

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

M o T o R

The National Monthly Magazine of Motoring

1789 Broadway

New York City

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*** START OF THE PROJECT GUTENBERG EBOOK 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

An Illustrated Directory of the Specifications of All

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A decorative banner with a central rectangular section containing the word 'INDEX' in all caps. To the left of 'INDEX' is the number '19' and to the right is '07'. The banner has ornate, scroll-like ends on both sides.

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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: 40 × 1 in.

TIRES, REAR: 44 × 1 in.

STEERING: Sprocket and chain

BRAKES: On transmission

SPRINGS: Platform type

FRAME: Wood and angle steel

BORE: 3¼ 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

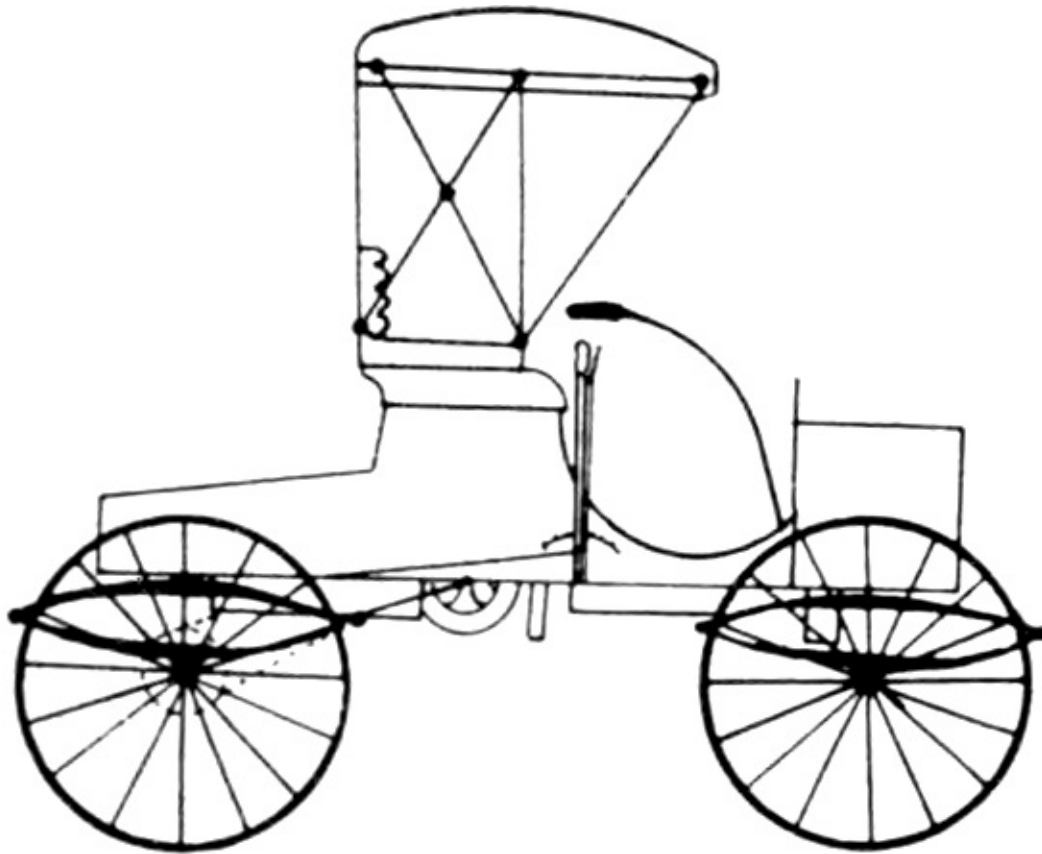
IGNITION: Jump spark

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, Ind.

Albany Automobile Co.,



PRICE: \$300; with top

BODY: Piano box

SEATS: 2 persons

WEIGHT: 500 pounds

WHEEL-BASE: 62 inches

TREAD: 52 inches

TIRES, FRONT: 30 × 1¼ in., solid

TIRES, REAR: 32 × 1¼ in., solid

STEERING: Hand lever or tiller

BRAKES: Foot brake on transmission

SPRINGS: Full elliptic

FRAME: Angle steel

BORE: 4½ in.; STROKE: 4 in.

CYLINDERS: 1, vertical, in front

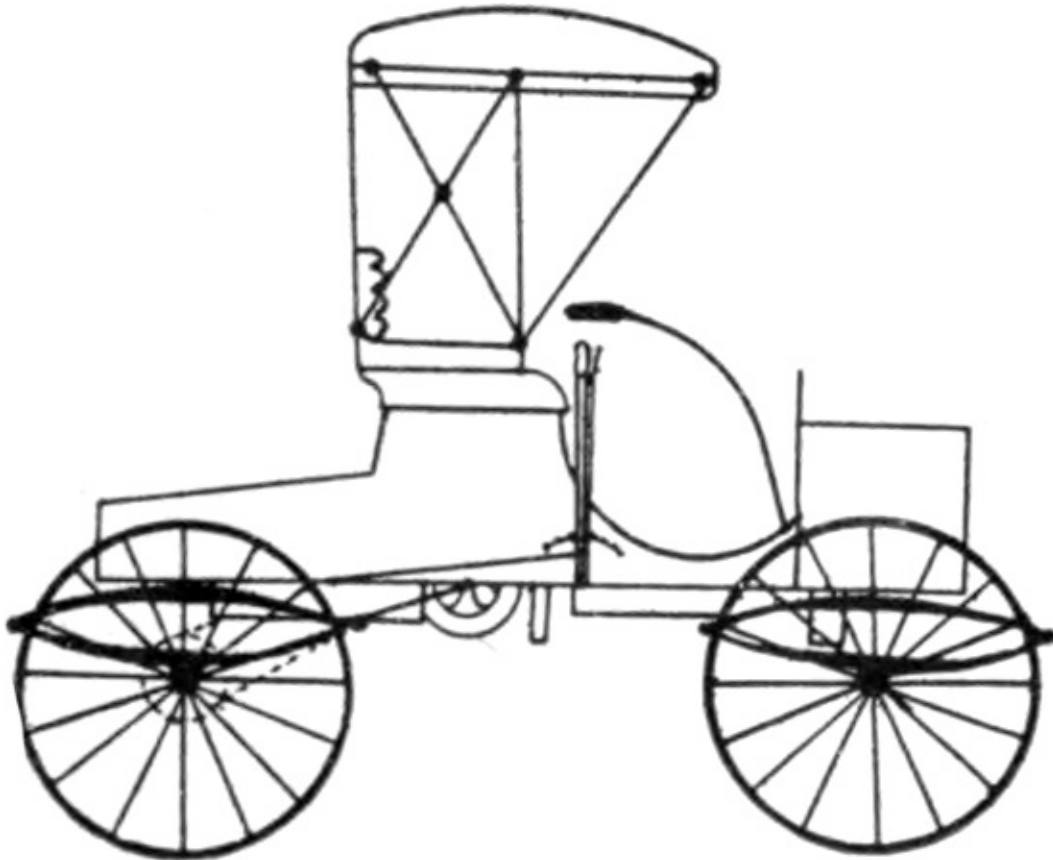
VALVE ARRANGEMENT: 3 port, side valves

MOTOR SUSPENSION: Full elliptic

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, Ind.

Albany Automobile Co.,



PRICE: \$350
BODY: Piano box
SEATS: 2 persons
WEIGHT: 550 pounds
WHEEL-BASE: 62 inches
TREAD: 52 inches
TIRES, FRONT: 30 × 1¼ in., solid
TIRES, REAR: 32 × 1¼ in., solid
STEERING: Hand lever or tiller
BRAKES: Foot brake on transmission
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4 in.; STROKE: 4¼ 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

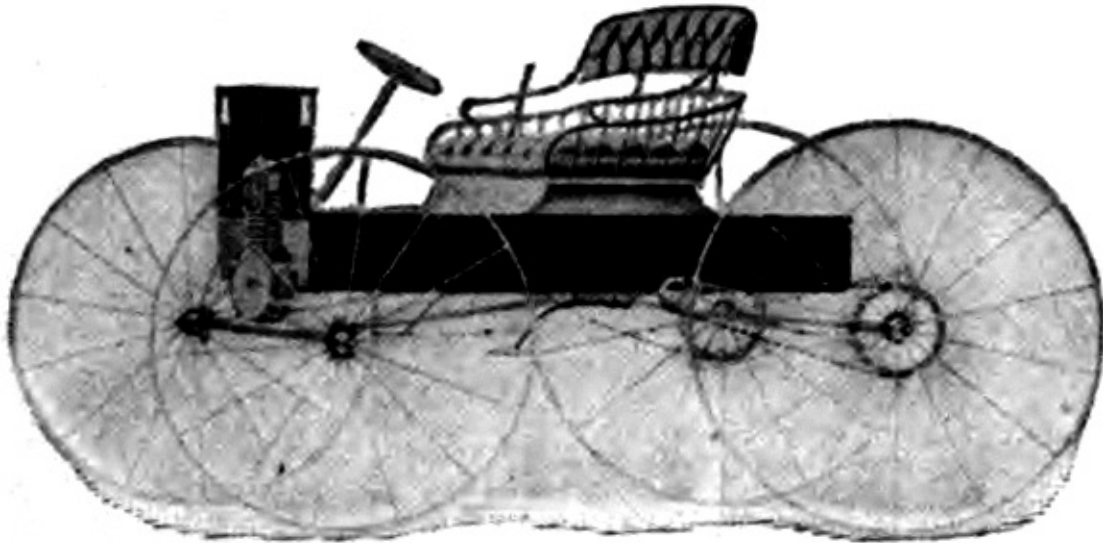
CHANGE GEAR: Friction type

SPEEDS: 2 to 20 miles and reverse

CHANGE-GEAR CONTROL: Sidelever

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: 4½ 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

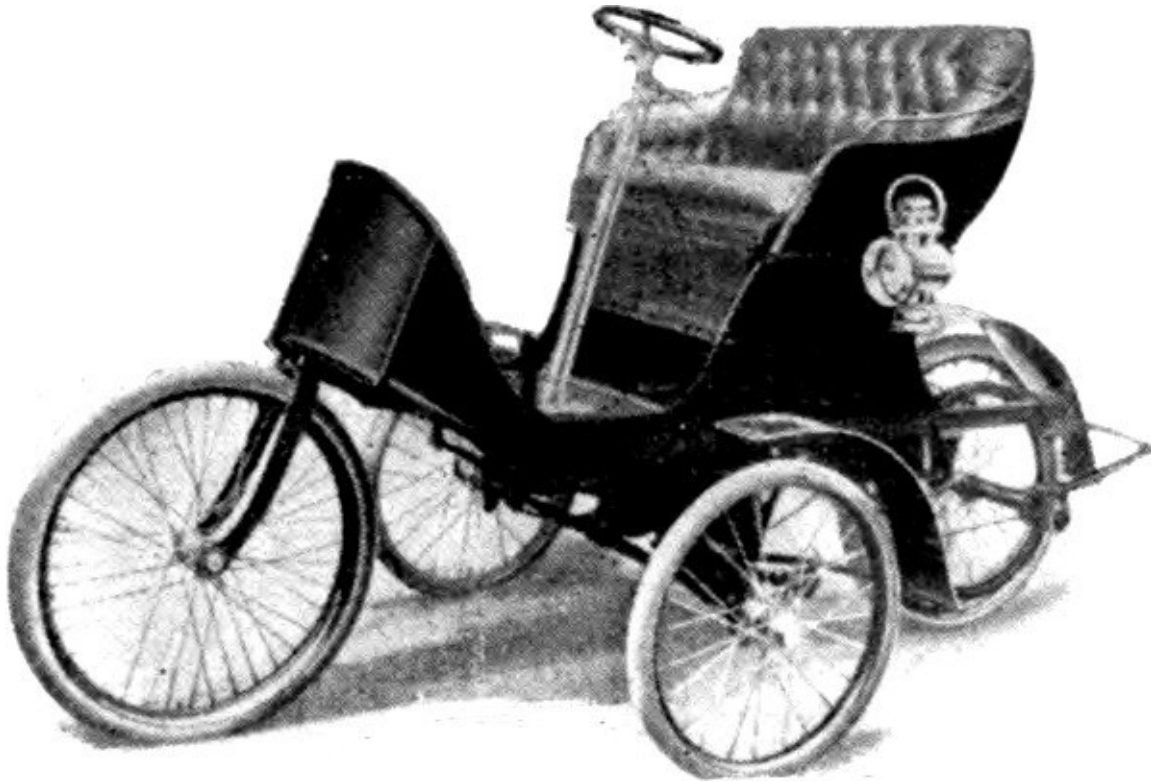
CLUTCH: Friction discs

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: 28 × 2½ inches

TIRES, SIDE: 24 × 2 inches

STEERING: Wheel

SPRINGS: Double ¼ elliptic, rear

FRAME: Steel channels

BORE: 3¼ 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

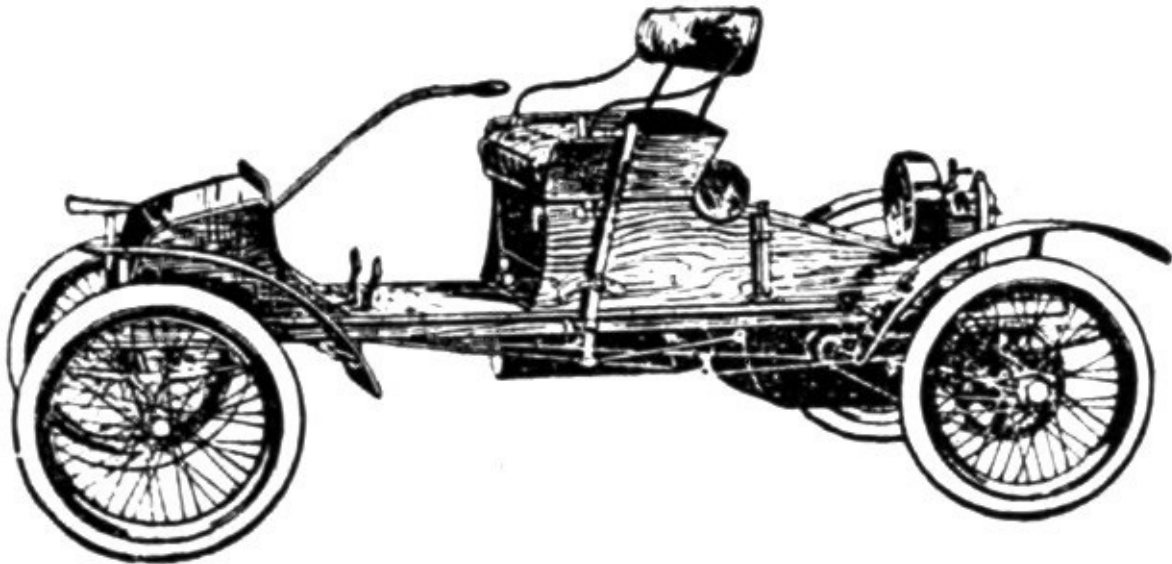
MOTOR-CONTROL: Spark and throttle

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: 26 × 2½ in.

TIRES, REAR: 26 × 2½ in.

STEERING: Tiller

BRAKES: On rear hubs

SPRINGS: Elliptical front and rear

FRAME: Wood

BORE: 3¼ in.; STROKE: 4¼ 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

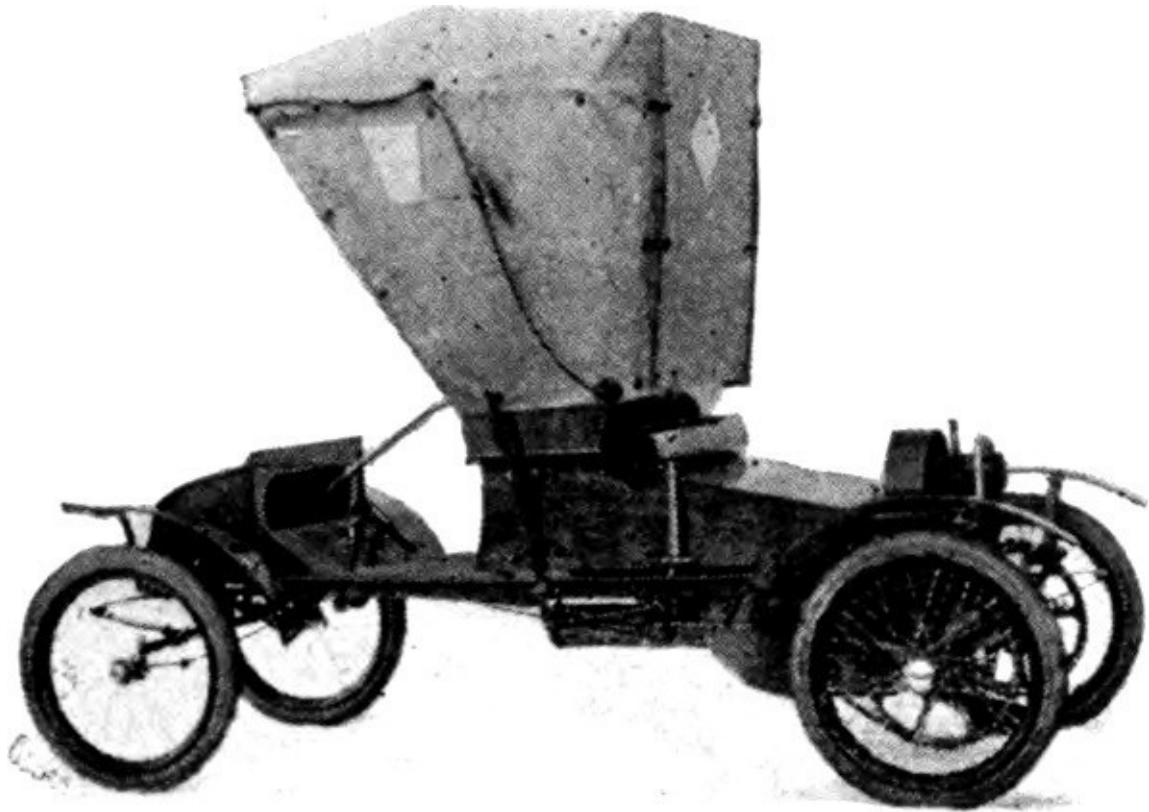
MOTOR CONTROL: Throttle and spark

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: 26 × 2½ inches

TIRES, REAR: 26 × 2½ inches

STEERING: Tiller

BRAKES: On rear hubs

SPRINGS: Full elliptic front and rear

FRAME: Wood

BORE: 3¼ in.; STROKE: 4¼ 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: 28 × 3 inches

TIRES, REAR: 28 × 3 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 SUPPLIES: Batteries

TRANSMISSION: Friction disc

DRIVE: Single chain

Postal, Model 2, 12½ H.P. Postal Auto & Engine Co., Bedford, Ind.



PRICE: \$450

BODY: Piano box 28 × 70 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: 12 v. 10 amp. 12 v. 10 amp. 12 v. 10 amp.

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: 26 × 2½ in.

TIRES, REAR: 26 × 2½ 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: Automatic inlet; mechanical exhaust

MOTOR SUSPENSION: Rear on side members of frame

COOLING: Air

IGNITION: Jump spark

CURRENT SUPPLY: Dry battery

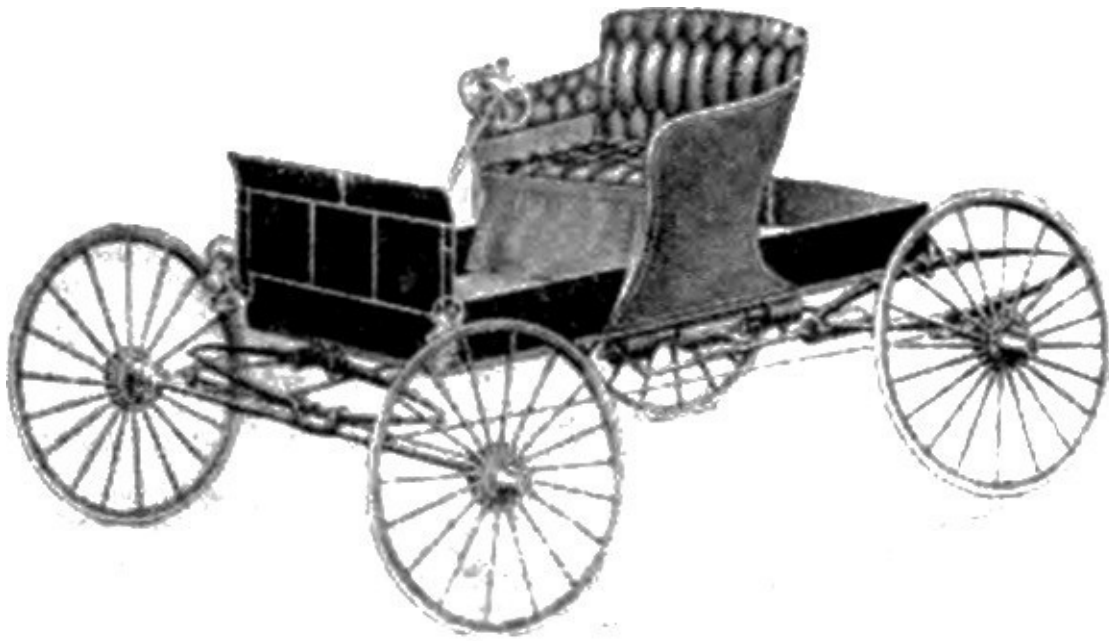
CARBURETER: Orient

LUBRICATION: Oil pump

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

TIRES, FRONT: 36 × 1½ inches

TIRES, REAR: 36 × 1½ 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

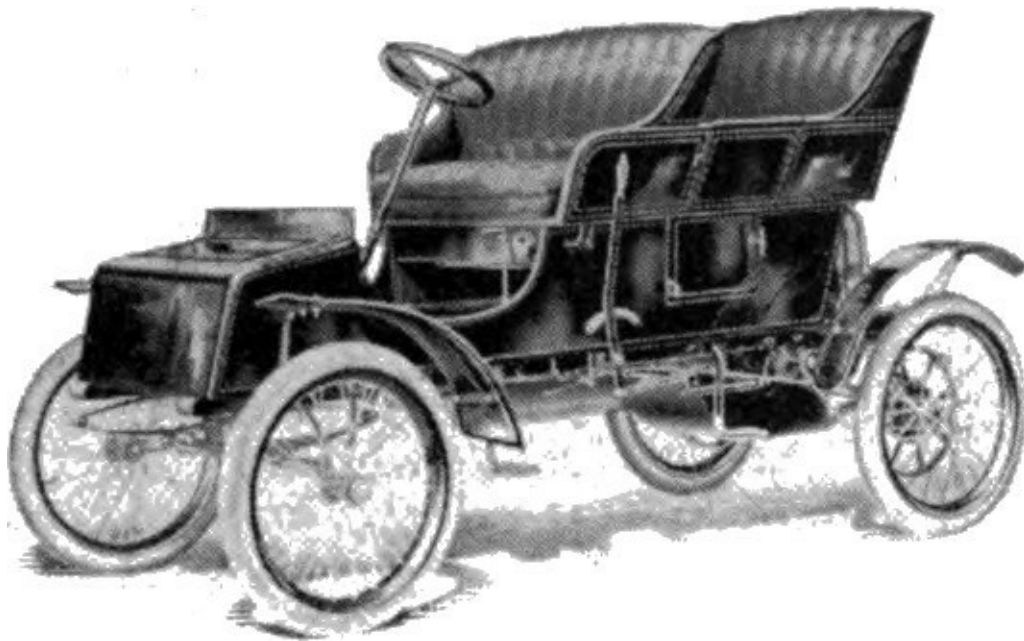
FRAME: Angle steel

BORE: 4¼ in.; STROKE: 4 in.

