LUBRICATION: Under pressure by means of oscillating pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction cone type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and a reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain

Delaunay-Belleville, 20-H.P.

Palais de L'Automobile, 1778 Broadway, New York



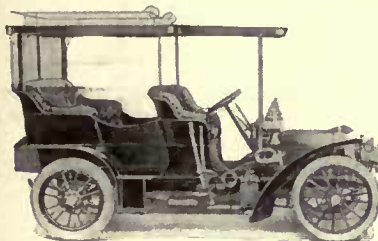
PRICE: (chassis), \$5,100
BODY: To order
SEATS: 6 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 119 inches
TREAD: 54 in. front, 55 in. rear
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: With double-threaded screw
BRAKES: Expansion brakes
SPRINGS: 37 inches front and 35 inches rear

FRAME: Pressed steel
BORE: $3\frac{3}{4}$ in. STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports
MOTOR SUSPENSION: On frame
COOLING: Gear driven centrifugal pump and fan
IGNITION: Make-and-break
CURRENT SUPPLY: Magneto
CARBURETER: With automatic mixture regulation

LUBRICATION: Under pressure by means of oscillating pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction cone type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and a reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Cardan shaft

Rochet-Schneider, 16-20 H.P.

Auto Import Co., New York



PRICE: \$5,200 (chassis)
BODY: Optional
SEATS: 2 to 7 persons
WHEEL-BASE: 114 inches
TREAD: 57 inches
TIRES, FRONT: 810 x 90 mm.
TIRES, REAR: 810 x 90 mm.
STEERING: Worm and gear
BRAKES: 3; band, enclosed
SPRINGS: Semi-elliptic, front: platform, rear
FRAME: Steel

BORE: 100 mm. STROKE: 120 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: High-tension magneto
CARBURETER: Automatic

LUBRICATION: Geared pump
MOTOR CONTROL: Spark and gas on wheel and foot accelerator
CLUTCH: Leather cone
CHANGE GEAR: Sliding type
SPEEDS: 3 and reverse
CHANGE - GEAR CONTROL: Lever; selective system
DRIVE: Shaft

Darracq, 20-32 H.P.

Darracq Motor Car Co., New York



PRICE: \$5,250
BODY: With runabout body
WEIGHT: 2,050 pounds
WHEEL BASE: 120 inches
TREAD: 53 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and segment
BRAKES: On driving shaft and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 112 mm.
STROKE: 120 mm.
CYLINDERS: 4, vertical in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; gilled tube radiator
IGNITION: Double system
CURRENT SUPPLY: Accumulator and magneto

CARBURETER: Float feed, spray nozzle
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather friction type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Handle under steering wheel
DRIVE: Shaft



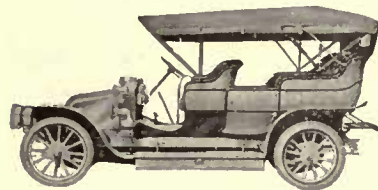
Aster, 30-35 H.P.

Aster & Co., New York

PRICE: \$5,500 (chassis)
BODY: Optional
SEATS: 4 to 7 persons
WEIGHT: 2,250 pounds (chassis)
WHEEL-BASE: 117 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and segment
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 4 1/4 in.; STROKE: 5 1/2 in.
CYLINDERS: 4, cast singly
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tubular radiator
IGNITION: Jump spark and make-and-break
CURRENT SUPPLY: Magneto and batteries

CARBURETER: Float feed type
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Renault, Model 5, 20-30 H.P.

Renault Freres Selling Branch, New York

PRICE: \$5,500 (chassis)
BODY: Optional
SEATS: 5 to 7 persons
WEIGHT: 2,375 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 880x120 mm.
STEERING: Irreversible
BRAKES: Transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 100 mm.; STROKE: 140 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Main frame
COOLING: Water; thermo siphon system
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



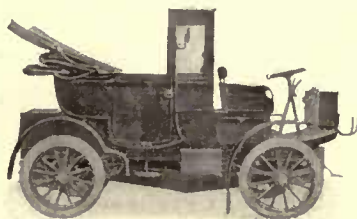
French Mors, Model 4, 28-36 H.P.

Cryder & Co., New York.

PRICE: \$5,500 (chassis)
BODY: To order
SEATS: 7 persons
WEIGHT: 1,920 pounds
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Irreversible
BRAKES: On differential shaft and rear wheels

SPRINGS: 3 spring suspension
FRAME: Pressed steel
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; flanged radiator
IGNITION: Make and break
CURRENT SUPPLY: Mors magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle pedal and lever
CLUTCH: Metallic
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Chains



C. G. V., 20-25 H.P.

Charron, Girardot & Voigt, New York

PRICE: \$5,500 (complete)
BODY: Landauette or coupe
SEATS: 4 persons
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and nut
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptic
FRAME: Wood and steel

CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Under body
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Chain



Fiat, 20 H.P. Chassis.

PRICE: \$5,500 (chassis)
 BODY: Optional
 SEATS: 2 to 7 persons
 WEIGHT: 2,500 lbs. (chassis)
 WHEEL-BASE: 111, 123 and 131 inches
 TREAD: 54 inches
 TIRES, FRONT: 910 x 90 mm.
 TIRES, REAR: 920 x 120 mm.
 STEERING: Worm and sector
 BRAKES: On differential and rear wheels

SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 120 mm. STROKE: 135 mm.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Bolted to frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break

CURRENT SUPPLY: Low tension magneto
 CARBURETER: Automatic
 LUBRICATION: Mechanical
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double side chain



Darracq, 20-32 H.P.

PRICE: \$5,750 with runabout body
 BODY: To order
 SEATS: 5 to 7 persons
 WEIGHT: 2,950 lbs.
 WHEEL-BASE: 120 inches
 TREAD: 53 inches
 TIRES, FRONT: 880 x 120 mm.
 TIRES, REAR: 880 x 120 mm.
 STEERING: Worm and segment
 BRAKES: On transmission shaft and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 112 mm. STROKE: 120 mm.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; gilled tube radiator
 IGNITION: High and low tension

CARBURETER: Float feed
 CURRENT SUPPLY: Magneto and accumulator
 LUBRICATION: Force feed
 MOTOR CONTROL: Throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



Hotchkiss, Model J. J., 20-30 H.P.

PRICE: \$5,750, with Standard runabout body
 BODY: Optional
 SEATS: 2 to 5 persons
 WEIGHT: 2,340 pounds
 WHEEL BASE: 118 inches
 TREAD: 56 inches
 TIRES, FRONT: 875x105 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Worm and sector
 BRAKES: On transmission and rear wheels

SPRINGS: Semi-elliptical
 FRAME: Pressed nickel steel
 BORE: 115 mm.; STROKE: 120 mm.
 CYLINDERS: 4, in pairs
 VALVE ARRANGEMENT: Mechanical
 COOLING: Water; gear driven pump; special honeycomb radiator
 IGNITION: Jump spark
 CARBURETER: Hotchkiss

CURRENT SUPPLY: Eisemann magneto
 LUBRICATION: Gear driven pump
 MOTOR-CONTROL: Throttle
 CLUTCH: Cone, with universal joint
 CHANGE GEAR: Slid'ng type
 SPEEDS: 4 and reverse
 CHANGE-GEAR CONTROL: Selective type
 DRIVE: Direct.



Itala, 22 H.P. Chassis.

PRICE: \$6,000 (chassis)
 WEIGHT: 2,200 pounds
 WHEEL BASE: 116 inches
 TREAD: 56 inches
 TIRES, FRONT: 870x90 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Worm and sector
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 4 1/4 in.; STROKE: 5 1/4 in.
 CYLINDERS: 4 vertical (pairs)
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms Bosch magneto

CARBURETER: Automatic
 LUBRICATION: Dredger oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft

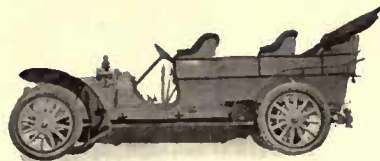
The Hol-Tan Co., New York

Darracq Motor Car Co., New York

Archer & Co., New York

Itala Import Co., New York

Delaunay-Belleville 28-32 H.P. Palais de L'Automobile, 1778 Broadway, New York



PRICE: \$6,000 (touring)
 DEMI-LIMOUSINE: \$6,500 complete with top
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 3,700 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x5 inches
 TIRES, REAR: 34x5 inches
 STEERING: Worm and sector
 BRAKES: Three. Band on differential; expanding and contracting on rear wheels

SPRINGS: Semi-elliptical front; platform rear
 FRAME: Pressed channel steel
 BORE: 5 in. STROKE: 6 in.
 CYLINDERS: Four vertical in front
 VALVE ARRANGEMENT: Inlets and exhausts in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water
 IGNITION: Two systems; make and break. Jump spark
 CURRENT SUPPLY: Magneto.

make and break. Batteries, jump spark
 CARBURETER: Special automatic
 LUBRICATION: Mechanical force feed oiler
 MOTOR-CONTROL: Hand throttle and foot pedal
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: Four forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Double side chains

Panhard & Levassor, Model K. L., 24 H.P.

Panhard & Levassor, New York



PRICE: \$6,000 (chassis)
 BODY: Grand Limousine
 SEATS: 7 persons
 WHEEL BASE: 124 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: Differential and emergency
 SPRINGS: Front, semi-elliptical; rear, platform

FRAME: Armored wood
 BORE: 110 mm.; STROKE: 140 mm.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets in heads; exhausts in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Krebs
 LUBRICATION: Mechanical force feed oiler, gear driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Steel
 CHANGE GEAR: Sliding, annular hall bearings
 SPEEDS: 4 forward and reverse
 CHANGE - GEAR CONTROL: Speed lever and brake lever
 DRIVE: Side chains

Mercedes Simplex; 20-24 H.P.

Mercedes Import Co., New York



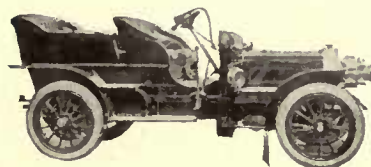
PRICE: \$6,200
 BODY: Built for coupés
 WEIGHT: 2,500 pounds
 WHEEL BASE: 135 inches
 TREAD: 56 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From hangers from main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms Bosch magneto

LUBRICATION: Force feed
 MOTOR-CONTROL: Throttle and governor
 CLUTCH: Coil spring
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains

English Daimler, Type B, 30 H.P.

English Daimler Co., New York



PRICE: \$6,300 (chassis)
 BODY: Side entrance tonneau
 SEATS: 5 persons
 WEIGHT: 2,240 pounds
 WHEEL BASE: 114 inches
 TREAD: 56 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Wheel
 BRAKES: 4 external

SPRINGS: Semi-elliptic
 FRAME: Steel
 BORE: 130 mm. STROKE: 150 mm.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: Mechanical; opposite sides
 MOTOR SUSPENSION: 3 point
 COOLING: Water; gilled tube radiator

IGNITION: Jump spark
 CURRENT SUPPLY: Magneto
 CARBURETER: Daimler
 LUBRICATION: Gravity feed
 CLUTCH: Cone
 CHANGE GEAR: Sliding
 SPEEDS: 4
 CHANGE-GEAR CONTROL: Selective
 DRIVE: Double chain



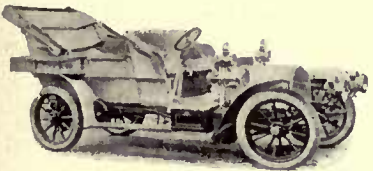
Delahaye, Model 22, 18-24 H.P.

DeBarre's Automobile Co., N. Y.

PRICE: \$6,500 (chassis)
BODY: To order
WEIGHT: 1,800 pounds
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 98 mm. STROKE: 120 mm.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Double system
CURRENT SUPPLY: Simms Bosch magneto and storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Detachable special
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain



Rossel, 28-35 H.P.

Rossel Co. of America, New York

PRICE: \$6,750 (chassis)
BODY: Made to order
SEATS: 2 to 8 persons
WEIGHT: 1,870 pounds (chassis)
WHEEL BASE: 112 inches
TREAD: 53 inches
TIRES, FRONT: 870x90 mm.
TIRES, REAR: 880x120 mm.
STEERING: Rack and worm
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed chrome nickel steel
BORE: 120 mm.; STROKE: 120 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break, or Caron system

CURRENT SUPPLY: Magneto
CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Throttle
CLUTCH: Multiple metallic disc, or leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Hotchkiss, Model J, 35 H.P.

Archer & Co., New York

PRICE: \$6,750, with Standard runabout body
BODY: To order
SEATS: 2 to 7 persons
WEIGHT: 2,340 pounds (chassis)
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed nickel steel
BORE: 125 mm.; STROKE: 125 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Direct from frame
COOLING: Water, gear driven pump; radiator, special honeycomb
IGNITION: Jump spark
CARBURETER: Hotchkiss

CURRENT SUPPLY: Eisemann magneto
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle
CLUTCH: Cone, with universal joint
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Direct

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

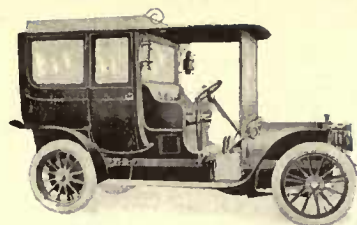
Brasier, 16, 26, 32, H.P.

E. B. Gallaher, New York

PRICE: \$4,900 (chassis)
BODY: To order
SEATS: 5 to 7 persons
WEIGHT: 2,100 pounds (chassis)
WHEEL BASE: 118 inches
TREAD: 55 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 875x105 mm.
BRAKES: On jack shaft, and on rear wheels
SPRINGS: Semi-elliptic front; $\frac{3}{4}$ elliptic rear

FRAME: Pressed steel
BORE: 90 mm. STROKE: 120 mm.
CYLINDERS: 4 in pairs
VALVE ARRANGEMENT: On right side
MOTOR SUSPENSION: Tubular sub-frame
COOLING: Water; tubular fin radiator
IGNITION: Make and break; low tension
CURRENT SUPPLY: Magneto

CARBURETER: Brasier automatic diaphragm
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle on wheel, and foot accelerator
CLUTCH: Cone; leather faced
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



Pilain, 18-25 H.P.

PRICE: \$7,000 (chassis)
BODY: To order
WEIGHT: 1,800 pounds
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 100 mm. STROKE: 130 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: Mechanical, opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Simms Bosch magneto
CARBURETER: Special
LUBRICATION: Special
MOTOR-CONTROL: Throttle
CLUTCH: Metal to metal segment
CHANGE GEAR: Double cog, giving direct on 3rd-4th speeds
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Sliding side lever
DRIVE: Spur gear



Martini, 28-32 H.P.

PRICE: \$7,000
BODY: To order
SEATS: Five or seven
WEIGHT: 2,800 pounds
WHEEL BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 875x105 mm.
STEERING: Worm and segment
BRAKES: One on differential; two emergency
SPRINGS: 5 elliptical

FRAME: Pressed steel
BORE: 105 mm. STROKE: 130 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: 2 steel yokes
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Automatic
LUBRICATION: Sight feed to motor
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather
CHANGE GEAR: Sliding
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Chain

Palmer & Christie, New York



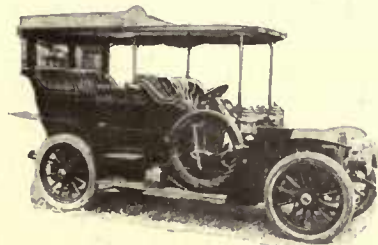
Isotta Fraschini, 35 H.P.

PRICE: \$7,000
BODY: Optional
SEATS: 5-7 persons
WEIGHT: 1,870 pounds (chassis)
WHEEL BASE: 120 inches
TREAD: 55 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and gear
BRAKES: 3, on transmission and counter-shaft and rear wheels, water cooled

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 130 mm.; STROKE: 150 mm.
CYLINDERS: 4, arranged in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Automatic
LUBRICATION: Pressure feed
MOTOR-CONTROL: Foot accelerator and spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Lever; selective system
DRIVE: Double chain

Smith & Mabley, Inc., New York



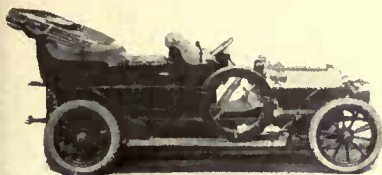
Rochet-Schneider, 30-35 H.P.

PRICE: \$7,000 (runabout)
BODY: Optional
SEATS: 2 to 7 persons
WHEEL BASE: 118 inches
TREAD: 57 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and gear
BRAKES: 4; band, enclosed
SPRINGS: Semi-elliptic, front; platform, rear
FRAME: Pressed steel

BORE: 120 mm. STROKE: 160 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From sub-frame
COOLING: Water; cellular radiator
IGNITION: Make and break
CURRENT SUPPLY: Magneto
CARBURETER: Automatic

LUBRICATION: Geared pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain

Auto Import Co., New York



De La Buire, 35-50 H.P.

PRICE: \$7,000 (chassis)
 BODY: To order
 SEATS: 2 to 7 persons
 WEIGHT: 2,200 pounds
 WHEEL BASE: 120 inches
 TREAD: 55 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 935x135 mm.
 STEERING: Rack and worm
 BRAKES: On countershaft and rear hubs
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 130 mm. STROKE: 140 mm.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; "Apprin" radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: Automatic
 LUBRICATION: Gravity feed
 MOTOR-CONTROL: Throttle
 CLUTCH: Expanding segment
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains



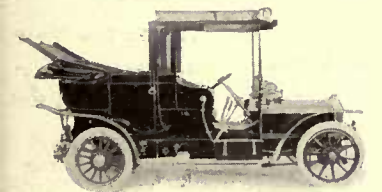
Itala, 35 H.P. Chassis

PRICE: \$7,000 (chassis)
 WEIGHT: 2,600 pounds
 WHEEL BASE: 124 inches
 TREAD: 55 inches
 TIRES, FRONT: 870x90 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Worm and sector
 BRAKES: Two on transmission and rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 5 1/4 in.; STROKE: 5 3/4 in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; cellular radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms Bosch magneto

Itala Import Co., New York

CARBURETER: Automatic
 LUBRICATION: Dredger oiler
 MOTOR-CONTROL: Foot and hand throttle and spark
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



Rolls Royce, 30-40 H.P.

PRICE: \$7,000 (chassis)
 BODY: To order
 WEIGHT: 1,000 pounds (chassis)
 WHEEL BASE: 110 inches
 TREAD: 56 inches
 TIRES, FRONT: 870x90 mm.
 TIRES, REAR: 895x135 mm.
 STEERING: Worm and nut
 BRAKES: On transmission and rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 4 in. STROKE: 5 in.
 CYLINDERS: Six, in pairs
 VALVE ARRANGEMENT: Inlet in tops, exhaust in side
 MOTOR SUSPENSION: Main frame
 COOLING: Water; fin radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Double batteries
 CARBURETER: Automatic

Cadillac Co. of New York

LUBRICATION: Mechanical force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather cone
 CHANGE GEAR: Sliding gears
 SPEEDS: 4 forward and reverse direct on third
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



C. G. V., 30-35 H.P.

PRICE: \$7,100 (chassis)
 BODY: Optional
 SEATS: 5 to 7 persons
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Semi elliptic
 FRAME: Wood and steel

CYLINDERS: 4 vertical, individual
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and battery

Charron, Girardot & Voigt, New York

CARBURETER: Automatic (double carbureter)
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Chain



English Daimler, Type C, 35 H.P.

English Daimler Co., New York

PRICE: \$7,300
BODY: To order
SEATS: Up to 7 persons
WEIGHT: 2,350 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
BRAKES: 4 external
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 140 mm. STROKE: 150 mm.
CYLINDERS: 4 in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: 3 point
COOLING: Water; gill tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Daimler
LUBRICATION: Gravity feed
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



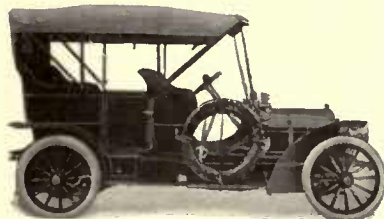
Miesusset, 28-35 H.P.

J. P. Bruyere, New York

PRICE: \$7,500 (complete)
BODY: Double side entrance
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 112 inches
TREAD: 55 1/2 inches
TIRES, FRONT: 870x90 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and nut
BRAKES: On differential and rear wheels
SPRINGS: Semi-elliptic

FRAME: Channel steel
BORE: 120 mm. STROKE: 130 mm.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and batteries

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



Fiat, 35 H.P.

The Hol-Tan Co., New York

PRICE: \$7,500 (chassis)
BODY: Optional
SEATS: 2 to 7 persons
WEIGHT: 2,800 pounds (chassis)
WHEEL-BASE: 114, 122 and 136 inches
TREAD: 54 inches
TIRES, FRONT: 910 x 90 mm.
TIRES, REAR: 920 x 120 mm.
STEERING: Worm and sector
BRAKES: Water cooled on rear wheels and countershaft

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 125 mm. STROKE: 150 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite side
MOTOR SUSPENSION: Bolted to frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Low tension magneto
CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



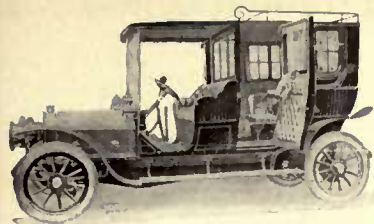
Delahaye, Model 21, 25-35 H.P.

De Barre's Automobile Co., N. Y.

PRICE: \$7,500 (chassis)
BODY: To order
WEIGHT: 2,400 pounds
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel

BORE: 125 mm.; STROKE: 130 mm.
CYLINDERS: 4, vertical, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Double system
CURRENT SUPPLY: Simms-Bosch magneto and storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Special detachable leather
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

Gobron-Brillie, 35 H.P.**Hartford Suspension Co., New York**

PRICE: \$7,500 (chassis)
 BODY: Optional
 SEATS: 5 to 7 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 125 inches
 TREAD: 56 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: Countershaft and rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 100 mm. STROKE: 175 mm.
 CYLINDERS: 4 vertical, cast in pairs
 VALVE ARRANGEMENT: Inlets and exhausts on same side
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; fin tube radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Battery and magneto

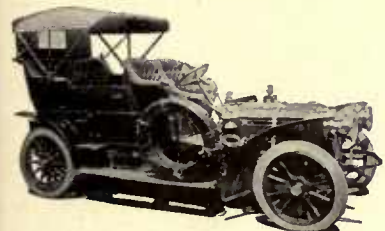
CARBURETER: Special automatic
 LUBRICATION: Mechanical forced feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Double conical; one metallic one leather
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, progressive system
 DRIVE: Side chains

Westinghouse, 40 H.P.**Societe Anonyme Westinghouse, N. Y. City**

PRICE: \$7,500 (chassis)
 BODY: To order
 SEATS: 5 to 7 persons
 WEIGHT: 2,800 lbs.
 WHEEL BASE: 122 inches
 TREAD: 56 inches
 TIRES, FRONT: 915 x 105 mm.
 TIRES, REAR: 935 x 135 mm.
 STEERING: Worm and nut
 BRAKES: On countershaft and rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 120 mm.; STROKE: 140 mm.
 CYLINDERS: 4 vertical, in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Side members of main frame
 COOLING: Water, honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: Automatic

LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains

French Mors, Model 5, 45-60 H.P.**Cryder & Co., N. Y.**

PRICE: \$7,600 (chassis)
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,100 pounds
 WHEEL BASE: 122 inches
 TREAD: 56 inches
 TIRES, FRONT: 880x120 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Irreversible
 BRAKES: On differential and compound on rear wheels
 SPRINGS: 3 spring suspension

FRAME: Pressed nickel steel
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: Main frame
 COOLING: Water
 IGNITION: Make and break and jump spark
 CURRENT SUPPLY: Magneto and batteries

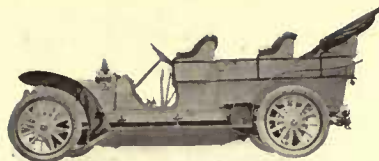
CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Throttle pedal and lever
 CLUTCH: Metallic
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Chain

Darracq, 40-60 H.P.**Darracq Motor Car Co., New York**

PRICE: \$7,750 with runabout body
 BODY: Optional
 SEATS: 5 to 7 persons
 WEIGHT: 3,400 lbs.
 WHEEL-BASE: 125 inches
 TREAD: 53 inches
 TIRES, FRONT: 935 x 135 mm.
 TIRES, REAR: 935 x 135 mm.
 STEERING: Worm and segment
 BRAKES: On shaft and rear wheels
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 130 mm. STROKE: 130 mm.
 CYLINDERS: 4, cast in pairs
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; gilled tube radiator
 CURRENT SUPPLY: Magneto and accumulator

IGNITION: Double system
 CARBURETER: Float feed type
 LUBRICATION: Automatic force feed
 MOTOR CONTROL: Throttle
 CLUTCH: Cone
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Shaft



PRICE: (chassis), \$7,800
 BODY: Side entrance, body as desired
 SEATS: 7 persons
 WEIGHT: 2,500 pounds
 WHEEL BASE: 122 inches
 TREAD: 55 inches in front, 59 inches rear
 TIRES, FRONT: 36x6 inches
 TIRES, REAR: 36x6 inches
 STEERING: With double-threaded screw
 BRAKES: Expansion

SPRINGS: 41 inches in front, 48 inches, rear
 FRAME: Pressed steel
 BORE: 5 in. STROKE: 5½ in.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: Inlets in heads, exhausts in side ports
 MOTOR SUSPENSION: On frame
 COOLING: Gear-driven centrifugal pump and fan
 IGNITION: Make-and-break
 CURRENT SUPPLY: Magneto

CARBURETER: With automatic mixture regulation
 LUBRICATION: Under pressure by means of oscillating pump
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction cone type
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and a reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chain



Panhard & Levassor, Model K. L, 35 H.P.

Panhard & Levassor, New York

PRICE: \$7,800 (chassis)
 BODY: Grande limousine
 SEATS: 7 persons
 WHEEL BASE: 128 inches
 TREAD: 56 inches
 TIRES, FRONT: 36x4½ inches
 TIRES, REAR: 36x4½ inches
 STEERING: Worm and sector
 BRAKES: Differential and emergency
 SPRINGS: Front, semi-elliptical, rear platform
 FRAME: Armored wood

BORE: 130 mm.; STROKE: 150 mm.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlets in heads; exhausts in side ports
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery
 CARBURETER: Krebs

LUBRICATION: Mechanical force-feed oiler, gear driven
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Steel
 CHANGE GEAR: Sliding, annular ball bearings
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Speed lever and brake lever
 DRIVE: Side chains





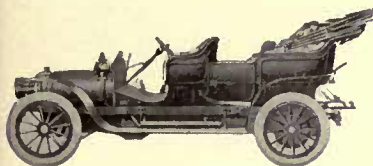
Darracq, 6 Cylinder, 40 H.P.