CYLINDERS: 2

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: 26 × 2½ in.
TIRES, REAR: 26 × 2½ 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

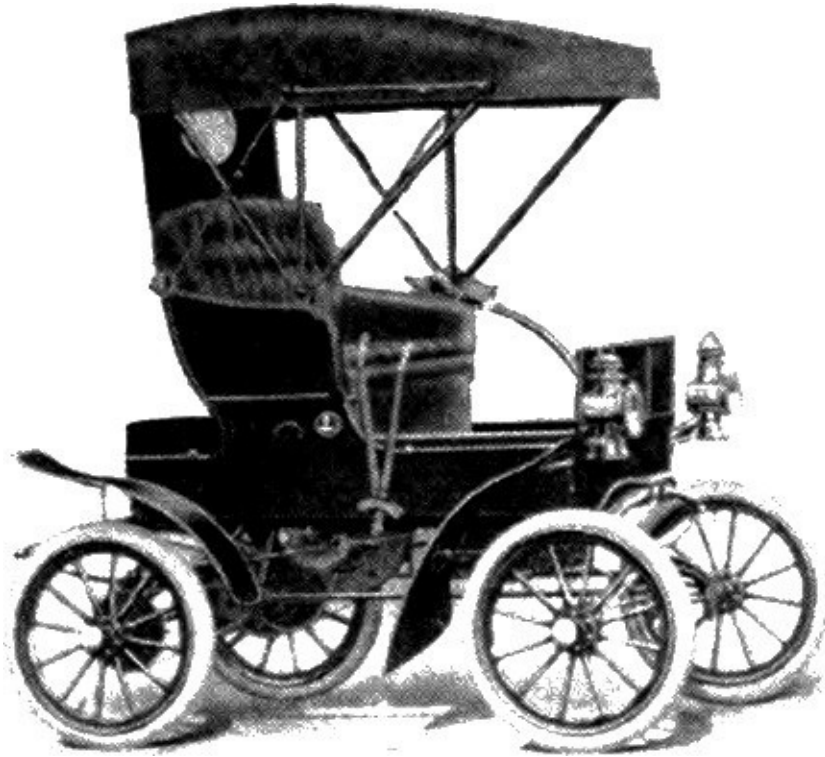
CHANGE-GEAR CONTROL: Side lever

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: 28 × 2½ inches

TIRES, REAR: 28 × 2½ 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

CURRENT SUPPLY: Diy 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

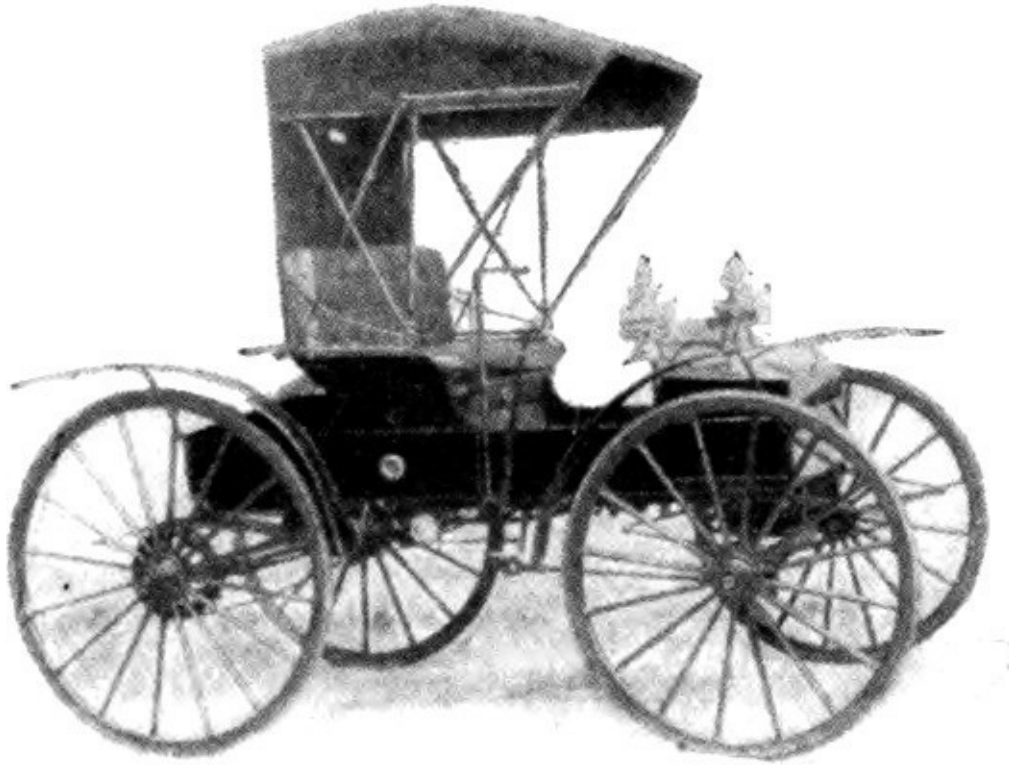
**Stanley Runabout, Model A, 20 H.P. Stanley Automobile & Mfg. Co.,
Mooreland, Ind.**

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

PRICE: \$575
BODY: With detachable tonneau
SEATS: 5 passengers
WEIGHT: 1,000 pounds
WHEEL-BASE: 87 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 30 × 3 inches
STEERING: Worm and sector
BRAKES: On transmission and differential
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5¼ inches
STROKE: 5½ 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: 40 × 1½ inches

TIRES, REAR: 44 × 1½ 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

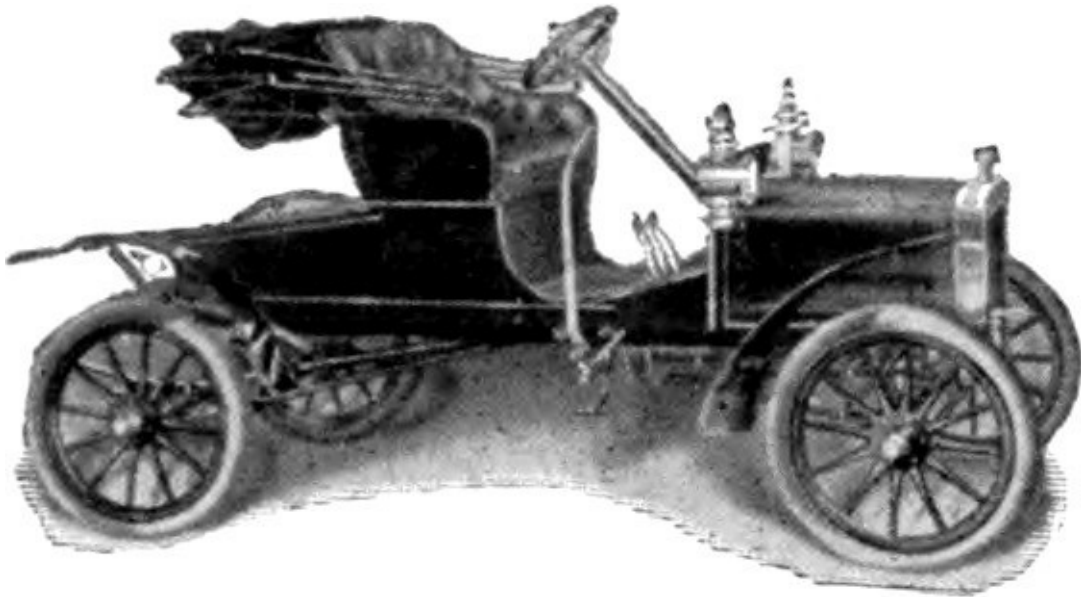
CHANGE GEAR: Planetary type

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side lever and foot pedal

DRIVE: Chains to rear wheels

Ford, Model N, 15 H.P. Ford Motor Company, Detroit, Mich.



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 × 2½ inches

TIRES, REAR: 28 × 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: 3¾ in.; STROKE: 3½ 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

CURRENT SUPPLY: Batteries

CARBURETER: Automatic

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Spur, 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: 1 $\frac{5}{8}$ × 40 in. (side wire)

TIRES, REAR: 1 $\frac{5}{8}$ × 44 in. (side wire)

STEERING: Wheel

BRAKES: On rear wheels

SPRINGS: All full elliptic

FRAME: Angle sub-frame

BORE: 5 in.; STROKE: 5 in.

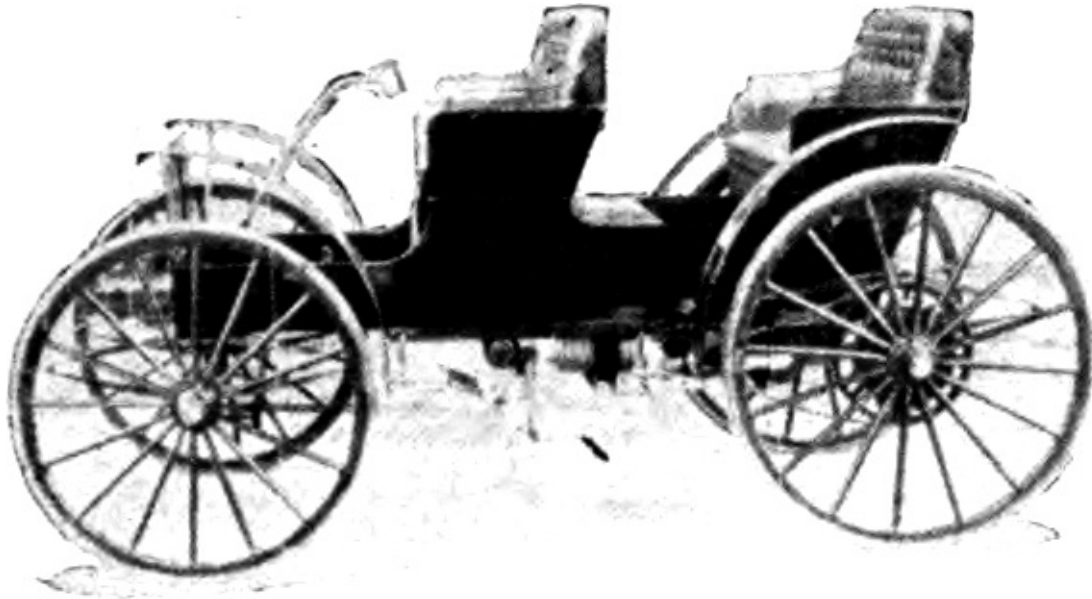
CYLINDERS: 2 cylinders opposed

VALVES: Mechanically operated

MOTOR SUSPENSION: Full floating

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: 40 × 1 $\frac{5}{8}$ inches
TIRES, REAR: 44 × 1 $\frac{5}{8}$ 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: 38 × 1¼ in. cushion

TIRES, REAR: 42 × 1¼ 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: 4⅞ 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

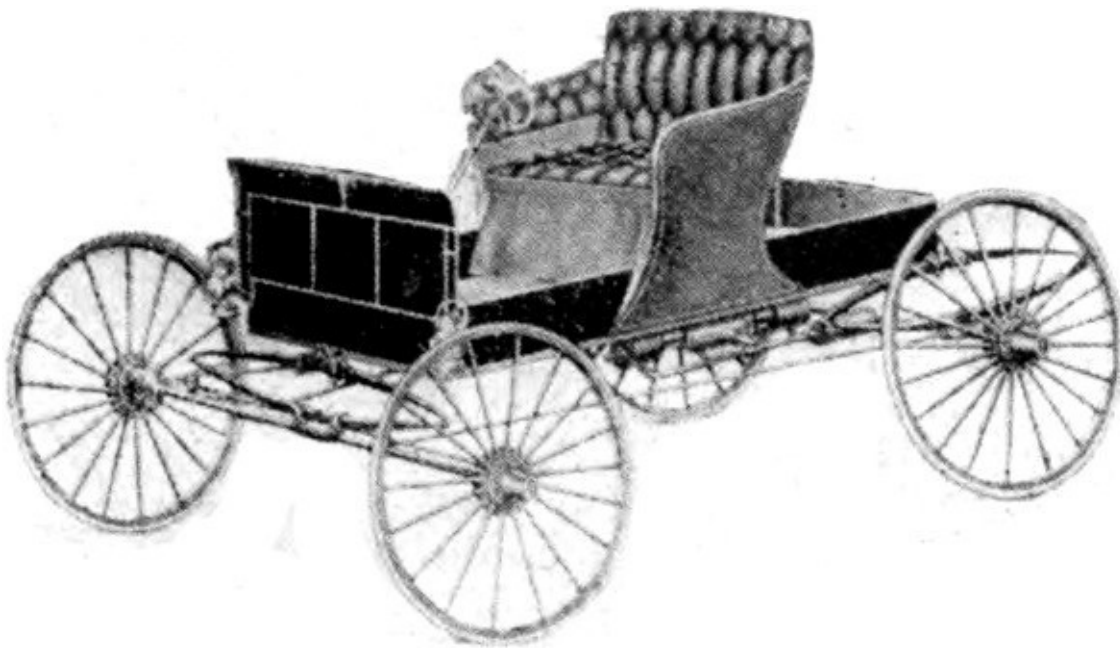
LUBRICATION: Gravity feed

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: 36 × 1½ inches

TIRES, REAR: 36 × 1½ 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

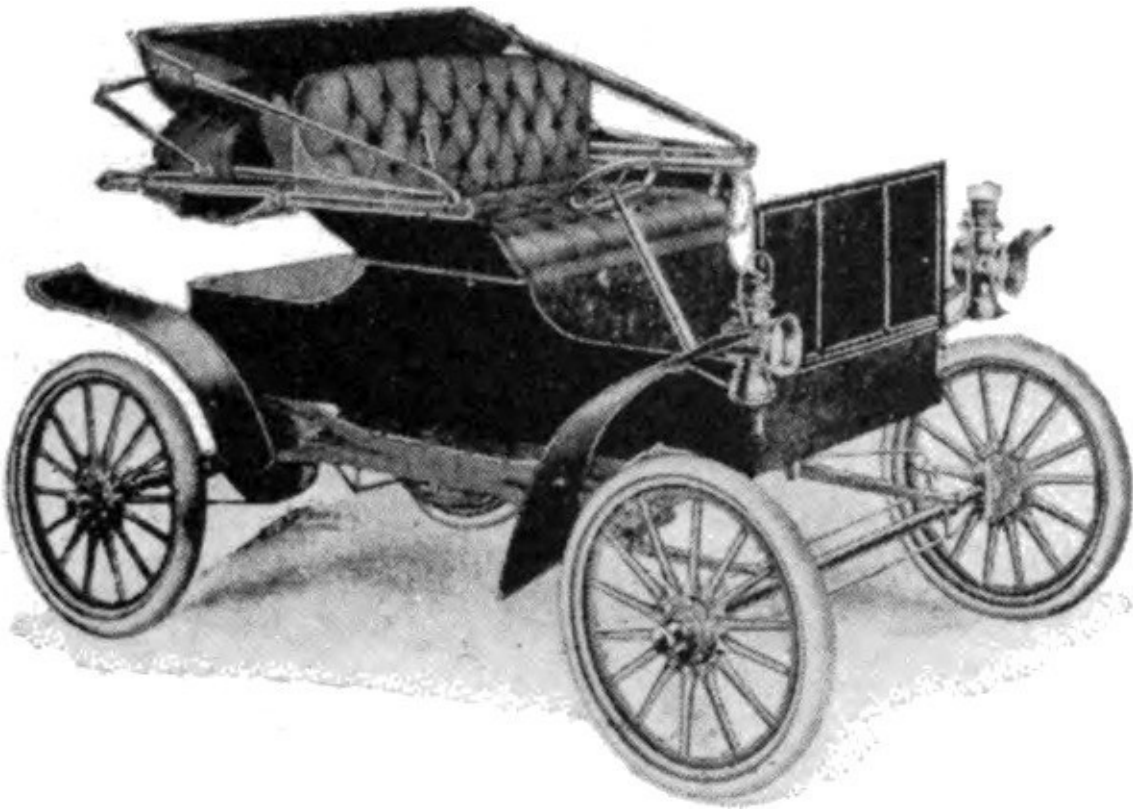
CLUTCH: Friction disc

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: 28 × 3 inches

TIRES, REAR: 28 × 3 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: Mechanical

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

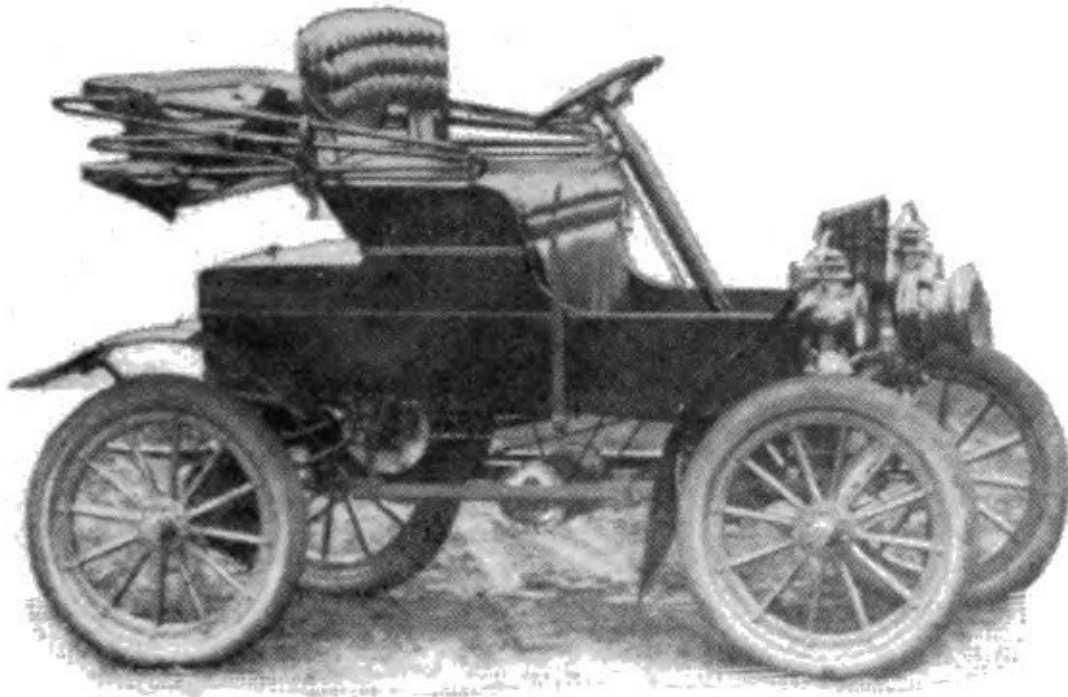
SPEEDS: Two forward and reverse

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: 28 × 3 inches

TIRES, REAR: 28 × 3 inches

STEERING: Wheel irreversible

BRAKES: 2 on wheel and transmission

SPRINGS: 3, full elliptical, 3-point suspension

FRAME: Rolled steel

BORE: 4½ in.; STROKE: 4 in.

CYLINDER: One

MOTOR SUSPENSION: Horizontal

COOLING: Water

IGNITION: Jump spark

CURRENT SUPPLY: Dry cells

CARBURETOR: Jewell

CARBURETOR: Jewell

LUBRICATION: Multiple oilers

MOTOR-CONTROL: On steering post

CLUTCH: Multiple disc

CHANGE GEAR: Planetary

SPEEDS: 2 forward and one reverse

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: 28 × 3 inches

TIRES, REAR: 28 × 3 inches

STEERING: Worm and segment

BRAKES: Double-acting hub

SPRINGS: $\frac{3}{4}$ elliptic, front; full elliptic, rear

FRAME: Angle steel

BORE: 4 $\frac{3}{4}$ in.; STROKE: 6 in.

CYLINDER: Single, horizontal

MOTOR SUSPENSION: From main frame

COOLING: Water; tubular radiator

IGNITION: Jump spark

CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed

LUBRICATION: Sight feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

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: 44 × 1½ inches
TIRES, REAR: 48 × 1½ 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

MOTOR SUSPENSION: Under body

COOLING: Air

IGNITION: Jump spark

CURRENT SUPPLY: Batteries

CARBURETER: Float-feed

LUBRICATION: Force feed

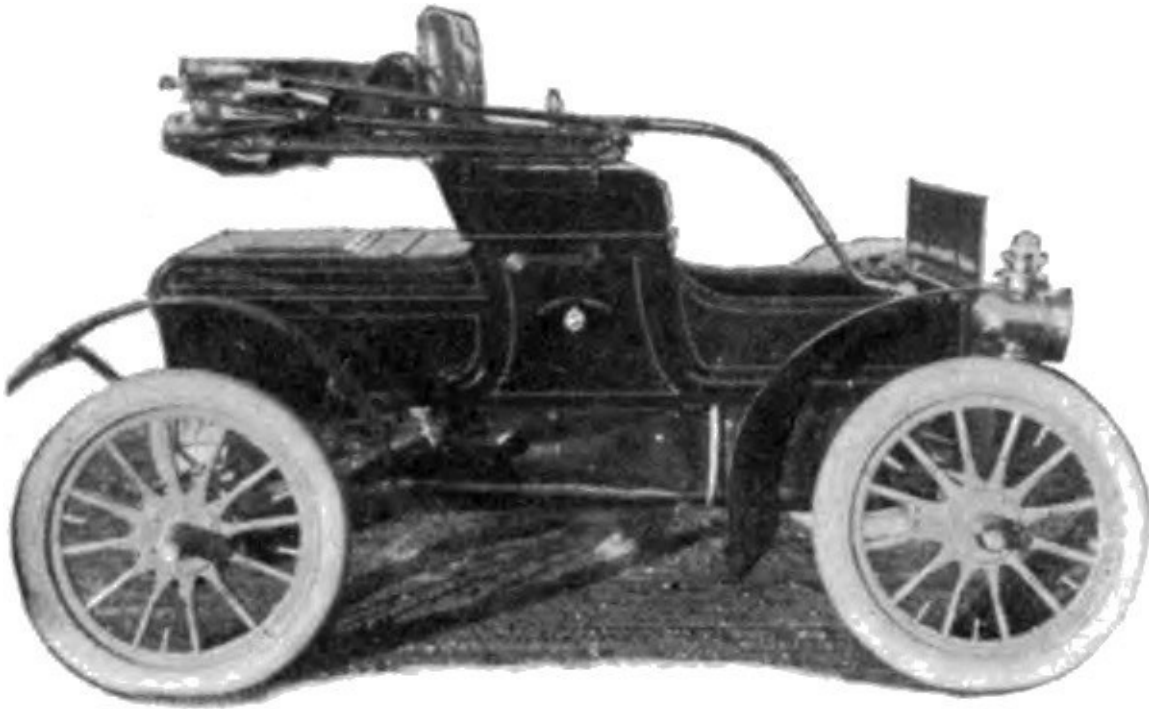
MOTOR-CONTROL: Throttle

SPEEDS: 2 forward and reverse

DRIVE: Steel cable

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

Olds Motor Works, Lansing,



PRICE: \$650

BODY: Wood, runabout

SEATS: 2 persons

WEIGHT: 1,100 pounds

WHEEL-BASE: 66 inches

TREAD: 55 inches

TIRES, FRONT: 28 × 3 inches

TIRES, REAR: 28 × 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

CARBURETOR: 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: 28 × 3 inches

TIRES, REAR: 28 × 3 inches

STEERING: Lever

BRAKES: On transmission and differential

SPRINGS: Long side

FRAME: Angle steel

BORE: 4¾ 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

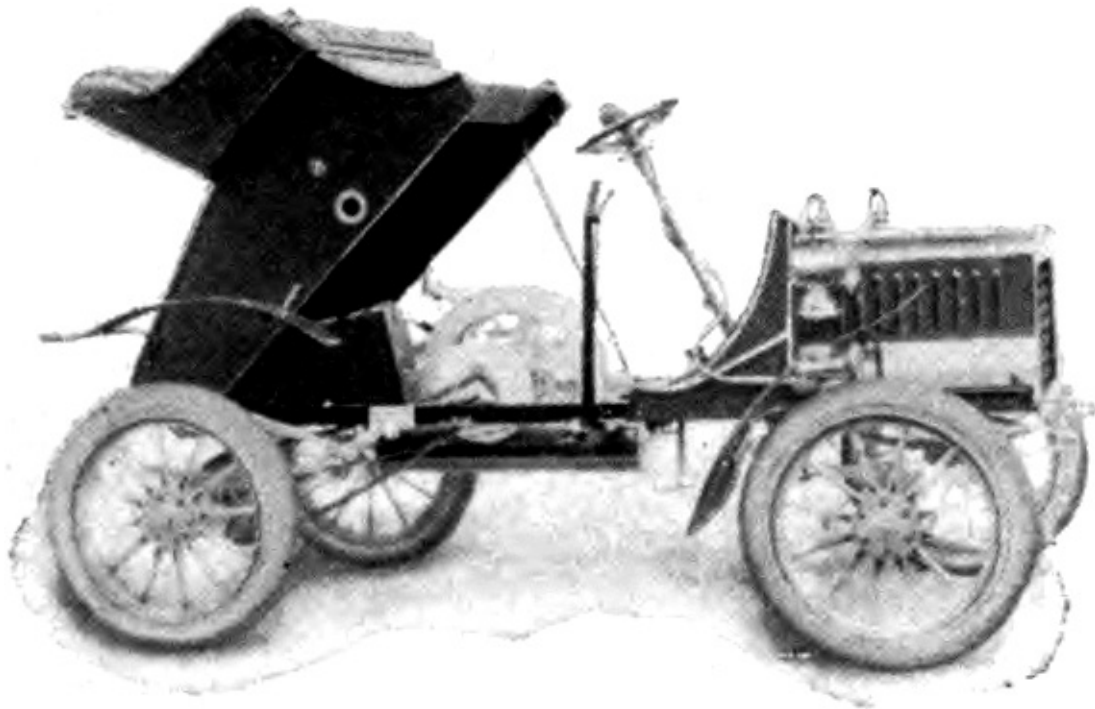
CARBURETER: Northern automatic

LUBRICATION: Gravity feed

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.
III.**

Western Tool Works, Galesburg,

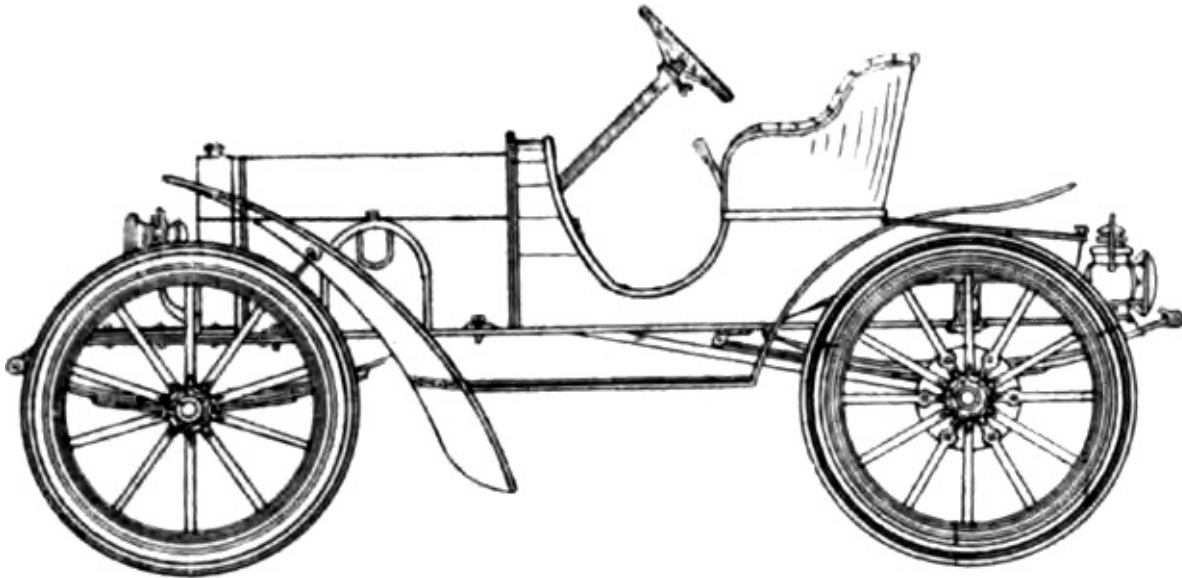


PRICE: \$650
BODY: Runabout, undivided seat
SEATS: 2 persons
WEIGHT: 1,100 pounds
WHEEL-BASE: 73 inches
TREAD: 54½ inches
TIRES, FRONT: 28 × 3 inches
TIRES, REAR: 28 × 3 inches
STEERING: Worm gear
BRAKES: On rest hubs and transmission
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5 in.; STROKE: 6 in.
CYLINDERS: Single, horizontal
VALVES: Mechanically operated
MOTOR SUSPENSION: From frame
COOLING: Water; horizontal tube radiator
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells

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 × 2 inches

TIRES, REAR: 34 × 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-siphon

IGNITION: Jump spark

CURRENT SUPPLY: Dry batteries

CARBURETER: Holly

LUBRICATION: Automatic force feed

MOTOR CONTROL: Spark and throttle on steering column

MOTOR-CONTROL: Spark and throttle on steering column

CLUTCH: Cone

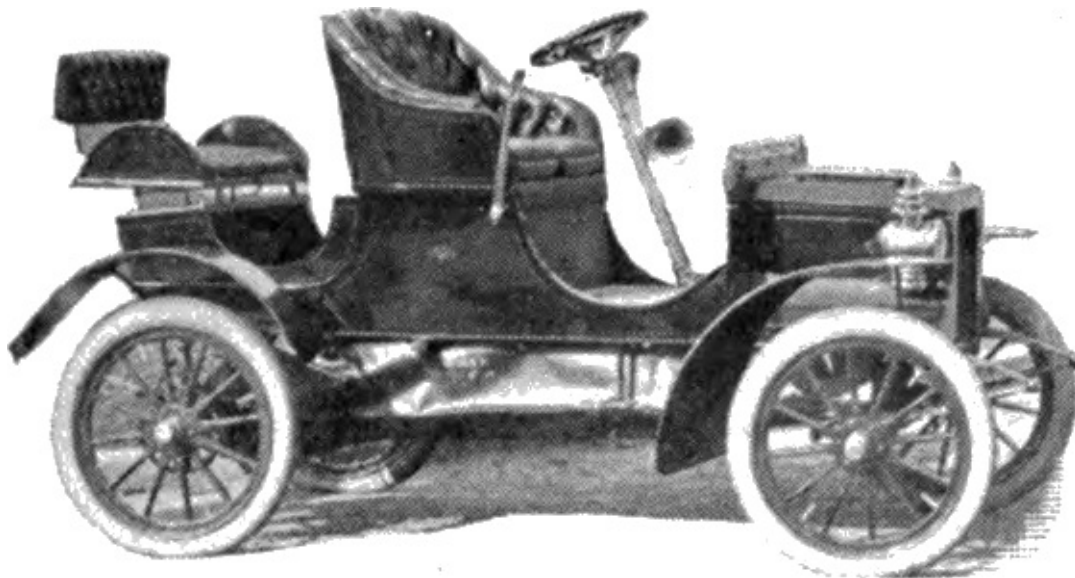
CHANGE GEAR: Planetary transmission

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: 28 × 3 inches

TIRES, REAR: 28 × 3 inches

STEERING: Worm and segment

BRAKES: Double-acting hub

SPRINGS: $\frac{3}{4}$ elliptic front; full elliptic rear

FRAME: Angle steel

BORE: 4 $\frac{3}{4}$ 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

GEAR: Multiple disc

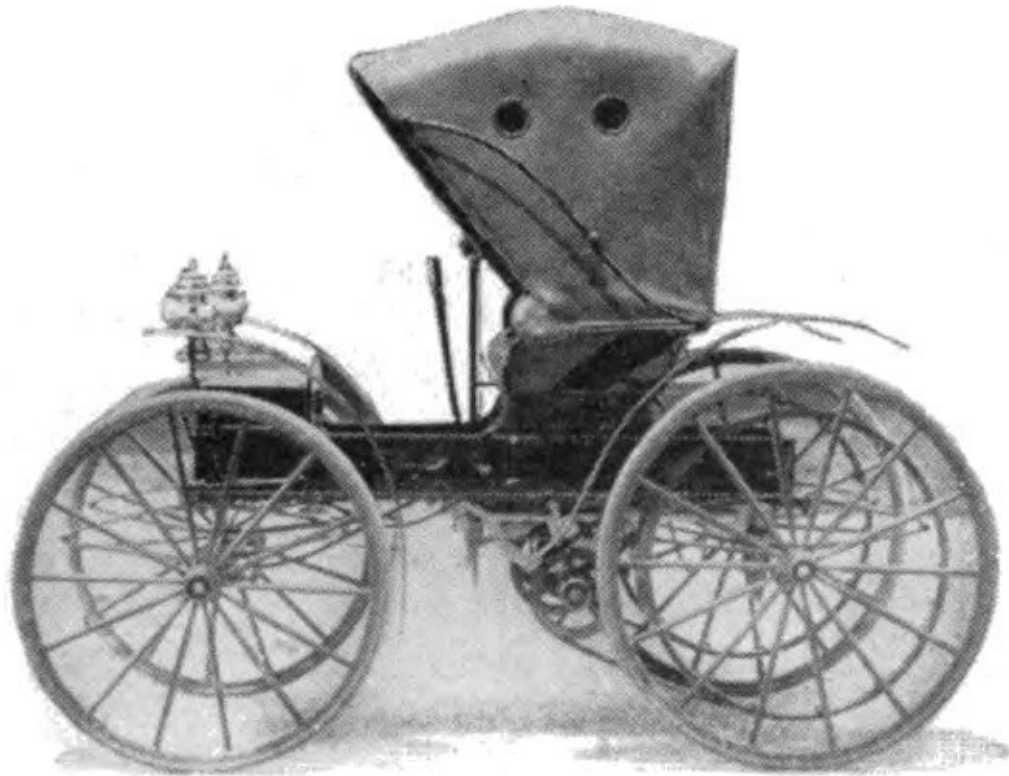
CHANGE GEAR: Planetary

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: 56 to 62 Inches
TIRES, FRONT: 44 × 1¼ in.
TIRES, REAR: 48 × 1½ 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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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: 44 × 1½ in.

TIRES, REAR: 48 × 1½ in.

STEERING: Lever

BRAKES: On wheel rims

SPRINGS: Full elliptic

FRAME: Steel

BORE: 4 in.; STROKE: 4 in.

CYLINDERS: 2 horizontal, opposed

VALVE ARRANGEMENTS: Inlets, automatic, exhausts mechanical

MOTOR SUSPENSION: Under body

COOLING: Air

IGNITION: Double jump spark

CURRENT SUPPLY: Batteries

CARBURETER: Float Feed

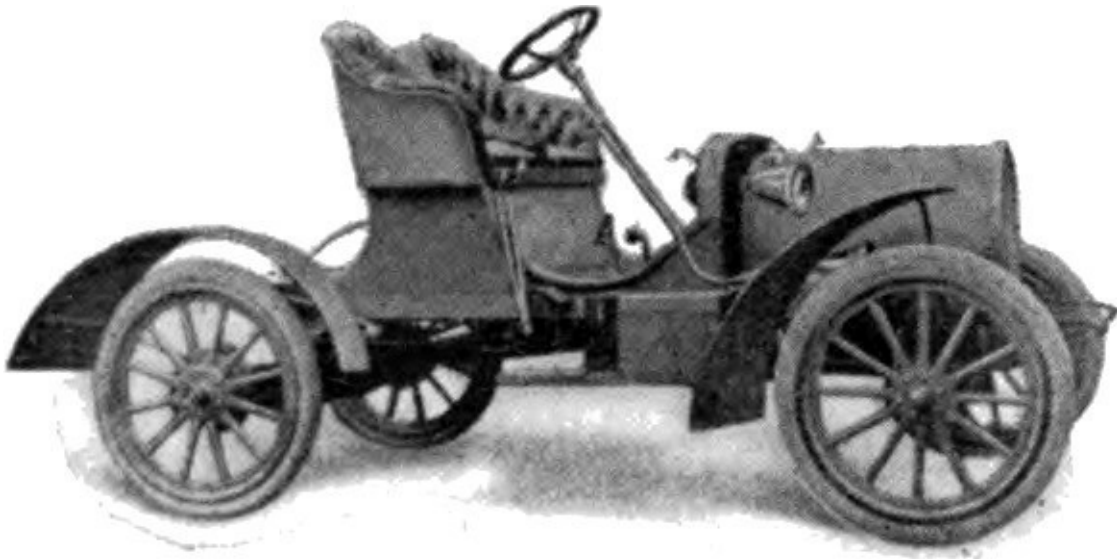
LUBRICATION: Automatic force feed

MOTOR-CONTROL: Throttle

SPEEDS: 2 forward and reverse

DRIVE: Steel cable

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: 28 × 2½ inches
TIRES, REAR: 28 × 2½ inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: ¾ elliptic front, full elliptic rear
FRAME: Oak and steel
BORE 3⅝ 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

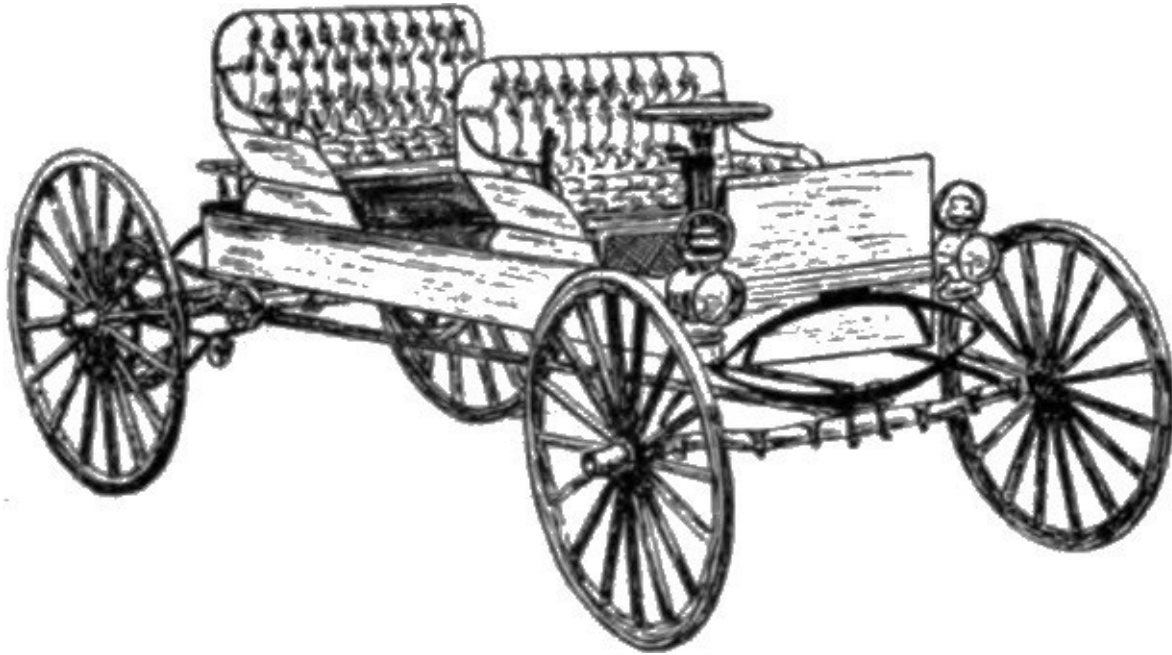
CHANGE GEAR: Cameron system direct on all speeds

SPEEDS: 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: 38 × 1½ inches

TIRES, REAR: 42 × 1½ inches

STEERING: Chain and sprocket (patented)

BRAKES: 2 on differential sprockets, 2 emergency

SPRINGS: Full elliptical

FRAME: Wood sill, reinforced by angle iron

BORE: 4½ 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: 28 × 3 inches

TIRES, REAR: 28 × 3 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 encased 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: 44 × 1½ inches
TIRES, REAR: 48 × 1½ 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