Darracq Motor Car Co., New York

PRICE: \$8,000
BODY: With standard runabout body
WHEEL BASE: 132 inches
TREAD: 53 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and segment
BRAKES: External contracting on cardan shaft, internal on rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 100 mm.
STROKE: 120 mm.
CYLINDERS: 6, vertical in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; gilled tube radiator
IGNITION: Double system
CURRENT SUPPLY: Magneto and accumulator

CARBURETER: Float feed, spray nozzle
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle levers on rack or steering column
CLUTCH: Leather faced friction
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



Pilain, 28-35 H.P.

DeBarres Automobile Co., N. Y.

PRICE: (chassis) \$8,000
BODY: To order
WEIGHT: 2,000 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and sector (ball bearing)
BRAKES: Transmission and rear hub
SPRINGS: Semi-elliptical
FRAME: Pressed steel with arched enforcement

BORE: 124 mm. STROKE: 140 mm.
CYLINDERS: 4 cast in pairs
VALVE ARRANGEMENT: Mechanical operated, interchangeable
MOTOR SUSPENSION: Side members
COOLING: Water; honeycomb radiator
IGNITION: Low tension make and break
CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Special patent

LUBRICATION: Special patent
MOTOR-CONTROL: Throttle and air control
CLUTCH: Metal to metal segment
CHANGE GEAR: New principle of double cogs, allowing direct drive on 3rd and 4th speed
SPEEDS: 4 forward and 1 reverse
CHANGE-GEAR CONTROL: Sliding levers
DRIVE: Spur gear



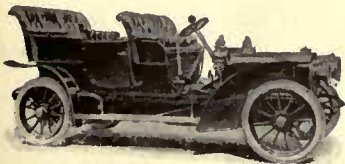
Napier, 60 H.P.

Napier Motor Co. of America, Jamaica Plain, Mass.

PRICE: \$8,000 (complete)
BODY: Side entrance tonneau, with cape cart top
SEATS: 7 persons
WEIGHT: 2,300 pounds (chassis)
WHEEL BASE: 126 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 1/2 inches
TIRES, REAR: 36x5 1/2 inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical front and platform rear

FRAME: Pressed nickel steel
BORE: 5 in.; STROKE: 4 in.
CYLINDERS: 6, vertical (cast in pairs)
VALVE ARRANGEMENT: Inlets and exhaust on one side
MOTOR SUSPENSION: From sides to frame members
COOLING: Water; cellular radiator
IGNITION: Jump spark; Napier single coil synchronized ignition
CURRENT SUPPLY: Storage battery or magneto

CARBURETER: Float feed with automatic regulator
LUBRICATION: Mechanical force feed; gear pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone; metal to metal
CHANGE GEAR: Sliding type; annular ball bearing
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Side lever; selective type
DRIVE: Shaft



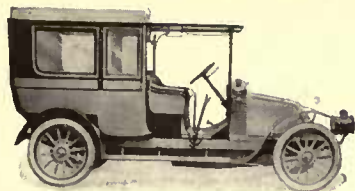
Brasier, 25-36-42 H.P.

E. B. Gallaher, New York

PRICE: \$5,875 (chassis)
BODY: Side entrance double phaeton
SEATS: 7 persons
WEIGHT: 2,300 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Worm and sector
BRAKES: On hubs and transaxle

SPRINGS: Semi-elliptic front; 3/4 elliptic rear
FRAME: Pressed steel
BORE: 112 mm.; STROKE: 130 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Sub-frame
COOLING: Water; tubular fin radiator
IGNITION: Make and break

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle only; automatic spark advance
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Chain



Renault, Model 6, 35-45 H.P.

Renault Freres Selling Branch, New York

PRICE: \$8,250 (chassis)
BODY: Optional
SEATS: 5 to 9 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 128 inches
TREAD: 56 inches
TIRES, FRONT: 915x105 mm.
TIRES, REAR: 920x120 mm.
STEERING: Irreversible
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 130 mm.; STROKE: 140 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From main frame
COOLING: Water; thermo siphon system
IGNITION: Jump spark

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



English Daimler, Type D, 45 H.P.

English Daimler Co., New York

PRICE: \$8,300 (chassis)
BODY: To order
SEATS: 5 to 7 persons
WEIGHT: 2,460 pounds
WHEEL BASE: 132 inches
TREAD: 56 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
BRAKES: 4 external
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 150 mm. STROKE: 150 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: 3 point
COOLING: Water; gilled tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Daimler
LUBRICATION: Gravity feed
CLUTCH: Cone
CHANGE-GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



Mercedes Simplex, 35 H.P.

Mercedes Import Co., New York

PRICE: \$8,400 (chassis)
BODY: Optional
SEATS: 2 to 7 persons
WEIGHT: 2,800 pounds
WHEEL BASE: 126 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical
FRAME: Pressed steel
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: On hangers from main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Magneto
LUBRICATION: Force feed oiler
MOTOR-CONTROL: Throttle and governor
CLUTCH: Coil spring
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains



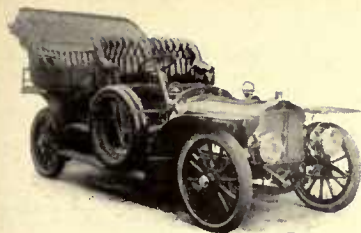
Züst, 40-50 H.P.

P. De la Chesnaye, New York

PRICE: \$8,500 (chassis)
BODY: To order
SEATS: 5 to 7 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 118 inches
TREAD: 58 inches
TIRES, FRONT: 870x110 mm.
TIRES, REAR: 880x110 mm.
STEERING: Worm and nut
BRAKES: Rear hubs and counter-shaft

SPRINGS: Semi-elliptic
FRAME: Cold pressed steel
BORE: 5 1/4 in. STROKE: 5 1/4 in.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Float feed type
LUBRICATION: Forced feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Double chain



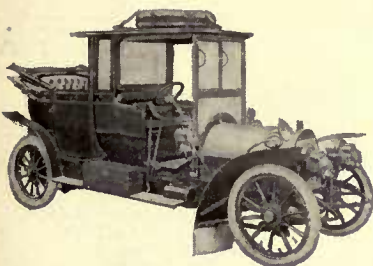
Clement-Bayard, 45 H.P.

Sidney B. Bowman Auto Co., New York

PRICE: \$8,500
 BODY: New convex touring
 SEATS: 7 persons
 WHEEL BASE: 125 inches
 TREAD: 56 inches
 TIRES, FRONT: 915x105 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Nut and screw type
 BRAKES: Internal expanding
 SPRINGS: Semi-elliptic platform
 FRAME: Pressed steel channel section

CYLINDERS: 4, cast separately
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: By supplementary frame
 COOLING: Water by honeycomb radiator and pump
 IGNITION: Double jump spark system; make and break if desired
 CURRENT SUPPLY: Magneto and batteries

CARBURETER: Clement type with compensating air opening
 LUBRICATION: Pressure feed
 MOTOR-CONTROL: By throttle
 CLUTCH: Disc type
 CHANGE GEAR: Sliding gear; D. W. F. bearings
 SPEEDS: 4 forward and 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective system
 DRIVE: By chains



Argus, 45-50 H.P.

Argus Import Motor Co., New York

PRICE: \$8,750.
 BODY: To order
 SEATS: 7 persons
 WEIGHT: 2,200 pounds (chassis)
 WHEEL BASE: 122 inches
 TREAD: 58 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and segment
 BRAKES: On transmission
 SPRINGS: Semi-elliptic
 FRAME: Pressed channel steel

BORE: 140 mm.; STROKE: 150 mm.
 CYLINDERS: 4 vertical
 VALVE ARRANGEMENT: Side ports
 MOTOR SUSPENSION: Main frame
 COOLING: Water, cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Automatic regulator
 LUBRICATION: Pressure feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chain



Darracq, 6 Cylinder, 50 H.P.

Darracq Motor Car Co., New York

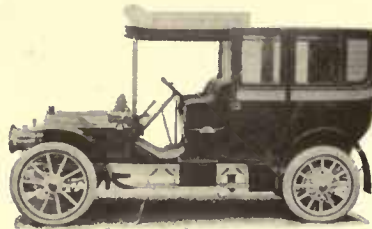
PRICE: \$8,750
 BODY: With runabout body
 WHEEL BASE: 132 inches
 TREAD: 53 inches
 TIRES, FRONT: 880x120 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Worm and segment
 BRAKES: External contracting on cardan shaft, internal on rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 BORE: 112 mm.

STROKE: 120 mm.
 CYLINDERS: 6, cast in pairs
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; gilled tube radiator
 IGNITION: Double system
 CURRENT SUPPLY: Magneto and accumulator
 CARBURETER: Float feed, spray nozzle

LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle levers on rack under wheel
 CLUTCH: Leather faced friction type
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



IMPORTED GASOLINE CARS COSTING \$9,000 AND OVER.



Martini, 50-55 H.P.

Palmer & Christie, N. Y.

PRICE: \$9,000 (complete)
BODY: To order
SEATS: Seven persons
WEIGHT: 3,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 915x105 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and segment
BRAKES: 2 on differential; two on rear wheels
SPRINGS: Five elliptical
FRAME: Pressed steel

BORE: 130 mm. STROKE: 150 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Two steel yokes
COOLING: Water
IGNITION: Make and break system
CURRENT SUPPLY: Simms Bosch magneto

CARBURETER: Automatic
LUBRICATION: Sight feed oiler to motor
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather cone
CHANGE GEAR: Sliding
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Chain



Rochet-Schneider, 40-45 H.P.

Auto Import Co., New York

PRICE: \$9,000 (chassis)
BODY: Optional
SEATS: 2 to 7 persons
WEIGHT: Depends on body
WHEEL BASE: 122 inches
TREAD: 57 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and gear
BRAKES: 4; band, enclosed
SPRINGS: Semi-elliptical in front; platform in rear

FRAME: Steel
BORE: 140 mm. STROKE: 180 mm.
CYLINDERS: 4 in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; cellular radiator
IGNITION: Make and break
CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Automatic
LUBRICATION: Gear pump
MOTOR CONTROL: Spark and throttle and accelerator
CLUTCH: Internal metal expanding
CHANGE GEAR: Sliding type
SPEEDS: 4 ahead and reverse
CHANGE-GEAR CONTROL: Lever; selective system
DRIVE: Double chain

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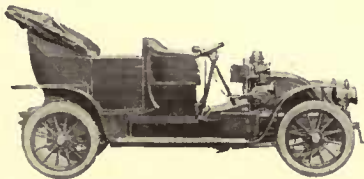
Brasier, 30-40-50 H.P.

E. B. Gallaher, 228 West 58th St., New York

PRICE: \$6,400 (chassis)
BODY: To order
SEATS: 7 persons
WEIGHT: 2,310 pounds
WHEEL BASE: 118 inches (long) 114 inches (short)
TREAD: 55 inches
TIRES, FRONT: 880x120 mm.
TIRES, REAR: 880x120 mm.
STEERING: Ball bearing
BRAKES: On transmission shaft and rear wheels
SPRINGS: Semi-elliptic front;

three-fourth elliptic, rear
FRAME: Pressed steel
BORE: 112 mm. STROKE: 130 mm.
CYLINDERS: 4, in pairs
VALVE ARRANGEMENT: Both on right side
MOTOR SUSPENSION: Tubular sub-frame
COOLING: Gear pump, tubular fin radiator with fan and fan in fly-wheel
IGNITION: Make and break, low tension

CURRENT SUPPLY: Magneto
CARBURETER: Automatic diaphragm
LUBRICATION: Gear pump
MOTOR-CONTROL: Throttle only on steering wheel, foot accelerator
CLUTCH: Cone, leather face
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Chain, double-side drive



C. G. V., 50 H.P.

Charron, Girardot & Voigt, N. Y.

PRICE: \$9,100 (chassis)
BODY: Optional
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and nut
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptic
FRAME: Composite steel and wood

CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Chain

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

French Mors, Model 6, 50-75 H.P.

Cryder & Co., N. Y.

PRICE: \$9,100 (chassis)
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds (chassis)
WHEEL BASE: 136½ inches
TREAD: 56 inches
TIRES, FRONT: 820x120 mm.
TIRES, REAR: 820x135 mm.
STEERING: Irreversible
BRAKES: On differential and rear wheels

SPRINGS: 3 spring suspension
FRAME: Pressed steel
CYLINDERS: 6 vertical in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water
IGNITION: Make and break and jump spark

CURRENT SUPPLY: Magneto and batteries
CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Throttle lever and pedal
CLUTCH: Metallic
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
DRIVE: Chain

Hotchkiss, Model L. L., 50 H.P.

Archer & Co., 1597 Broadway, N. Y. City



PRICE: \$9,250 (with runabout body)
BODY: To order
SEATS: 2 to 7 persons
WEIGHT: 2,640 pounds
WHEEL BASE: 132 inches
TREAD: 56 inches
TIRES, FRONT: 875x107 mm.
TIRES, REAR: 880x120 mm.
STEERING: Wheel-worm
BRAKES: On transmission and rear wheels

SPRINGS: Semi-elliptical
FRAME: Pressed nickel steel
BORE: 125 mm.; STROKE: 125 mm.
CYLINDERS: 6, in pairs
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Direct from frame
COOLING: Water—gear driven pump; special honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Eisemann magneto
CARBURETER: Hotchkiss
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle
CLUTCH: Cone, with universal joint
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Shaft

Argus, 6 Cyl., 45 H.P.

Argus Import Motor Co., New York



PRICE: \$9,500 (chassis)
BODY: Optional
WEIGHT: 2,400 pounds
WHEEL BASE: 136 inches
TREAD: 58 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and gear
BRAKES: Expanding and two foot brakes
SPRINGS: Semi-elliptic
FRAME: Krupp pressed steel

BORE: 140 m.m. STROKE: 150 m.m.
CYLINDERS: 6, cast in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Direct from frame
COOLING: Water
IGNITION: Double system
CURRENT SUPPLY: Battery and magneto

CARBURETER: Argus special
LUBRICATION: Pressure feed
MOTOR-CONTROL: Throttle and spark foot accelerator
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

Pilain, 50-60 H.P.

DeBarres Automobile Co., N. Y.



PRICE: \$9,500 (chassis)
BODY: To order
WEIGHT: 2,400 pounds (chassis)
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 140 mm. STROKE: 145 mm.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Simms Bosch magneto
CARBURETER: Special
LUBRICATION: Special
MOTOR-CONTROL: Throttle
CLUTCH: Metal to metal segment
CHANGE GEAR: Double cogs, direct on 3rd and 4th speeds
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Sliding side lever
DRIVE: Spur gear



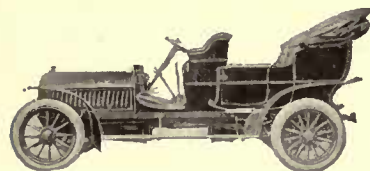
Delahaye, Model 27, 50-60 H.P.

DeBarres Automobile Co., N. Y.

PRICE: \$9,500 (chassis)
BODY: Limousine saloon
SEATS: 9 persons
WEIGHT: 3,000 pounds (chassis)
WHEEL BASE: 146 inches
TREAD: 60 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 935x135 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 130 mm. STROKE: 150 mm.
CYLINDERS: 4 vertical, individual
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Patent high tension igniter

CURRENT SUPPLY: Simms Bosch magneto
CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Detachable leather
CHANGE-GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Balancing side lever
DRIVE: Chain



Panhard & Levassor, Model K. I., 50 H.P.

Panhard & Levassor, New York

PRICE: \$9,600 (chassis)
BODY: Double phaeton
SEATS: 7 persons
WHEEL BASE: 125 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 1/4 inches
TIRES, REAR: 36.8x4 1/2 inches
STEERING: Worm and sector
BRAKES: Differential and emergency
SPRINGS: Front, semi-elliptical; rear, platform
FRAME: Armored wood

BORE: 145 mm.; STROKE: 160 mm.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENTS: Inlets in heads; exhausts in side ports
MOTOR SUSPENSION: From side members of frame
COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Krebs

LUBRICATION: Mechanical force-feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Steel
CHANGE GEAR: Sliding, annular ball bearings
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Speed lever and brake lever
DRIVE: Side chains



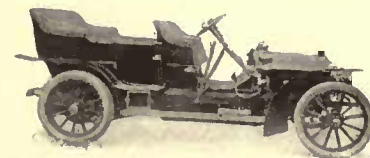
Züst, 80 H.P.

P. De la Chesnaye, New York

PRICE: \$10,000 (chassis)
BODY: 1st order
SEATS: 2 to 7 persons
WEIGHT: 2,000 pounds
WHEEL BASE: Short, 118 in.; long, 126 in.
TREAD: 56 in.
TIRES, FRONT: 870x90 mm.
TIRES, REAR: 875x105 mm.
STEERING: Worm and nut
BRAKES: On differential and rear wheels

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 150 mm.; STROKE: 150 mm.
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make and break

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Züst float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Double chain



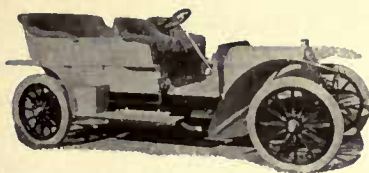
Isotta Fraschini, 50-65 H.P.

Smith & Mabley, Inc., New York

PRICE: \$10,000
BODY: Optional
SEATS: 5 to 7 persons
WEIGHT: 1,980 pounds (chassis)
WHEEL BASE: 132 inches
TREAD: 55 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and gear
BRAKES: 3—foot on differential and on speed shaft—water cooled emergency on rear wheels

SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 145 mm.; STROKE: 160 mm.
CYLINDERS: 4, arranged in pairs
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Simms-Bosch magneto
CARBURETER: Automatic
LUBRICATION: Pressure feed
MOTOR-CONTROL: Foot accelerator and spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 4 forward, 1 reverse
CHANGE-GEAR CONTROL: Lever; selective system
DRIVE: Double chain



Mercedes Simplex, 45 H.P.

PRICE: \$10,150 (chassis)
 BODY: Side entrance
 SEATS: 7 persons
 WEIGHT: (Chassis) 2,250 lbs.
 WHEEL-BASE: 126 inches
 TREAD: 56 inches
 TIRES, FRONT: 910x100 mm.
 TIRES, REAR: 920x125 mm.
 STEERING: Worm with wheel
 BRAKES: On transmission (2) and hubs
 SPRINGS: Front 36, rear 47 inches

FRAME: Pressed steel channel
 BORE: 120 mm. STROKE: 150 mm.
 CYLINDERS: 4, vertical in pairs
 VALVE ARRANGEMENT: Opposite
 MOTOR SUSPENSION: On bang-ers from main frames
 COOLING: Water, cellular radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch magneto

CARBURETER: Special
 LUBRICATION: By exhaust pressure
 MOTOR CONTROL: Throttle and governor
 CLUTCH: Coil spring
 CHANGE-GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective type
 DRIVE: Side chains

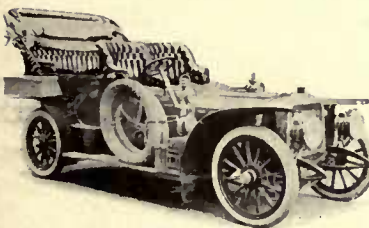


FIAT, 6 Cyl., 50 H.P.

PRICE: \$10,500 (chassis)
 BODY: Optional
 SEATS: 2 to 9 persons
 WEIGHT: 2,618 pounds (chassis)
 WHEEL BASE: 139 1/4 inches
 TREAD: 56 inches
 TIRES, FRONT: 910x90 mm.
 TIRES, REAR: 935x135 mm.
 STEERING: Worm and sector
 BRAKES: Water cooled on rear wheels and countershaft
 SPRINGS: Semi-elliptic

FRAME: Pressed steel
 BORE: 5 in.; STROKE: 6 1-32 in.
 CYLINDERS: 6, vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Bolted to frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Low tension magneto

CARBURETER: Automatic
 LUBRICATION: Mechanical force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double chain
 Note—Motor self-starting

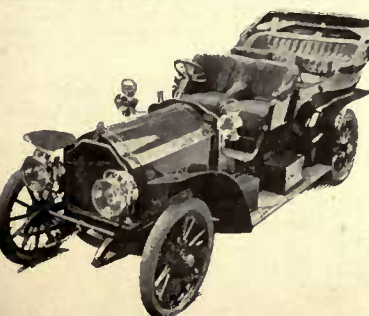


Clement-Bayard, 60 H.P.

PRICE: \$10,500
 BODY: New convex touring type
 SEATS: 7 persons
 WHEEL BASE: 130 inches
 TREAD: 56 inches
 TIRES, FRONT: 915x105 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Nut and screw
 BRAKES: Internal expanding
 SPRINGS: Semi-elliptic, platform
 FRAME: Pressed steel channel section

CYLINDERS: 4 cylinders cast separate
 VALVE ARRANGEMENT: Opposite sides of motor
 MOTOR SUSPENSION: By supplementary frame
 COOLING: Water by honeycomb radiator
 IGNITION: Double jump spark; make and break, if desired
 CURRENT SUPPLY: Magneto and batteries

CARBURETER: Clement type with compensating air opening
 LUBRICATION: Pressure feed
 MOTOR CONTROL: By throttle
 CLUTCH: Clement disc
 CHANGE GEAR: Sliding type, D. W. F. bearings
 SPEEDS: 4 forward and 1 reverse
 CHANGE-GEAR CONTROL: Side lever, selective
 DRIVE: Chains



Lorraine de Dietrich, 40-50 H.P.

PRICE: \$10,500
 BODY: Side entrance tonneau
 SEATS: 7 persons
 WEIGHT: 2,900 pounds
 WHEEL BASE: 128 inches
 TREAD: 56 inches
 TIRES, FRONT: 870x100 mm.
 TIRES, REAR: 920x125 mm.
 STEERING: Nut and sector
 BRAKES: Internal expanding
 SPRINGS: Semi-elliptic
 FRAME: Pressed nickel steel
 CYLINDERS: 4 vertical

BORE: 130 mm.; STROKE: 160 mm.
 VALVE ARRANGEMENT: On same side
 MOTOR SUSPENSION: From side members of frame
 COOLING: Water; tubular radiator
 IGNITION: Make-and-break
 CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: With automatic mixture regulator

LUBRICATION: Mechanical force feed
 MOTOR CONTROL: Spark and throttle
 CLUTCH: Metal, internal expanding
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever, selective
 DRIVE: Side chains

Mercedes Import Co., New York

The Hol Tan Co., New York

Sidney B. Bowman Auto Co., New York

De Dietrich Import Co., New York



Gobron Brillie, 60 H.P.

PRICE: \$10,500 (chassis)
 BODY: Optional
 WEIGHT: 2,750 pounds
 WHEEL BASE: 125 inches
 TREAD: 56 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and sector
 BRAKES: Double on countershaft and rear wheels
 SPRING: Semi-elliptical
 FRAME: Pressed steel

BORE: 125 mm.
 STROKE: 180 mm.
 CYLINDERS: 4 cast in pairs
 VALVE ARRANGEMENT: Same side
 MOTOR SUSPENSION: Main frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries or magneto

Hartford Suspension Co., New York

CARBURETER: Automatic float feed
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Double; one metallic, one leather
 CHANGE GEAR: Sliding type
 SPEEDS: 4 and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Side chains



Itala, 60 H.P.

PRICE: \$11,000 (chassis)
 WEIGHT: 2,800 pounds
 WHEEL BASE: 126 inches
 TREAD: 56 inches
 TIRES, FRONT: 870x90 mm.
 TIRES, REAR: 880x120 mm.
 STEERING: Worm and sector
 BRAKES: On transmission and rear hubs
 FRAME: Pressed steel
 BORE: 6 1/4 in.; STROKE: 5 1/2 in.

CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms Bosch magneto
 CARBURETER: Automatic

Itala Import Co., New York.

LUBRICATION: Dredger oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Shaft



Panhard-Levassor 50 H.P.

PRICE: \$11,000 (chassis)
 BODY: To order
 WHEEL BASE: 144 inches
 TREAD: 58 1/2 inches
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 935x135 mm.
 STEERING: Worm and sector
 BRAKES: On rear wheels and differential
 SPRINGS: Semi-elliptic
 FRAME: Armored wood

BORE: 5 in.; STROKE: 5 1/2 in.
 CYLINDERS: 6 vertical, cast singly
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto

Panhard & Levassor, New York

LUBRICATION: Mechanical force feed
 CARBURETER: Automatic
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Disc
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Chain



C. G. V., 75 H.P.

PRICE: \$11,100 (chassis)
 BODY: To order
 TIRES, FRONT: 920x120 mm.
 TIRES, REAR: 920x120 mm.
 STEERING: Worm and nut
 BRAKES: On transmission and rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Wood and steel

CYLINDERS: 4 vertical, separate
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: Main frame
 COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto
 CARBURETER: Automatic

Charron, Girardot & Voigt, N. Y.

LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Chain

Brasier, 50-60-70 H.P.

E. B. Gallaher, New York

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

PRICE: \$9,150. (chassis)
BODY: Limousine
SEATS: 7 persons
WEIGHT: 2,530 pounds (chassis)
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 920x120 mm.
TIRES, REAR: 920x120 mm.
STEERING: Worm and sector
BRAKES: On hubs and transmission
SPRINGS: Semi-elliptic, front; $\frac{3}{4}$ elliptic, rear

FRAME: Pressed steel
BORE: 112 mm.; STROKE: 130 mm.
CYLINDERS: 6 vertical, in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; tubular radiator
IGNITION: Make and break
CURRENT SUPPLY: Bosch magneto

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR CONTROL: Throttle; automatic spark advance
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Chain



Mercedes Simplex, 70 H.P., 6 Cyl.

Mercedes Import Co., New York

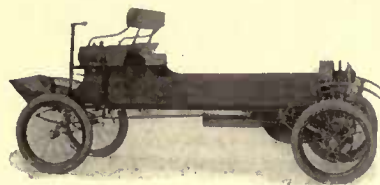
PRICE: \$14,500
BODY: Optional
WEIGHT: 3,300 pounds
WHEEL BASE: 135 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x125 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
CYLINDERS: 6 vertical
COOLING: Water; honeycomb radiator
IGNITION: Make and break
CURRENT SUPPLY: Magneto
CARBURETER: Special
LUBRICATION: Force feed oiler

MOTOR CONTROL: Throttle and governor
CLUTCH: Coil spring
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Side chains



GASOLINE MOTOR BUSINESS WAGONS COSTING \$1,500 OR LESS.