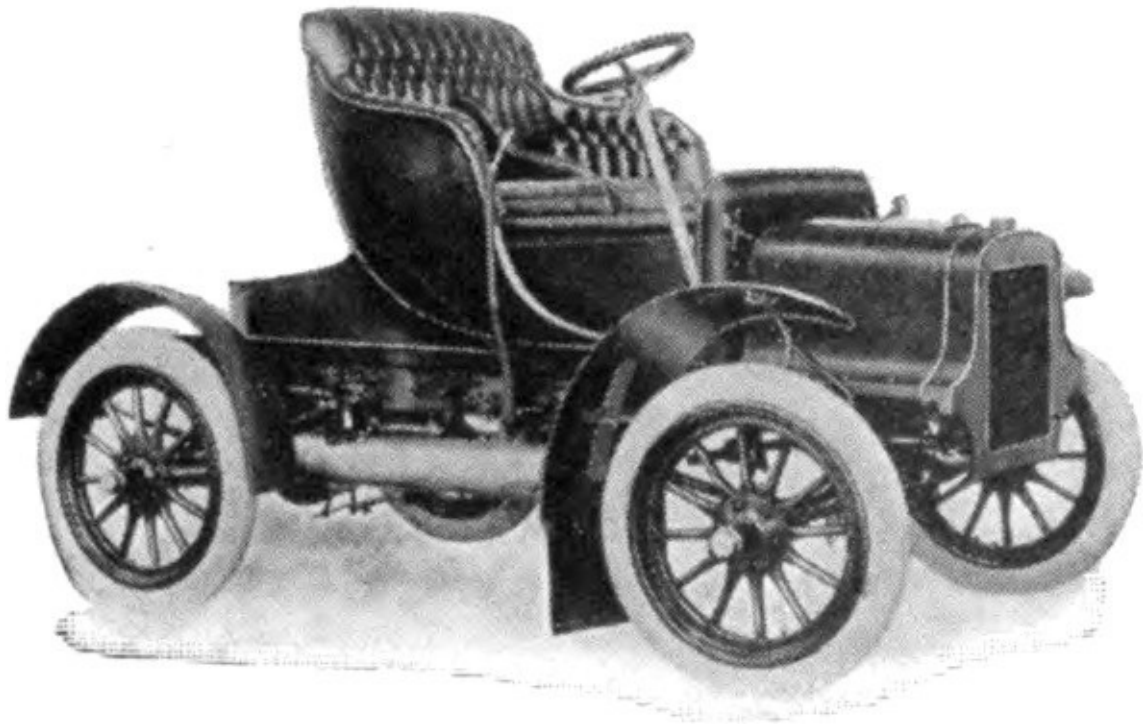
LUBRICATION: Force feed

MOTOR-CONTROL: Throttle

SPEEDS: 2 forward and reverse

DRIVE: Steel cable

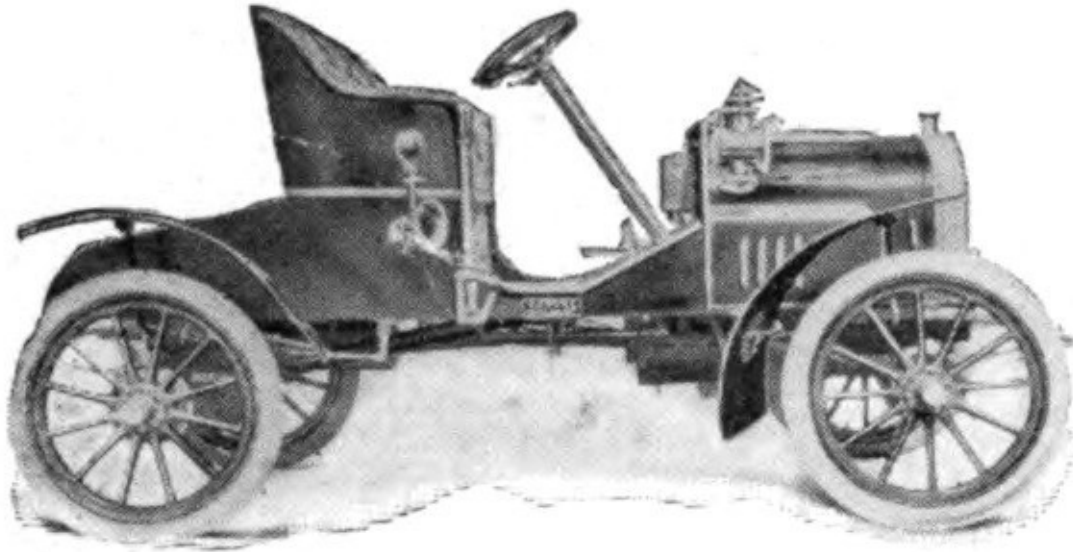
**Cadillac, Model K Runabout, 10 H.P. Cadillac Motor Car Co., Detroit,
Mich.**



PRICE: \$800
BODY: Runabout
SEATS: 2 persons
WHEEL-BASE: 74 inches
TREAD: 56 inches
TIRES, FRONT: 28 × 3 inches
TIRES, REAR: 28 × 3 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

**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: 30 × 3 inches

TIRES, REAR: 30 × 3 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-siphon

IGNITION: Jump spark

CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed type

LUBRICATION: Automatic

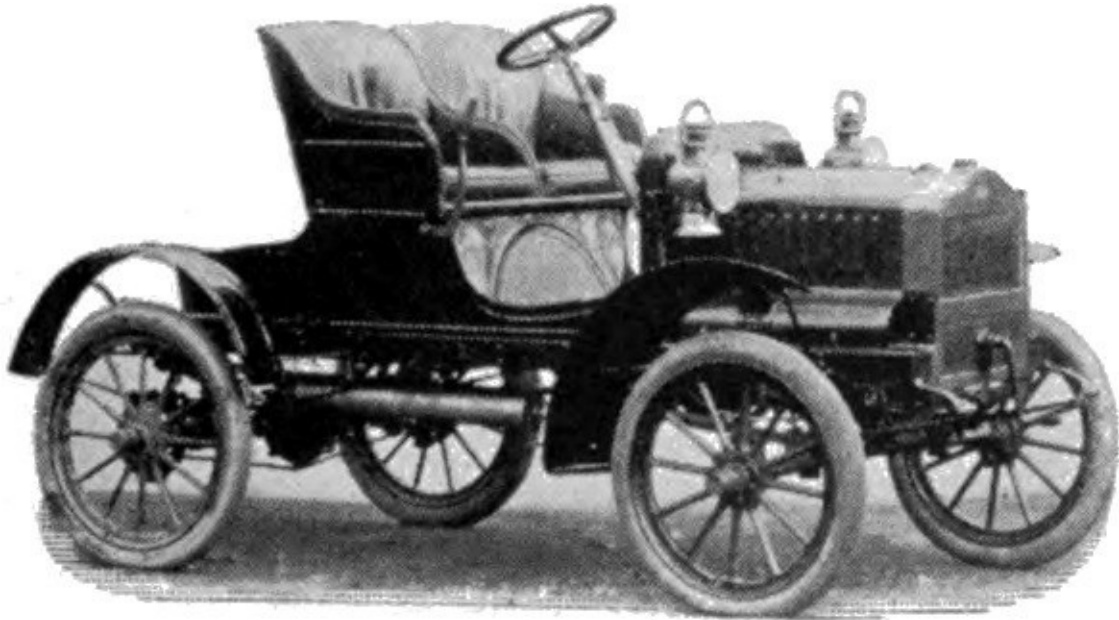
MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone, leather face

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-siphon system, honeycomb radiator

IGNITION: Jump spark

CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed

LUBRICATION: Force 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 × 3 inches

TIRES, REAR: 28 × 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-siphon 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: 28 × 3 inches

TIRES, REAR: 28 × 3 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 encased fly wheel

IGNITION: Jump spark

CURRENT SUPPLY: Storage battery

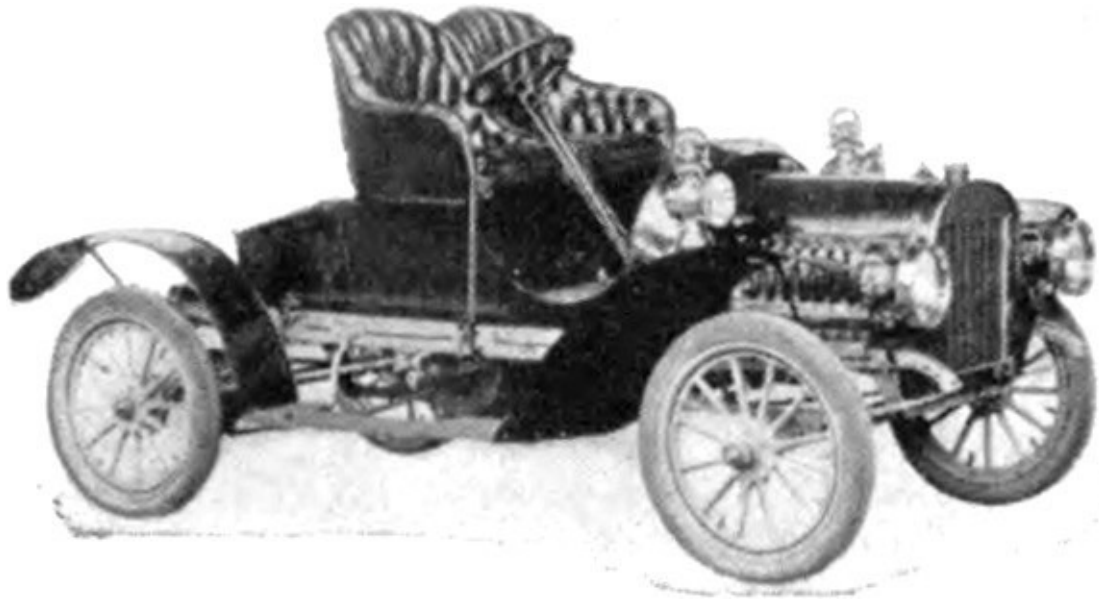
CARBURETER: Monarch
LUBRICATION: Grease cups
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary transmission
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Monarch, Model E, 12–14 H.P. Monarch Motor Car Co., Chicago, Ill.

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

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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-siphon 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

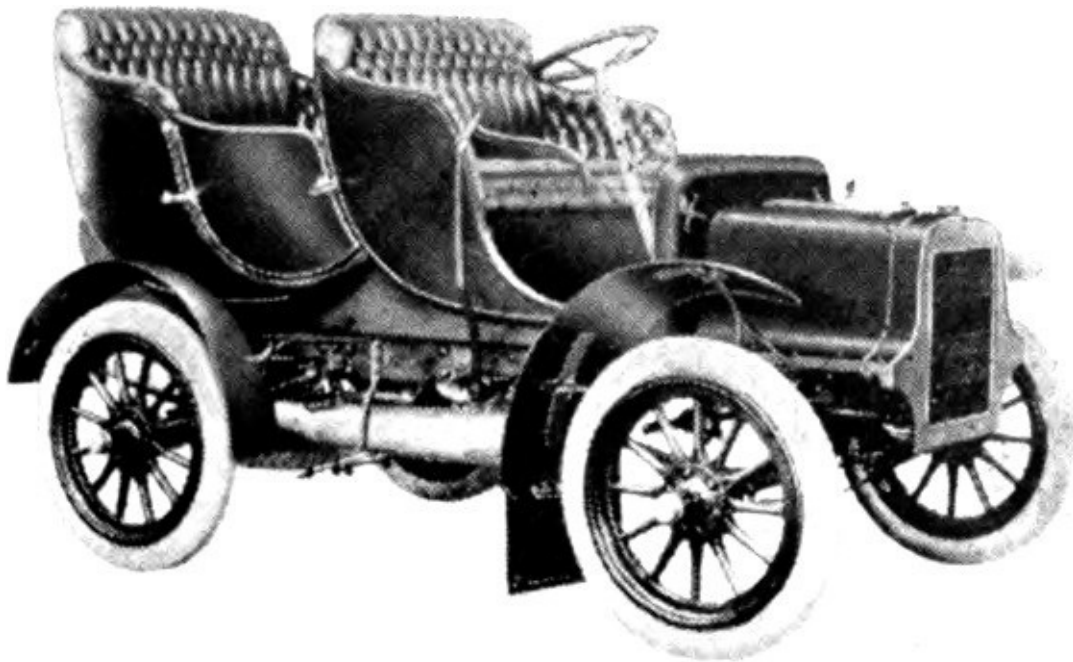
CHANGE GEAR: Planetary

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

LUBRICATION: Force feed

MOTOR-CONTROL: Throttle and spark

CLUTCH: Flat disc

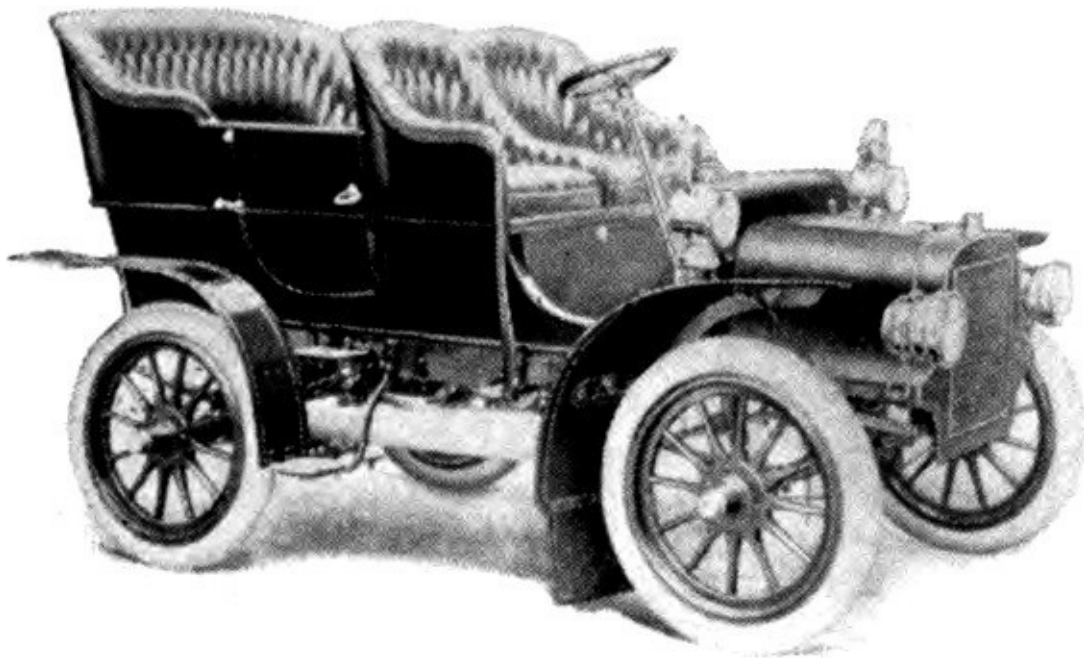
CHANGE GEAR: Planetary

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

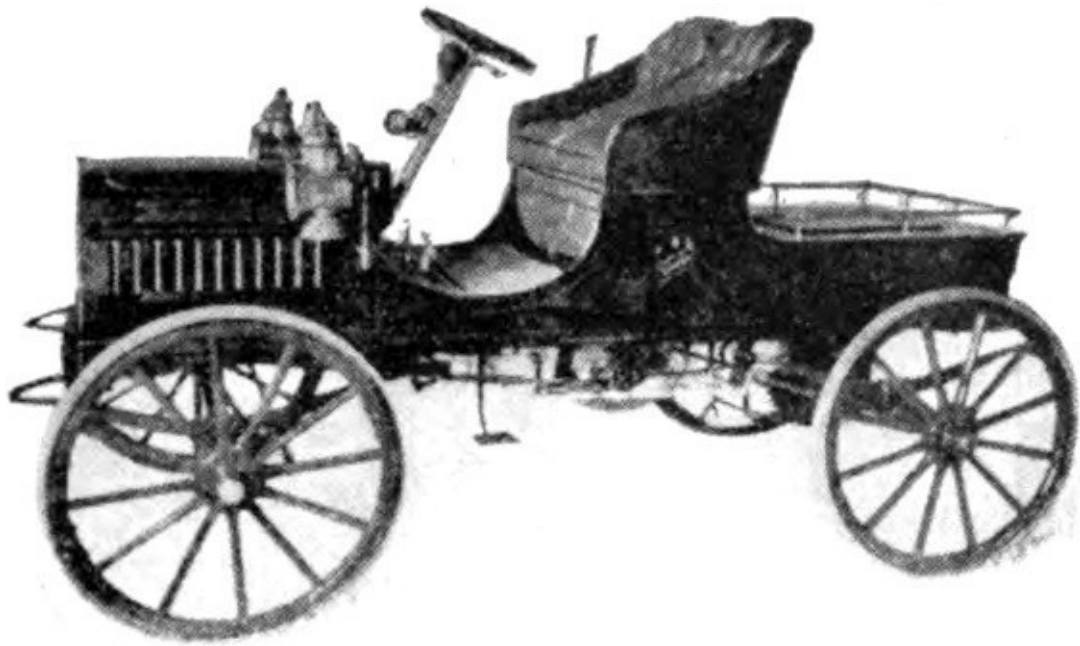
CHANGE GEAR: Planetary

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: 34 × 2 inches solid

TIRES, REAR: 34 × 2 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

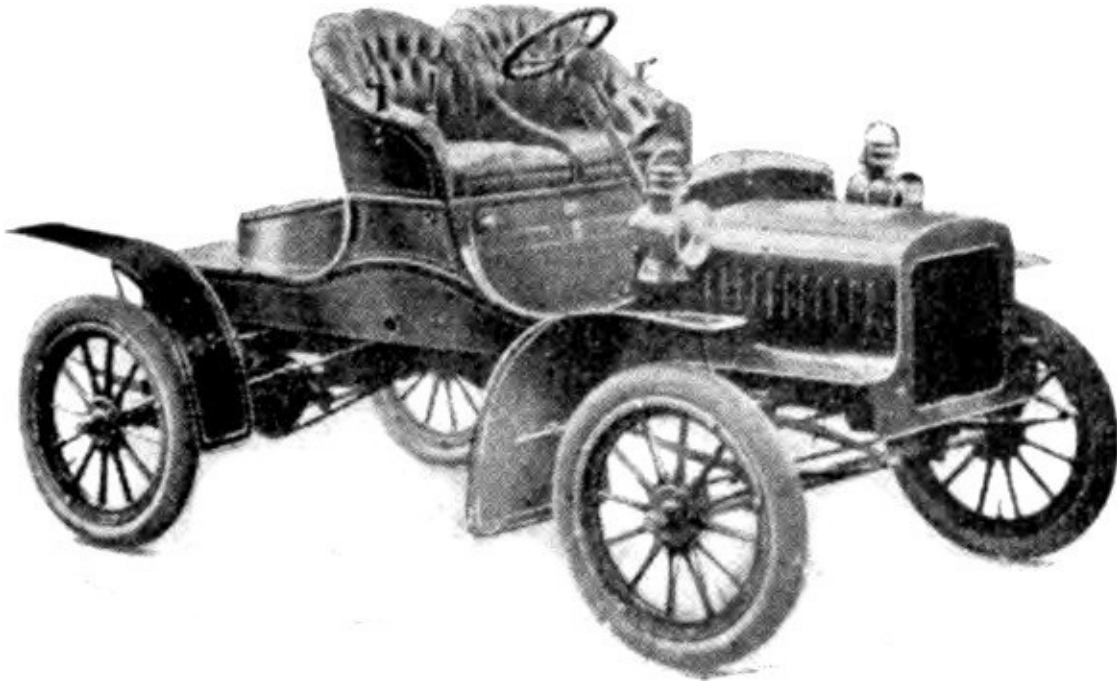
CHANGE GEAR: Planetary type

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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ inches
STEERING: Worm and sector
BRAKES: On double band on rear axle
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4⅝ 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

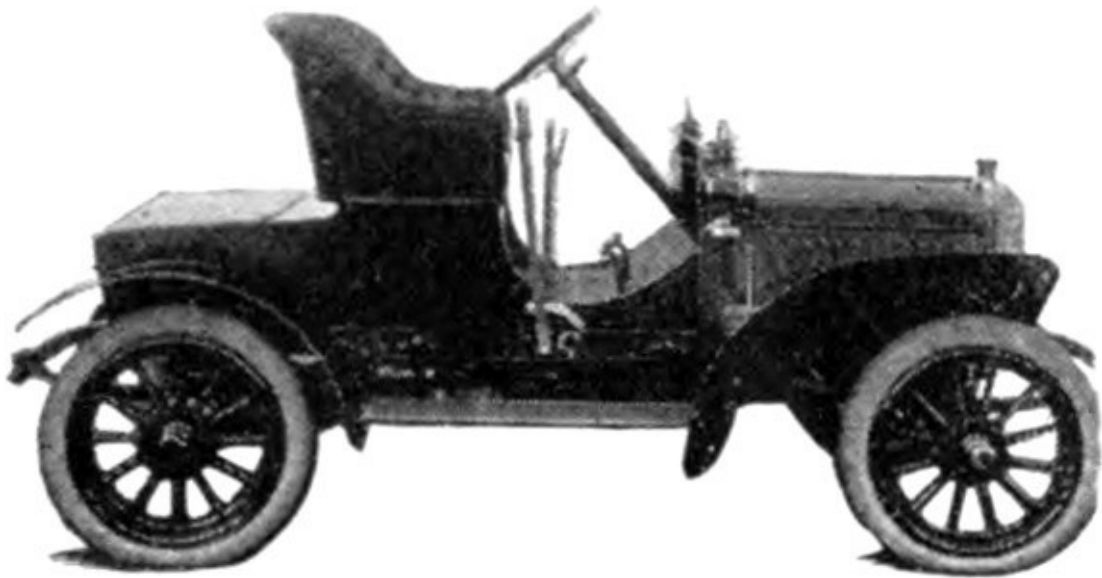
SPEEDS: Two forward and reverse

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 × 3½ inches

TIRES, REAR: 30 × 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

GEAR CASE

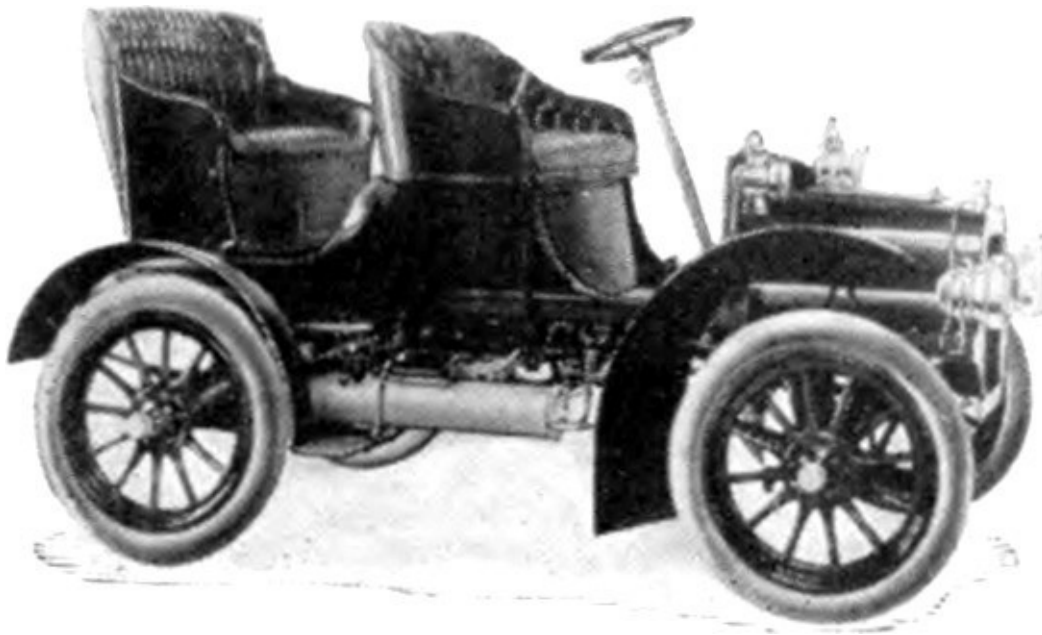
CHANGE GEAR: Sliding type

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

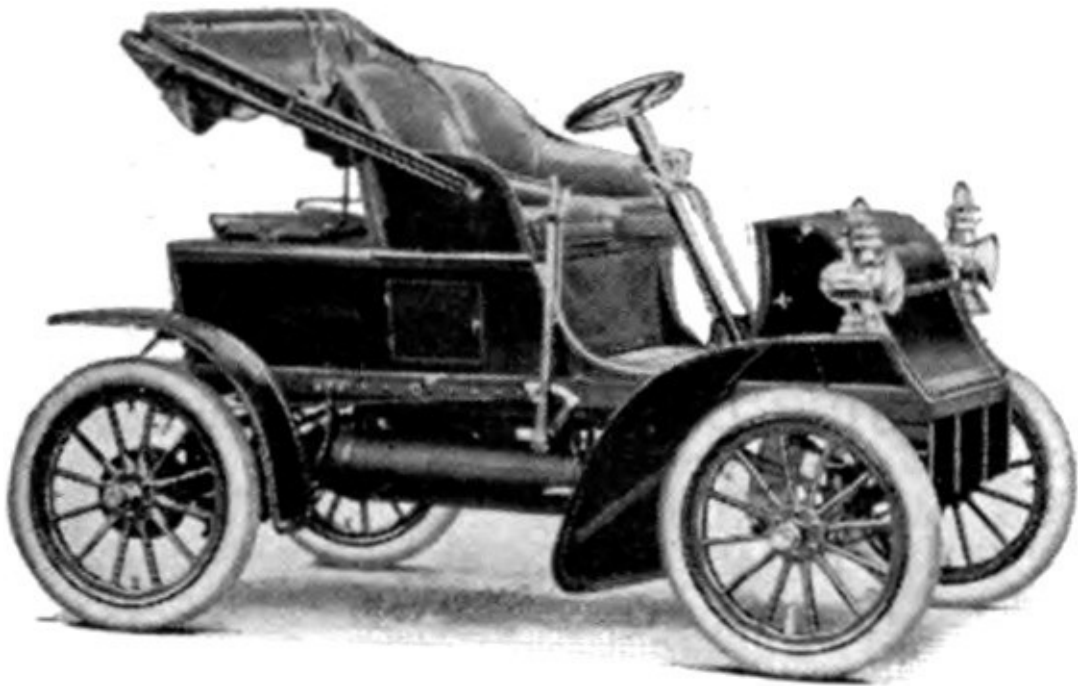
CARBURETER: Special Cadillac type

LUBRICATION: Mechanical force feed

MOTOR CONTROL: Special Cadillac type

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 × 90 mm.
TIRES, REAR: 760 × 90 mm.
STEERING: Internal worm type
BRAKES: On rear hubs and transmission
SPRINGS: Semi-elliptic, running entire length
FRAME: Pressed steel
BORE: 4¼ 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

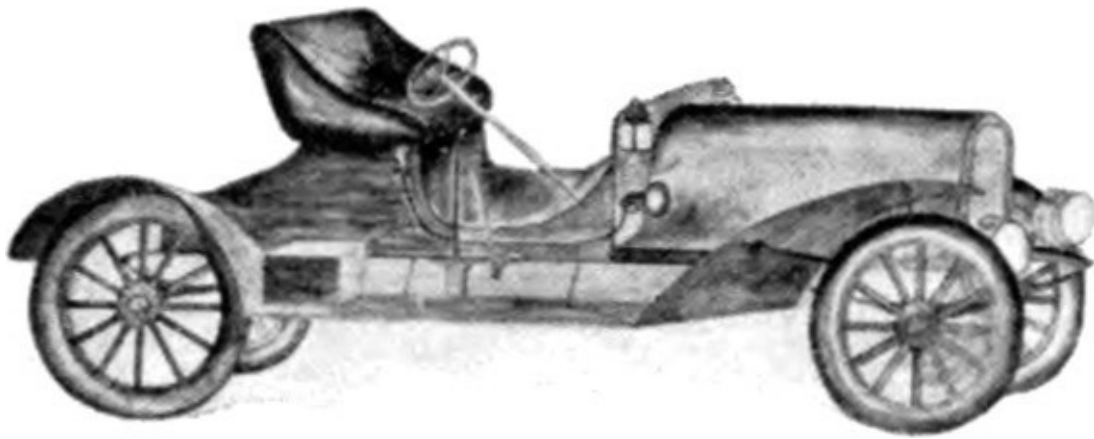
CLUTCH: Cone

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 hub 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

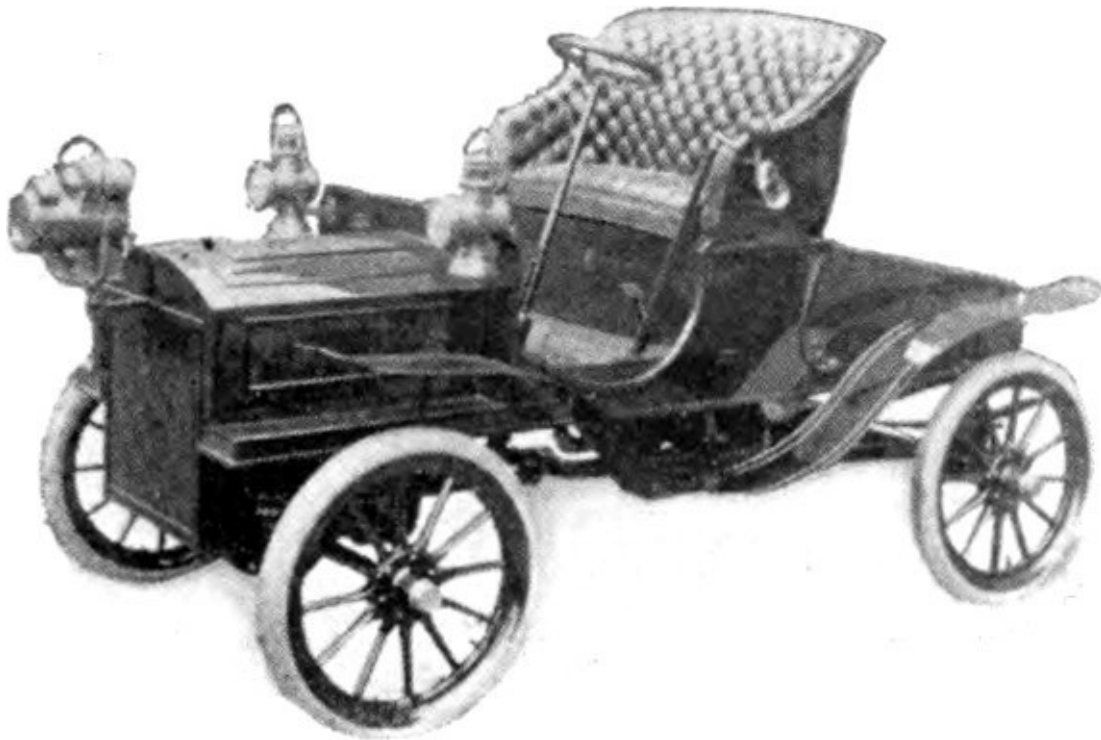
CHANGE GEAR: Barnes' patent

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Propeller shaft

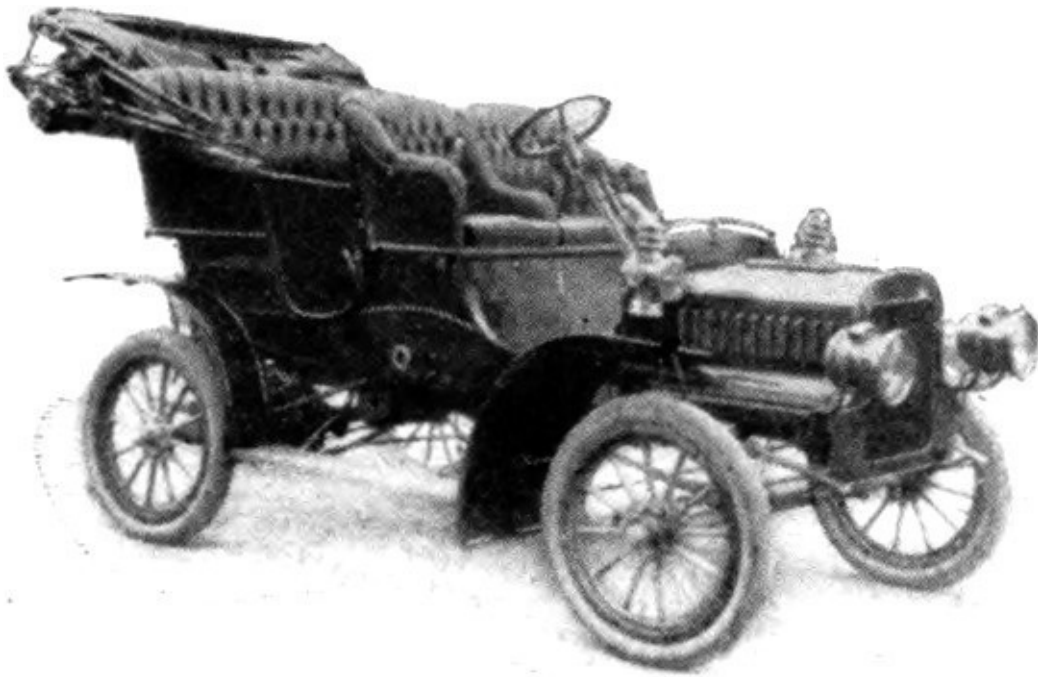
Twyford Roadster, 15 H.P. Twyford Motorcar Co., Brookville, Pa.



PRICE: \$1,000
BODY: Wood
SEATS: 2 passengers
WEIGHT: 1,250 pounds
WHEEL-BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 30 × 3 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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ inches
STEERING: Worm and sector
BRAKES: On double band on rear axle
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4⅝ 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: ...

LUBRICATION: Pressure, 6 feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone disc

CHANGE GEAR: Planetary type

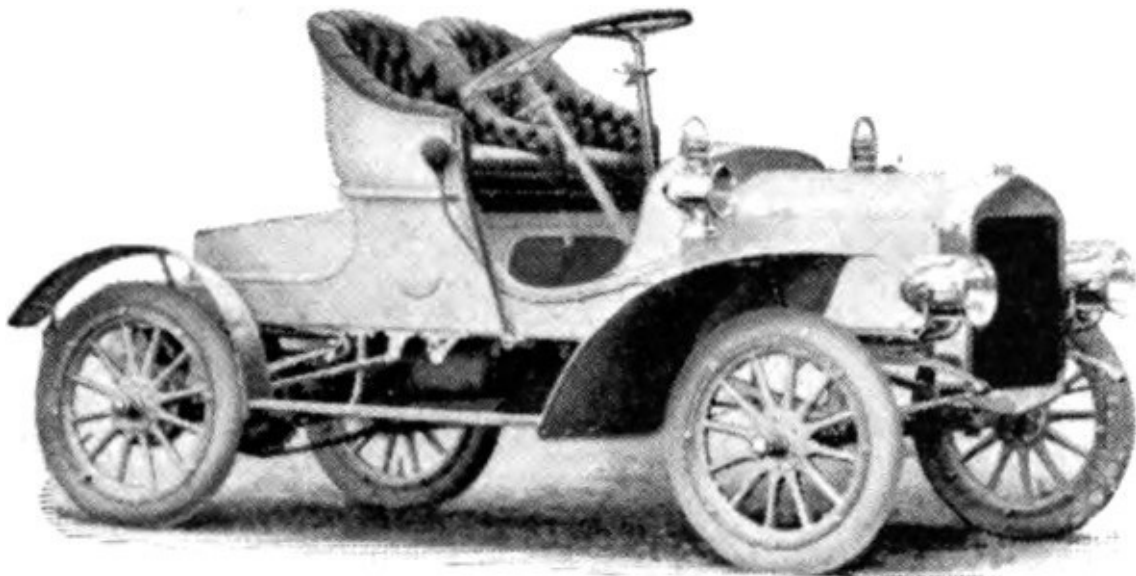
SPEEDS: Two forward and reverse

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: 30 × 3 inches

TIRES, REAR: 30 × 3 inches

STEERING: Tilting, pinion and sector

BRAKES: Internal expanding hub

SPRINGS: $\frac{3}{4}$ 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

CLUTCH: Cone

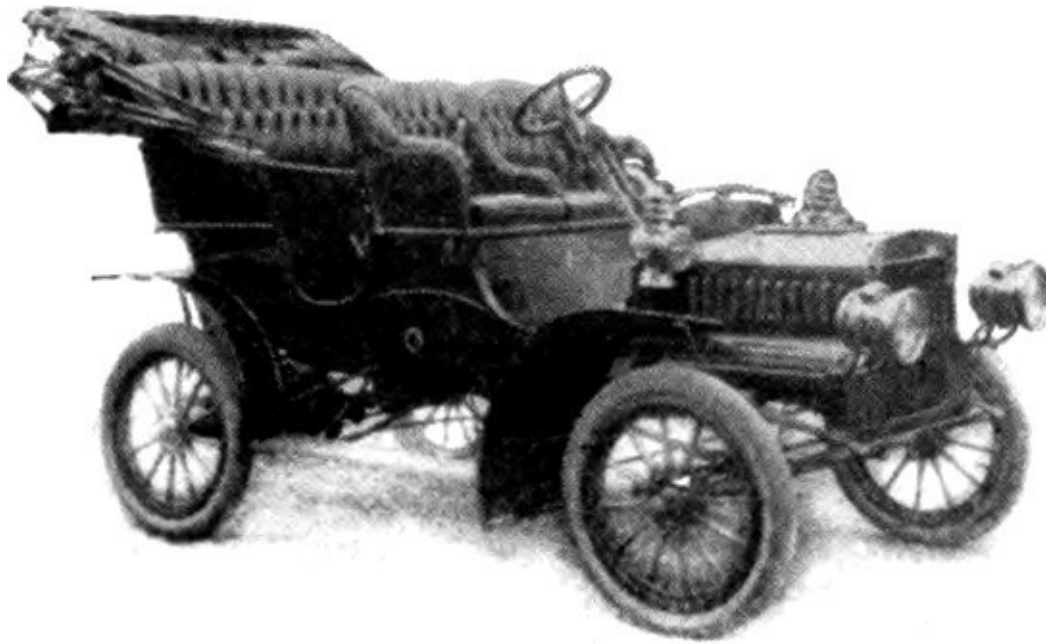
CHANGE GEAR: Planetary type

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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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

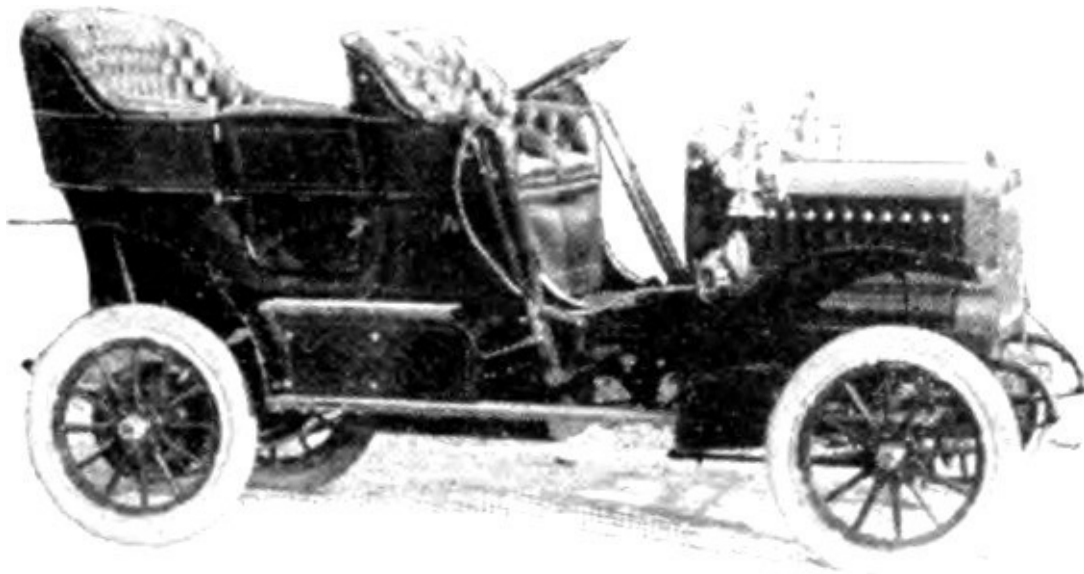
CHANGE GEAR: Planetary type

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'f'g. 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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

CHANGE-GEAR CONTROL. Side level
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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Rack and pinion

BRAKES: On differential

SPRINGS: Semi-elliptical

FRAME: Pressed steel

BORE: 5 inches

STROKE: 5 inches

CYLINDERS: One under body

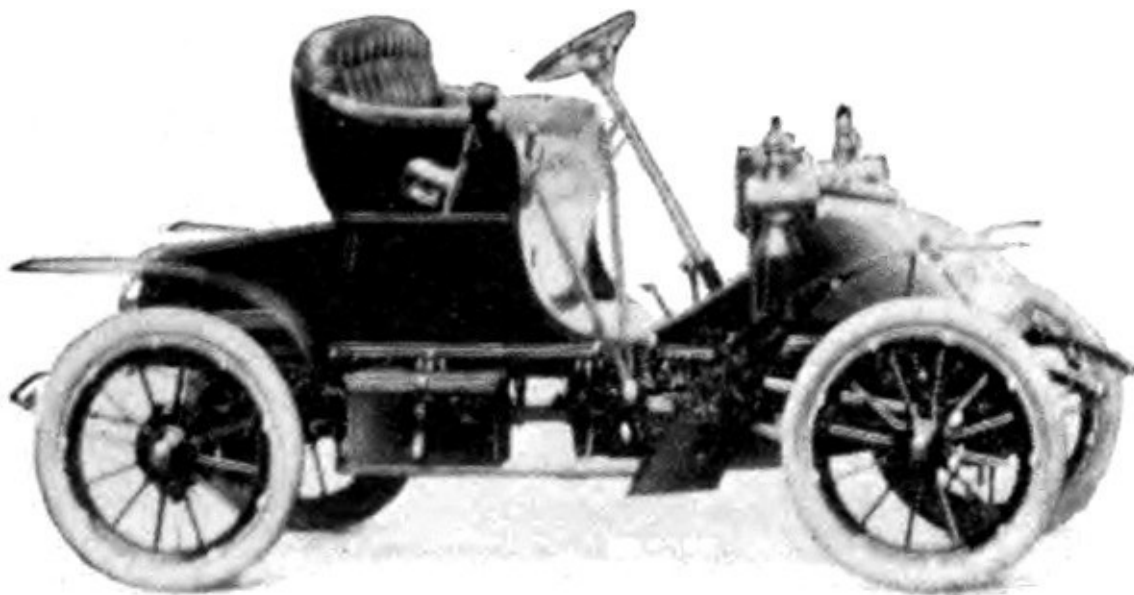
VALVE ARRANGEMENT: In combustion chamber

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

**Autocar, Type XV, 12–14 H.P., Runabout.
Pa.**

The Autocar Co., Ardmore,



PRICE: \$1,200

BODY: Runabout

SEATS: 3 persons

WEIGHT: 1,475 pounds

WHEEL-BASE: 81½ inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3 inches

TIRES, REAR: 30 × 3 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.



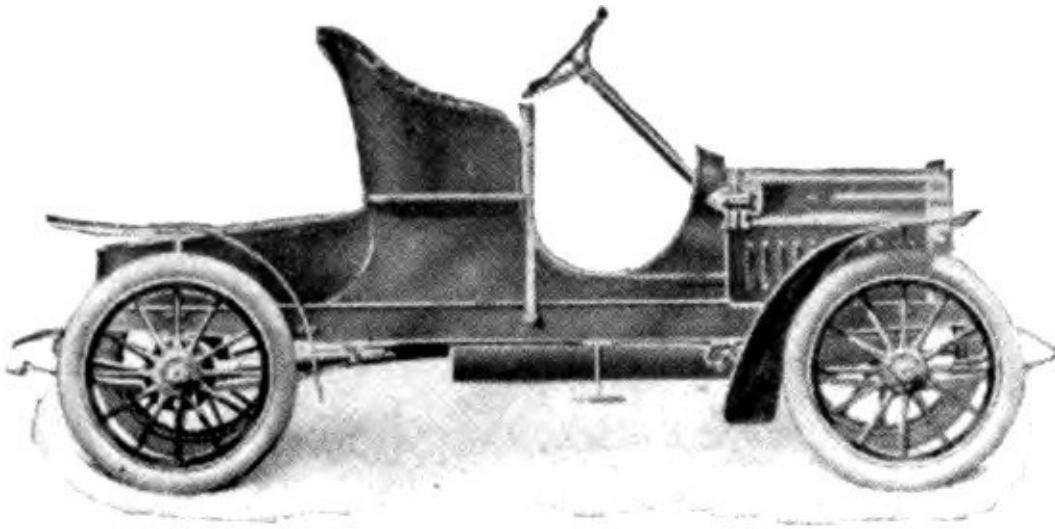
PRICE: \$1,200
BODY: Side entrance tonneau
SEATS: 4 persons
WEIGHT: 1,250 pounds
WHEEL-BASE: 98 inches
TREAD: 54 inches
TIRES, FRONT: 30 x 3½ inches
TIRES REAR: 30 x 3½ inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: ¾ elliptic front, full elliptic rear
FRAME: Oak and steel
BORE: 3⅝ in.; 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: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Shaft

Atlas Runabout, 20 H.P. Knox Motor Truck Co., Springfield, Mass.