Waltham-Orient, Model DC, 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$450
BODY: Delivery car
SEATS: 2 persons
CAPACITY: 600 pounds
WEIGHT: 670 pounds
WHEEL BASE: 89 inches
TREAD: 42 inches
TIRES, FRONT: 26x2½ inches
TIRES, REAR: 26x2½ inches
STEERING: Side lever
BRAKES: Two on rear hubs

SPRINGS: Elliptic front and rear
FRAME: Wood
BORE: ¾ inches. STROKE: 4¼ inches
CYLINDERS: One in rear
VALVE ARRANGEMENT: Automatic inlet; mechanical exhaust
MOTOR SUSPENSION: Rear on side members of frame
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Dry battery
CARBURETER: Orient
LUBRICATION: Oil pump
MOTOR-CONTROL: Throttle and spark
CLUTCH: Friction
SPEEDS: 5 forward; 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction drive
NOTE: 2 cylinder motor with cylinders at 45° angle, \$50 extra



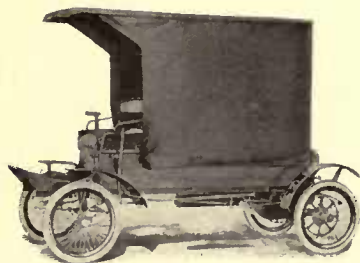
Waltham-Orient, Model DC, 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$475
BODY: With detachable delivery box
CAPACITY: 600 pounds
WEIGHT: 700 pounds
WHEEL BASE: 89 inches
TREAD: 42 inches
TIRES, FRONT: 26x2½ in.
TIRES, REAR: 26x2½ in.
STEERING: Side lever
BRAKES: Two, on rear hubs

SPRINGS: Elliptic, front and rear
FRAME: Wood
BORE: ¾ in. STROKE: 4¼ in.
CYLINDERS: One, in rear
VALVE ARRANGEMENT: Automatic inlet, mechanical exhaust
MOTOR SUSPENSION: Rear, on side members of frame
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Dry battery
CARBURETER: Orient
LUBRICATION: Oil pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
SPEEDS: 5 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction
NOTE: 2 cylinder motor with cylinders at 45° angle, \$50 extra



Waltham-Orient, Model DC, 4 H.P.

Waltham Mfg. Co., Waltham, Mass.

PRICE: \$475
BODY: Delivery, with wagon top
CAPACITY: 600 pounds
WEIGHT: 700 pounds
WHEEL BASE: 89 inches
TREAD: 42 inches
TIRES, FRONT: 26x2½ in.
TIRES, REAR: 26x2½ in.
STEERING: Side lever
BRAKES: Two, on rear hubs

SPRINGS: Elliptic, front and rear
FRAME: Wood
BORE: ¾ in. STROKE: 4¼ in.
CYLINDERS: One, in rear
MOTOR SUSPENSION: Rear, on side members of frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Orient
LUBRICATION: Oil pump
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
SPEEDS: 5 forward, 2 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Friction
NOTE: 2 cylinder motor with cylinders at 45° angle, \$50 extra

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

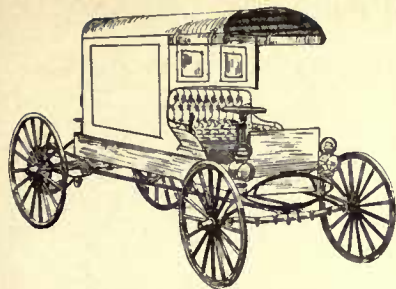
Monarch, Model D, 12-14 H.P.

Monarch Motor Car Co., Chicago, Ill.

PRICE: \$750
BODY: Light delivery wagon
SEATS: 2 persons
CAPACITY: 1,000 pounds
WEIGHT: 1,000 pounds
WHEEL BASE: 78 inches
TREAD: 56 inches
TIRES, FRONT: 28x2½ in. cushion
TIRES, REAR: 28x2½ in. cushion
STEERING: Wheel worm

BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic in front; semi-elliptic in rear
FRAME: Reinforced wood
BORE: 4½ in. STROKE: 4 in.
CYLINDERS: 2 horizontal
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Frame
COOLING: Air pressure from enclosed fly wheel

IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Monarch
LUBRICATION: Grease cups
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



"Buggyabout," Model C, 14 H.P.

Hatfield Motor Vehicle Co., Cortland, N. Y.

PRICE: \$750
BODY: Convertible from delivery wagon to pleasure car
SEATS: 4 persons (pleasure car)
CAPACITY: 1,200 pounds
WEIGHT: 900 pounds
WHEEL BASE: 101 inches
TREAD: 56 inches
TIRES, FRONT: 38x1½ inches
TIRES, REAR: 42x1½ inches
STEERING: Chain and sprocket (patented)

BRAKES: On differential and emergencies
SPRINGS: Full elliptic
FRAME: Wood sill, reinforced by angle iron
BORE: 4½ in. STROKE: 4 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Automatic intake; mechanical exhaust
MOTOR SUSPENSION: From sills
COOLING: Air

IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Schebler
LUBRICATION: Gravity feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: None
CHANGE GEAR: None
SPEEDS: 3 to 25 m.p.h.
CHANGE-GEAR CONTROL: None
DRIVE: Friction (patented)



Climax Commercial Car, 8 H.P.

Hinde & Dauch, Sandusky, Ohio

PRICE: \$900 (complete)
BODY: Convertible light delivery
CAPACITY: 1,000 pounds
TIRES, FRONT: 3 in. solid
TIRES, REAR: 3 in solid
STEERING: Worm and nut
BRAKES: On transmission shaft
SPRINGS: Full elliptic

FRAME: Pressed steel
CYLINDERS: Single
MOTOR SUSPENSION: Horizontal under body
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Kingston

LUBRICATION: Automatic
MOTOR-CONTROL: Throttle
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain



Cadillac, Model M, Delivery, 10 H.P.

Cadillac Motor Car Co., Detroit, Mich.

PRICE: \$950
BODY: Delivery
CAPACITY: 600 pounds
WHEEL BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 inches

STROKE: 5 inches
CYLINDERS: One under body
VALVE ARRANGEMENT: In combustion chambers
MOTOR SUSPENSION: On cross members
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction disc
CHANGE GEAR: Planetary
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



Logan, Model N, 10 H.P.

Logan Construction Co., Chillicothe, O.

PRICE: \$1,000
BODY: To order
CAPACITY: 1,300 pounds
WEIGHT: 1,300 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3 in. solid
TIRES, REAR: 30x3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic

FRAME: Angle steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: 2 opposed in front
VALVE ARRANGEMENT: Vertical mechanical
MOTOR SUSPENSION: On sub-frame
COOLING: Air; internal and external
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float-feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding gear
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Center lever
DRIVE: Chain from counter-shaft



Logan, Model N, Depot Wagon, 10 H.P. Logan Construction Co., Chillicothe, O.

PRICE: \$1,000
BODY: Carry-all
SEATS: 6 persons
WEIGHT: 1,390 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3 in. solid
TIRES, REAR: 30x3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic
FRAME: Angle steel

BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: Two, opposed in front
VALVE ARRANGEMENT: Vertical, mechanically operated
MOTOR SUSPENSION: On sub-frame
COOLING: Air; internal and external
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float-feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding gear
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Center lever
DRIVE: Chain from counter-shaft



Logan, Model N, 10 H.P.

Logan Construction Co., Chillicothe, O.

PRICE: \$1,000
BODY: Express wagon
CAPACITY: 1,200 pounds
WEIGHT: 1,390 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3 in. solid
TIRES, REAR: 30x3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic
FRAME: Angle steel

BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: Two, opposed in front
VALVE ARRANGEMENT: Vertical, mechanical
MOTOR SUSPENSION: On sub-frame
COOLING: Air; internal and external
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float-feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding gear
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Center lever
DRIVE: Chain from counter-shaft



Logan, Model N, 10 H.P.

Logan Construction Co., Chillicothe, O.

PRICE: \$1,000
BODY: Solid panel
CAPACITY: 1,200 pounds
WEIGHT: 1,390 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3 in. solid
TIRES, REAR: 30x3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic
FRAME: Angle steel

BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: Two, opposed in front
VALVE ARRANGEMENT: Vertical, mechanical
MOTOR SUSPENSION: On sub-frame
COOLING: Air; internal and external
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Float-feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding gear
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Center lever
DRIVE: Chain from counter-shaft



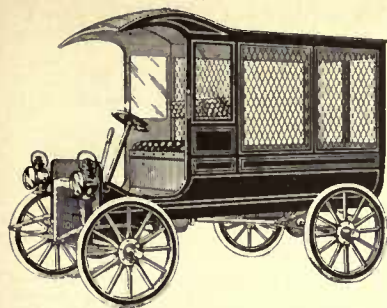
Logan, Model N, 10 H.P.

Logan Construction Co., Chillicothe, O.

PRICE: \$1,000
BODY: Combination package, passenger and depot wagon
CAPACITY: 1,200 pounds
WEIGHT: 1,390 pounds
WHEEL BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3 in. solid
TIRES, REAR: 30x3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic

FRAME: Angle steel
BORE: 4½ in. STROKE: 4½ in.
CYLINDERS: Two, opposed in front
VALVE ARRANGEMENT: Vertical, mechanical
MOTOR SUSPENSION: On sub-frame
COOLING: Air; internal and external
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Float-feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding gear
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Center lever
DRIVE: Chain from counter-shaft



Covert Commercial Car, 12 H.P.

PRICE: \$1,000
BODY: Express (screen sides)
CAPACITY: 1,000 pounds
WEIGHT: 1,500 pounds
WHEEL BASE: 84 inches
TREAD: 56 inches

TIRES, FRONT: 32x2 inches
TIRES, REAR: 32x2 inches
SPRINGS: Full elliptic
CYLINDERS: Double opposed
MOTOR SUSPENSION: From side members of frame, under seat

Covert Motor Vehicle Co., Lockport, N. Y.

COOLING: Water; cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CHANGE GEAR: Sliding type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gears



Mitchell Delivery 12 H.P.

PRICE: \$1,400
BODY: Light truck
CAPACITY: 1,500 pounds
WEIGHT: 1,800 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 in. (solid)
TIRES, REAR: 32x3 in. (solid)
STEERING: Irreversible worm
BRAKES: Internal on rear wheels; band on cardan shaft
SPRINGS: Semi-elliptic

Mitchell Motor Car Co. Racine, Wis.

FRAME: Pressed steel
BORE: 4 in.; STROKE: 4 1/4 in.
CYLINDERS: 2 vertical, separate, in front
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Float feed compensating
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE-GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: progressive system
DRIVE: Shaft with spiral and worm gear



Torbensen, Model T, 18 H.P.

PRICE: \$1,400 (chassis)
BODY: To suit
CAPACITY: 1 ton, delivery wagon
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches
TIRES, REAR: 32x3 1/2 inches
STEERING: Worm and sector
BRAKES: Transmission and rear hubs
SPRINGS: Platform in front; full elliptic in rear

Torbensen Motor Car Co., Bloomfield, N. J.

FRAME: Angle steel
BORE: 5 1/4 in.; STROKE: 4 1/2 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Front, on separate frame and cross spring
COOLING: Air or water-cooled as preferred
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Planetary on Hess-Bright ball bearings
SPEEDS: 2 ahead and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel and spur gear



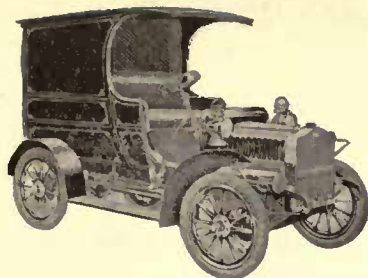
Cartercar, Model C, 20 H.P.

PRICE: \$1,400
BODY: Delivery wagon
CAPACITY: 1,000 pounds
WEIGHT: 1,800 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 1/4 in.
TIRES, REAR: 30x3 1/2 in.
STEERING: Segment and pinion
BRAKES: On rear hubs and transmission

Motorcar Co., Detroit, Mich.

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 4 1/4 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Mechanical from one cam shaft
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage and dry cells
CARBURETER: Float feed
LUBRICATION: Mechanical feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Friction transmission
CHANGE-GEAR CONTROL: Single side lever
DRIVE: Chain



Maxwell Model O, 20 H.P.

Maxwell Briscoe Motor Co., Tarrytown, N. Y.

PRICE: \$1,400
BODY: Delivery wagon
SEATS: 2 persons
CAPACITY: 1,000 pounds
WEIGHT: 1,700 pounds
WHEEL BASE: 85 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Pinion and segment
BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: On sides
MOTOR SUSPENSION: 3 point
COOLING: Water; thermo siphon system
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



Twyford Closed Delivery, 15 H.P.

Twyford Motorcar Co., Brookville, Pa.

PRICE: \$1,500
BODY: Closed delivery
SEATS: 2 persons
CAPACITY: 1,500 pounds
WEIGHT: 1,600 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x2 in. (solid)
TIRES, REAR: 32x2 in. (solid)
STEERING: Worm and gear

BRAKES: Hand and foot
SPRINGS: Full elliptic, rear; semi-elliptic, front
FRAME: Steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: Two, 2 cycle
MOTOR SUSPENSION: On frame in front
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Automatic
LUBRICATION: Oil cups
MOTOR-CONTROL: Spark
CLUTCH: Disc
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Twyford Open Delivery, 15 H.P.

Twyford Motorcar Co., Brookville, Pa.

PRICE: \$1,500
BODY: Open delivery
SEATS: 2 persons
CAPACITY: 1,500 pounds
WEIGHT: 1,600 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x2 in. (solid)
TIRES, REAR: 32x2 in. (solid)
STEERING: Worm and gear

BRAKES: Hand and foot
SPRINGS: Full elliptic, rear; semi-elliptic, front
FRAME: Steel
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: Two, 2 cycle
MOTOR SUSPENSION: On frame in front
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Automatic
LUBRICATION: Oil cups
MOTOR-CONTROL: Spark
CLUTCH: Disc
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Thomas 3-Ton Wagon, 20 H.P.

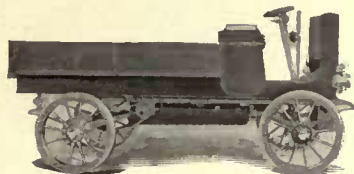
The Thomas Wagon Co., Vernon, N. Y.

PRICE: \$1,500
BODY: Built to order
CAPACITY: 3 tons
WEIGHT: About 3,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 42x4 in. iron
TIRES, REAR: 42x6 in. iron (ribbed)
STEERING: Wheel and cable
BRAKES: Bands on rear wheels
SPRINGS: 4 full elliptic

FRAME: Angle steel
BORE: 6 in. STROKE: 7 in.
CYLINDERS: 2 opposed in center of vehicle
VALVE ARRANGEMENT: All mechanically operated
MOTOR SUSPENSION: On main springs
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery

CARBURETER: Automatic float feed
LUBRICATION: Compression oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expansion
CHANGE GEAR: High speed, direct; others by friction
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

GASOLINE MOTOR BUSINESS WAGONS COSTING FROM \$1,550 TO \$2,499.



Rapid Express, D-21, 24-25 H.P.

Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$1,550
BODY: Express without top
CAPACITY: One ton
WEIGHT: 2,400 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches
TIRES, REAR: 32x3 inches
STEERING: Gear and sector
BRAKES: On rear hubs

SPRINGS: Platform type
FRAME: Angle iron
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: 3 point
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Double chain



Rapid Delivery, Model 11, 24-25 H.P.

Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$1,600
BODY: Closed delivery
CAPACITY: One ton
WEIGHT: 2,400 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches
TIRES, REAR: 32x3 inches
STEERING: Gear and sector
BRAKES: On hubs of rear wheels

SPRINGS: Full platform front; full elliptic, rear
FRAME: Angle iron
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: 3 point
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Double side chains



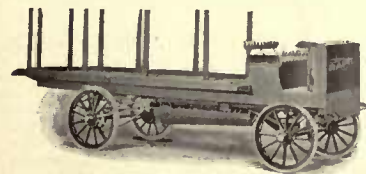
Rapid Express Wagon, D-21, 24-25 H.P.

Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$1,600
BODY: Express
CAPACITY: 1 ton
WEIGHT: 2,400 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Vertical column
BRAKES: On hubs of rear wheels
SPRINGS: Platform type

FRAME: Angle iron
CYLINDERS: Double opposed
BORE: 5 in. STROKE: 5 in.
VALVE ARRANGEMENT: Mechanical on top
MOTOR SUSPENSION: 3-point
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical gear-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain



Rapid Truck, D-62, 24-25 H.P.

Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$1,600
BODY: Stake platform
CAPACITY: 1 ton
WEIGHT: 2,600 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Vertical column
BRAKES: On hubs of rear wheels

SPRINGS: Full platform
FRAME: Angle iron
CYLINDERS: Double opposed
BORE: 5 in. STROKE: 5 in.
VALVES: Mechanical
MOTOR SUSPENSION: 3-point
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical gear-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chain



Hewitt Light Delivery Car, 10 H.P.

Hewitt Motor Co., New York.

PRICE: \$1,600
BODY: Closed delivery
SEATS: 2 persons
CAPACITY: 1,000 pounds
WEIGHT: 1,600 pounds
WHEEL-BASE: 84 inches
TREAD: 54½ inches
TIRES, FRONT: 30 x 2½ (solid)
TIRES, REAR: 30 x 3 in. (solid)
STEERING: Rack and pinion
BRAKES: On rear hubs and transmission

SPRINGS: Long semi-elliptic
FRAME: Pressed steel
BORE: 4¾ in. STROKE: 6 in.
CYLINDERS: One
MOTOR SUSPENSION: Horizontal under body
COOLING: Water; square tube radiator
IGNITION: Jump spark and make and break
CURRENT SUPPLY: Storage battery and magneto

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Interlocking pedals
DRIVE: Single chain



Rapid 1-Ton Truck, Model D-72, 24 H.P. Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$1,650
BODY: Stake and sill platform
CAPACITY: One ton
WEIGHT: 2,650 pounds
WHEEL BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches
TIRES, REAR: 32x3 inches
STEERING: Gear and sector
BRAKES: On rear wheel hubs

SPRINGS: Full platform, front; full elliptic, rear
FRAME: Angle steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: 3 point
COOLING: Water, tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Lever and foot pedal
DRIVE: Double side chain



Reo 10-Passenger Bus, 16-20 H.P.

Reo Motor Car Co., Lansing, Mich.

PRICE: \$1,700
BODY: Wagonette
SEATS: 10 passengers
WEIGHT: 1,900 pounds
WHEEL BASE: 90 inches
TREAD: 55 inches
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
STEERING: Worm and segment
BRAKES: On rear hubs and transmission

SPRINGS: Front, semi; rear, full elliptic
FRAME: Pressed steel
BORE: 4¾ in. STROKE: 6 in.
CYLINDERS: Double horizontal opposed
MOTOR SUSPENSION: Direct from frame
COOLING: Water; tubular radiator

IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: 2 float feed specials
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
DRIVE: Single chain.



Reo Business Wagon, 16-20 H.P.

Reo Motor Car Co., Lansing, Mich.

PRICE: \$1,700
BODY: To order
WEIGHT: 1,800 pounds
WHEEL BASE: 90 inches
TREAD: 55 inches
TIRES, FRONT: 30x4 inches
TIRES, REAR: 30x4 inches
STEERING: Worm and segment
BRAKES: On transmission and hubs

SPRINGS: Front, semi-elliptic; rear, full elliptic
FRAME: Pressed steel
BORE: 4¾ in.; STROKE: 6 in.
CYLINDERS: 2 horizontal opposed
MOTOR SUSPENSION: Direct from frame
COOLING: Water; tubular radiator
IGNITION: Jump spark

CURRENT SUPPLY: 2 sets dry cells
CARBURETER: 2 special float feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple metallic disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward, 1 reverse
DRIVE: Single chain

Soules Open Delivery Wagon, Model B, 22 H.P. Soules Motor Car Co., Detroit, Mich.



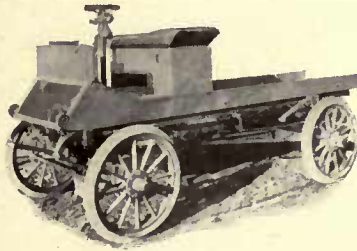
PRICE: \$1,750
BODY: Open delivery
CAPACITY: 1,500 pounds
WEIGHT: 2,100 pounds
WHEEL BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.
TIRES, REAR: 34x4 in.
STEERING: Wheel
BRAKES: Double, on rear hubs

SPRINGS: $\frac{3}{4}$ elliptic
FRAME: Angle steel
BORE: $\frac{5}{8}$ in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Horizontal under body
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Automatic
LUBRICATION: Force feed oiler
MOTOR CONTROL: Spark and throttle
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gear

Torbensen, Model T-I, 18-20 H.P.

Torbensen Motor Car Co., Bloomfield, N. J.

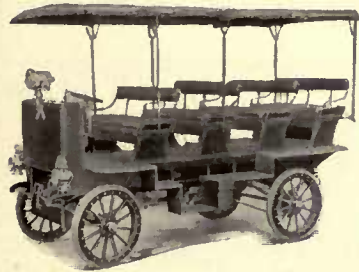


PRICE: \$1,800 (complete)
BODY: Platform type
CAPACITY: $\frac{1}{2}$ tons
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 34x3 $\frac{1}{2}$ inches
TIRES, REAR: 34x3 $\frac{1}{2}$ inches
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Platform, front; elliptic, rear

FRAME: Angle steel
BORE: $\frac{5}{8}$ in.; STROKE: 4 $\frac{1}{2}$ in.
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Both mechanically operated
MOTOR SUSPENSION: Front, on separate frame and cross spring
COOLING: Either air-cooled or water-cooled
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Automatic
LUBRICATION: Force feed oiler
MOTOR CONTROL: Spark and throttle
CLUTCH: Internal expanding
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel and spur gear

The "Rapid," Model No. D-132, 24 H.P. Rapid Motor Vehicle Co., Pontiac, Mich.



PRICE: \$1,800
BODY: Side entrance sight-seeing bus
SEATS: 12 passengers
WEIGHT: 3,600 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32x32 inches
TIRES, REAR: 32x32 inches
STEERING: Gear and sector
BRAKES: Internal on rear wheels

SPRINGS: Full platform; front and rear
FRAME: Heavy angle iron
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Mechanically operated
MOTOR SUSPENSION: 3-point
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical gear-driven oiler
MOTOR CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Double side chain

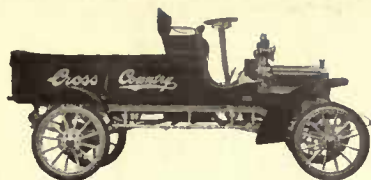
Knox Delivery Wagon, Model 8, 10 H.P. Knox Automobile Co., Springfield, Mass.



PRICE: \$1,800
BODY: Delivery wagon
CAPACITY: 1,500 pounds
WHEEL BASE: 78 inches
TREAD: 56 inches
TIRES, FRONT: 32 x 3 $\frac{1}{2}$ in.
TIRES, REAR: 32 x 3 $\frac{1}{2}$ in.
BRAKES: On transmission and differential

STEERING: Worm and nut
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in. STROKE: 8 in.
CYLINDERS: One
MOTOR SUSPENSION: Horizontal under body
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Dry cells.
CARBURETER: Automatic
LUBRICATION: Force feed oiler
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
DRIVE: Single chain



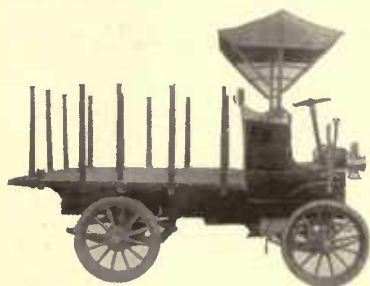
PRICE: \$1,800
 BODY: Optional as required
 CAPACITY: 1,000 pounds
 WEIGHT: 1,900 pounds
 WHEEL BASE: 106 inches
 TREAD: 56 inches
 TIRES, FRONT: 32-inch hard rubber
 TIRES, REAR: 32-inch hard rubber
 STEERING: Bevel gear
 BRAKES: Hubs and transmission

SPRINGS: Full elliptic
 FRAME: Angle steel
 BORE: 5½ in.; STROKE: 5½ in.
 CYLINDERS: 2, horizontal
 VALVE ARRANGEMENT: Inlet and exhaust in side ports
 MOTOR SUSPENSION: 3 point; front to side members of frame; rear to center
 COOLING: Water; tubular radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
 CARBURETER: Northern automatic
 LUBRICATION: Force feed; automatic
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Expanding ring
 CHANGE GEAR: Planetary
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Lever under steering wheel
 DRIVE: Shaft

Franklin, Model J, 12 H.P.

H. H. Franklin Mfg. Co., Syracuse, N. Y.



PRICE: \$1,800
 BODY: Platform bodies to order
 CAPACITY: 1 ton
 WEIGHT: 2,000 pounds
 WHEEL BASE: 76 inches
 TREAD: 54 inches
 TIRES, FRONT: 32x3 inches
 TIRES, REAR: 32x3½ inches
 STEERING: Worm and nut
 BRAKES: On transmission and rear hubs
 SPRINGS: Full elliptic

FRAME: Wood (armored)
 BORE: 3¼ in.; STROKE: 3¼ in.
 CYLINDERS: 4 vertical in front
 VALVE ARRANGEMENT: Inlet in heads, exhaust in side ports, and auxiliary exhaust valve at base of cylinders
 MOTOR SUSPENSION: From side members of frame
 COOLING: Air
 IGNITION: Jump spark
 CURRENT SUPPLY: Batteries

CARBURETER: Float feed automatic type
 LUBRICATION: Mechanical force feed oiler, gear driven
 MOTOR-CONTROL: Throttle, spark and governor
 CLUTCH: Multiple disc
 CHANGE GEAR: Sliding gear
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever; self-finding
 DRIVE: Worm gear

Soules Commercial Wagon, Model A, 22 H.P. Soules Motor Car Co., Detroit, Mich.



PRICE: \$1,800
 BODY: Closed top, screen sides
 CAPACITY: 1,500 pounds
 WEIGHT: 2,200 pounds
 WHEEL BASE: 96 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in.
 TIRES, REAR: 34x4 in.
 STEERING: Wheel
 BRAKES: Double, on rear hubs

SPRINGS: ¾ elliptic
 FRAME: Angle steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: Two, opposed
 MOTOR SUSPENSION: Horizontal under body
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells

CARBURETER: Automatic
 LUBRICATION: Force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CHANGE GEAR: Sliding type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Side hand lever
 DRIVE: Shaft and bevel gear

Gaeth Delivery, Type K.

Gaeth Auto Works, Cleveland, Ohio



PRICE: \$1,850
 BODY: As shown or built to order
 SEATS: 2 persons
 CAPACITY: 1,500 lbs. paying load
 WEIGHT: 2,000 pounds
 WHEEL BASE: 103 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 in. Swinehart
 TIRES, REAR: 38x4 in. Swinehart

STEERING: Worm and segment
 BRAKES: On rear wheels
 SPRINGS: Semi-elliptic
 FRAME: Angle steel
 COOLING: Thermo syphon, honey-comb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry cells
 CARBURETER: Automatic

LUBRICATION: Force feed oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Contracting bands
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 CHANGE-GEAR CONTROL: Hand lever and foot pedal
 DRIVE: Side chains



Mitchell Delivery Truck, 20 H.P.

Mitchell Motor Car Co., Racine, Wis.