PRICE: \$1,250
BODY: Aluminum runabout
SEATS: 2 persons
WEIGHT: 1,200 pounds
WHEEL-BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 30 × 3 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-siphon
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.

Motorcar Co., Detroit, Mich.



PRICE: \$1,250

BODY: Runabout

SEATS: 2 persons

WEIGHT: 1,500 pounds

WHEEL-BASE: 96 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3½ in.

TIRES, REAR: 30 × 3½ 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

CARRIAGES: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

CARBURETER: Float-feed

LUBRICATION: Mechanical force feed

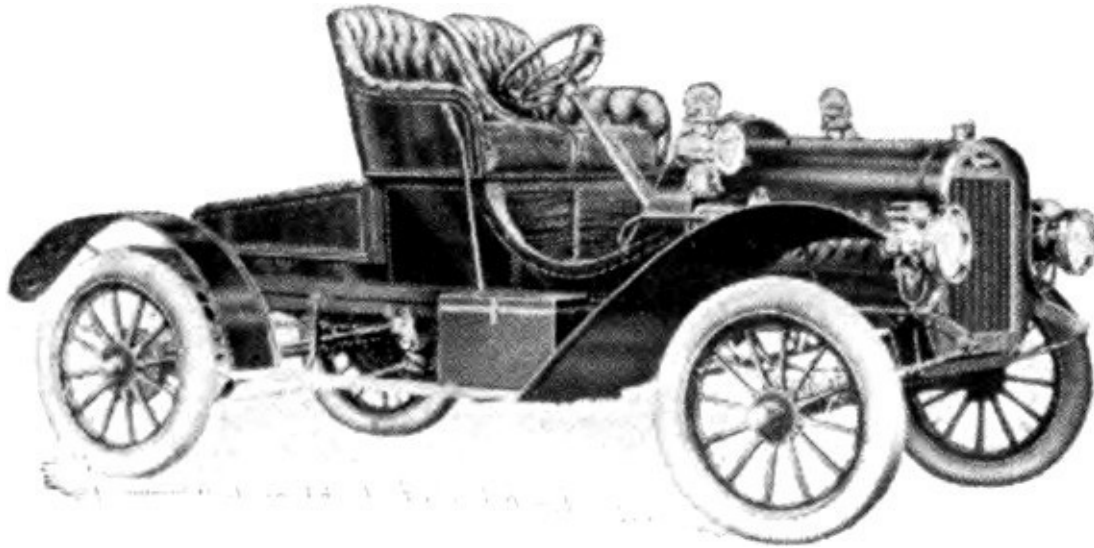
MOTOR-CONTROL: Spark and throttle

CHANGE GEAR: Friction transmission

CHANGE-GEAR CONTROL: Single side lever

DRIVE: Chain

**Rambler, Model 22, 20–22 H.P. Thos. B. Jeffery & Co., Kenosha,
Wisconsin.**



PRICE: \$1,250

BODY: Torpedo deck, removable

SEATS: 2 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 100 inches

TREAD: 56½ inches

TIRES, FRONT: 30 × 4 inches

TIRES, REAR: 30 × 4 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-siphon 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

Moline, Model "H," 18 H.P. Moline Automobile Co., E. Moline, Ill.

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

PRICE: \$1,250

BODY: Side entrance tonneau

SEATS: 5 passengers

WEIGHT: 1,800 pounds

WHEEL-BASE: 92 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

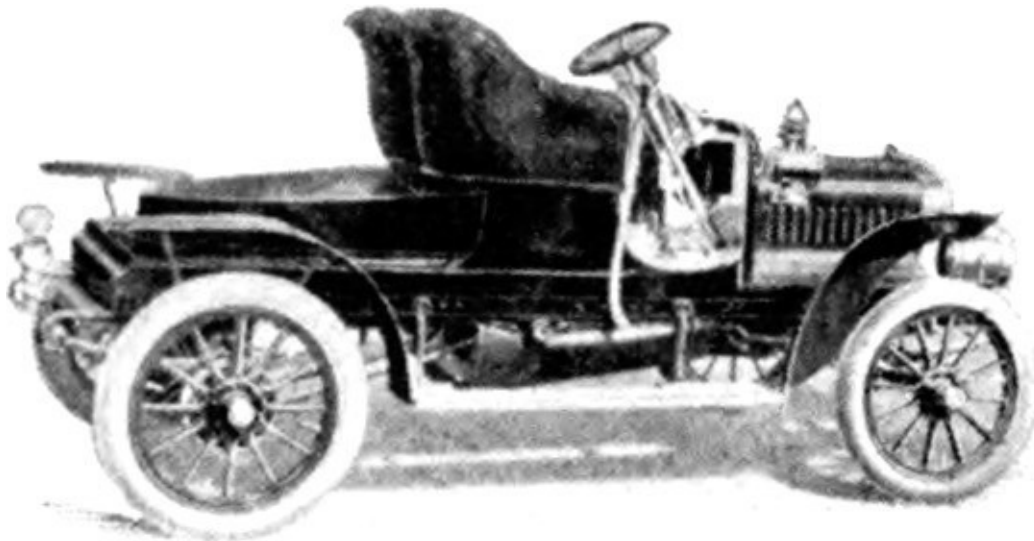
Jackson, Model C, 20–24 H.P. Jackson Automobile Co., Jackson, Mich.



PRICE: \$1,250
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL-BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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-siphon 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: 30 × 3½ in.
TIRES, REAR: 30 × 3½ 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-siphon system
IGNITION: Low speed

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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: 56 inches

TIRES, FRONT: 30 × 3 inches

TIRES, REAR: 36 × 3 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.

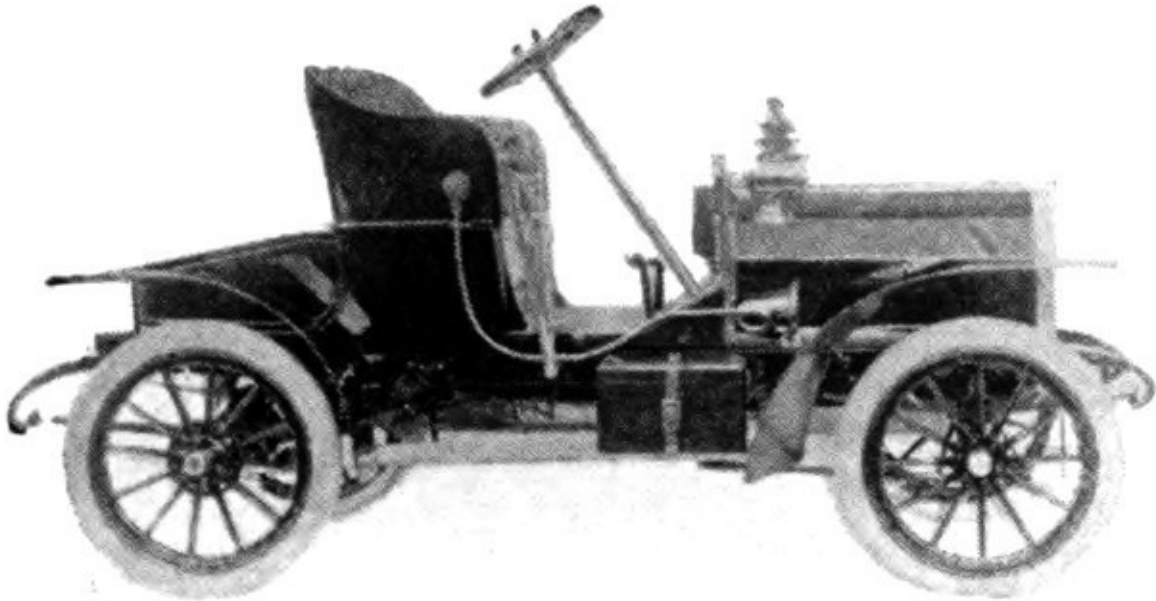
CYLINDERS: 3, inclined under seat

VALVE ARRANGEMENT: Inside ports

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: 30 × 3½ in.

TIRES, REAR: 30 × 3½ 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

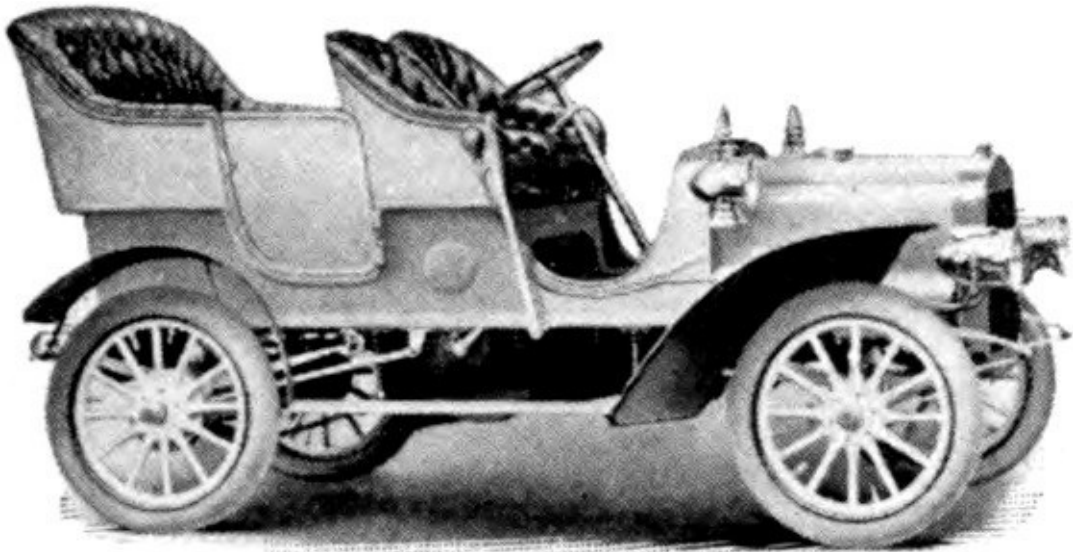
CURRENT SUPPLY: Storage and dry battery

CARBURETER: Automatic air supply

LUBRICATION: Force feed oiler

MOTOR-CONTROL: Throttle and spark
CLUTCH: Cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and 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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

SECTION 3010

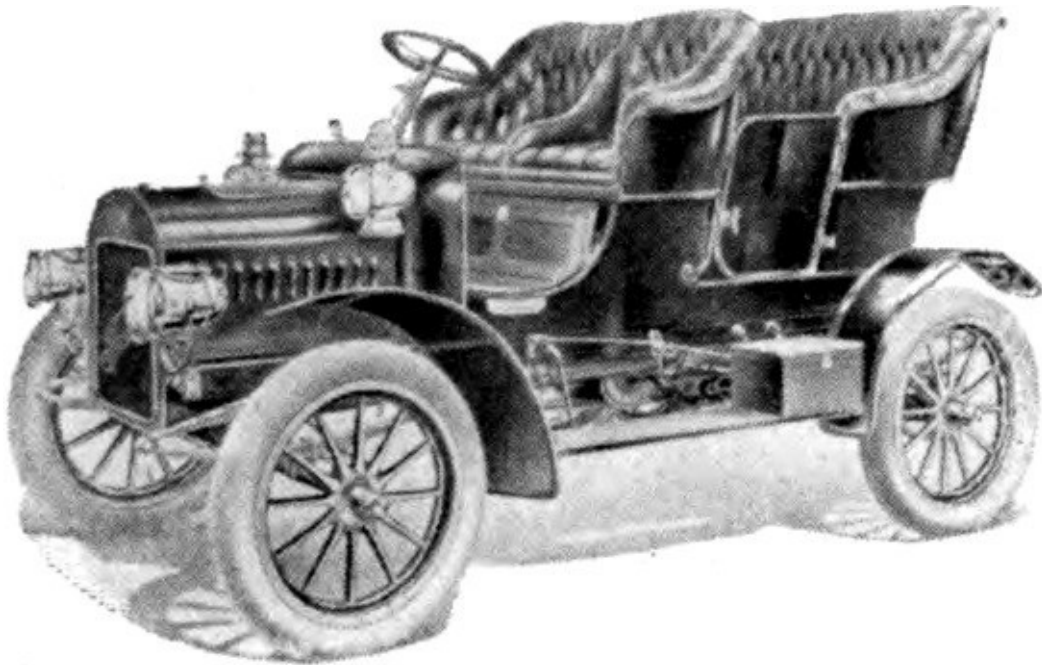
CHANGE GEAR: Planetary type

SPEEDS: 2 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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

CARBURETED: Schobler

CARBURETOR: Suediel

LUBRICATION: By multiple force feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Planetary type

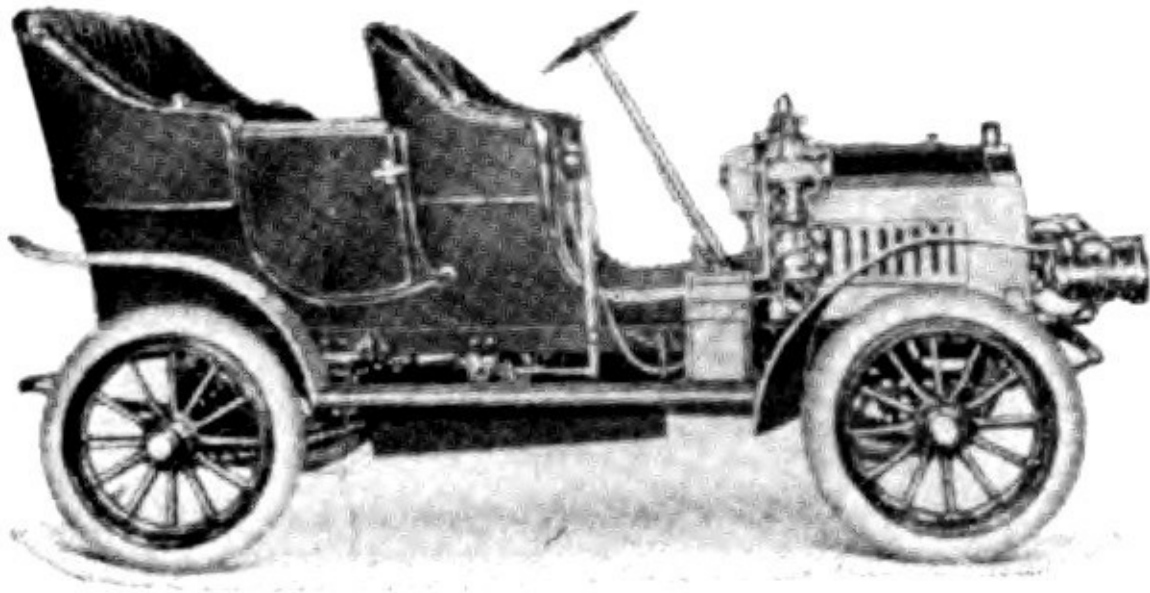
SPEEDS: 2 forward and reverse

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

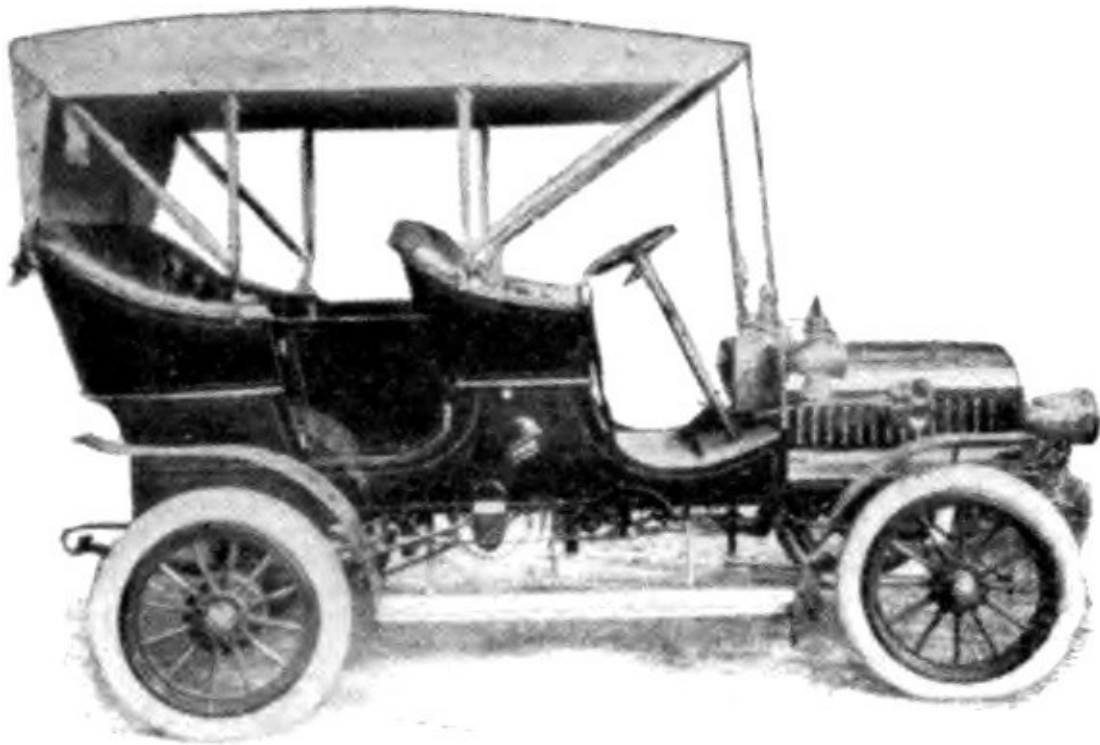
LUBRICATION: Automatic sight feed

MOTOR-CONTROL: Spark and throttle

CHANGE GEAR: Planetary type

CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

**Luverne, Model I, 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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

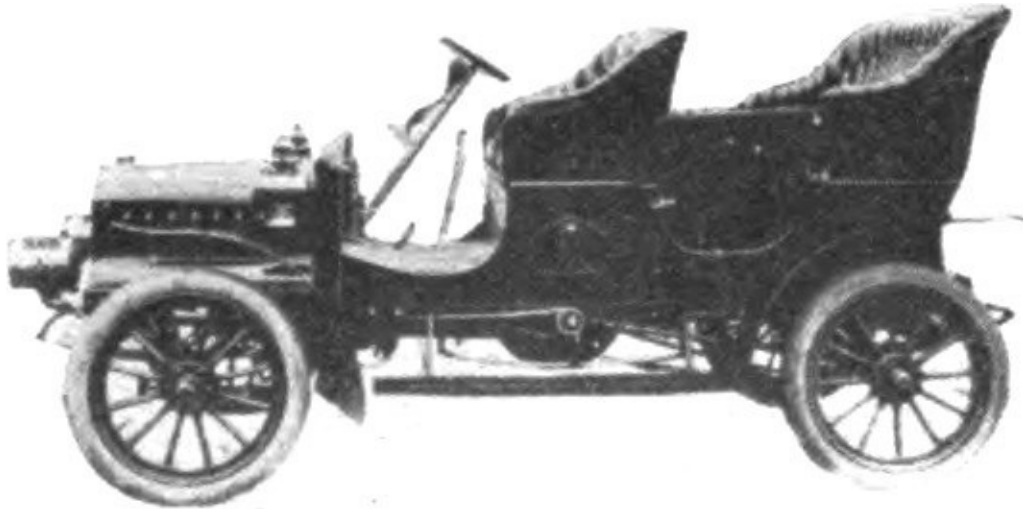
CHANGE GEAR: Planetary

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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ inches