PRICE: \$2,000
BODY: Open type
CAPACITY: 1 ton, capable of carrying a 50% overload
WEIGHT: 2,200 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 30x3 inch, solid
TIRES, REAR: 30x3½ inch, solid
STEERING: Gear, irreversible
BRAKES: Hand; internal expanding on rear wheels; foot, external contracting on rear wheels

SPRINGS: Half elliptic
FRAME: Pressed steel
BORE: 3¼ in.; STROKE: 4 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: Exhaust in center of head; inlet at side; both operated by one cam-shaft
MOTOR SUSPENSION: On sub-frame
COOLING: Water; cellular type of radiator
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Float feed, compensating
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle; both foot and hand control
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Spiral gear, shaft drive

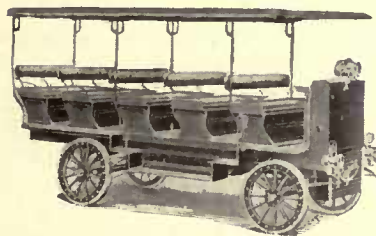


Rapid Wagonette, Model 152, 24-25 H.P. Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE \$2,000
BODY: Wagonette
SEATS: 16 passengers
WEIGHT: 2,400 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches
TIRES, REAR: 32x3 inches
STEERING: Gear and sector
BRAKES: Internal on rear wheels

SPRINGS: Full platform
FRAME: Heavy angle iron
BORE: 5 in. STROKE: 5 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: 3 point
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical gear driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Double side chain



The "Rapid," Model No. D 125, 24 H. P. Rapid Motor Vehicle Co., Pontiac, Mich.

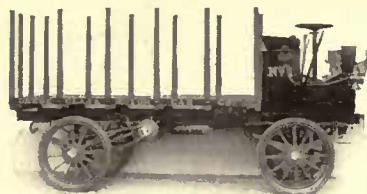
PRICE: \$2,400
BODY: Side entrance
SEATS: 20 passengers
WEIGHT: 3,800 pounds
WHEEL BASE: 111 inches
TREAD: 56 inches
TIRES, FRONT: 3½x32 inches
TIRES, REAR: 3½x34 inches
STEERING: Gear and sector
BRAKES: Internal on rear wheels
SPRINGS: Full platform; front and rear

FRAME: Heavy angle iron
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Mechanically operated
MOTOR SUSPENSION: 3-point
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical gear driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Double side chain



GASOLINE MOTOR BUSINESS WAGONS COSTING FROM \$2,500 TO \$3,999.



Deere, Model 1, 22 H.P.

Deere Clark Motor Car Co., Moline, Ill.

PRICE: \$2,500
BODY: Stake platform
CAPACITY: 2 to 3 tons
WEIGHT: 3,500 pounds
TREAD: 62 inches
TIRES, FRONT: 36x4 in. (solid)
TIRES, REAR: 36x4 in. (solid)
STEERING: Worm and gear
BRAKES: On rear wheels and countershaft
SPRINGS: Semi-elliptic

FRAME: Rolled steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 2 horizontal opposed
VALVE ARRANGEMENT: In heads
MOTOR SUSPENSION: Main frame
COOLING: Water; tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Expanding type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



Logan Omnibus & Truck, Model M, 30 H.P. Logan Construction Co., Chillicothe, O.

PRICE: \$2,500
BODY: Platform or optional
CAPACITY: 6,000 pounds
WEIGHT: 3,100 pounds
WHEEL BASE: 108 inches
TREAD: 56½ inches
TIRES, FRONT: 32x4½ in. solid
TIRES, REAR: 32x4½ in. solid
STEERING: Worm gear
BRAKES: 4 contracting band; lever and air

SPRINGS: Full elliptic front; platform in rear
FRAME: Angle steel
BORE: 5½ in.; STROKE: 6 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Automatic inlet; mechanical exhaust
MOTOR SUSPENSION: Cross-frame to side rails
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries and dry cells

CARBURETER: Float-feed type
LUBRICATION: Mechanical oiler; chain-driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Side chains



Logan 2 1-2 Ton Truck Model 14, 30 H.P. Logan Construction Co., Chillicothe, O.

PRICE: \$2,500
BODY: Platform, box body with top
CAPACITY: 5,000 pounds
WEIGHT: 3,000 pounds
WHEEL BASE: 108 inches
TREAD: 56½ inches
TIRES, FRONT: 32x4½ inches
TIRES, REAR: 32x4½ inches
STEERING: Worm and gear
BRAKES: On jack shaft and rear hubs

SPRINGS: Full elliptic front; platform, rear
FRAME: Heavy angle steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Cross members to side rails
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



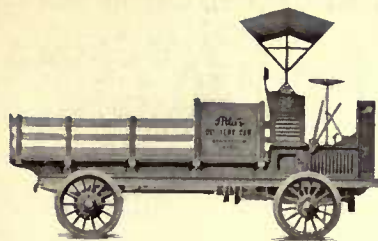
Logan Truck, Model 12, 30 H.P.

Logan Construction Co., Chillicothe, Ohio

PRICE: \$2,525 (complete as shown)
BODY: Flat bed, stake and side hoards
CAPACITY: 5,000 pounds
WEIGHT: 3,000 pounds
WHEEL BASE: 108 inches
TREAD: 56½ inches
TIRES, FRONT: 32x5 inches
TIRES, REAR: 32x5 inches
STEERING: Worm and gear
BRAKES: On jack shaft and rear hubs

SPRINGS: Front, full elliptic; rear platform
FRAME: Heavy angle steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Cross members to side rails
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding
SPEEDS: 2 forward and reverse, direct
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double side chain



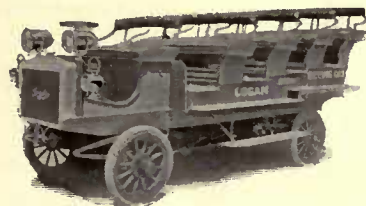
Atlas Delivery Car, Type C, 30 H.P.

Knox Motor Truck Co., Springfield, Mass.

PRICE: \$2,600
BODY: To order
CAPACITY: 3,000 pounds
WEIGHT: 3,500 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ in. solid rubber
TIRES, REAR: 32x4 in. solid rubber
STEERING: Heavy irreversible wheel type
BRAKES: Two double-acting band type

SPRINGS: 50 in. half elliptical front and rear
FRAME: Heavy section channel steel
BORE: 6 in.; STROKE: 5 in.
CYLINDERS: Two, vertical in front
VALVE ARRANGEMENT: Same side
MOTOR SUSPENSION: From side frame
COOLING: Water
CURRENT SUPPLY: Dry batteries or storage

IGNITION: Jump spark
CARBURETER: Special design
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc, metal to metal
CHANGE GEAR: Sliding spur gears
SPEEDS: Three forward, one reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Shaft

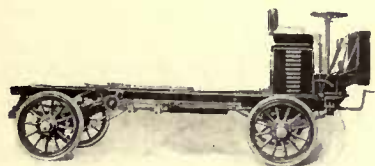


Logan Observation Car, Model 18, 30 H.P. Logan Construction Co., Chillicothe, O.

PRICE: \$2,750
BODY: Side entrance, raised seats
SEATS: 20 passengers
CAPACITY: 5,000 pounds
WEIGHT: 3,000 pounds
WHEEL BASE: 108 inches
TREAD: 56½ inches
TIRES, FRONT: 32x4½ inches
TIRES, REAR: 32x4½ inches
STEERING: Worm and gear

BRAKES: On jack shaft and rear hubs
SPRINGS: Full elliptic, front; platform, rear
FRAME: Heavy angle steel
BORE: 5½ in.; STROKE: 6 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Cross frame to side rails
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY Storage battery
CARBURETER: Automatic
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Contracting band
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
DRIVE: Side chains



Reliance, Model "F," 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,750, chassis only
BODY: Special freight or passenger, to order
CAPACITY: 2 to 3 tons
WEIGHT: 3,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.; Firestone solid
TIRES, REAR: 32x4 in.; Firestone solid
STEERING: Worm and sector
BRAKES: Four on rear hubs

SPRINGS: Semi-elliptic front; platform rear
FRAME: Cold pressed steel
BORE: 5¼ in.; STROKE: 5 in.
CYLINDERS: 2, two cycle
MOTOR SUSPENSION: On sub-frame
COOLING: Water, gear pump to tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage or dry cells
CARBURETER: Special

LUBRICATION: Mechanical individual pump for oil feed
MOTOR-CONTROL: Spark and throttle levers on steering column
CLUTCH: Aluminum cone, leather faced
CHANGE GEAR: Sliding gears
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever at right of driver
DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-F, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,900
BODY: Stake and side boards
CAPACITY: 2 to 3 tons
WEIGHT: 4,300 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.; Firestone solid
TIRES, REAR: 32x4 in.; Firestone solid
STEERING: Worm and sector
BRAKES: Four on rear hubs

SPRINGS: Semi-elliptic front; platform rear
FRAME: Cold pressed steel
BORE: 5¼ in.; STROKE: 5 in.
CYLINDERS: 2, two cycle
MOTOR SUSPENSION: On sub-frame
COOLING: Water, gear pump to tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage or dry cells
CARBURETER: Special

LUBRICATION: Mechanical individual pump for oil feed
MOTOR-CONTROL: Spark and throttle levers on steering column
CLUTCH: Aluminum cone, leather faced
CHANGE GEAR: Sliding gears
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever at right of driver
DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-A, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,950
 BODY: Stake box
 CAPACITY: 2 to 3 tons
 WEIGHT: 4,200 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 32x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs
 SPRINGS: Semi-elliptic front, platform rear

FRAME: Cold pressed steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special
 LUBRICATION: Mechanical; individual pump for oil feed

MOTOR-CONTROL: Spark and throttle; levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



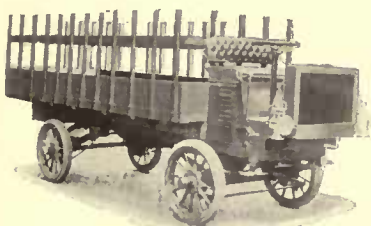
Reliance, Model F-D, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,950
 BODY: Stake box
 CAPACITY: 2 to 3 tons
 WEIGHT: 4,200 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 32x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs
 SPRINGS: Semi-elliptic front; platform rear

FRAME: Cold pressed steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water, gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special

LUBRICATION: Mechanical individual pump for oil feed
 MOTOR-CONTROL: Spark and throttle levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-E, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,950
 BODY: Stake and side boards
 CAPACITY: Three tons
 WEIGHT: 4,300 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 32x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs

SPRINGS: Semi-elliptic front, platform rear
 FRAME: Cold pressed steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special

LUBRICATION: Mechanical; individual pump for oil feed
 MOTOR-CONTROL: Spark and throttle; levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-G, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$2,950
 BODY: Panelled express
 CAPACITY: Two tons
 WEIGHT: 4,200 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 32x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs

SPRINGS: Semi-elliptic front; platform rear
 FRAME: Cold pressed steel
 BORE: 5½ in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water, gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special

LUBRICATION: Mechanical individual pump for oil feed
 MOTOR-CONTROL: Spark and throttle levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels

Sayers and Scovill 1 1-2 Ton Truck, 25 H.P. Sayers and Scovill, Cincinnati, Ohio

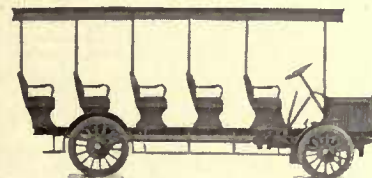


PRICE: \$3,000
BODY: As required
CAPACITY: 3,000 pounds
WEIGHT: 2,600 pounds (chassis)
WHEEL BASE: 96 inches
TREAD: 60 inches
TIRES, FRONT: 32x3 1/4 in.
TIRES, REAR: 34x3 3/4 in.
STEERING: Irreversible

BRAKES: Contracting on shaft and rear wheels
SPRINGS: Platform type
CYLINDERS: 4 vertical
MOTOR SUSPENSION: Under seat
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float feed type
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expansion
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Under hand wheel
DRIVE: Double side chain

Atlas Passenger Car, Type D, 30 H.P. Knox Motor Truck Co., Springfield, Mass.

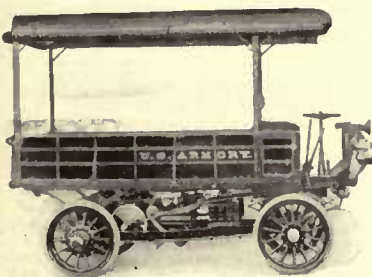


PRICE: \$3,000
BODY: Any style to specifications
CAPACITY: 18 passengers
WEIGHT: 4,500 pounds
WHEEL BASE: 132 inches
TREAD: 58 inches
TIRES, FRONT: 32x4 inch, solid
TIRES, REAR: 36x4 1/2 inch, solid
STEERING: Heavy irreversible wheel type
BRAKES: Two double-acting band type
SPRINGS: Half elliptical

FRAME: Heavy section channel steel
BORE: 6 in.; STROKE: 5 in.
CYLINDERS: Two vertical in front; double acting
MOTOR SUSPENSION: From side frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery or storage
CARBURETER: Special design

LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Throttle and spark
CLUTCH: Multiple disc, metal to metal
CHANGE GEAR: Sliding spur gears
SPEEDS: Three forward, one reverse
CHANGE-GEAR CONTROL: Side lever; selective system
DRIVE: Shaft

Atlas, Type A, 24 H.P. Knox Motor Truck Co., Springfield, Mass.

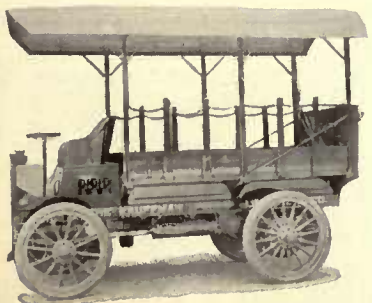


PRICE: \$3,000
BODY: Express, stake or platform
CAPACITY: Two tons
WEIGHT: 5,000 pounds
WHEEL BASE: 96 inches
TREAD: 58 inches
TIRES, FRONT: 36x4 in. solid rubber
TIRES, REAR: 36x5 in. solid rubber
STEERING: Heavy irreversible wheel type
BRAKES: Two, inside and outside drum

SPRINGS: Full elliptical front; half elliptical rear
FRAME: Channel steel
BORE: 6 in.; STROKE: 7 in.
CYLINDERS: Two, horizontal
VALVE ARRANGEMENT: Inlet and exhaust on side port
MOTOR SUSPENSION: From sub frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry battery or storage cells
CARBURETER: Special Knox

LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Throttle lever on top steering wheel
CLUTCH: Leather faced cone type
CHANGE GEAR: Sliding spur gears
SPEEDS: 3 forward, one reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Direct spur gear

Frayer-Miller, Type A, 24 H.P. Oscar Lear Automobile Co., Columbus, O.



PRICE: \$3,000
BODY: Stake platform
CAPACITY: 3 tons
WEIGHT: 3,450 pounds
WHEEL BASE: 112 inches
TREAD: 66 inches
TIRES, FRONT: 34x3 3/4 inches
TIRES, REAR: 34x5 inches
STEERING: Worm and sector
BRAKES: Two acts, internal and external

SPRINGS: Semi-platform type
FRAME: Channel steel
BORE: 4 1/16. STROKE: 5 1/2 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Cylinder heads
MOTOR SUSPENSION: Sub-frame
COOLING: Forced air
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Internal expanding type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



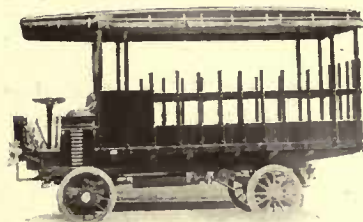
Atlas, Model A, 24 H.P.

PRICE: \$3,000
 BODY: Full panel with top
 WEIGHT: 5,000 pounds
 WHEEL BASE: 96 inches
 TREAD: 58 inches
 TIRES, FRONT: 36x4 inches
 TIRES, REAR: 36x5 inches
 STEERING: Heavy irreversible wheel type
 BRAKES: On rear wheels
 SPRINGS: Full elliptics front, half elliptics, rear

Knox Motor Truck Co., Springfield, Mass.

FRAME: Channel steel
 BORE: 6 in. STROKE: 7 in.
 CYLINDERS: 2 horizontal
 VALVE ARRANGEMENT: In side ports
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry or storage cells

CARBURETER: Special
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Throttle lever
 CLUTCH: Leather faced cone
 CHANGE GEAR: Sliding spur gear type
 SPEEDS: 3 forward, 1 reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Direct spur gear



Reliance, Model F-B, 28-30 H.P.

PRICE: \$3,000
 BODY: Stake, top and curtains
 CAPACITY: Three tons
 WEIGHT: 4,600 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 32x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs
 SPRINGS: Semi-elliptic front, platform rear

Reliance Motor Car Co., Detroit, Mich.

FRAME: Cold pressed steel
 BORE: 5 1/4 in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special
 LUBRICATION: Mechanical; individual pump for oil feed

MOTOR-CONTROL: Spark and throttle; levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-C, 28-30 H.P.

PRICE: \$3,000
 BODY: Top wire screens and curtains
 CAPACITY: Two tons
 WEIGHT: 4,200 pounds
 WHEEL BASE: 108 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x4 in., Firestone solid
 TIRES, REAR: 42x4 in., Firestone solid
 STEERING: Worm and sector
 BRAKES: Four on rear hubs

Reliance Motor Car Co., Detroit, Mich.

SPRINGS: Semi-elliptic front, platform rear
 FRAME: Cold pressed steel
 BORE: 5 1/4 in. STROKE: 5 in.
 CYLINDERS: 2, two cycle
 MOTOR SUSPENSION: On sub-frame
 COOLING: Water gear pump to tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage or dry cells
 CARBURETER: Special

LUBRICATION: Mechanical; individual pump for oil feed
 MOTOR-CONTROL: Spark and throttle; levers on steering column
 CLUTCH: Aluminum cone, leather faced
 CHANGE GEAR: Sliding gears
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Lever at right of driver
 DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Manhattan, 11-2-Ton Delivery Wagon. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$3,000
 BODY: To order
 CAPACITY: 3,000 pounds
 WEIGHT: About 3,500 pounds
 WHEEL BASE: 120 inches
 TREAD: 56 1/2 inches
 TIRES, FRONT: 36x3 1/2 inches
 TIRES, REAR: 36x4 inches
 STEERING: Worm and gear
 BRAKES: On countershaft and rear hubs
 SPRINGS: Half elliptic

FRAME: Pressed steel
 BORE: 4 1/2 in. STROKE: 6 in.
 CYLINDERS: 4 vertical in pairs
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From sub-frame
 COOLING: Water; honeycomb radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto and battery

CARBURETER: Float feed
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Cone, with cork inserts
 CHANGE GEAR: Individual clutch type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Double chain



Worth Sight-Seeing Car, Model F.

PRICE: \$3,000
 BODY: Cross seats, with top
 WEIGHT: 3,000 pounds
 WHEEL BASE: 132 inches
 SEATS: 16 passengers
 TIRES, FRONT: Pneumatic, 36x4½ inches
 TIRES, REAR: Pneumatic, 36x4½ inches
 STEERING: Worm and gear

Worth Motor Car Mfg. Co., Evansville, Ind.

BRAKES: On transmission and rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel
 HORSE-POWER: 60
 BORE: 5 inches
 STROKE: 6 inches
 CYLINDERS: 4 vertical in front
 MOTOR SUSPENSION: Under hood from main frame

COOLING: Water; cellular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Storage batteries
 CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR - CONTROL: Governor, spark and throttle
 DRIVE: Double chain



Atlas, Type B, 24 H.P.

PRICE: \$3,200
 BODY: Express stake or platform
 CAPACITY: Three tons
 WEIGHT: 6,000 pounds
 WHEEL BASE: 114 inches
 TREAD: 58 inches
 TIRES, FRONT: 36x5 in. solid rubber
 TIRES, REAR: 36x6 in. solid rubber
 STEERING: Heavy irreversible wheel type
 BRAKES: Two inside and outside rear drum

Knox Motor Truck Co., Springfield, Mass.

SPRINGS: Full elliptical front; half elliptical rear
 FRAME: Channel steel
 BORE: 6 in.; STROKE: 7 in.
 CYLINDERS: Two; horizontal
 VALVE ARRANGEMENT: Inlet and exhaust in side ports
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry battery or storage cells

CARBURETER: Special design
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Throttle lever on top steering wheel
 CLUTCH: Leather-faced cone type
 CHANGE GEAR: Sliding spur gears
 SPEEDS: 3 forward, one reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Direct spur gear



Atlas Truck, Model B, 24 H.P.

PRICE: \$3,200
 BODY: Fixed stake
 CAPACITY: 3 tons
 WEIGHT: 6,000 pounds
 WHEEL BASE: 114 inches
 TREAD: 58 inches
 TIRES, FRONT: 36x5 inches
 TIRES, REAR: 36x6 inches
 STEERING: Heavy irreversible wheel type
 BRAKES: Internal and external on rear wheels

Knox Motor Truck Co., Springfield, Mass.

SPRINGS: Front, full elliptics; rear, half elliptic
 FRAME: Channel steel
 BORE: 6 in. STROKE: 7 in.
 CYLINDERS: Two, horizontal
 VALVE ARRANGEMENT: In side ports
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water
 IGNITION: Jump spark

CURRENT SUPPLY: Dry and storage cells
 CARBURETER: Special design
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Conical type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Direct spur gear



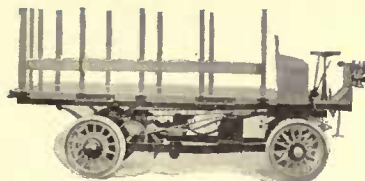
Atlas Truck, Model B, 24 H.P.

PRICE: \$3,200
 BODY: Full panel top
 CAPACITY: 3 tons
 WEIGHT: 6,000 pounds
 WHEEL BASE: 114 inches
 TREAD: 58 inches
 TIRES, FRONT: 36x5 inches
 TIRES, REAR: 36x6 inches
 STEERING: Heavy irreversible wheel type
 BRAKES: Internal and external on rear wheels

Knox Motor Truck Co., Springfield, Mass.

SPRINGS: Full elliptic front; half elliptic, rear
 FRAME: Channel steel
 BORE: 6 in. STROKE: 7 in.
 CYLINDERS: Two, horizontal
 VALVE ARRANGEMENT: In side ports
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water
 IGNITION: Jump spark
 CURRENT SUPPLY: Dry or storage battery

CARBURETER: Special design
 LUBRICATION: Mechanical oiler
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Conical type
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Selective system
 DRIVE: Direct spur gear



Atlas Truck, Model B, 24 H.P.

Knox Motor Truck Co., Springfield, Mass.

PRICE: \$3,200
BODY: Removable stake body
CAPACITY: 3 tons
WEIGHT: 6,000 pounds
WHEEL BASE: 114 inches
TREAD: 58 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x6 inches
STEERING: Heavy irreversible wheel type
BRAKES: Internal and external on rear wheels

SPRINGS: Front, full elliptics; rear, half elliptic
FRAME: Channel steel
BORE: 6 in. STROKE: 7 in.
CYLINDERS: Two, horizontal
VALVE ARRANGEMENT: In side ports
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry or storage battery

CARBURETER: Special design
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Direct spur gear



Atlas Express, Model B, 24 H.P.

Knox Motor Truck Co., Springfield, Mass.

PRICE: \$3,200
BODY: Express
CAPACITY: 3 tons
WEIGHT: 6,000 pounds
WHEEL BASE: 114 inches
TREAD: 58 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x6 inches
STEERING: Heavy irreversible wheel type
BRAKES: Internal and external on rear wheels

SPRINGS: Front, full elliptic; rear, half elliptic
FRAME: Channel steel
BORE: 6 in. STROKE: 7 in.
CYLINDERS: Two, horizontal
VALVE ARRANGEMENT: In side ports
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Dry and storage cells

CARBURETER: Special design
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Direct spur gear



3-Ton Truck.

Autocar Equipment Co., Buffalo, N. Y.

PRICE: \$3,250
BODY: Platform stake or rack sides
CAPACITY: 3 tons
WEIGHT: 4,800 pounds
WHEEL BASE: 95 inches
TREAD: 62 inches
TIRES, FRONT: 36x3 1/2 inches
TIRES, REAR: 36x4 inches
STEERING: Worm and gear
BRAKES: On jack shaft and rear drums

SPRINGS: Platform type
FRAME: Oak armored with steel plates
BORE: 4 11-16 in.
STROKE: 5 1/2 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Float feed automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double chain



Reliance, Model F-H, 28-30 H.P.

Reliance Motor Car Co., Detroit, Mich.

PRICE: \$3,360, with slat seats, street car type; \$3,420 upholstered seats and back
SEATS: 22 people
WEIGHT: 4,950 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 30x4 in., Firestone solid
TIRES, REAR: 32x4 in., Firestone solid
STEERING: Worm and sector
BRAKES: Four on rear wheels

SPRINGS: Semi-elliptic front, platform rear
FRAME: Cold pressed steel
BORE: 5 1/4 in. STROKE: 5 in.
CYLINDERS: 2 two cycle
MOTOR SUSPENSION: On sub-frame
COOLING: Water gear pump to tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage or dry cells
CARBURETER: Special

LUBRICATION: Mechanical; individual pump for oil feed
MOTOR-CONTROL: Spark and throttle; levers on steering column
CLUTCH: Aluminum cone, leather faced
CHANGE GEAR: Sliding gears
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever at right of driver
DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



Reliance, Model F-K, 28-30 H.P.

PRICE: \$3,450
BODY: Omnibus
SEATS: 18 people
WEIGHT: 5,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 in.; Firestone solid
TIRES, REAR: 32x4 in.; Firestone solid
STEERING: Worm and sector
BRAKES: Four on rear hubs
SPRINGS: Semi-elliptic front; platform rear

FRAME: Cold pressed steel
BORE: 5½ in.; STROKE: 5 in.
CYLINDERS: 2, two cycle
MOTOR SUSPENSION: On sub-frame
COOLING: Water, gear pump to tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage or dry cells
CARBURETER: Special
LUBRICATION: Mechanical individual pump for oil feed

MOTOR-CONTROL: Spark and throttle levers on steering column
CLUTCH: Aluminum cone, leather faced
CHANGE GEAR: Sliding gears
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Lever at right of driver
DRIVE: From bevel gear in transmission housing to jack shaft, and double chains to rear wheels



20-Passenger Car.

Autocar Equipment Co., Buffalo, N. Y.

PRICE: \$3,500
BODY: Passenger brake
SEATS: 20 persons
TREAD: 62 inches
TIRES, FRONT: 36x3½ in.
TIRES, REAR: 36x4 in.
STEERING: Worm and gear
BRAKES: On jack shaft and rear wheels
SPRINGS: Platform type

FRAME: Wood, armored with steel
BORE: 4 11-16 in.
STROKE: 5¼ in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; cellular radiator
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
CARBURETER: Float feed automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
DRIVE: Double chain



"Commerce" Model 17, 30 H.P.

American Machine Mfg. Co., Detroit, Mich.