STEERING: Irreversible type

BRAKES: On rear hubs

SPRINGS: Semi-elliptical front; full elliptical rear

FRAME: Pressed channel steel

BORE: 5¼ 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

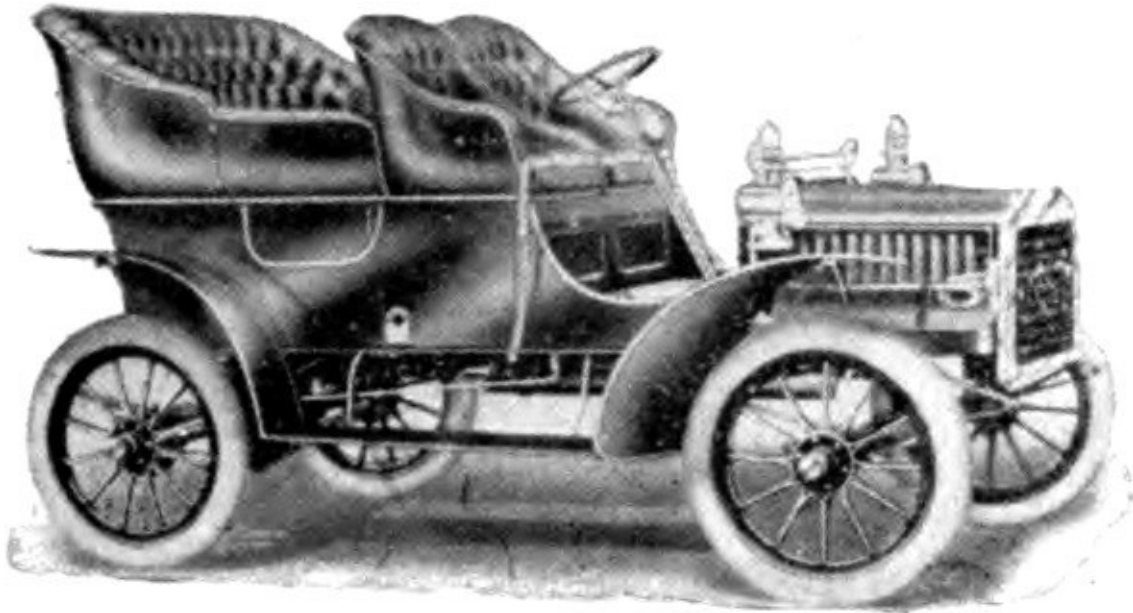
CHANGE GEAR: Planetary type

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Ball and sector

BRAKES: On differential drum and expanding rear hub brakes

SPRINGS: Full elliptical

FRAME: Angle steel

BORE: 4⅝ 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

LUBRICATION: Force feed oil, driven from cam shaft

MOTOR-CONTROL: Spark and throttle

CLUTCH: Planetary, with friction plates

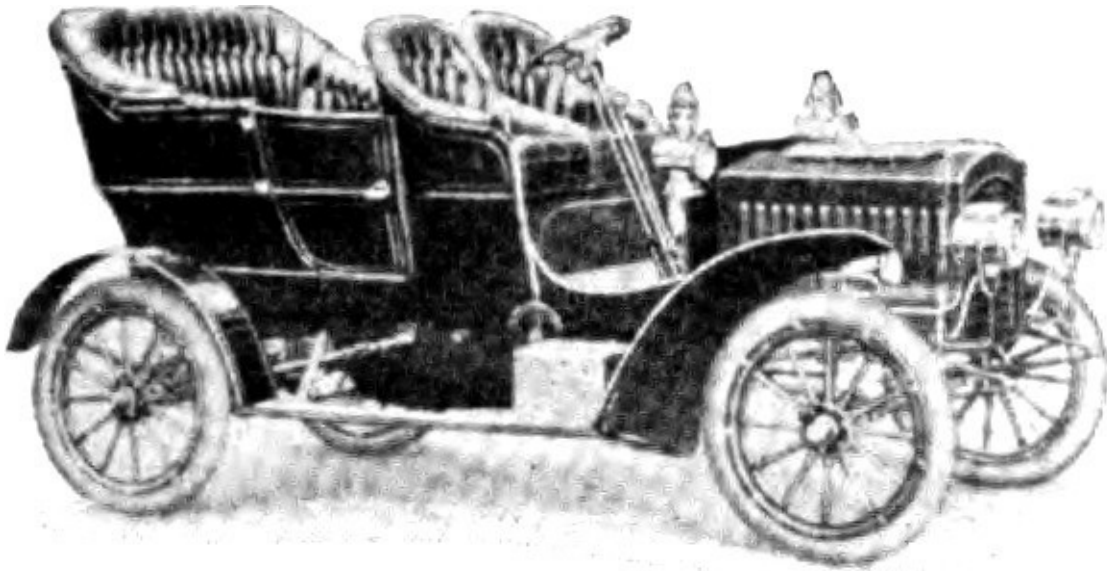
CHANGE GEAR: Planetary

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Chain

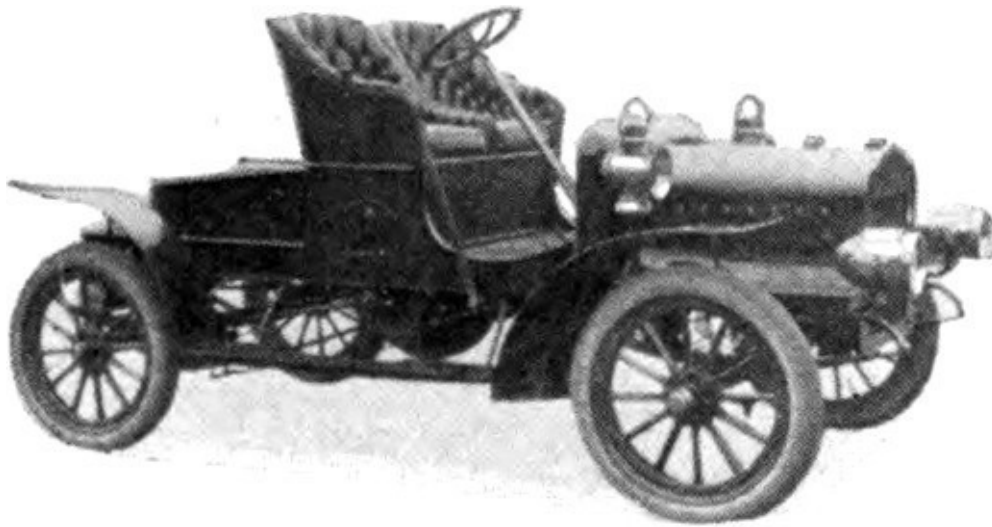
Pullman Tourer, 24 H.P. Pullman Automobile Co., Peru, Indiana



PRICE: \$1,250
BODY: Side entrance detachable tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL-BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ in.
TIRES, REAR: 32 × 3½ 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
CURRENT SUPPLY: Storage battery
CARBURETER: Float-feed
LUBRICATION: Mechanical oiler
MOTOR-CONTROL: Spark and throttle
CHANGE GEAR: Planetary type
SPEEDS: 2 forward and reverse

SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Mason Runabout, 22–24 H.P. Mason Motor Car Co., Des Moines, Iowa



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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

CURRENT SUPPLY: Dry batteries

CARBURETER: Automatic

LUBRICATION: Automatic force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Conical type

CHANGE GEAR: Planetary

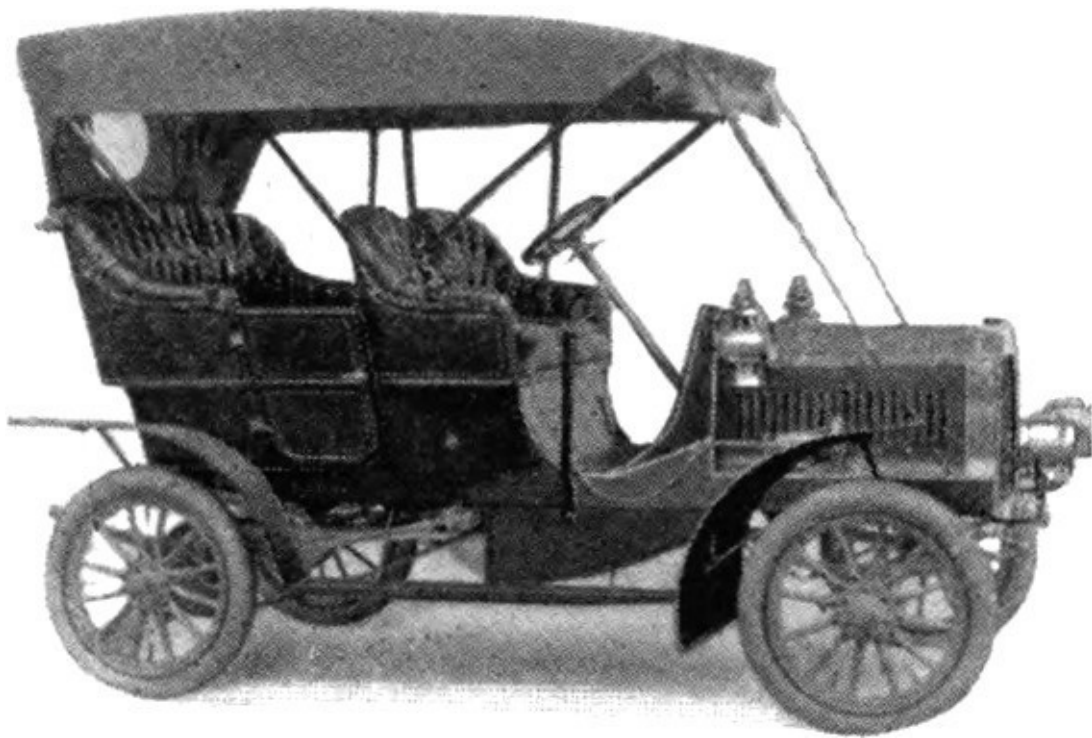
CHANGE GEAR: Manual

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side lever and foot pedal

DRIVE: Single chain

Gale, Model K-7, 24-26 H.P. Western Tool Works, Galesburg, Ill.



PRICE: \$1,300

BODY: Side entrance, tonneau

SEATS: 5 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 95 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

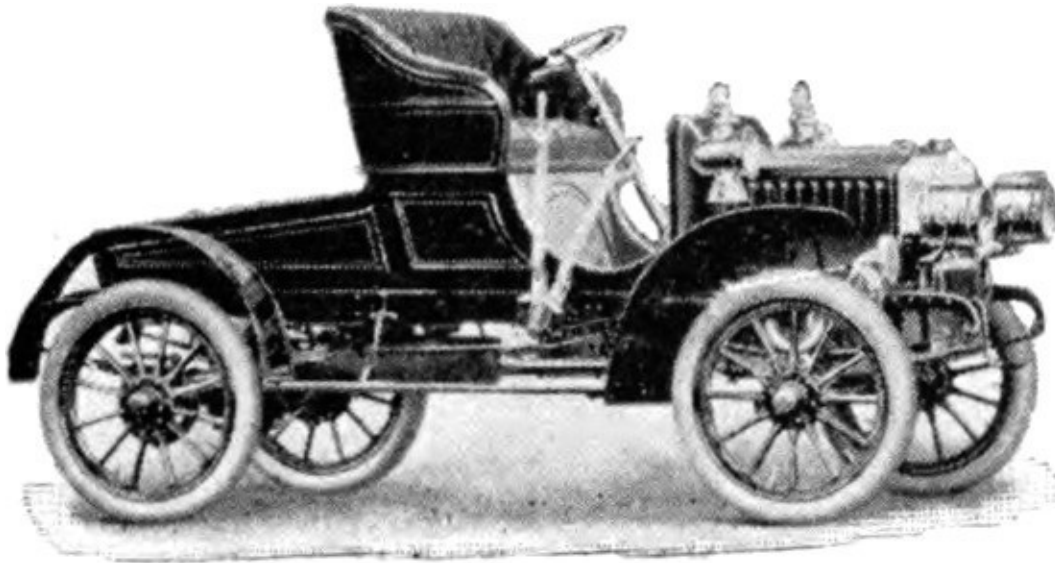
COOLING: Water

IGNITION: Jump spark

CURRENT SUPPLY: Batteries

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: 30 × 3½ inches

TIRES, REAR: 30 × 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-siphon, 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: 30 × 4 inches

TIRES, REAR: 30 × 4 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-siphon 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

MOTOR CONTROL: Span and clutch

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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-siphon

IGNITION: Jump spark

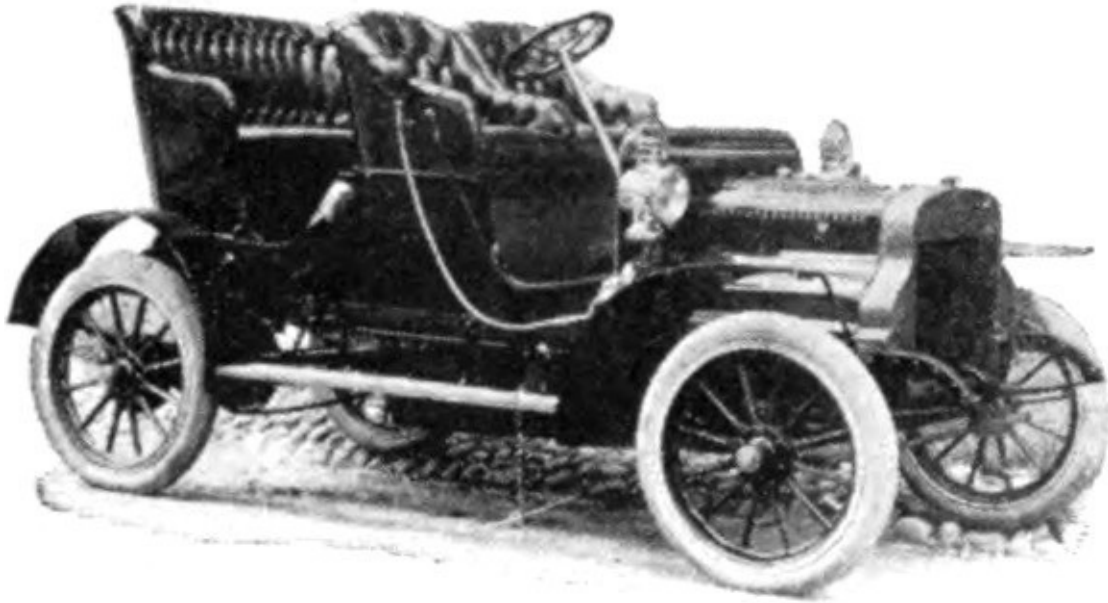
CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed

LUBRICATION: Positive mechanical feed

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

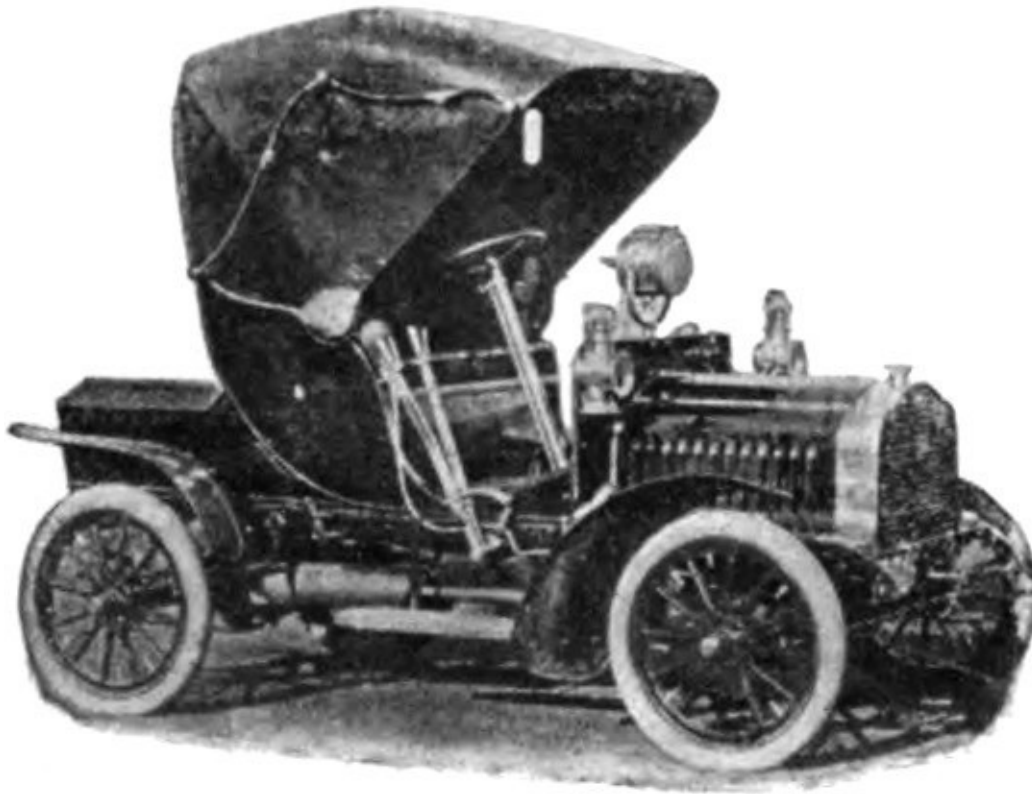
Cartercar, Model E, 20 H.P. Motorcar Co., Detroit, Mich.



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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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-siphon
IGNITION: Jump spark
CURRENT SUPPLY: Dry cells
CARBURETER: Float-feed
LUBRICATION: Positive mechanical feed
MOTOR-CONTROL: Spark and throttle

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: 28 × 3½ in.

TIRES, REAR: 28 × 3½ 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

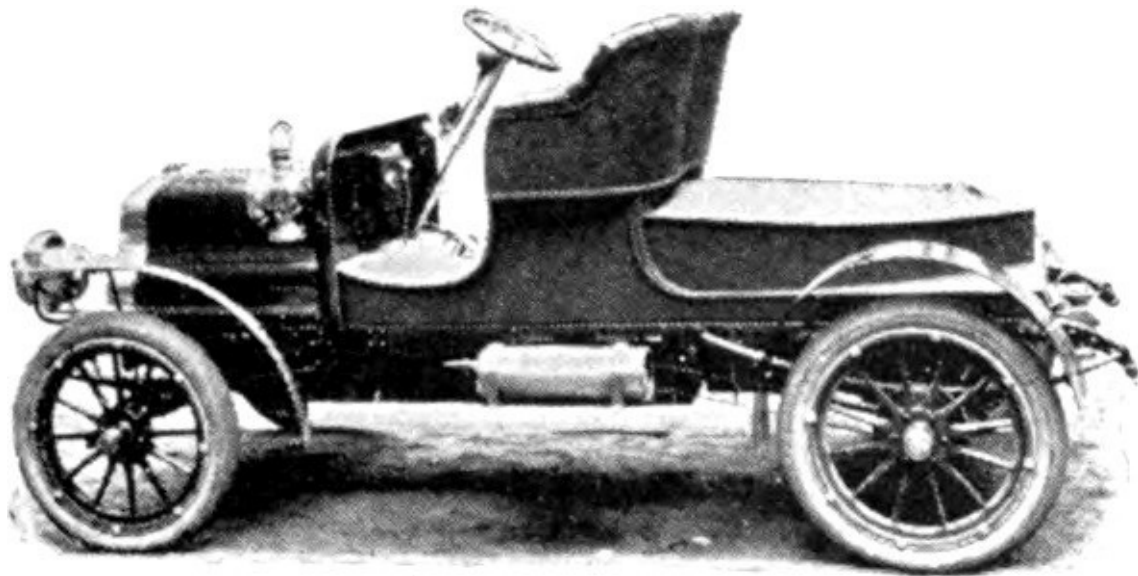
IGNITION: Jump spark

MOTOR-CONTROL: Spark and throttle

CLUTCH: Inverted leather cone

CLUTCH: inverted leather cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: side lever
DRIVE: Double chain or shaft

Cartercar, Model B, 20 H.P. Motorcar Co., Detroit, Mich.



PRICE: \$1,400

BODY: Detachable tonneau

SEATS: 5 persons

WEIGHT: 1,750 pounds

WHEEL-BASE: 96 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3½ in.

TIRES, REAR: 30 × 3½ 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

CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float-feed

LUBRICATION: Mechanical feed

MOTOR-CONTROL: Levers on steering wheel

CHANGE GEAR: Friction transmission

CHANGE GEAR. FRICTION TRANSMISSION

CHANGE-GEAR CONTROL: Single side lever

DRIVE: Single chain

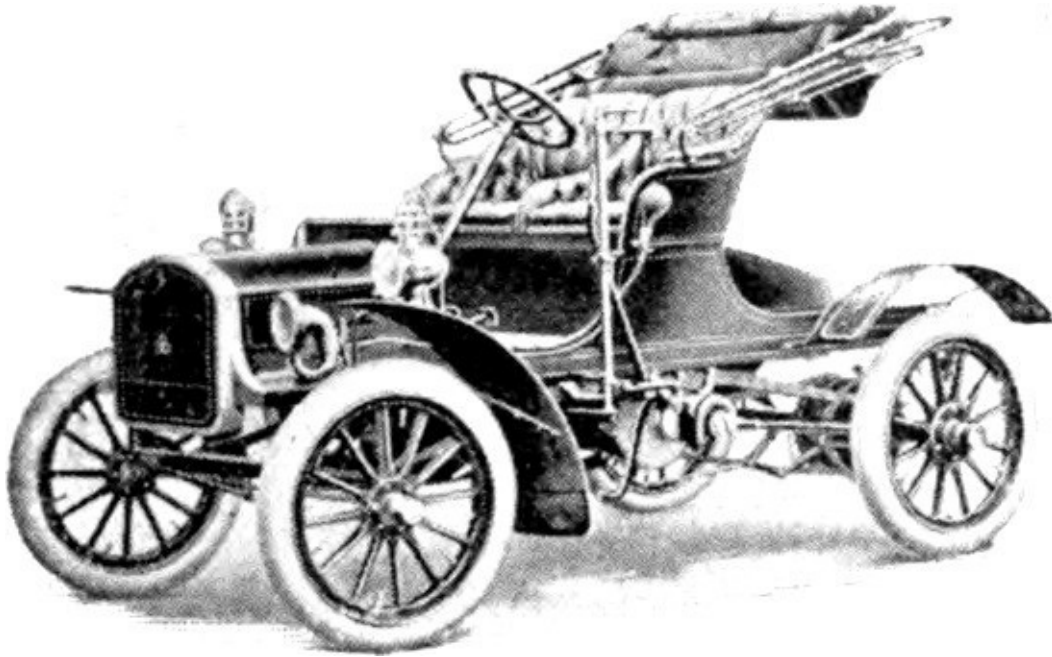
Twyford Stanhope, 15 H.P. Twyford Motorcar Co., Brookville, Pa.



PRICE: \$1,400
BODY: Wood Stanhope
SEATS: 2 persons
WEIGHT: 1,500 pounds
WHEEL-BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches
TIRES, REAR: 32 × 3 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
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: 30 × 3½ in.
TIRES, REAR: 30 × 3½ 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.