PRICE: \$3,500
BODY: Stake truck, separate drivers' cab
SEATS: 2 persons
CAPACITY: 2½ tons
WEIGHT: (chassis), 3,500 pounds
WHEEL BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 36x5 inches
STEERING: Worm, nut and crank
BRAKES: Countershaft, two; rear hub, two

SPRINGS: Semi-elliptic front; platform rear
FRAME: Rolled channel steel
BORE: 4¾ in. STROKE: 4¾ in.
CYLINDERS: 4 in pairs
VALVE ARRANGEMENT: Side pocket all on one side
MOTOR SUSPENSION: On rolled channel steel cross bars
COOLING: Thermo syphon; water
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells and storage

CARBURETER: Standard
LUBRICATION: Force feed oiler, shaft driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Disc cork insert
CHANGE GEAR: Sliding type
SPEEDS: 3 speed forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever, selective system
DRIVE: Side chains



Manhattan, 2-Ton Truck, 50 H.P.

Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$3,500 (chassis)
BODY: To order
CAPACITY: 4,000 pounds
WEIGHT: About 4,500 pounds
WHEEL BASE: 121 inches
TREAD: 66 inches
TIRES, FRONT: 36x4½ inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Double sweep

FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb type radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells

CARBURETER: Automatic float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



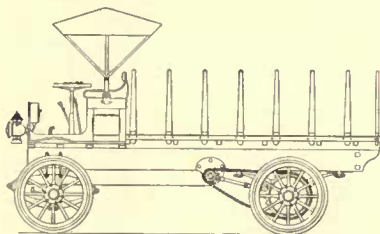
Siebert Sight-Seeing Car, Model A, 24 H.P.

The Shop of Siebert, Toledo, Ohio

PRICE: \$3,500
BODY: 4 cross seats, rear entrance tonneau
SEATS: 20 persons
WEIGHT: 4,700 pounds
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 34x4 in., solid rubber
TIRES, REAR: 34x4 in., solid rubber
STEERING: Worm and sector
BRAKES: On jack shaft and rear wheels

SPRINGS: Platform front and rear
FRAME: I-beam and wood
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 2 horizontal under body
VALVE ARRANGEMENT: Automatic inlet mechanical exhaust, both on one side
MOTOR SUSPENSION: Sub-channel frame under car
COOLING: Water, flat tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: Float feed, automatic
LUBRICATION: Compression force feed sight oilers
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary transmission
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side levers
DRIVE: Single chain to jack shaft, side chain to wheels



Chase 2-Ton Truck, Model 1, 30-40 H.P. Chase Motor Truck Co., Syracuse, N.Y.

PRICE: \$3,500
BODY: Express, stake cart or bus
CAPACITY: 4,000 pounds
WEIGHT: 3,500 pounds
WHEEL BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 in. solid
TIRES, REAR: 36x3 in. twin solid
STEERING: Nut and screw
BRAKES: Transmission and rear wheel hub
SPRINGS: Front full elliptic, rear semi-elliptic

FRAME: Wood
BORE: 4½ in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: 2 cycle; no valves in cylinders
MOTOR SUSPENSION: From side of frame
COOLING: Forced air
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward speeds and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



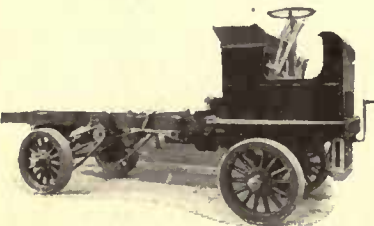
Knox, Model 102, 16-20 H.P.

Knox Automobile Co., Springfield, Mass

PRICE: \$3,700
CAPACITY: 6,000 pounds
WHEEL-BASE: 111 inches
TREAD: 62 inches
TIRES, FRONT: 36 x 4 inches
TIRES, REAR: 36 x 6 inches
STEERING: Worm and nut
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5 in. STROKE: 7 in.
CYLINDERS: 2, opposed
VALVE ARRANGEMENT: On top
MOTOR SUSPENSION: Horizontal, under body
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
DRIVE: Double side chain.



American 3-Ton Truck, 40 H.P.

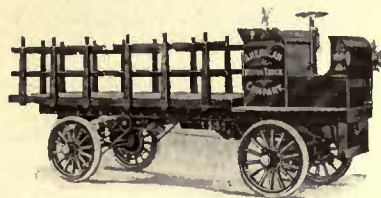
American Motor Truck Co., Lockport, N. Y.

PRICE: \$3,850 (chassis)
BODY: Platform
CAPACITY: Three tons
WEIGHT: 6,000 pounds
WHEEL BASE: 118 inches
TREAD: 64 inches or 56½ inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Worm and nut
BRAKES: On jack shaft and rear wheels

SPRINGS: Front; semi-elliptical; rear, semi-elliptical, platform type.
FRAME: Channel steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: 4 vertical, individual
MOTOR SUSPENSION: Main frame, under seat
COOLING: Water; spiral tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
CARBURETER: Automatic float feed type
MOTOR-CONTROL: Spark, throttle and governor
CLUTCH: Metallic disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Side chains

GASOLINE MOTOR BUSINESS WAGONS COSTING \$4,000 AND OVER.



American 3-Ton Truck, 40 H.P.

American Motor Truck Co., Lockport, N. Y.

PRICE: \$4,000
BODY: Stake platform
CAPACITY: 6,000 pounds
WEIGHT: 6,000 pounds
WHEEL BASE: 118 inches
TREAD: 64 or 56½ inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Irreversible
BRAKES: On jack shaft and rear wheels

SPRINGS: Front, semi-elliptic; rear, semi-elliptic, platform type
FRAME: Channel steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: 4 vertical, cast separate
MOTOR SUSPENSION: Main frame under seat
COOLING: Water; spiral tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries
CARBURETER: Automatic float feed
MOTOR-CONTROL: Spark, throttle, and governor
CLUTCH: Metallic multiple disc
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Side chains



The "Rapid," Model No. D-145, 24 H.P.

Rapid Motor Vehicle Co., Pontiac, Mich.

PRICE: \$4,000
BODY: Side entrance
SEATS: 25 passengers
CAPACITY: 2 ton
WEIGHT: 4,600 pounds
WHEEL BASE: 111 inches
TREAD: 60 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 34x4 inches
STEERING: Gear and sector
BRAKES: Internal on rear wheels

SPRINGS: Full platform; front and rear
FRAME: Heavy angle iron
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 2 opposed
VALVE ARRANGEMENT: Mechanically operated
MOTOR SUSPENSION: 3-point
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Mechanical gear-driven oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Friction
CHANGE GEAR: Planetary
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever and foot pedals
DRIVE: Double side chain



Hewitt 5-Ton Truck, 30 H.P.

Hewitt Motor Co., New York

PRICE: \$4,000
BODY: Platform
CAPACITY: 5 tons
WEIGHT: 7,000 pounds
WHEEL-BASE: 168 inches
TREAD: 68 inches
TIRES, FRONT: 36 x 5 in. (solid)
TIRES, REAR: 36 x 4 in. (twin, solid)
STEERING: Rack and pinion
BRAKES: On rear wheels and driving shaft
SPRINGS: Platform type

FRAME: Pressed steel
BORE: 4¼ in. STROKE: 5½ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: Under hood, between seats
COOLING: Water; square tube radiator
IGNITION: Make-and-break
CURRENT SUPPLY: Storage battery and magneto

CARBURETER: Automatic
LUBRICATION: Automatic force feed
MOTOR CONTROL: Spark and throttle
CLUTCH: Cone
CHANGE GEAR: Planetary
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Foot pedals
DRIVE: Double side chains



Miller 3-Ton Truck, Model B, 40 H.P.

Miller Motor Car Co., Bridgeport, Conn.

PRICE: \$4,000
BODY: To order
WEIGHT: 3,900 pounds
WHEEL BASE: 130 inches
TREAD: 60 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x5 inches
STEERING: Gemmer double screw type
BRAKES: On rear wheels and countershaft

FRAME: Channel steel; angle steel, sub-frame
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Continental ring clutch
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double side chains





Manhattan, 3-Ton Truck, 50 H.P.

Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$4,000 (chassis)
BODY: To order
CAPACITY: 6,000 pounds
WEIGHT: 6,500 pounds (with body)
WHEEL BASE: 11 to 13 feet
TREAD: 66 inches
TIRES, FRONT: 36x5 in.
TIRES, REAR: 36x5 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Double sweep

FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



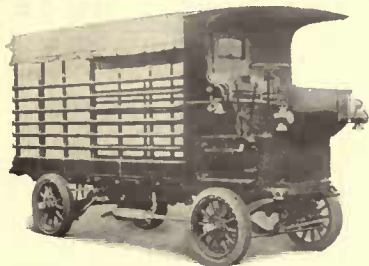
Biddle-Murray, 3-Ton Truck, 50 H. P.

Biddle-Murray M'g Co., Oak Park, Ill.

PRICE: \$4,000
BODY: Stake platform or to order
CAPACITY: 3 tons
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x6 inches
STEERING: Non-reversible
BRAKES: On propeller shaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Channel steel

CYLINDERS: 4 vertical
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries
CARBURETER: Automatic
LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc type
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Single side lever; selective system
DRIVE: Double side chain



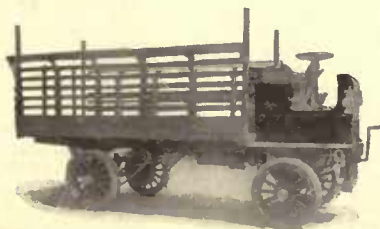
Manhattan, 4-Ton Truck, 50 H.P.

Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$4,250 (chassis)
BODY: To order
CAPACITY: 8,000 pounds
WEIGHT: About 7,500 pounds (with body)
WHEEL BASE: 11 to 13 feet
TREAD: 66 inches
TIRES, FRONT: 36x5½ inches
TIRES, REAR: 36x6 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear drums
SPRINGS: Semi-elliptic

FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb type radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



American 5-Ton Brewery Truck, 40 H.P. American Motor Truck Co., Lockport, N. Y.

PRICE: \$4,500
BODY: Brewery type
CAPACITY: 5 tons
WEIGHT: 8,000 pounds
WHEEL BASE: 118 inches
TREAD: 64 inches
TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x7 inches
STEERING: Irreversible
BRAKES: On jack shaft and rear wheels

SPRINGS: Front, semi-elliptical; rear, semi-elliptical, platform type
FRAME: Channel steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: 4 vertical, cast separately
MOTOR SUSPENSION: Main frame, under seat
COOLING: Water; spiral tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries
CARBURETER: Automatic float feed
MOTOR-CONTROL: Spark, throttle and governor
CLUTCH: Multiple disc friction
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever and foot pedal
DRIVE: Side chains



5-Ton Truck, 45-50 H.P.

Autocar Equipment Co., Buffalo, N. Y.

PRICE: \$4,500
BODY: Stake platform
CAPACITY: 5 tons
WHEEL BASE: 120 inches
TREAD: 70 inches
TIRES, FRONT: 36x5 in.
TIRES, REAR: 36x7 in.
STEERING: Worm and gear
BRAKES: On transmission shaft
and rear drums
SPRINGS: Half elliptic

FRAME: Oak armored with steel
plates
BORE: 5 1/4 in. STROKE: 6 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: On opposite
sides
MOTOR SUSPENSION: Main
frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Double chain



American 5-Ton Truck, 40 H.P.

American Motor Truck Co., Lockport, N. Y.

PRICE: \$4,500
BODY: Covered stake platform
CAPACITY: 5 tons
WEIGHT: 8,200 pounds
WHEEL BASE: 118 inches
TREAD: 64 inches
TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x7 inches
STEERING: Irreversible type
BRAKES: On jack shaft and rear
wheels

SPRINGS: Front, semi-elliptic;
rear, semi-elliptic, platform type
FRAME: Channel steel
BORE: 5 in. STROKE: 6 in.
CYLINDERS: 4 vertical, cast sepa-
rate
MOTOR SUSPENSION: Main
frame under seat
COOLING: Water; spiral tube ra-
diator
IGNITION: Jump spark

CURRENT SUPPLY: Storage bat-
teries
CARBURETER: Automatic float
feed
MOTOR-CONTROL: Spark, throt-
tle and governor
CLUTCH: Multiple metallic disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side
lever and foot pedal
DRIVE: Side chains



Manhattan, 5-Ton Truck Chassis, 50 H.P. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$4,800 (chassis)
BODY: To order
CAPACITY: 10,000 pounds
WEIGHT: 7,940 pounds with body
WHEEL BASE: 11 to 13 feet
TREAD: 66 inches
TIRES, FRONT: 36x5 1/2 inches
TIRES, REAR: 36x6 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear
hubs
SPRINGS: Double sweep

FRAME: Channel steel
BODY: 5 1/2 in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On one
side
MOTOR SUSPENSION: From sub-
frame
COOLING: Water; honeycomb rad-
iator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and
dry cells

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Individual clutch
type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selec-
tive system
DRIVE: Double chain



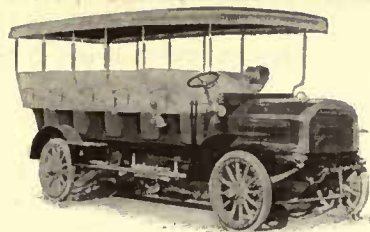
Manhattan, 12-Passenger Depot Car.

Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$4,800
BODY: Closed, rear, front or side
entrance
SEATS: 12 persons
WEIGHT: About 4,500 pounds
WHEEL BASE: 120 inches
TREAD: 54 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear
hubs
SPRINGS: Half elliptic

FRAME: Channel steel
BORE: 4 1/2 in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On op-
posite sides
MOTOR SUSPENSION: From sub-
frame
COOLING: Water; honeycomb rad-
iator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and
dry cells

CARBURETER: Automatic float
feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Cone, with cork inser-
change gear: Individual clutch
type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selec-
tive system
DRIVE: Double side chain



Manhattan, 20-Passenger Bus, 50 H.P. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$5,000
BODY: Rattan cross seat with canopy top
SEATS: 20 persons
WEIGHT: About 6,000 pounds
WHEEL BASE: 153 inches
TREAD: 66 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On rear hubs and countershaft
SPRINGS: Semi-elliptic

FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and battery

CARBURETER: Float feed type
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



Manhattan, 16-Passenger Car, 50 H.P. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$5,000
BODY: Cross leather seats with canopy top
SEATS: 16 persons
WEIGHT: About 5,500 pounds
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.

CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb type radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells
CARBURETER: Automatic float feed

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical with cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



Miller 40 H.P. Sightseeing Car, Model A. Miller Motor Car Co., Bridgeport, Conn.

PRICE: \$5,000 (complete)
BODY: Cross seats
SEATS: 20 passengers
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Gemmer double screw type
BRAKES: On rear wheels and countershaft
SPRINGS: Half elliptic, front; 3-point suspension, rear

FRAME: Channel steel; sub-frame, angle steel
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Automatic
LUBRICATION: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Continental ring clutch
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double side chains



Four-Wheel Drive Motor Truck, Model B, 45 H.P. Four-Wheel Drive Wagon Co., Milwaukee, Wis.

PRICE: \$5,000
BODY: Stake
CAPACITY: 7 tons
WEIGHT: 13,000 pounds
WHEEL BASE: 171 inches
TREAD: 71 inches
TIRES, FRONT: Wood segments, 36 in. diameter
TIRES, REAR: Wood segments, 36 in. diameter
STEERING: Worm and sector
BRAKES: Applied to all 4 wheels, on inner surface

SPRINGS: Semi-elliptic and supplementary spiral
FRAME: Channel steel
BORE: 6 in. STROKE: 6 in.
CYLINDERS: 4 vertical, in front
VALVE ARRANGEMENTS: Inlets in head, exhaust in side ports
MOTOR SUSPENSION: From side members of frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: With automatic mixture regulation
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel power applied to all four wheels



Manhattan, 10-12-Passenger Bus & Baggage. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$5,500
BODY: Bus and baggage
SEATS: 10-12 persons
WEIGHT: About 6,000 pounds
WHEEL BASE: 162 inches
TREAD: 66 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Half elliptic

FRAME: Channel steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On one side
MOTOR SUSPENSION: From sub-frame
COOLING: Water; honeycomb type radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells

CARBURETER: Automatic float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



Manhattan, 17-Passenger Bus, 50 H.P. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$5,500
BODY: With cross seats and tonneau
SEATS: 17-20 passengers
WEIGHT: About 6,000 pounds
WHEEL BASE: 153 inches
TREAD: 66 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On rear hubs and countershaft

SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 5½ in.; STROKE: 6 in.
CYLINDERS: 4, vertical in front
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: Direct from sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark

CURRENT SUPPLY: Magneto and battery
CARBURETER: Float-feed type
LUBRICATION: Force-feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double chain



Manhattan, 20-Passenger Car, 50 H.P. Mack Bros. Motor Car Co., Allentown, Pa.

PRICE: \$5,500
BODY: Cross leather seats
SEATS: 20 persons
WEIGHT: About 6,000 pounds
WHEEL BASE: 153 inches
TREAD: 66 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Channel steel

BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: On same side
MOTOR SUSPENSION: From angle steel sub-frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and dry cells
CARBURETER: Automatic float feed

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Conical type, cork inserts
CHANGE GEAR: Individual clutch type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Double side chain



Argus Truck, 28-32 H.P.

PRICE: \$5,500 (chassis)
BODY: Optional
CAPACITY: 4¾ tons
WHEEL BASE: 161 inches
TREAD: 68 inches
TIRES, FRONT: Solid rubber
TIRES, REAR: Solid rubber, double
STEERING: Worm and sector
BRAKES: Expanding type
SPRINGS: Semi-elliptic

FRAME: Krup pressed steel
BORE: 120 mm.
STROKE: 130 mm.
CYLINDERS: 4 vertical in pairs
VALVE ARRANGEMENT: Both sides
MOTOR SUSPENSION: Main frame
COOLING: Water
IGNITION: Jump spark

Argus Import Motor Co., New York

CURRENT SUPPLY: Bosch Magneto and battery
LUBRICATION: Pressure feed
MOTOR-CONTROL: Throttle and spark and foot accelerator
CLUTCH: Cone leather
CHANGE GEAR: Sliding type
SPEEDS: 4 front and 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain drive

PRICES ON FOLLOWING MODELS QUOTED BY MAKERS UPON APPLICATION.

American 24-Passenger Omnibus, 40 H.P.

American Motor Truck Co., Lockport, N.Y.

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

BODY: Bus type; seats running from front to rear
SEATS: 24 passengers
WEIGHT: About 8,000 pounds
WHEEL BASE: 156 inches
TREAD: 62 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Irreversible
BRAKES: On jack shaft and rear hubs

SPRINGS: Semi-elliptic, front; platform type, rear
FRAME: Steel channel
BORE: 5 in.; STROKE: 6 in.
CYLINDERS: 4 cast separately
MOTOR SUSPENSION: From main frame
COOLING: Water; spiral tube radiator
IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries
CARBURETER: Automatic float feed
MOTOR-CONTROL: Spark, throttle and governor
CLUTCH: Multiple metallic disc clutch
CHANGE GEAR: Planetary two speeds
SPEEDS: 2 forward and reverse
DRIVE: Side chain

Plymouth Truck.

Commercial Motor Truck Co., Plymouth, Ohio



BODY: Stake or side board
CAPACITY: 3 to 5 tons
WEIGHT: 4,000-4,500 pounds
WHEEL BASE: 144 inches
TREAD: 56½ inches
TIRES, FRONT: 32 inch single
TIRES, REAR: 36 inch dual
BRAKES: Internal expansion, hub drums
FRAME: Channel steel braced

BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: In front
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Automatic oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Duplex friction
SPEED: 0 to 8 and 10 to 12 m.p.h.
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chains to spur gear reduction

Plymouth Sight-Seeing Vehicle.

Commercial Motor Truck Co., Plymouth, Ohio



BODY: Cross seats, five or six
SEATS: 20 or 24 passengers
WEIGHT: 3,500 pounds
WHEEL BASE: 144 inches
TREAD: 56½ inches
TIRES, FRONT: 32 inch single
TIRES, REAR: 36 inch double
BRAKES: Internal expansion on rear hub drums
FRAME: Channel steel braced

BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: In front
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Automatic oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Duplex friction
SPEED: 0 to 12 and 15 to 20 m.p.h.
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chains to spur gear reduction

Panhard Delivery Wagon.

Panhard & Levassor, New York



BODY: Delivery van
CAPACITY: According to H.P.
WEIGHT: According to H.P.
WHEEL BASE: From 60 to 75 in.
TIRES, FRONT: Solid rubber or pneumatic
TIRES, REAR: Solid rubber or pneumatic
STEERING: Worm and gear
BRAKES: Three

SPRINGS: Reinforced
FRAME: Wood
HORSE-POWER: 10, 15, 18, 24, 35
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Sub-frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Magneto

CARBURETER: Krebs
MOTOR-CONTROL: On the steering wheel
CLUTCH: Leather and disc
CHANGE GEAR: Sliding type
SPEEDS: 4 and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

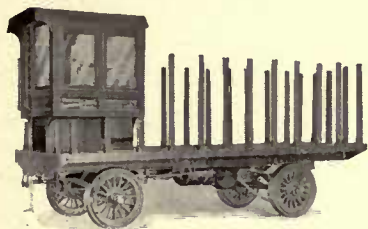


Panhard Truck.

BODY: Platform or van
SEATS: 2 in front
CAPACITY: According to H.P.
WEIGHT: According to H.P.
WHEEL BASE: 115 inches
TIRES, FRONT: Solid rubber or pneumatic
TIRES, REAR: Solid rubber or pneumatic
STEERING: Worm and gear
BRAKES: Three

SPRINGS: Reinforced
FRAME: Wood
HORSE-POWER: 10, 15, 18, 24, 35
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: Sub-frame under body
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Magneto
CARBURETER: Kreba
MOTOR-CONTROL: On the steering wheel
CLUTCH: Leather and disc
CHANGE GEAR: Sliding type
SPEEDS: 4 and reverse
CHANGE-GEAR CONTROL: Eide lever
DRIVE: Side chains



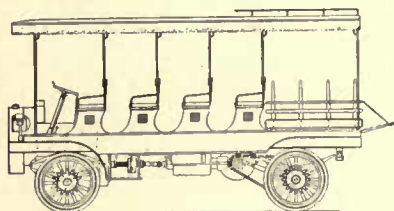
Chicago 5-Ton Truck.

BODY: Platform with cab in front
CAPACITY: 10,000 pounds
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 in. solid rubber
TIRES, REAR: 36 in. solid rubber
BRAKES: On transmission shaft and rear driving wheels
SPRINGS: Platform type
FRAME: Steel

BORE: 6 in. STROKE: 6 in.
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: In cylinder heads, operated from one side
MOTOR SUSPENSION: In front under cab
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Magneto or batteries

Chicago Commercial Auto Mfg. Co., Chicago, Ill.

CARBURETER: Float feed type
LUBRICATION: Mechanically-driven force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel banda with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains

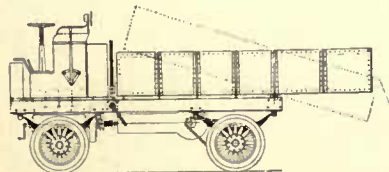


Chicago Combination Pass. & Baggage Car. Chicago Commercial Auto Mfg. Co., Chicago, Ill.

BODY: Passenger and baggage car
SEATS: 16 persons
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 inches, solid rubber
TIRES, REAR: 36 inches, solid rubber
BRAKES: On transmission shaft and rear wheels
SPRINGS: Platform type

FRAME: Steel
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: In cylinder heads, on same side
MOTOR SUSPENSION: Under seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries or magneto

CARBURETER: Float feed
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel band with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



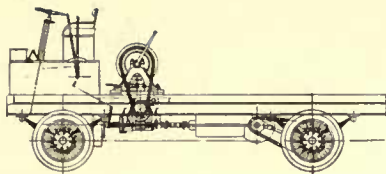
Chicago Coal or Gravel Truck.

Chicago Commercial Auto Mfg. Co., Chicago, Ill.

BODY: Tilting
CAPACITY: 5 tons
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 inches, solid rubber
TIRES, REAR: 36 inches, solid rubber
BRAKES: On transmission shaft and rear hubs
SPRINGS: Platform type

FRAME: Steel
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: in cylinder heads on same side
MOTOR SUSPENSION: Under seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries or magneto

CARBURETER: Float feed type
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel banda with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



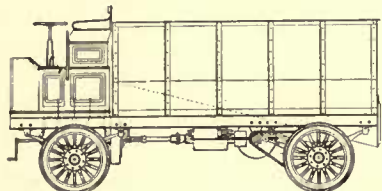
Chicago Truck with Winch.

BODY: Platform truck with winch
CAPACITY: 5 tons
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 inches, solid rubber
TIRES, REAR: 36 inches, solid rubber
STEERING: Vertical column
BRAKES: On transmission and rear hubs
SPRINGS: Platform type

FRAME: Steel
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: In cylinder heads, operated from one side
MOTOR SUSPENSION: Under driver's seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries or magneto

Chicago Commercial Auto Mfg. Co., Chicago, Ill.

CARBURETER: Float feed type
LUBRICATION: Forced feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel bands with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Double side chain



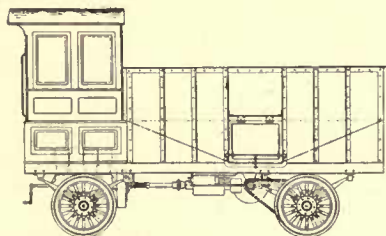
Chicago 6-Ton Coal Truck.

BODY: End delivery
CAPACITY: 12,000 pounds
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 inches, solid rubber
TIRES, REAR: 36 inches, solid rubber
STEERING: Vertical column
BRAKES: On transmission shaft and rear hubs

SPRINGS: Platform type
FRAME: Steel
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: In cylinder heads, operated from one side
MOTOR SUSPENSION: Under driver's cab
COOLING: Water
IGNITION: Jump spark

Chicago Commercial Auto Mfg. Co., Chicago, Ill.

CURRENT SUPPLY: Batteries or magneto
CARBURETER: Float feed type
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel bands with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



Chicago 6-Ton Coal Truck.

BODY: Side delivery
CAPACITY: 12,000 pounds
WHEEL BASE: 126 inches
TREAD: 64 inches
TIRES, FRONT: 36 inches, solid rubber
TIRES, REAR: 36 inches, solid rubber
STEERING: Vertical column
BRAKES: On transmission shaft and rear wheels
SPRINGS: Platform type

FRAME: Steel
BORE: 6 inches
STROKE: 6 inches
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: In cylinder heads, operated from one side
MOTOR SUSPENSION: Under cab
COOLING: Water
IGNITION: Jump Spark
CURRENT SUPPLY: Batteries or magneto

Chicago Commercial Auto Mfg. Co., Chicago, Ill.

CARBURETER: Float feed type
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel bands with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



ELECTRIC MOTOR BUSINESS WAGONS COSTING LESS THAN \$3,000.



Pope-Waverley, Model 64.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,500
BODY: Open delivery wagon
SEATS: 2 persons
WHEEL BASE: 85 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 in.

TIRES, REAR: 30x3 in.
STEERING: Wheel, tilting
BRAKES: Foot and electric
MOTOR SUSPENSION: One, suspended from body in front of rear axle

SPRINGS: Full elliptic
CURRENT SUPPLY: 40 cells of 9 P. V. oxide
GEARING: Double reduction gears
DRIVE: Double side chain



Pope-Waverley, Model 63.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,500
BODY: Closed delivery wagon
SEATS: 2 persons
WHEEL BASE: 85 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 in.

TIRES, REAR: 30x3 in.
STEERING: Wheel, tilting
BRAKES: Foot and electric
SPRINGS: Full elliptic
MOTORS: One

MOTOR SUSPENSION: From body, in front of rear axle
CURRENT SUPPLY: 40 cells of 9 P. V. oxide
GEARING: Double reduction
DRIVE: Double side chain

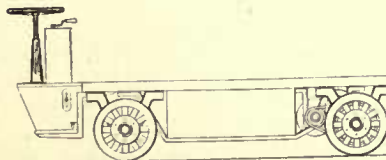


Pope-Waverley Delivery Wagon, Model 63. Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,700
BODY: Closed delivery wagon
CAPACITY: 800 pounds
WHEEL BASE: 85 inches
TREAD: 54 inches
TIRES, FRONT: 30x3 inches
TIRES, REAR: 30x3 inches

STEERING: Wheel, tilting
BRAKES: Foot and electric
SPRINGS: Full elliptic front and rear
MOTORS: One

MOTOR SUSPENSION: From body in front of rear axle
CURRENT SUPPLY: 40 cells of 9 P. V.
GEARING: Double reduction
DRIVE: Double side chain



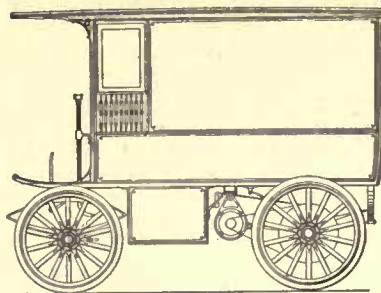
Hercules, Model 144.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$1,700
BODY: Heavy platform truck
CAPACITY: 6,000 pounds
WEIGHT: 3,525 pounds
WHEEL BASE: 73 1/2 inches
TREAD: 37 1/2 inches

TIRES, FRONT: 20x4x3/8 in. steel
TIRES, REAR: 20x4x3/8 in. steel
STEERING: Irreversible worm type
BRAKES: Electric on motors
SPRINGS: No springs
MOTORS: Single equipment

MOTOR SUSPENSION: From body
MOTOR CONTROL: Westinghouse
CHANGE SPEEDS: 3 speeds forward and reverse
DRIVE: Double chain



"Hercules," Model 120.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$1,750
BODY: Delivery wagon (closed)
CAPACITY: 1,000 pounds
WEIGHT: 2,300 pounds
TIRES, FRONT: 34x2½ inches
TIRES, REAR: 36x2½ inches

STEERING: Side bar
BRAKES: Band brakes on rear axle
SPRINGS: Front, elliptic; rear, platform
MOTORS: Double equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
SPEEDS: 4 speeds ahead and reverse
DRIVE: Double chain

Champion, Model L.

McCrea Motor Truck Co., Amer. Trust Bldg., Cleveland, O.

Maker's illustration not ready—will be published later and of a size suitable for insertion in this space.

PRICE: \$1,850
BODY: Any style delivery
CAPACITY: 1,000 pounds
WEIGHT: 2,350 pounds
WHEEL BASE: 84 inches

TREAD: Standard
TIRES, FRONT: 36 inches
TIRES, REAR: 42 inches
STEERING: Lever

BRAKES: Internal
MOTOR: Single
CURRENT SUPPLY: 22 cell battery



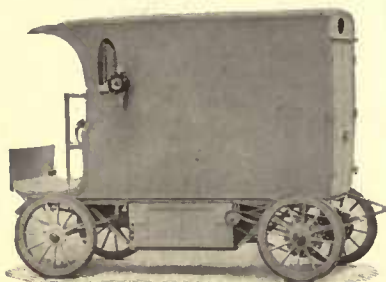
Pope-Waverley, Model 43.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,850
BODY: Closed delivery wagon
SEATS: 2 persons
CAPACITY: 1,200 lbs.
WHEEL BASE: 91 inches
TREAD: 60 inches

TIRES, FRONT: 32x3 in.
TIRES, REAR: 36x3 in.
STEERING: Wheel with sector and pinion
BRAKES: On hubs and counter-shaft

SPRINGS: Semi-elliptic front, full elliptic rear
MOTOR: Single
CURRENT SUPPLY: 42 cells of 11 P. V. oxide
DRIVE: Double side chain



Studebaker, Model 2011a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$1,850
BODY: Panel side delivery
CAPACITY: 500 pounds
WEIGHT: 2,500 pounds
WHEEL BASE: 84 inches
TREAD: 54 inches
TIRES, FRONT: 30x2½ inches
TIRES, REAR: 30x2½ inches
STEERING: By side lever

BRAKES: One operating on rear wheels
SPRINGS: Front, semi-elliptic; rear, full elliptic
FRAME: Angle steel
MOTOR RATING: 50 volts, 30 amperes
MOTOR SUSPENSION: Hung from frame

BATTERY: 30 cells, 9 plate
BATTERY ARRANGEMENT: Assembled in 5 trays hung under frame
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 4 to 12 miles per hour
DRIVE: By cross shaft, chains and sprockets



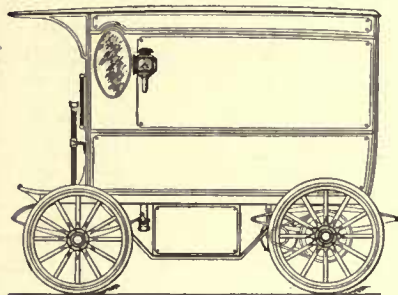
Pope-Waverley Delivery, Model 44.

Pope Motor Car Co., Indianapolis, Ind.

PRICE: \$1,850
BODY: Open delivery wagon
CAPACITY: 1,200 pounds
WHEEL BASE: 91 inches
TREAD: 60 inches
TIRES, FRONT: 32x3 inches

TIRES, REAR: 36x3 inches
STEERING: Wheel, with sector and pinion
BRAKES: Two; hub and counter-shaft

SPRINGS: Semi-elliptic, front; full elliptic, rear
MOTOR: Single, double reduction
CURRENT SUPPLY: 42 cell battery of 11 P.V.
DRIVE: Double side chain



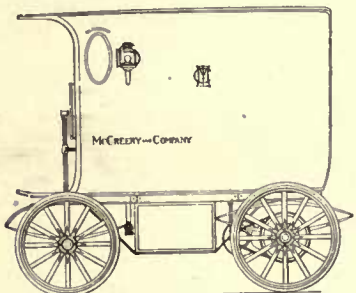
Hercules, Model 101.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$2,000
BODY: Closed delivery wagon
CAPACITY: 1,000 pounds
WEIGHT: 2,700 pounds
TIRES, FRONT: 34x2 inches
TIRES, REAR: 36x2 inches

STEERING: Horizontal side lever
BRAKES: Internal expanding hub
SPRINGS: Front, half platform; rear, full elliptical
MOTORS: Single equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
CHANGE SPEEDS: 4 forward and reverse
DRIVE: Double chain



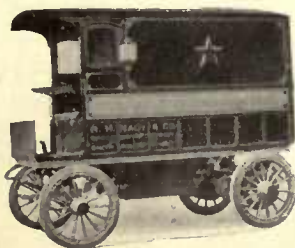
Hercules, Model 102.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$2,000
BODY: Delivery wagon (closed)
CAPACITY: 800 pounds
WEIGHT: 2,576 pounds
TIRES, FRONT: 34x2 inches
TIRES, REAR: 36x2 inches

STEERING: Horizontal side lever
BRAKES: Internal expanding hub
SPRINGS: Front, half platform; rear, full elliptical
MOTORS: Single equipment
MOTOR SUSPENSION: From body

MOTOR-CONTROL: Westinghouse
SPEED: 12 m.p.h.
CHANGE SPEEDS: 4 forward and reverse
DISTANCE: 40 miles
DRIVE: Double chain



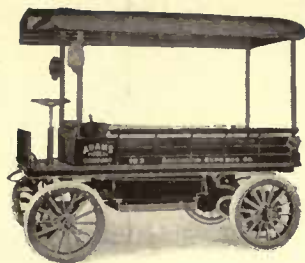
Columbia Delivery Wagon, Mark LII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$2,200 chassis; \$2,500 with standard body
BODY: Panel delivery wagon
CAPACITY: 2,000 pounds
WHEEL BASE: 92 inches
TREAD: Standard
TIRES, FRONT: 36x3½ inches

TIRES, REAR: 36x3½ inches
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beam
MOTORS: Two, connected to driving wheels by double reduction gears

BATTERY: Exide, 42 cells, 13 M.V.
CONTROLLER: Horizontal
RADIUS: 35 miles per charge with full load
SPEED: 11 miles per hour
DRIVE: Side chains



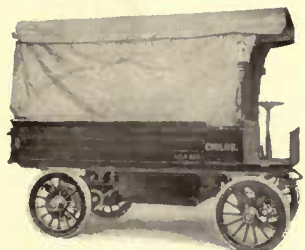
Columbia Express Wagon, Mark LII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$2,200 (chassis), \$2,500 with standard body
BODY: Express wagon
CAPACITY: 2,000 pounds
WHEEL BASE: 92 inches
TREAD: Standard
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x3½ inches

STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beam
MOTORS: Two, connected to driving wheels by double reduction gears

BATTERY: Exide, 42 cells, 13 M.V.
RADIUS: 35 miles per charge with full load
CONTROLLER: Horizontal
SPEED: 11 miles per hour
DRIVE: Side chains



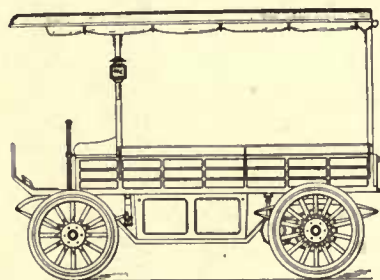
Columbia Delivery Wagon, Mark LII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$2,200 (chassis), \$2,500 with Standard body
BODY: Express wagon with flexible leather top
CAPACITY: 2,000 pounds
WHEEL BASE: 92 inches
TREAD: Standard
TIRES, FRONT: 36x3½ inches

TIRES, REAR: 36x3½ inches
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beam
MOTORS: Two, connected to driving wheels by double reduction gears

BATTERY: Exide, 42 cells, 13 M.V.
RADIUS: 35 miles per charge with full load
CONTROLLER: Horizontal
SPEED: 11 miles per hour
DRIVE: Side chains



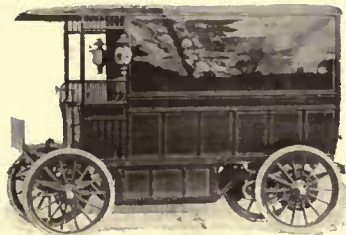
"Hercules," Model 139.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$2,250
BODY: Express wagon
CAPACITY: 2,000 pounds
WEIGHT: 3,200 pounds
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 36x4 inches
STEERING: Horizontal side lever

BRAKES: Internal expanding hub
SPRINGS: Front, half-platform; rear, full elliptic
MOTOR: Single equipment
MOTOR SUSPENSION: From body

DISTANCE: 50 miles
MOTOR-CONTROL: Westinghouse
SPEED: 9 m.p.h.
CHANGE SPEEDS: 4 speeds ahead and reverse
DRIVE: Double chain



Studebaker, Model 2007a.

Studebaker Automobile Co., South Bend, Ind

PRICE: \$2,300
BODY: Panel side delivery
CAPACITY: 1,000 pounds
WEIGHT: 3,500 pounds
WHEEL BASE: 92 inches
TREAD: 56 inches
TIRES, FRONT: 36x3 inches; solid
TIRES, REAR: 36x3 inches; solid
SPRINGS: Front, semi-elliptic; rear, semi-elliptic

BRAKES: One set operating on motor; one set operating on rear wheels
STEERING: By wheel
FRAME: Angle steel
MOTOR RATING: Two motors rated 80 volts, 14 amperes each
BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame

BATTERY: 40 cells, 9 plate
MOTOR SUSPENSION: Hung from frame
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 3 to 12 miles per hour
DRIVE: Through medium of chains and sprockets



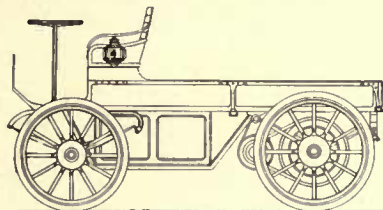
Lansden, Model 76E.

The Lansden Co., Newark, N. J.

PRICE: \$2,350
 BODY: As desired
 CAPACITY: 1,000 pounds
 WEIGHT: 2,400 pounds
 WHEEL BASE: 80 inches
 TREAD: 56 inches
 TIRES, FRONT: 2½, solid rubber

TIRES, REAR: 2½, solid rubber
 STEERING: Irreversible
 BRAKES: Internal, expanding in rear hubs
 SPRINGS: 1¼x6 in. semi-elliptic

FRAME: Wood (reinforced)
 MOTOR SUSPENSION: Single motor on frame
 SPEEDS: 3 forward, 2 reverse
 DRIVE: Chain



Hercules, Model 106.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$2,350
 BODY: Open delivery
 CAPACITY: 1,500 pounds
 WEIGHT: 3,500 pounds
 WHEEL BASE: 77 inches
 TREAD: 65 inches
 TIRES, FRONT: 36x3 inches

TIRES, REAR: 39x3½ inches
 STEERING: Irreversible type
 BRAKES: Internal expanding hub
 SPRINGS: Front, semi-elliptic; rear, half platform
 MOTORS: Double equipment

MOTOR SUSPENSION: From body
 MOTOR-CONTROL: Westinghouse
 CHANGE SPEEDS: 4 forward and reverse
 DRIVE: Double chain



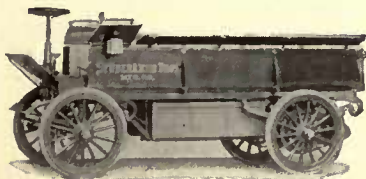
Lansden Electric, Type 79E.

The Lansden Co., Newark, N. J.

PRICE: \$2,700
 BODY: Closed Panel
 CAPACITY: 750 pounds
 WEIGHT: 2,450 pounds
 WHEEL BASE: 80 inches
 TREAD: 56 inches
 TIRES, FRONT: 32x2½ inches

TIRES, REAR: 32x2½ inches
 STEERING: Vertical column
 BRAKES: Internal on rear hub drums
 SPRINGS: Semi-elliptic
 FRAME: Armored wood

MOTOR SUSPENSION: Single from frame
 CONTROL: Hand lever on steering column
 MILEAGE: 40 per charge
 SPEED: 12 m. p. h.
 DRIVE: Side chains



Studebaker, Model 2008a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$2,400
 BODY: Express
 CAPACITY: 2,500 pounds
 WEIGHT: 5,300 pounds
 WHEEL BASE: 111 inches
 TREAD: 58½ inches
 TIRES, FRONT: 36x4 inches; solid
 TIRES, REAR: 36x4 inches; solid
 STEERING: By wheel

BRAKES: One set operating on motor; one set operating on rear wheels
 SPRINGS: Front, semi-elliptic; rear, semi-elliptic
 FRAME: Angle steel
 MOTOR RATING: Two motors rated 80 volts, 20 amperes each
 BATTERY: 40 cells, 13 plate

BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame
 MOTOR SUSPENSION: Hung from frame
 MOTOR-CONTROL: By controller located left side of seat
 SPEEDS: 4 to 10 miles per hour
 DRIVE: Through medium of chains and sprockets



Lansden Electric Wagon, Type 36D.

The Lansden Co., Newark, N. J.

PRICE: \$2,450
BODY: Closed panel, overhung
CAPACITY: 2,000 pounds
WEIGHT: 3,300 pounds
WHEEL BASE: 88 inches
TREAD: 56 inches
TIRES, FRONT: 32x3 inches, solid rubber

TIRES, REAR: 32x3 inches, solid rubber
STEERING: Vertical columns
BRAKES: On rear hub drums
SPRINGS: Semi-elliptical
FRAME: Armored wood

MOTOR SUSPENSION: Single motor from frame
CONTROL: Lever on steering column
MILEAGE: 25 per charge
SPEED: 10 m. p. h.
DRIVE: Side chains



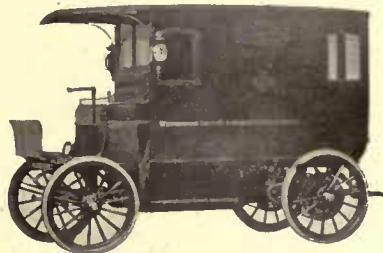
Lansden, Model 42E,

The Lansden Co., Newark, N. J.

PRICE: \$2,450
BODY: As required
CAPACITY: 2,000 pounds
WEIGHT: 3,000 pounds
WHEEL BASE: 88 inches
TREAD: 56 inches
TIRES, FRONT: 3x32 in., solid rubber

TIRES, REAR: 3x32 in., solid rubber
STEERING: Irreversible
BRAKES: Internal expanding on rear hubs
SPRINGS: Front, 2x36 in., semi-elliptic; rear, 2x40 in., semi-elliptic

FRAME: Armored wood
MOTOR SUSPENSION: Single motor on frame
SPEEDS: 3 forward, 2 back
DRIVE: Chains



Studebaker, Model 2004a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$2,800
BODY: Ambulance
CAPACITY: 1,000 pounds
WEIGHT: 3,700 pounds
WHEEL BASE: 92 inches
TREAD: 56 inches
TIRES, FRONT: 36x3 inches; solid
TIRES, REAR: 36x3 inches; solid
STEERING: Side lever

BRAKES: One set operating on motor; one set operating on rear wheels
SPRINGS: Front, semi-elliptic; rear, platform
FRAME: Angle steel
MOTOR RATING: Two motors rated 80 volts, 14 amperes each
BATTERY: 48 cells, 9 plate

BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame
MOTOR SUSPENSION: Hung from frame
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 4 to 15 miles per hour
DRIVE: Through medium of chains and sprockets



ELECTRIC MOTOR BUSINESS WAGONS COSTING \$3,000 OR OVER



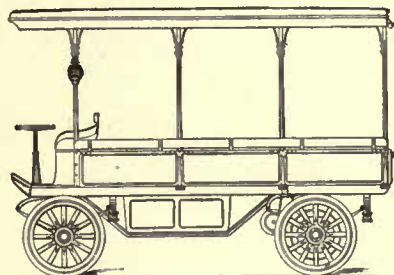
Studebaker, Model 2008e.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$3,000
BODY: Omnibus
SEATS: 14 persons
CAPACITY: 2,500 pounds
WEIGHT: 5,540 pounds
WHEEL BASE: 111 inches
TREAD: 38 inches
TIRES, FRONT: 36x4 inches; solid
TIRES, REAR: 36x4 inches; solid
STEERING: By wheel

BRAKES: One set operating on motor; one set operating on rear wheels
SPRINGS: Front, semi-elliptic; rear, semi-elliptic
FRAME: Angle steel
MOTOR RATING: Two motors rated 80 volts, 20 amperes each
MOTOR SUSPENSION: Hung from frame

BATTERY: 40 cells, 13 plate
BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame
MOTOR CONTROL: By controller located left side of seat
SPEEDS: 3 to 10 miles per hour
DRIVE: Through medium of chains and sprockets



Hercules, Model 103.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$3,000
BODY: Delivery wagon with top
CAPACITY: 3,000 pounds
WEIGHT: 5,400 pounds
WHEEL BASE: 111 inches
TREAD: 65 1/2 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4 inches

STEERING: Irreversible worm type
BRAKES: Internal expanding hub
SPRINGS: Half platform front and rear
MOTORS: Double equipment
MOTOR SUSPENSION: From body

SPEED: 10 m.p.h.
DISTANCE: 45 miles
MOTOR CONTROL: Westinghouse
CHANGE SPEEDS: 4 forward and reverse
DRIVE: Double chain

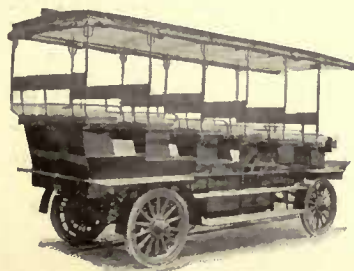


Commercial Electric Truck, 10 H.P. Commercial Truck Co. of America, Philadelphia, Pa

PRICE: \$3,000 to \$5,000, according to body and capacity
BODY: To order
CAPACITY: 10,200 pounds
WHEEL BASE: 144 inches
WEIGHT: 10,000 pounds
TREAD: 78 inches
TIRES, FRONT: 36x6 in., wooden
TIRES, REAR: 36x6 in., wooden

STEERING: Vertical steering columns and band wheel
BRAKES: Foot and electric
SPRINGS: Semi-elliptic
FRAME: Channel steel
MOTOR SUSPENSION: On axles
CURRENT SUPPLY: 42-cell storage battery

MOTORS: Connected with and part of each wheel
MOTOR CONTROL: Series-parallel grouping of motors
SPEEDS: Up to 7 1/2 m. p. h.
DRIVE: Direct on 4 wheels



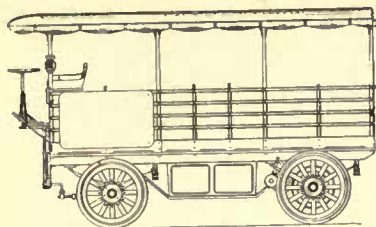
24-Passenger Electric Observation Car.

Autocar Equipment Co., Buffalo, N. Y.

PRICE: \$3,150
BODY: Terraced cross seats
SEATS: 24 passengers
TREAD: 62 inches
TIRES, FRONT: 36x3 1/2 in.

TIRES, REAR: 36x4 in.
STEERING: Pinion and quadrant
BRAKES: Double acting on rear hubs
SPRINGS: Platform, front and rear

FRAME: Oak, armored with steel plates
BATTERY: 42 cells, 15 W. B. storage
DRIVE: Double chain



Hercules, Model 121.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$3,200
BODY: Delivery truck
CAPACITY: 4,000 pounds
WEIGHT: 6,000 pounds
WHEEL BASE: 103 inches
TREAD: 72 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 38x4 inches
STEERING: Pinion and sector type

BRAKES: Internal expanding hub
SPRINGS: Half platform front and rear
MOTORS: Double equipment
MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
SPEED: 8½ m.p.h.
CHANGE SPEEDS: 4 forward and reverse

DISTANCE: 38 miles
DRIVE: Double chain

NOTE: With slight changes in price and specifications these trucks range in capacity up to 10,000 pounds; bodies to order



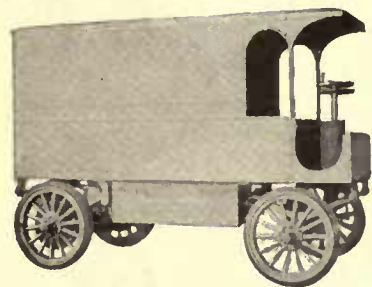
Lansden, Model 46G.

The Lansden Co., Newark, N. J.

PRICE: \$3,250
BODY: As required
CAPACITY: 4,000 pounds
WEIGHT: 4,800 pounds
WHEEL BASE: 111 inches
TREAD: 66 inches
TIRES, FRONT: 4x36 in., solid rubber.

TIRES, REAR: 4x36 in., solid rubber
STEERING: Irreversible
BRAKES: Internal expanding
SPRINGS: Front, 2¼x44 in., semi-elliptic; rear, 2½x44 in., semi-elliptic

FRAME: Wood, armored
MOTOR SUSPENSION: Single motor on frame
SPEEDS: 3 forward, 2 back
DRIVE: Chains



Elwell-Parker 2-Ton Electric Wagon. Elwell-Parker Electric Co., Cleveland, Ohio

PRICE: \$3,300
BODY: As required
CAPACITY: 2 tons
WEIGHT: 4,700 pounds
WHEEL BASE: 96 to 112 inches
TREAD: 60 inches

TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x4½ inches
STEERING: Irreversible
BRAKES: On rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel

MOTOR SUSPENSION: Swivel on frame
SPEED: 12 m.p.h.
MILEAGE: 35 to 50
SPEEDS: 3 forward, 2 reverse
DRIVE: Chain

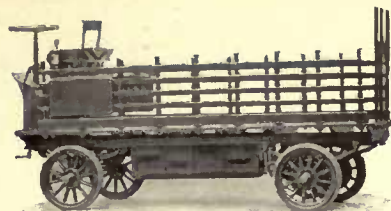


Commercial Sight-Seeing Bus, 10 H.P. Commercial Truck Co. of America, Phila., Pa.

PRICE: \$3,500 to \$6,000
BODY: Sight-seeing passenger
SEATS: 30 persons
WHEEL BASE: 144 inches
WEIGHT: 10,800 pounds
TREAD: 78 inches
TIRES, FRONT: 36x6 in., solid rubber

TIRES, REAR: 36x7 in., solid rubber
STEERING: All four wheels
BRAKES: Foot and electric
SPRINGS: Platform
FRAME: Channel iron
MOTOR SUSPENSION: On axles

MOTORS: 4, connected with and part of each wheel
CURRENT SUPPLY: 42-cell storage battery
MOTOR-CONTROL: Series-parallel grouping of motors
SPEEDS: Up to 14 m. p. h.
DRIVE: Direct on all 4 wheels



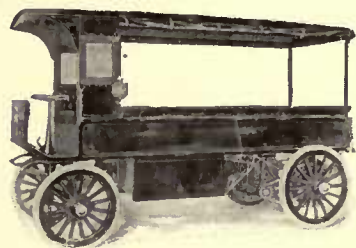
Studebaker, Model 2010a.

Studebaker Automobile Co., South Bend, Ind.

PRICE: \$3,500
BODY: Stake side
CAPACITY: 7,000 pounds
WEIGHT: 8,400 pounds
WHEEL BASE: 127 inches
TREAD: 72 inches
TIRES, FRONT: 36x5 inches; solid
TIRES, REAR: 36x6 inches; solid
SPRINGS: Front, semi-elliptic;
rear, semi-elliptic

STEERING: By wheel
BRAKES: One set operating on motor; one set operating on rear wheels
FRAME: Angle steel
MOTOR RATING: Two motors, rated 80 volts, 35 amperes each
BATTERY: 40 cell, 17 plate
MOTOR SUSPENSION: Hung from frame

BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 2 to 7 miles per hour
DRIVE: Through medium of chains and sprockets



"Hercules," Model 124.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$3,500
BODY: Open delivery wagon with top
CAPACITY: 6,000 pounds
WEIGHT: 5,675 pounds
TIRES, FRONT: 36x3½ inches

TIRES, REAR: 42x3½ inches
STEERING: Irreversible worm type
BRAKES: Internal expanding hub
SPRINGS: Platform, front and rear
MOTORS: Double equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
SPEEDS: 4 forward and reverse
DRIVE: Double chain



Columbia Truck, Mark LIV.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$3,700 (chassis)
BODY: Special, with electric windlass
CAPACITY: 6,000 pounds
WHEEL BASE: 113 inches
TREAD: Standard
TIRES, FRONT: 36x5 in. solid
TIRES, REAR: 36x5 in. solid

STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: I-beam iron
MOTORS: Two, connected to driving wheels by double reduction gears

BATTERY: Exide, 44 cells, 17 M. V.
RADIUS: 30 miles per charge
CONTROLLER: Horizontal
SPEED: 8 miles per hour
DRIVE: Side chains



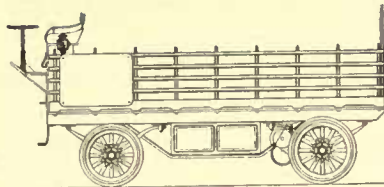
Columbia Truck, Mark LIV.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$3,700 (chassis)
BODY: Closed
CAPACITY: 6,000 pounds
WHEEL BASE: 113 inches
TREAD: Standard
TIRES, FRONT: 36x5 in. solid
TIRES, REAR: 36x5 in. solid

STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: I-beam iron
MOTORS: Two, connected to rear driving wheels by double reductions gears

BATTERY: Exide, 44 cells, 17 M. V.
RADIUS: 30 miles per charge
CONTROLLER: Horizontal
SPEED: 8 miles per hour
DRIVE: Side chains



Hercules, Model 113.

James Macnaughtan Co., Buffalo, N. Y.

PRICE: \$3,750
BODY: Platform truck
CAPACITY: 7,000 pounds
WEIGHT: 7,500 pounds
WHEEL BASE: 118 inches
TREAD: 70 inches
TIRES, FRONT: 36x5 inches
TIRES, REAR: 38x5 inches

STEERING: Pinion and sector type
BRAKES: Internal expanding hub
SPRINGS: Semi-elliptic
MOTORS: Double equipment
MOTOR SUSPENSION: From body

SPEED: 8 m.p.h.
MOTOR-CONTROL: Westinghouse
DISTANCE: 30 miles
CHANGE SPEEDS: 4 forward and reverse
DRIVE: Double chain

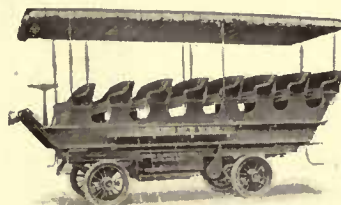
*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

Champion, 6-Ton Truck. McCrea Motor Truck Co., Amer. Trust Bldg., Cleveland, O.

PRICE: \$4,000
BODY: Any type
CAPACITY: 6 to 10 tons
WEIGHT: 8,750 pounds
WHEEL BASE: Optional

TREAD: Optional
TIRES, FRONT: 42 inches, wood or steel
TIRES, REAR: 52 inches, wood or steel

MOTORS: 2
CURRENT SUPPLY: 44 cell battery
DRIVE: Chain



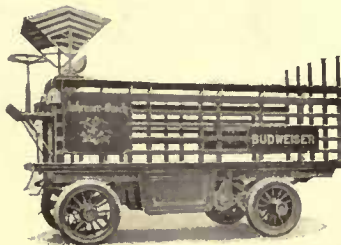
Columbia Sight-Seeing Car, Mark LIII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,200 (chassis)
BODY: Sight-seeing side entrance bus
SEATS: 48 passengers
WHEEL BASE: 123 inches
TREAD: Standard

TIRES, FRONT: 36x6 in. solid
TIRES, REAR: 36x7 in. solid
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beams

MOTORS: Two, connecting to driving wheels by double reduction gears
BATTERY: Exide, 44 cells, 19 M.V.
SPEED: 9½ miles per hour
DRIVE: Side chains



Columbia Brewery Truck, Mark LIII.

Electric Vehicle Co., Hartford, Conn.

PRICE: \$4,200 (chassis)
BODY: Brewery wagon, carrying 50 half barrels
CAPACITY: 10,000 pounds
WHEEL BASE: 123 inches
TREAD: Standard

TIRES, FRONT: 36x6 in. solid
TIRES, REAR: 36x7 in. solid
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beams

MOTORS: Two, connected to rear driving wheels by double reduction gears
BATTERY: Exide, 44 cells, 19 M.V.
SPEED: 6 miles per hour
DRIVE: Side chains

Columbia Truck, Mark LIII.

Electric Vehicle Co., Hartford, Conn.



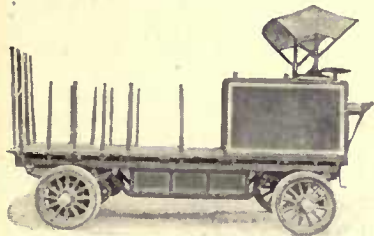
PRICE: \$4,200 (chassis)
BODY: Platform type
CAPACITY: 10,000 pounds
WHEEL BASE: 123 inches
TREAD: Standard
TIRES, FRONT: 36x6 in. solid

TIRES, REAR: 36x7 in. solid
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beams

MOTORS: Two, connected to rear driving wheels by double reduction gears
BATTERY: Exide, 44 cells, 19 M.V.
SPEED: 6 miles per hour
DRIVE: Double chain

Studebaker, Model 2003a.

Studebaker Automobile Co., South Bend, Ind.



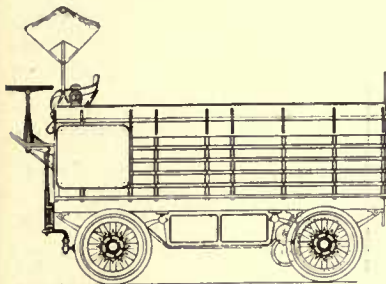
PRICE: \$4,250
BODY: Stake
CAPACITY: 10,000 pounds
WEIGHT: 9,700 pounds
WHEEL BASE: 126 inches
TREAD: 73 inches
TIRES, FRONT: 36x7 inches; solid
TIRES, REAR: 36x7 inches; solid
SPRINGS: FRONT, semi-elliptic; rear, semi-elliptic

BRAKES: One set operating on motor; one set operating on rear wheels
STEERING: By wheel
FRAME: Angle steel
MOTOR RATING: Two motors rated 80 volts, 35 amperes each
BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame

BATTERY: 40 cell, 19 plate
MOTOR SUSPENSION: Hung from frame
MOTOR-CONTROL: By controller located left side of seat
SPEEDS: 2 to 6 miles per hour
DRIVE: Through medium of chains and sprockets

Hercules, Model 115.

James Macnaughtan Co., Buffalo, N. Y.



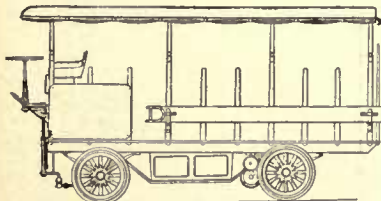
PRICE: \$4,400
BODY: Brewery truck
CAPACITY: 10,000 pounds
WEIGHT: 8,700 pounds
WHEEL BASE: 100 inches
TREAD: 77½ inches
TIRES, FRONT: 36x7 inches

TIRES, REAR: 36x twin 4 in.
STEERING: Pinion and sector type
BRAKES: Internal expanding hub
SPRINGS: Semi-elliptic
MOTORS: Double equipment
MOTOR SUSPENSION: From body

DISTANCE: 35 miles
MOTOR-CONTROL: Westinghouse
SPEED: 6 miles per hour
SPEEDS: 4 forward and reverse
DRIVE: Double chain

Hercules, Model 128.

James Macnaughtan Co., Buffalo, N. Y.



PRICE: \$4,400
BODY: Stake platform with top
CAPACITY: 10,000 pounds
WEIGHT: 8,700 pounds
WHEEL BASE: 117 inches
TREAD: 83 inches
TIRES, FRONT: 36x7 inches

TIRES, REAR: 36x7 inches
STEERING: Pinion and sector type
BRAKES: Internal expanding hub
SPRINGS: Semi-elliptic
MOTORS: Double equipment

MOTOR SUSPENSION: From body
MOTOR-CONTROL: Westinghouse
CHANGE SPEEDS: 4 forward and reverse
DRIVE: Double chain



Brunn Electric Omnibus.

Brunn's Carriage M'f'g Co., Buffalo, N. Y.

PRICE: \$5,000
BODY: Side door omnibus
SEATS: 11 passengers
WHEEL BASE: 96 inches
TREAD: 62 inches
TIRES, FRONT: 36x3½ inches
TIRES, REAR: 42x4 inches

STEERING: Worm and gear
BRAKES: Foot and electric
SPRINGS: Semi-elliptic
FRAME: Angle iron
MOTORS: 2 Westinghouse
BATTERIES: 42 cells of National
15 W. B.

CONTROLLER: Westinghouse
SPEEDS: 4 ahead and reverse
RATE OF SPEED: 3 to 15 miles
per hour
DRIVE: Double chain

PRICES WILL BE QUOTED ON THE FOLLOWING MODELS BY MAKERS, UPON APPLICATION



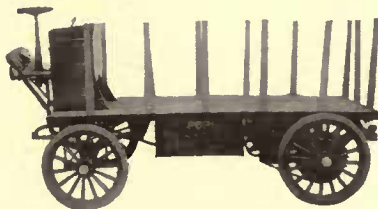
Lansden, Model 66G.

The Lansden Co., Newark, N. J.

BODY: As required
CAPACITY: 6,000 pounds
WEIGHT: 5,700 pounds
WHEEL BASE: 120 inches
TREAD: 66 inches
TIRES, FRONT: 5x36 in., solid

TIRES, REAR: 5x36 in., solid
STEERING: Irreversible
BRAKES: Internal expanding on
rear hubs
SPRINGS: 2½x44 in semi-elliptic;
2½x44 in., semi-elliptic

FRAME: Wood, armored
MOTOR SUSPENSION: Single
motor on frame
SPEEDS: 3 forward, 2 back
DRIVE: Chains



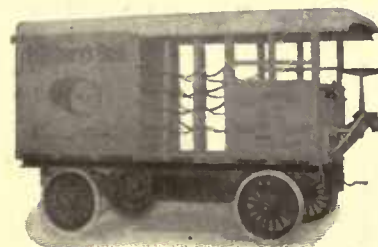
Pope-Waverley 1-Ton Truck.

Pope Motor Car Co., Indianapolis, Ind.

BODY: Stake platform
CAPACITY: One ton
WHEEL BASE: 92 inches
TREAD: 68 inches
TIRES, FRONT: 36x3 in.

TIRES, REAR: 36x3 in.
STEERING: Wheel, with sector and
pinion
BRAKES: Expansion type hub
SPRINGS: Semi-elliptic, platform
type

MOTOR SUSPENSION: Hung
from chassis in front of rear axle
CURRENT SUPPLY: 42 cells of 11
M. V. oxide
GEARING: Double reduction
DRIVE: Double side chain



Pope-Waverley 3-Ton Truck.

Pope Motor Car Co., Indianapolis, Ind.

BODY: Stake platform
CAPACITY: 3 tons
WHEEL BASE: 118 inches
TREAD: 73 inches
TIRES, FRONT: 36x5 in.
TIRES, REAR: 36x5 in.

STEERING: Sector and pinion
BRAKES: Expansion type on rear
hub drums
SPRINGS: Semi-elliptic
MOTOR SUSPENSION: Hung
from chassis in front of rear axle

CURRENT SUPPLY: 42 cells of 15
M. V. oxide
GEARING: Double reduction
DRIVE: Double side chain



Pope-Waverley 5-Ton Truck.

Pope Motor Car Co., Indianapolis, Ind.

BODY: Stake platform
CAPACITY: 5 tons
WHEEL BASE: 121 inches
TREAD: 76 inches
TIRES, FRONT: 36x6 in.

TIRES, REAR: 36x6 in.
STEERING: Sector and pinion
BRAKES: Expansion type on rear
hub drums
SPRINGS: Semi-elliptic

MOTOR SUSPENSION: Hung
from chassis in front of rear axle
CURRENT SUPPLY: 42 cells of 19
M. V. oxide
GEARING: Double reduction
DRIVE: Double side chain



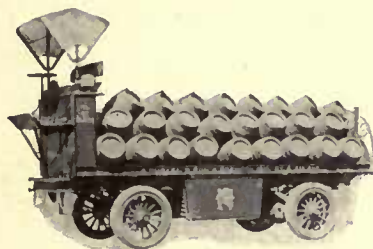
Sight-Seeing Coach.

General Vehicle Co., Long Island City, N. Y.

BODY: Six terraced seats
CARRYING CAPACITY: 24 pas-
sengers
FRAME: Channel steel

BRAKES: Foot; expanding type
TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x6 inches
SPEEDS: 4 forward; 2 reverse

WHEEL BASE: 114 inches
TREAD: 64 inches
DRIVE: Chain or gear



Five-Ton Brewery Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Platform and tail board
CAPACITY: 5 tons (50 half bar-
rels)
FRAME: Channel steel

BRAKES: Foot; expanding type
TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x7 inches
SPEEDS: 4 forward; 2 reverse

WHEEL BASE: 115 inches
TREAD: 69½ inches
DRIVE: Gear



Freight Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Freight truck
CAPACITY: 3 tons
FRAME: Channel steel
SPRINGS: Platform type

STEERING: Vertical column
WHEEL BASE: 147 inches
TREAD: 71½ inches
BRAKES: Foot; expanding type

TIRES, FRONT: 36x6 inches
TIRES, REAR: 36x3½ in. twin.
SPEEDS: 4 forward, 2 reverse
DRIVE: Side chains



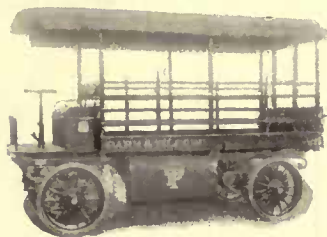
Panel Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Panel truck
CAPACITY: 5 tons
WHEEL BASE: 134 inches
TREAD: 71½ inches

TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x4 inches twin
STEERING: Vertical column
BRAKES: Foot expanding

FRAME: Channel steel
SPRINGS: Platform type
MOTORS: Two, suspended under body in rear
DRIVE: Side chains



Delivery Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Stake sides with top
CAPACITY: Two tons
WHEEL BASE: 112½ inches
TREAD: 56½ inches

TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Vertical column
BRAKES: Foot expanding

FRAME: Channel steel
SPRINGS: Semi-elliptical
MOTOR: Single, under body
DRIVE: Chain



Ambulance & Patrol.

General Vehicle Co., Long Island City, N. Y.

BODY: Combination ambulance and patrol
SEATS: 8 person
WHEEL BASE: 107¼ inches
TREAD: 64½ inches

TIRES, FRONT: 36x3½ inches
TIRES, REAR: 36x4 inches
STEERING: Vertical column
BRAKES: Foot, expanding

FRAME: Channel steel
SPRINGS: Full elliptic
MOTOR: Single
DRIVE: Chain



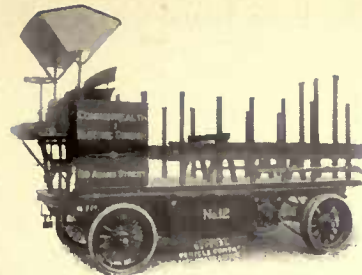
Express Wagon.

General Vehicle Co., Long Island City, N. Y.

BODY: Express with top
CAPACITY: 2,000 pounds
WHEEL BASE: 97 inches
TREAD: 57 inches

TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Vertical column

FRAME: Channel steel
SPRINGS: Semi-elliptic
MOTOR: Single
DRIVE: Chain



5-Ton Cable Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Stake platform
CAPACITY: 10,000 pounds
WHEEL BASE: 131½ inches
TREAD: 71½ inches

TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x4 inches, twin
STEERING: Vertical column
MOTORS: Two under body; one to operate windlass

SPRINGS: Platform type
FRAME: Channel steel
DRIVE: Double chain



Lumber Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Stake platform
CAPACITY: 5 tons
WHEEL BASE: 130¾ inches
TREAD: 71½ inches

TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x3½ inches, twin
STEERING: Vertical column

SPRINGS: Platform type
MOTORS: Double under body
DRIVE: Chains



Ice Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Closed ice wagon
CAPACITY: 5 tons
WHEEL BASE: 134 inches
TREAD: 71½ inches

TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x4 inches, twin
STEERING: Vertical column

SPRINGS: Platform type
MOTORS: Two suspended in rear under body
DRIVE: Side chains



Baggage Truck.

General Vehicle Co., Long Island City, N. Y.

BODY: Screen sides with top
CAPACITY: 3½ tons
WHEEL BASE: 117½ inches
TREAD: 56¾ inches

TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
STEERING: Vertical column

SPRINGS: Full elliptic
MOTORS: Two suspended under body
DRIVE: Side chains



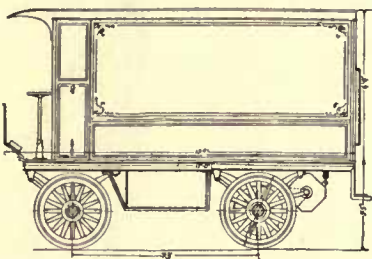
Omnibus.

General Vehicle Co., Long Island City, N. Y.

BODY: Omnibus
SEATS: 16 passengers
WHEEL BASE: 112 inches
TREAD: 56½ inches

TIRES, FRONT: 36x5 inches
TIRES, REAR: 36x5 inches
SPRINGS: Full elliptic

FRAME: Channel steel
MOTOR: Single, suspended under body
DRIVE: Chain



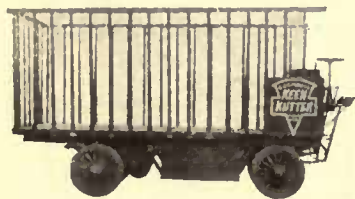
Synnestvedt 2-Ton Truck.

Synnestvedt Machine Co., Pittsburgh, Pa.

BODY: Stake or van
CAPACITY: 2 tons
WHEEL BASE: 87 inches
TREAD: 52 inches
TIRES, FRONT: 36x4 in.

TIRES, REAR: 36x5 in.
BRAKES: On rear wheel and driving shaft
SPRINGS: Platform
FRAME: Channel steel

MOTOR: Synnestvedt electric
MOTOR SUSPENSION: In rear under body
SPEEDS: 4 forward, 2 reverse
DRIVE: Chain



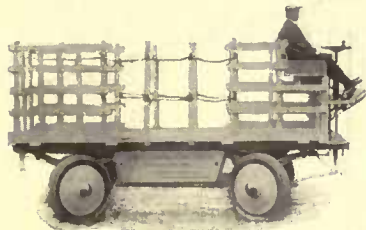
Synnestvedt 5-Ton Truck.

Synnestvedt Machine Co., Pittsburgh, Pa.

BODY: Stake, fixed or removable
CAPACITY: 5 tons
WHEEL BASE: 120 inches
TREAD: 64 inches

TIRES, FRONT: 36x7 inches
TIRES, REAR: 36x4 in. dual
BRAKES: On rear wheel and driving shaft

FRAME: Channel steel
MOTOR: Synnestvedt electric
SPEEDS: 4 forward, 3 reverse
DRIVE: Chain



Couple-Gear Truck.

Couple-Gear Freight Wheel Co., Grand Rapids, Mich.

PRICE: \$4,500
BODY: To suit purchaser
CAPACITY: 5 tons
WEIGHT: 10,000 pounds
WHEEL BASE: 102½ inches
TREAD: 72 inches

TIRES, FRONT: 7 in. or 4 in. dual
TIRES, REAR: 7 in. or 4 in. dual
STEERING: All 4 wheels
BRAKES: All 4 wheels, 2 independent groups
SPRINGS: Elliptical

FRAME: I-beams with oak joists
HORSE-POWER: 3 H.P., normal in each wheel, total 12 H.P.
CURRENT SUPPLY: 44 cells, 19 plate M. V. Exide or equivalent
DRIVE: Couple-gear; from both sides of each wheel

STEAM BUSINESS WAGONS.

Thompson, Model A, Delivery, 10-12 H.P. Thompson Auto Co., Providence, R. I.

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

PRICE: \$1,800
BODY: Wood and iron
SEATS: 2 persons
CAPACITY: 1,200 to 1,500 pounds
WEIGHT: 2,600 pounds
WHEEL BASE: 102 inches
TREAD: 62 inches
TIRES, FRONT: Solid, 30x2½ in.

TIRES, REAR: Solid, 32x2½ in.
STEERING: Worm gears
BRAKES: Rear wheels
SPRINGS: Full elliptic
FRAME: Wood and iron
BORE: 4½ in. STROKE: 4¾ in.
CYLINDERS: Two

VALVE ARRANGEMENT: Sliding type
MOTOR SUSPENSION: Hung to boiler
BOILER: Tonkin "dry plate"
LUBRICATION: Sight force feed
SPEEDS: 10 to 20 miles
DRIVE: Chain



Thompson, Model B, Steam Wagonette.

Thompson Auto Co., Providence, R. I.

PRICE: \$2,250
BODY: Iron and wood
SEATS: 10-12 persons
WEIGHT: 3,000 pounds
WHEEL BASE: 102 inches
TREAD: 62 inches
TIRES, FRONT: Solid, 30x2½ in.
TIRES, REAR: Solid, 32x2½ in.

STEERING: Triple thread screws
BRAKES: Rear wheels, double acting
SPRINGS: Full elliptic
FRAME: Iron and wood
HORSE-POWER: 10 to 12
BORE: 4½ in. STROKE: 4¾ in.
CYLINDERS: Two

VALVE ARRANGEMENT: Sliding type
MOTOR SUSPENSION: Hung to engine
BOILER: Tonkin "dry plate"
LUBRICATION: Force sight feed
SPEEDS: 10 to 20 miles
DRIVE: Chain



Coulthard Steam Truck, 30 H. P.

American Coulthard Co., Chicago, Ill.

PRICE: \$4,500
BODY: Platform
CAPACITY: 12,000 pounds
WHEEL-BASE: 130 inches
TREAD: 66 inches
TIRES, FRONT: 33x7 in., (wood)
TIRES, REAR: 36x9 in., (wood)
STEERING: Worm and wheel

BRAKES: Double-acting screw brake on rear wheels
SPRINGS: Semi-elliptic
FRAME: Channel steel
MOTOR: Compound reversing
CYLINDERS: 2 high, 2 low pressure

MOTOR SUSPENSION: To main frame by patented method
BOILER: Vertical, fire-tube type
FUEL: Coke or coal
SPEEDS: 3-6 m. p. h., forward and reverse
DRIVE: Double chain

Steam 8-Ton Truck, 35 H.P.

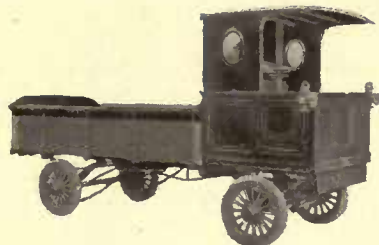
Pittsburgh Machine Tool Co., Allegheny, Pa.

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a size suitable for insertion in
this space.*

PRICE: \$4,500
BODY: To suit
CAPACITY: 8 tons
WEIGHT: 4 tons
WHEEL BASE: To suit
TREAD: Standard
TIRES, FRONT: Wood, 6 in.

TIRES, REAR: Wood, 6 in.
STEERING: Wheel
BRAKES: Air and hand
FRAME: Steel
CYLINDERS: 3 and 4
VALVE ARRANGEMENT: Pop-pet type

BURNER: Kerosene
FUEL REGULATION: Automatic
BOILER: Fire tube
CHANGE GEAR: Spur type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain and gear



Johnson Power Wagon.

Johnson Service Co., Milwaukee, Wis.

PRICE: According to load capacity
BODY: To order
CAPACITY: From 1 to 5 tons
WEIGHT: From 1 to 5 tons
WHEEL BASE: Varies
TREAD: Varies
TIRES, FRONT: Solid rubber
TIRES, REAR: Solid rubber
STEERING: Wheel and knuckle

BRAKES: Wheel hand and reverse
SPRINGS: Half elliptic
FRAME: Armored wood
BORE: 3 3/4 in. STROKE: 4 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In cylinder head
CONDENSER: 150 sq. ft. area
BURNER: Kerosene

FUEL REGULATION: By thermostat
BOILER: Water tube coil
LUBRICATION: Splash
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Lever
DRIVE: Shaft



Coulthard Coal Truck.

American Coulthard Co., Chicago, Ill.

BODY: For coal, power tipping
CAPACITY: 6 tons
FRAME: Channel steel
TIRES: Wood blocks

GENERATOR: Fire tube
CYLINDERS: 2 compound, horizontal
TRANSMISSION: Sliding gear

SPEEDS: Two
WHEEL BASE: 130 inches
TREAD: 66 inches
DRIVE: Chain



Plymouth Bus, 30-40 H.P.

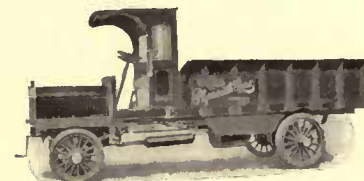
Commercial Motor Truck Co., Plymouth, O.

(TOO LATE FOR PROPER CLASSIFICATION.)

BODY: Rear entrance bus
SEATS: 20-24 passengers
WEIGHT: 4,500 pounds
WHEEL BASE: 144 inches
TREAD: 66 1/2 inches
TIRES, FRONT: 32 in., single
TIRES, REAR: 36 in., dual
BRAKES: Internal expanding on rear wheel drums
SPRINGS: Semi-elliptic

FRAME: Braced channel steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Automatic oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Duplex friction
SPEEDS: 0 to 10 or 15 m. p. h.
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chains to spur gear reduction



Plymouth Side Board Truck, 30-40 H.P. Commercial Motor Truck Co., Plymouth, O.

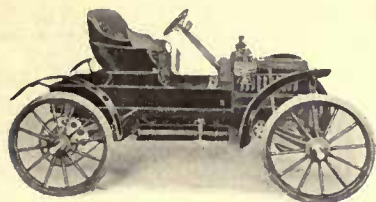
(TOO LATE FOR PROPER CLASSIFICATION.)

BODY: Side board truck
CAPACITY: 2 to 3 tons
WEIGHT: 4,500 pounds
WHEEL BASE: 144 inches
TREAD: 66 1/2 inches
TIRES, FRONT: 32 in., single
TIRES, REAR: 36 in., dual
BRAKES: Internal expanding on rear hub drums
SPRINGS: Semi-elliptic

FRAME: Braced channel steel
BORE: 5 in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Automatic

LUBRICATION: Automatic oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Duplex friction
SPEEDS: 0 to 8 or 15 m. p. h.
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chains to spur gear reduction

TOO LATE FOR PROPER CLASSIFICATION.



Brush Runabout, 6 H.P.

Brush Runabout Co., Detroit, Mich.

PRICE: \$500
 BODY: Piano box
 SEATS: 2 persons
 WHEEL BASE: 74 inches
 TREAD: 56 inches
 TIRES, FRONT: 32 in., solid
 TIRES, REAR: 32 in., solid
 STEERING: Eccentric and pinion
 BRAKES: Expanding type on rear wheels
 SPRINGS: Special helical type

FRAME: Wood
 BORE: 4 in. STROKE: 4 in.
 CYLINDERS: Single, vertical
 VALVE ARRANGEMENT: On one side
 MOTOR SUSPENSION: In front under bonnet
 COOLING: Water; horizontal fin tube radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Dry cells
 CARBURETER: Special
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Friction
 CHANGE GEAR: Friction
 SPEEDS: Any number
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chains



Schacht Runabout, 8-10 H.P.

Schacht Mfg. Co., Cincinnati, O.

PRICE: \$560; with top, \$600
 BODY: Runabout
 SEATS: 2 persons
 WEIGHT: 500 pounds
 WHEEL BASE: 61 inches
 TREAD: 54 inches
 TIRES, FRONT: 36x1 1/4 in. cushion
 TIRES, REAR: 40x1 1/4 in. cushion
 STEERING: Gear and pinion
 BRAKES: On countershaft

SPRINGS: Long side semi-elliptic type
 BORE: 3 3/4 in.; STROKE: 4 in.
 CYLINDERS: Double opposed
 MOTOR SUSPENSION: Under body
 COOLING: Water; horizontal fin tube radiator
 IGNITION: Jump spark

CURRENT SUPPLY: Dry or storage batteries
 CARBURETER: Float feed
 LUBRICATION: Automatic
 MOTOR-CONTROL: Levers on steering column
 CLUTCH: Friction disc
 SPEEDS: 5 to 35 m. p. h.
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Side chains

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Beebe Runabout, Model F, 14 H.P.

Western Motor Truck Works, Chicago, Ill.

PRICE: \$650
 BODY: Buggy type
 SEATS: 2 persons
 WHEEL BASE: 74 inches
 TREAD: 56 inches
 TIRES, FRONT: 40 in. solid
 TIRES, REAR: 44 in. solid

STEERING: Wheel
 BRAKES: On rear hubs
 SPRINGS: Semi-elliptic
 FRAME: Steel
 CYLINDERS: Two
 COOLING: Water
 IGNITION: Jump spark

CURRENT SUPPLY: Batteries
 CARBURETER: Automatic
 LUBRICATION: Force feed
 MOTOR-CONTROL: Spark and throttle on steering wheel
 CHANGE GEAR: Planetary type
 SPEEDS: Up to 25 m. p. h.

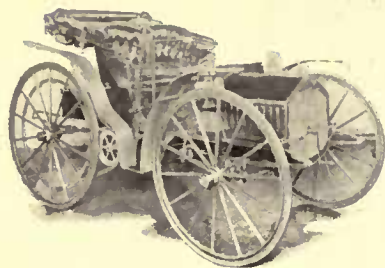


Reliable Dayton, Model D, 15 H.P. Reliable Dayton Motor Car Co., Chicago, Ill

PRICE: \$700
 BODY: Surrey
 SEATS: 4 persons
 WEIGHT: 1,200 pounds
 WHEEL BASE: 94 inches
 TREAD: 56 inches
 TIRES, FRONT: 40x1 1/4 in. solid
 TIRES, REAR: 44x1 1/4 in. solid
 STEERING: Side lever
 BRAKES: Double acting external and internal on drums

SPRINGS: Full elliptic
 FRAME: Angle steel
 BORE: 4 1/2 in. STROKE: 4 in.
 CYLINDERS: Double opposed
 VALVE ARRANGEMENT: Side ports at top of cylinders
 MOTOR SUSPENSION: From angle steel sub-frame
 COOLING: Water
 IGNITION: Jump spark

CURRENT SUPPLY: Two sets of dry cells
 CARBURETER: Float feed
 LUBRICATION: Sight force feed
 MOTOR-CONTROL: Spark and throttle levers
 CLUTCH: Leather faced
 CHANGE GEAR: Planetary type
 SPEEDS: 2 forward and reverse
 DRIVE: Double chain



"Duer" Runabout, 12-15 H.P.

Chicago Coach & Carriage Co., Chicago, Ill.

PRICE: \$750
BODY: Runabout
SEATS: 2 persons
TREAD: 58 inches
WEIGHT: 850 to 900 pounds
TREAD: 56 inches
TIRES, FRONT: 44x1 1/4 inches
TIRES, REAR: 48x1 1/4 inches
STEERING: Side lever

BRAKES: Brake shoe on each sheave
SPRINGS: Semi-elliptic
FRAME: Wood, reinforced by steel
BORE: 4 in. STROKE: 4 in.
CYLINDERS: Double opposed
MOTOR SUSPENSION: Crosswise under bonnet
COOLING: Air
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery
LUBRICATION: Forced feed
MOTOR-CONTROL: Spark and throttle
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Steel cable

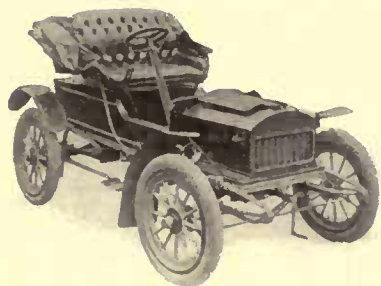
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Beebe Tourabout, Model H 20-24 H.P. Western Motor Truck Works, Chicago, Ill.

PRICE: \$1,000
BODY: Gentleman's roadster
SEATS: 2 persons
WEIGHT: 1,400 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 40 in. solid
TIRES, REAR: 44 in. solid

STEERING: Wheel with worm and sector
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
CYLINDERS: Two, 2 cycle
COOLING: Water

IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: On steering column above wheel
CHANGE GEAR: Planetary type
SPEEDS: Up to 40 m. p. h.
DRIVE: Shaft



The Okey, Model L-7, 24 H.P.

The Okey Motor Car Co., Columbus, O.

PRICE: To be about \$1,100
BODY: Roadster
SEATS: 2 people
WEIGHT: 1,300 pounds
WHEEL BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 34x3 inches
TIRES, REAR: 34x3 inches
STEERING: Screw and nut
BRAKES: Internal expanding

SPRINGS: Full elliptic
FRAME: Wood
BORE: 4 1/8 in. STROKE: 3 1/2 in.
CYLINDERS: Three, two cycle
MOTOR SUSPENSION: Bolted to side sills
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery

CARBURETER: Okey special
LUBRICATION: Okey special
MOTOR-CONTROL: Spark and throttle on column
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Hand lever
DRIVE: Shaft



Overland, Model 22, 15 H.P.

Overland Auto Co., Indianapolis, Ind.

PRICE: \$1,250
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,350 pounds
WHEEL BASE: 86 inches
TREAD: 54 inches
TIRES, FRONT: 28x3 inches
TIRES, REAR: 28x3 inches
STEERING: Irreversible internal worm gear
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic
FRAME: Steel, well trussed and reinforced

BORE: 3 1/2 in. STROKE: 4 in.
CYLINDERS: 4 vertical, individual, in front
VALVE ARRANGEMENT: All mechanical inside of cylinders all on same side
MOTOR SUSPENSION: On three points
COOLING: Water, vertical tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Two sets dry batteries
CARBURETER: With automatic mixture regulation

LUBRICATION: Mechanical force feed oiler, belt driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: All metal cone clutch, running in oil
CHANGE GEAR: Planetary on rear axle, all encased, running in oil
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Foot lever
DRIVE: Shaft and bevel gears

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Model, Style 10, 24 H.P.

Model Automobile Co., Peru, Indiana

PRICE: \$1,250
BODY: Side entrance tonneau; tonneau detachable
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches
STEERING: Worm and sector
BRAKES: On transmission and differential

SPRINGS: Full elliptic
FRAME: Channel steel
BORE: 5 in. STROKE: 7 in.
CYLINDERS: 2, double opposed
VALVE ARRANGEMENT: Inlet and exhaust in head
MOTOR SUSPENSION: From side members of frame
COOLING: Brass gear pump and tubular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Battery

CARBURETER: With automatic mixture regulator
LUBRICATION: Mechanical force feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Single chain



Beebe Touring Car, Model K, 20-40 H.P. Western Motor Truck Works, Chicago, Ill.

PRICE: \$1,450
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,550 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector

BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
CYLINDERS: 2 cylinders vertical, 2 cycle
MOTOR SUSPENSION: From sub-frame
COOLING: Water
IGNITION: Jump spark

CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: On steering column above wheel
CHANGE GEAR: Planetary type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



Touraine, 18-20 H.P.

Automobile Parts & Equipment Co., Chicago, Ill.

PRICE: \$1,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ inches

STEERING: Wheel with worm and gear
CYLINDERS: 2 opposed
MOTOR SUSPENSION: Direct from frame
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

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Kato 4 Wheel Drive, 20 H.P.

Four Traction Auto Co., Mankato, Minn.

PRICE: \$1,800 about
BODY: Aluminum side entrance
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 3½x30 inches
TIRES, REAR: 3½x30 inches
BRAKES: Rear hub drums
SPRINGS: Half elliptic
FRAME: Steel
BORE: 5½ in. STROKE: 5 in.

CYLINDERS: Two opposed
VALVE ARRANGEMENT: Mechanical operated
MOTOR SUSPENSION: From frame on sub-frame under front seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries and magneto
CARBURETER: Brennan

LUBRICATION: Force feed
MOTOR-CONTROL: From steering wheel
CHANGE GEAR: Planetary with individual clutches
SPEEDS: Two forward and reverse
CHANGE-GEAR CONTROL: Foot and hand
DRIVE: Shaft to front and rear wheels with bevel gears and idler on front wheels

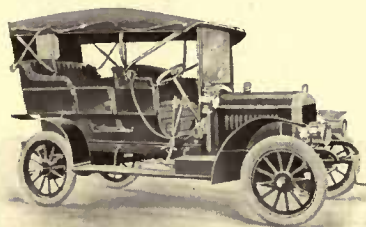
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Senator, 22-24 H.P.

PRICE: \$2,000
BODY: Double side entrance, with detachable tonneau
SEATS: 5 persons
WEIGHT: 1,550 pounds
WHEEL BASE: 107 inches
TREAD: 56½ inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30x3½ inches
STEERING: Worm and sector
BRAKES: Double set on rear wheels

FRAME: Wood; angle steel sub-frame
BORE: 4 in. STROKE: 4 in.
CYLINDERS: 4 vertical cast singly
MOTOR: Carrico
MOTOR SUSPENSION: From sub-frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Dry batteries

CARBURETER: Float feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Hassler
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Shaft



Shoemaker, Model C, 30-35 H.P.

PRICE: \$2,200
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32x4 inches
TIRES, REAR: 32x4 inches
STEERING: Worm and segment type
BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4¾ in. STROKE: 5½ in.
CYLINDERS: 4 cast, separate
MOTOR SUSPENSION: From sub-frame
COOLING: Water; vertical tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells and storage battery
CARBURETER: Automatic

LUBRICATION: 4 feed mechanical oiler
MOTOR-CONTROL: Spark and throttle levers and foot button
CLUTCH: Self contained multiple disc; cork inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and 1 reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

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The Chatham, 22-24 H.P.

PRICE: \$2,500 complete with top; \$2,400 complete without top
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL BASE: 104 inches
TREAD: 56 inches
TIRES, FRONT: 32x3½ inches
TIRES, REAR: 32x3½ in. flat or Bailey tread
STEERING: Planetary type
BRAKES: Internal and external hub brakes

SPRINGS: Half elliptic
FRAME: Pressed channel steel
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Mechanical
MOTOR SUSPENSION: From side members of frame
COOLING: Either water cooled or air cooled as desired
IGNITION: Jump spark
CURRENT SUPPLY: Storage and dry cells

CARBURETER: Universal
LUBRICATION: Mechanical
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone clutch
CHANGE GEAR: Sliding—selective type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever ratchet
DRIVE: Direct



National, Model F Runabout, 40 H.P. National Motor Vehicle Co., Indianapolis, Ind.

PRICE: \$3,000
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 110 inches
TREAD: 54 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Internal worm
BRAKES: Double system of hub brakes; internal expanding
SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: Valves in side port
MOTOR SUSPENSION: Sub-frame
COOLING: Water; cylindrical vertical tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Battery and dynamo

CARBURETER: Schebler
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle automatic governor
CLUTCH GEAR: Slide gear; annular ball bearings
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever, progressive system
DRIVE: Shaft

National, Model H Runabout, 50 H.P. National Motor Vehicle Co., Indianapolis, Ind.



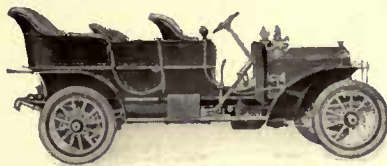
PRICE: \$3,500
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: 2,500 pounds
WHEEL BASE: 112 inches
TREAD: 54 inches
TIRES, FRONT: 34x4½ inches
TIRES, REAR: 34x4½ inches
STEERING: Double screw and nut
SPRINGS: Semi-elliptic
FRAME: Pressed channel steel

BORE: 4¾ in.; STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Sub-frame
COOLING: Water; vertical tube radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and battery
CARBURETER: Schebler

LUBRICATION: Mechanical force feed, gear driven oiler
MOTOR-CONTROL: Spark and throttle with automatic governor
CLUTCH: Self contained; leather faced
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever selective system
DRIVE: Shaft

Pullman Touring Car, 40-45 H.P.

Pullman Automobile Co., Peru, Indiana



PRICE: \$3,750
BODY: Side entrance tonneau
WEIGHT: 2,850 pounds
SEATS: 7 persons
WHEEL BASE: 118 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 in.
TIRES, REAR: 36x4½ in.
STEERING: Worm and segment
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptical

FRAME: Pressed steel
BORE: 5 in. STROKE: 5½ in.
CYLINDERS: 4, cast separate
VALVE ARRANGEMENT: Intake on side, exhaust at top
MOTOR SUSPENSION: From main frame
COOLING: Water; planetic cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery or magneto

CARBURETER: Float feed, single jet
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective or progressive system
DRIVE: Shaft

Heine Velox, Model M, 45 H.P.

Heine Velox Motor Co., San Francisco, Cal.

PRICE: \$4,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,700 pounds
WHEEL BASE: 127 inches
TREAD: 56 inches
TIRES, FRONT: 34x3½ inches
TIRES, REAR: 34x4 inches
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptical both front and rear

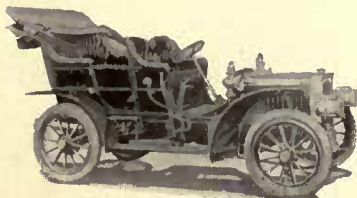
FRAME: Cold pressed channel nickel steel
BORE: 4¾ in. STROKE: 5 in.
CYLINDERS: 4 vertical in front
VALVE ARRANGEMENT: Inlet and exhaust both in heads
MOTOR SUSPENSION: From sub-frame
COOLING: Water, cellular radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery or magneto

CARBURETER: Heine special
LUBRICATION: Mechanical force feed oiler, gear driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone with auxiliary springs under leather face
CHANGE-GEAR CONTROL: Side
SPEEDS: 3 forward and reverse
CHANGE GEAR: CONTROL: Side lever progressive
DRIVE: Bevel gear

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American Simplex, 70 H.P.

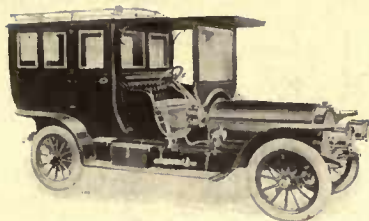
Simplex Motor Car Co., Mishawaka, Ind.



PRICE: \$4,500
BODY: Side entrance tonneau
SEATS: 7 persons
WHEEL BASE: 117 inches
TREAD: 56½ inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Worm and segment
BRAKES: On propeller shaft and rear wheel hub drums
SPRINGS: Semi-elliptic

FRAME: Pressed steel
BORE: 5½ in. STROKE: 5 in.
CYLINDERS: 4, 2 cycle, cast in pairs
MOTOR SUSPENSION: From sub-frame
COOLING: Water; vertical tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage batteries

CARBURETER: Automatic
LUBRICATION: Mechanical
MOTOR-CONTROL: Hand spark and throttle and accelerator pedal
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



National, Model L Limousine, 75 H.P. National Motor Vehicle Co., Indianapolis, Ind.

PRICE: \$6,500
 BODY: Limousine
 SEATS: 9 persons
 WEIGHT: 3,500 pounds
 WHEEL BASE: 127 inches
 TREAD: 56½ inches
 TIRES, FRONT: 36x5 inches
 TIRES, REAR: 36x5 inches
 STEERING: Double screw and nut
 BRAKES: Double system; Hub brakes; internal expanding
 SPRINGS: Semi-elliptic

FRAME: Pressed channel steel
 BORE: 4¾ in.; STROKE: 5 in.
 CYLINDERS: 6 vertical in front
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: Sub-frame
 COOLING: Water; vertical tube radiator
 IGNITION: Jump spark (double)
 CURRENT SUPPLY: Battery and magneto
 CARBURETER: Schebler

LUBRICATION: Mechanical force feed, gear driven
 MOTOR-CONTROL: Spark and throttle; automatic governor
 CLUTCH: Self contained; leather-faced cone
 CHANGE GEAR: Slide gear; annular ball bearings
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Side lever selective system
 DRIVE: Bevel gears

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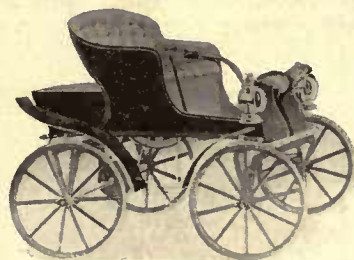
Shawmut, Model 6, 35-40 H.P.

Shawmut Motor Co., Stoneham, Mass.

BODY: Side entrance
 SEATS: 7 persons
 WEIGHT: 2,400 pounds
 WHEEL BASE: 112 inches
 TREAD: 56 inches
 TIRES, FRONT: 34x4 inches
 TIRES, REAR: 34x5 inches
 STEERING: Worm and sector
 BRAKES: On rear hubs and transmission
 SPRINGS: Semi-elliptic
 FRAME: Pressed steel

BORE: 4¾ in. STROKE: 5 in.
 CYLINDERS: 4, cast separately
 VALVE ARRANGEMENT: On opposite sides
 MOTOR SUSPENSION: From main frame
 COOLING: Water; honeycomb radiator
 IGNITION: Make and break
 CURRENT SUPPLY: Simms-Bosch magneto
 CARBURETER: Water jacketed

LUBRICATION: Mechanical force-feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Leather-faced cone
 CHANGE GEAR: Sliding type
 SPEEDS: 4 forward, 1 reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Side chains or bevel gears



Rossler Runabout, Model 30, 10-12 H.P.

C. Rossler Mfg. Co., Buffalo, N. Y.

BODY: Victoria runabout
 SEATS: 2 persons
 WEIGHT: 600 pounds
 TIRES, FRONT: Solid rubber
 TIRES, REAR: Solid rubber
 STEERING: Lever

BRAKES: On transmission
 SPRINGS: Special platform
 BORE: 4 in. STROKE: 5 in.
 CYLINDERS: Single
 MOTOR SUSPENSION: Under body

COOLING: Water
 IGNITION: Make and break
 CURRENT SUPPLY: Batteries
 CHANGE-GEAR CONTROL: Side lever
 DRIVE: Single chain

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Great Smith, 6 Cyl., 50-60 H.P.

Smith Automobile Co., Topeka, Kan.

BODY: Side entrance tonneau
 SEATS: 7 persons
 WHEEL BASE: 131 inches
 TREAD: 56 inches
 STEERING: Worm and sector
 BRAKES: Cone brake on each hub and band brake on transmission
 SPRINGS: Full elliptic
 FRAME: Ash steel trussed
 BORE: 4¾ in. STROKE: 5 in.

CYLINDERS: 6 cast separate
 VALVE ARRANGEMENT: Opposite sides
 MOTOR SUSPENSION: 3 point from frame
 COOLING: Water; tubular radiator
 IGNITION: Jump spark
 CURRENT SUPPLY: Magneto
 CARBURETER: Smith special

LUBRICATION: Mechanical feed
 MOTOR-CONTROL: Spark and throttle
 CLUTCH: Multiple disk
 CHANGE GEAR: Sliding type
 SPEEDS: 3 forward and reverse
 CHANGE-GEAR CONTROL: Progressive system
 DRIVE: Shaft

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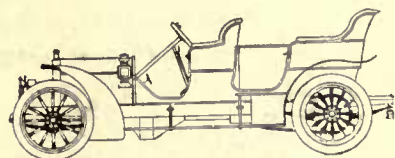
Leon Bollee, 16-24, 20-30, 30-45, 45-50 H.P.

Norris N. Mason, New York

PRICE: \$5,000, \$5,900, \$6,800,
\$8,200 (chassis)
BODY: To order
WEIGHT: 1,800, 1,850, 2,000, 2,100
pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 910x90 mm.
TIRES, REAR: 920x120mm.
BRAKES: Double expansion on rear
hubs and transmission
SPRINGS: Semi-elliptic
FRAME: Pressed steel, drop frame
on all except 30-45

BORE AND STROKE: 95x130 mm.,
106x130 mm., 120x150 mm., 130x
150 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On op-
posite sides
MOTOR SUSPENSION: From
main frame
COOLING: Water; cellular radi-
ator
IGNITION: Jump spark (double
system)
CURRENT SUPPLY: Simms-Bosch
magneto and storage batteries

CARBURETER: Special (non-ad-
justable)
LUBRICATION: Mechanical force
feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Leather faced cone cork
inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 and reverse on 16-24,
20-30; 4 and reverse on 30-45, 45-50
CHANGE-GEAR CONTROL: Se-
lective system
DRIVE: Shaft on 16-24, 20-30, and
chains on 30-45, 45-50 H.P.



Sovereign, Model M.

Matthews Motor Co., Camden, N. J.

BODY: Side entrance tonneau
SEATS: 8 persons
WHEEL BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36x4 inches
TIRES, REAR: 36x5 inches
BRAKES: 2 double internal on rear
hubs
SPRINGS: Semi-elliptic, front;
platform type rear

FRAME: Pressed steel
BORE: 5½ in. STROKE: 6 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: From
frame
COOLING: Water
IGNITION: Jump spark (double
plugs)
CURRENT SUPPLY: Magneto and
batteries

CARBURETER: Automatic
LUBRICATION: Mechanical pump
MOTOR-CONTROL: Spark and
throttle
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Double side chain



Staver, 20 H.P. Runabout.

Staver Carriage Co., Chicago, Ill.

BODY: Victoria type
SEATS: 2 persons
STEERING: Tiller
BRAKES: On transmission
SPRINGS: Three-quarter elliptic
type
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Hor-
izontally above cylinders

MOTOR SUSPENSION: Horizon-
tal under seat
COOLING: Water
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: Mechanical

MOTOR-CONTROL: Spark and
throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side
lever
DRIVE: Side Chains



Coppock 1-Ton Truck, Model A.

Coppock Motor Car Co., Marion, Ind.

BODY: Platform
CAPACITY: 2,000 pounds
TIRES, FRONT: 32 x 3½ in.,
solid
TIRES, REAR: 32 x 4 in., solid
STEERING: Worm and sector
type
BRAKES: On countershaft and
rear hubs
SPRINGS: Front, semi-elliptic;
rear, platform type

FRAME: Cold pressed nickel steel
BORE: 4½ in.; STROKE: 5 in.
CYLINDERS: 2, 2 cycle
VALVE ARRANGEMENT: 3 port
type
COOLING: Water; vertical tube
radiator
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: Force feed gear
driven oiler
MOTOR-CONTROL: Spark and
throttle above steering wheel
CLUTCH: Internal bronze shoe
type
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Pro-
gressive type
DRIVE: Side Chains

Leon Bollee 6 Cyl., 30-45, 65-75 H.P.

Norris N. Mason, New York

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a size suitable for insertion in
this space.*

PRICE: \$8,000-\$10,000 (chassis)
BODY: To order
WEIGHT: 2,200-2,400 pounds
WHEEL BASE: 120-124 inches
TREAD: 56 inches
TIRES, FRONT: 875x105 mm.
TIRES, REAR: 920x120 mm.
BRAKES: Double expansion on rear
hubs and transmission
SPRINGS: Semi-elliptic
FRAME: Pressed steel with drop
frame
BORES: 106-130 mm.

STROKES: 130-150 mm.
CYLINDERS: 6, cast in pairs
VALVE ARRANGEMENT: Oppos-
ite sides
MOTOR SUSPENSION: Main
frame
COOLING: Water, cellular radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and
storage battery
CARBURETER: Special (non-ad-
justable)

LUBRICATION: Mechanical force
feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Leather faced cone with
cork inserts
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Se-
lective sytem
DRIVE: Chains

Richmond, Model E, 20 H.P.

The Wayne Works, Richmond, Indiana

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a size suitable for insertion in
this space.*

BODY: Touring with detachable
tonneau
SEATS: 5 persons
WHEEL BASE: 90½ inches
TREAD: 56 inches
TIRES, FRONT: 30x3½ inches
TIRES, REAR: 30 x 3½ inches
BRAKES: Expanding on rear wheel
hub drums

SPRINGS: Full elliptic
FRAME: Armored wood
BORE: 3¼ in. STROKE: 4 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: Main
frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic

LUBRICATION: 4 feed gravity
oil
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Leather faced reverse
cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Pro-
gressive system

Columbia Combination Gasoline-Electric.

Electric Vehicle Co., Hartford, Conn.

*Maker's illustration not ready
—will be published later and of
a size suitable for insertion in
this space.*

BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,500 pounds (approx-
imate)
WHEEL BASE: 112 in.
TREAD: 56 in.
TIRES, FRONT: 36 x 4 in.
TIRES, REAR: 36 x 4½ in.
STEERING: Worm and sector
BRAKES: Electric and hub brakes
SPRINGS: Full elliptic, rear; semi-
elliptic, front
FRAME: Pressed steel

HORSE-POWER: 40-45
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: On
same side
MOTOR SUSPENSION: 4 point
COOLING: Water; cellular radia-
tor
IGNITION: Jump spark
CURRENT SUPPLY: Storage bat-
tery
CARBURETER: Combination auto-
matic

LUBRICATION: Sight feed oil
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Electric
SPEEDS: 5 forward and 2 reverse
CHANGE-SPEED CONTROL:
Small hand lever
TRANSMISSION: Separate elec-
tric motor under electric control
as auxiliary
DRIVE: Double chain

Ford, Model K Runabout, 40 H.P.

Ford Motor Co., Detroit, Mic



PRICE: \$2,800
BODY: Runabout with rumble seat
SEATS: 3 persons
WEIGHT: About 2,500 pounds
WHEEL BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34x4 inches
TIRES, REAR: 34x4 inches
STEERING: Ford reduction gears
BRAKES: Band on transmission;
expanding in rear hubs

SPRINGS: Semi-elliptic, front; full
elliptic rear
FRAME: Pressed channel steel
CYLINDERS: 6 cast singly
VALVE ARRANGEMENT: All on
left side
MOTOR SUSPENSION: From
main frame
COOLING: Water; honeycomb ra-
diator
IGNITION: Jump spark (two sys-
tems)

CURRENT SUPPLY: Magneto and
storage battery
CARBURETER: Automatic
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and
throttle
CLUTCH: Multiple disc
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and 1 reverse
CHANGE-GEAR CONTROL: Side
lever and foot pedals
DRIVE: Shaft

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