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



PRICE: \$1,450

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 1,700 pounds

WHEEL-BASE: 85 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 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-siphon system

IGNITION: Jump spark

CURRENT SUPPLY: Dry cells

CARBURETER: Float-feed

LUBRICATION: Force feed

~~DESCRIPTION: 1955 1000~~

MOTOR-CONTROL: Spark and throttle

CLUTCH Multiple disc

CHANGE GEAR: Sliding type

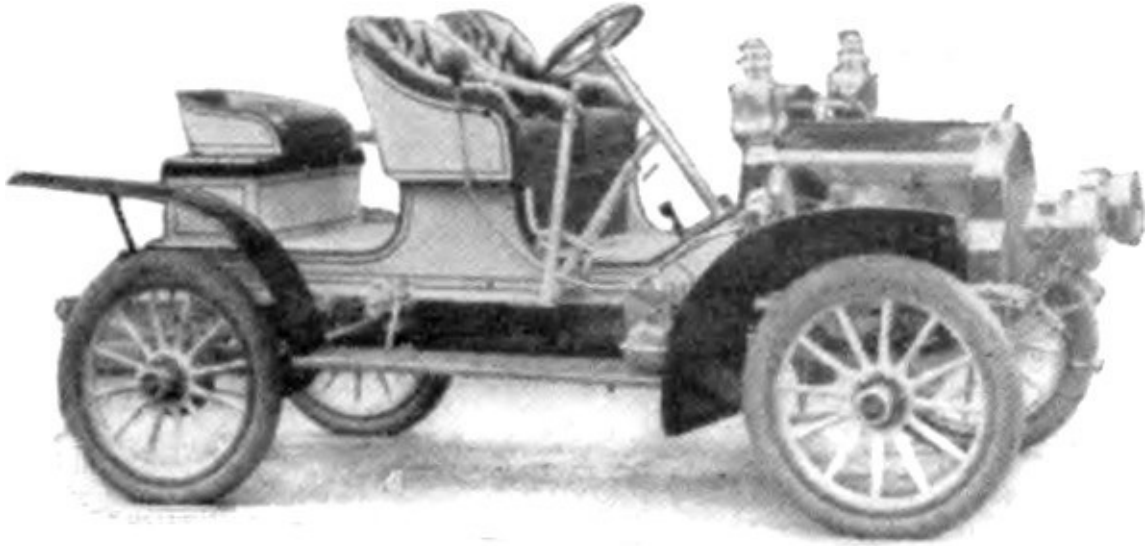
SPEEDS: 3 forward and reverse

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: 32 × 3½ in.
TIRES, REAR: 32 × 3½ inches
STEERING: Worm and nut
BRAKES: Double on rear wheels
SPRINGS: Semi-elliptic
FRAME: Channel steel
BORE: 5⅛ 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

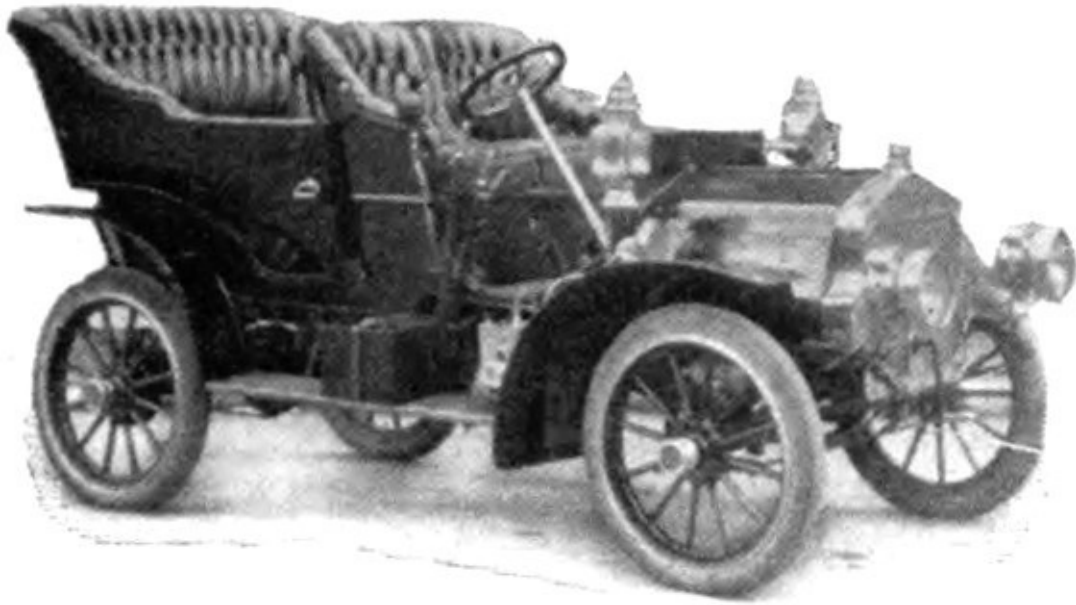
CHANGE GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ inches

STEERING: Irreversible worm and nut

BRAKES: Double on rear wheels

SPRINGS: Semi-elliptic

FRAME: Channel steel

BORE: 5½ 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

SECTION: Same 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: 32 × 3½ in., detachable
TIRES, REAR: 32 × 3½ 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

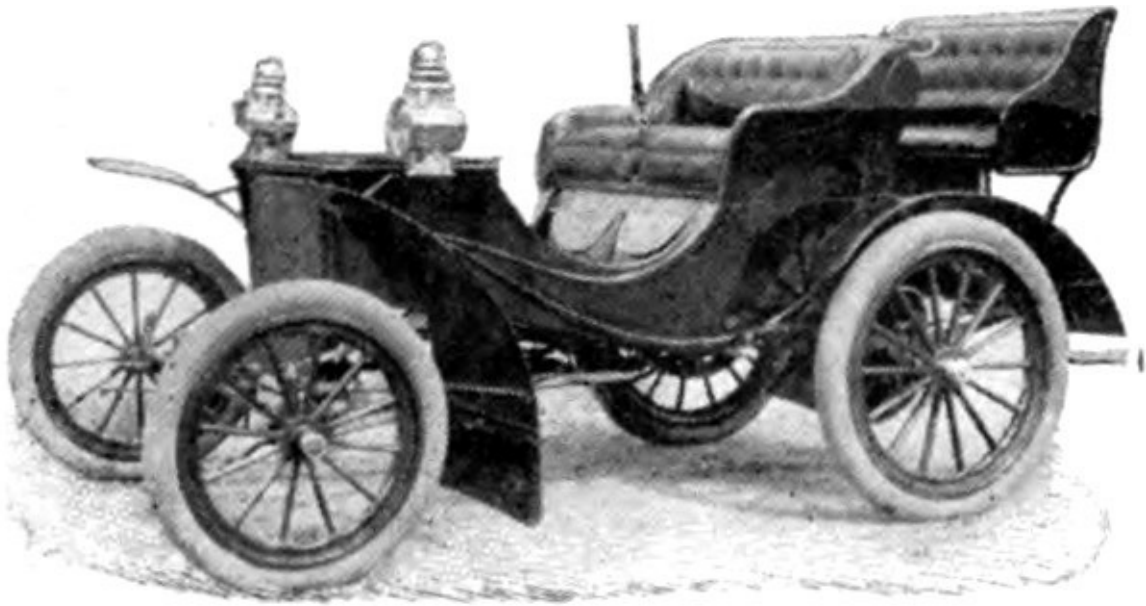
CHANGE GEAR: Sliding type

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 phaeton
SEATS: 4 adults and 2 children
WEIGHT: 1,200 lbs.
WHEEL-BASE: 80 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 36 × 3½ 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

MOTOR CONTROL: Manual

CLUTCH: Low band; high double cone

CHANGE GEAR: Planetary

SPEEDS: 2 forward and reverse

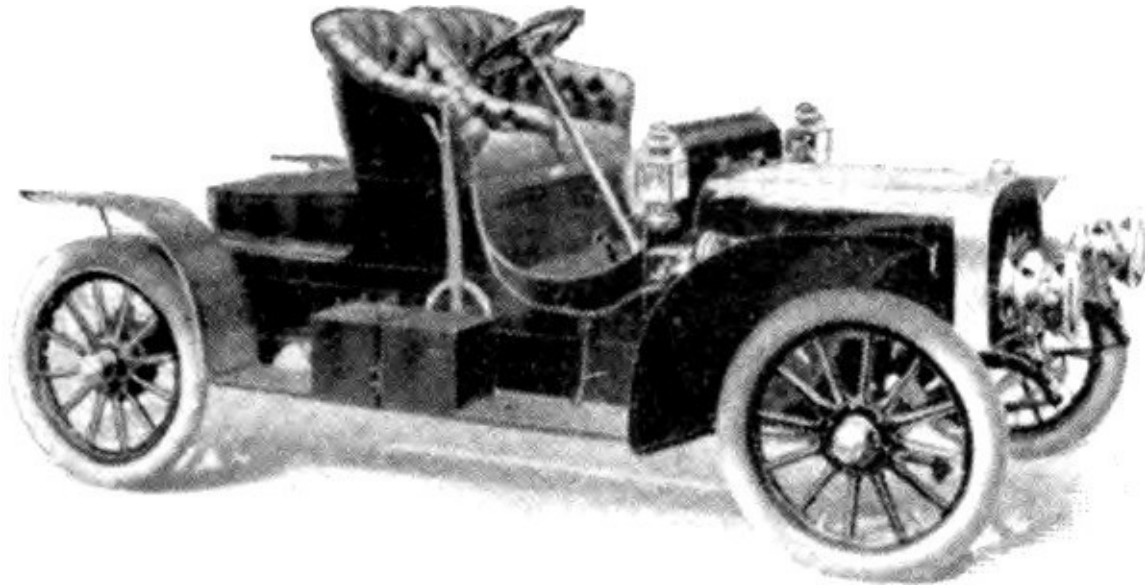
CHANGE-GEAR CONTROL: Vertical motion of control handle

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: 32 × 3½ in.

TIRES, REAR: 32 × 3½ 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

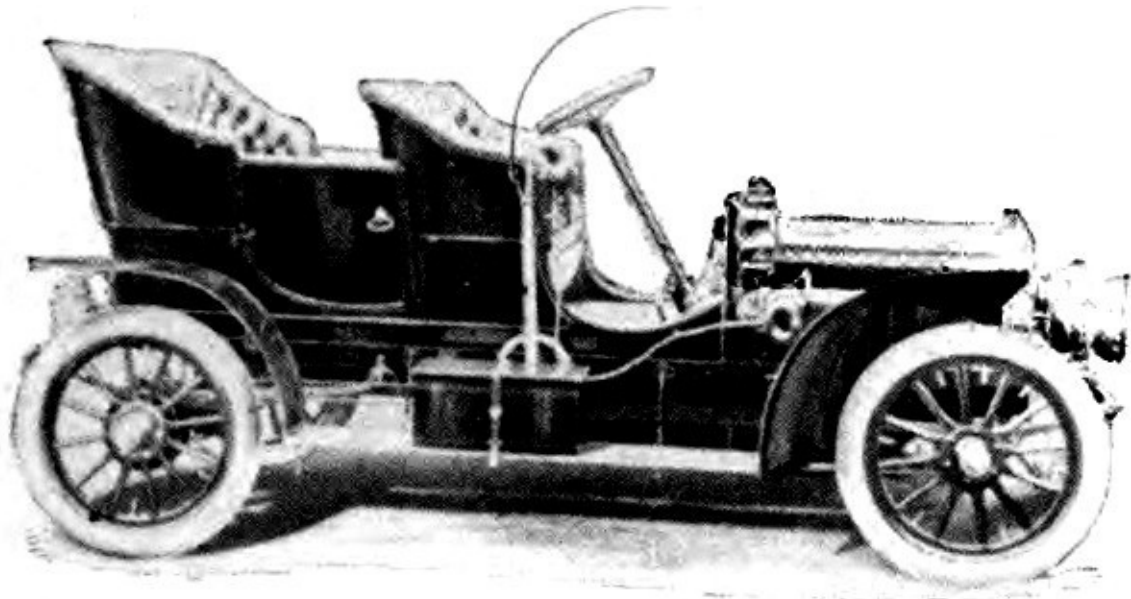
CARBURETER: Automatic

LUBRICATION: Ratchet-driven oiler

MOTOR CONTROL: Speed and throttle

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

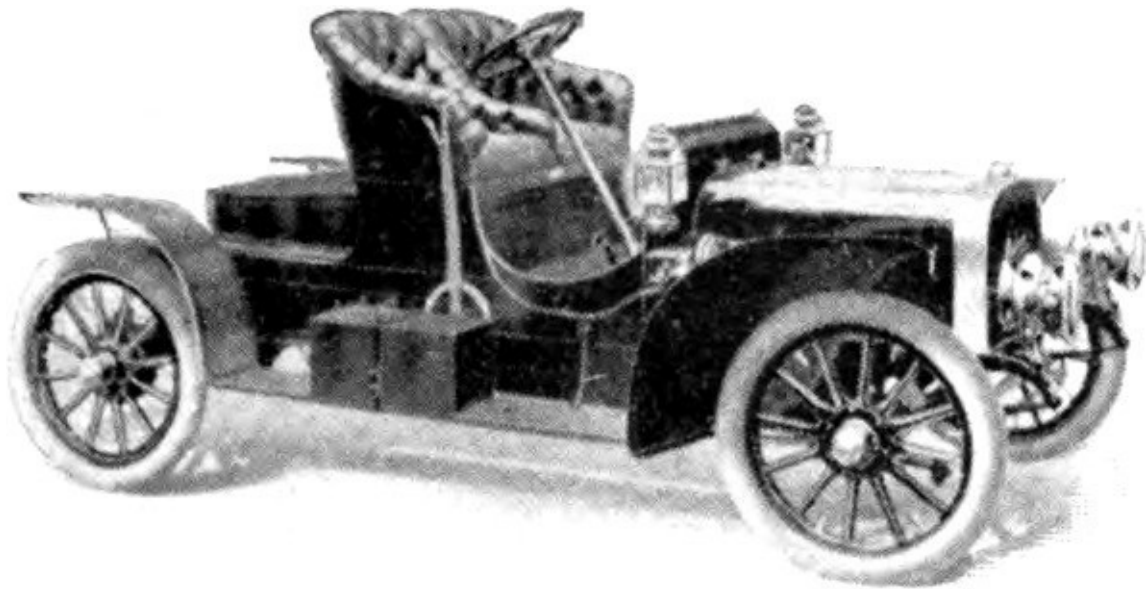
CURRENT SUPPLY: Storage battery

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 M'f'g. 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: 30 × 3½ in.

TIRES, REAR: 30 × 3½ 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

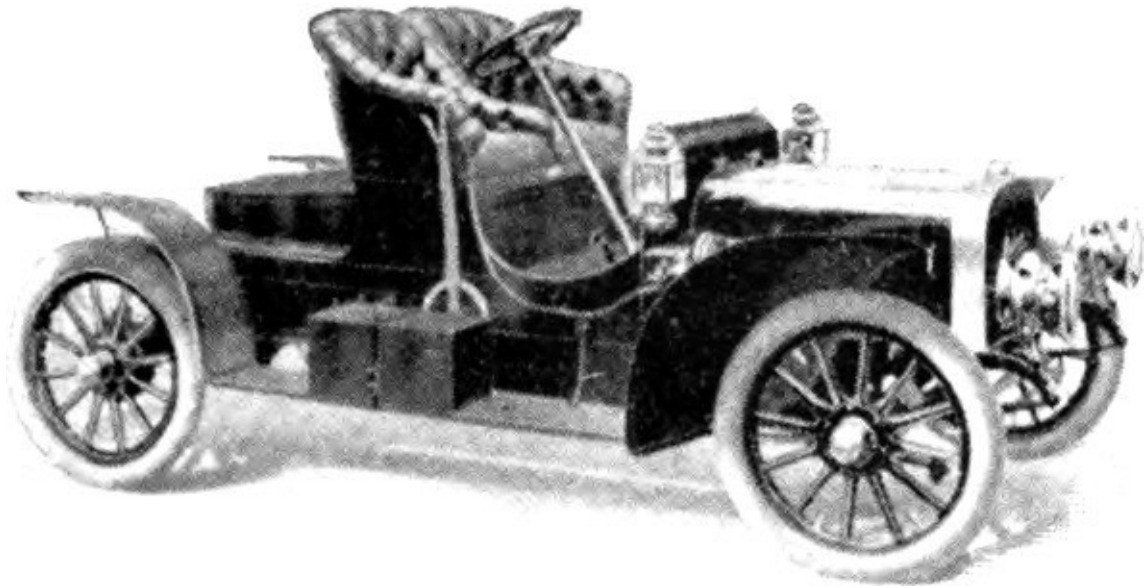
CHANGE-GEAR CONTROL: Progressive system

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

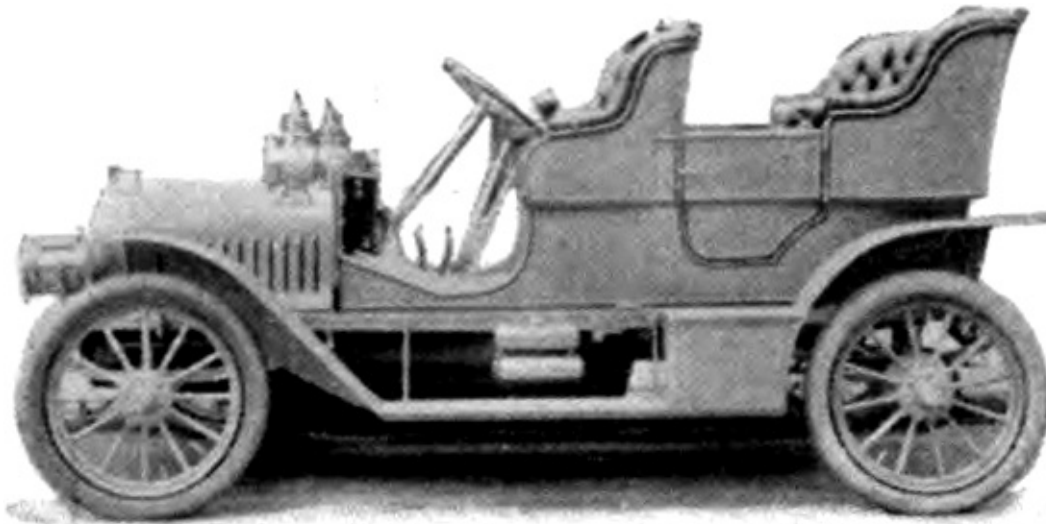
COOLING: Water; horizontal tube radiator

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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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

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 × 3½ inches

TIRES, REAR: 32 × 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

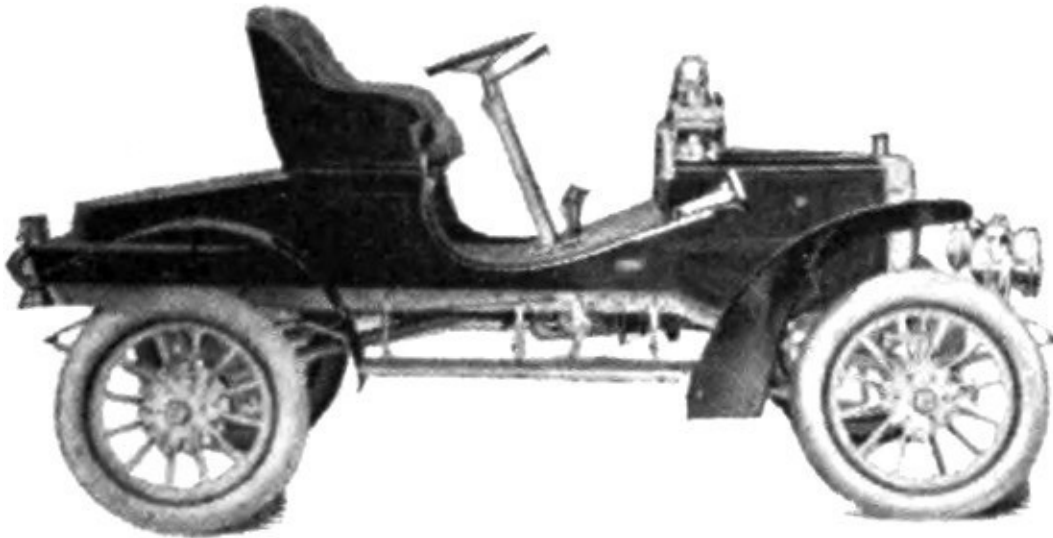
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective system
DRIVE: Bevel gear

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

Northern Motor Car



PRICE: \$1,650

BODY: Touring runabout

SEATS: 2 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 100 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 4 inches

TIRES, REAR: 30 × 4 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; 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: Foot pedal

CLUTCH: Expanding ring

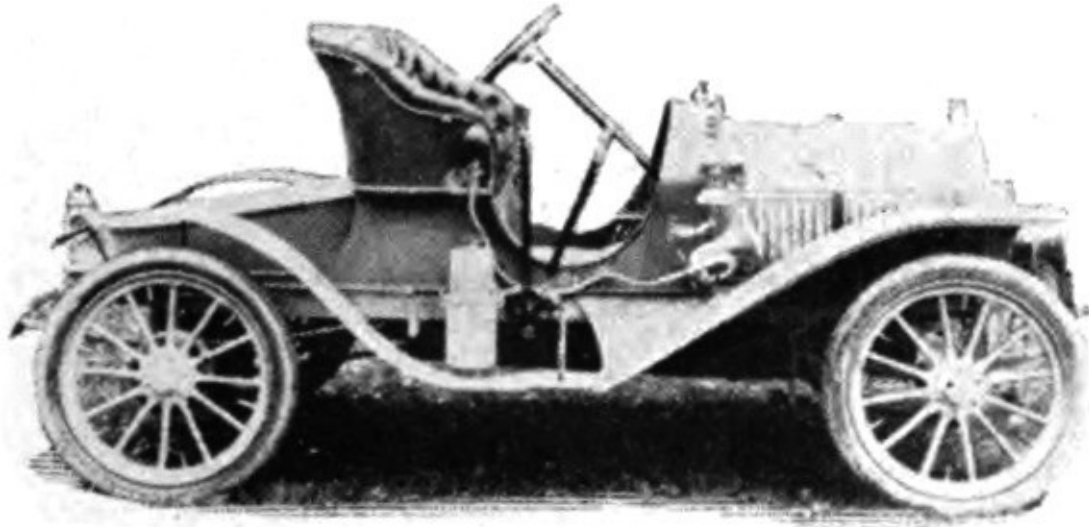
CHANGE GEAR: Planetary

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.**

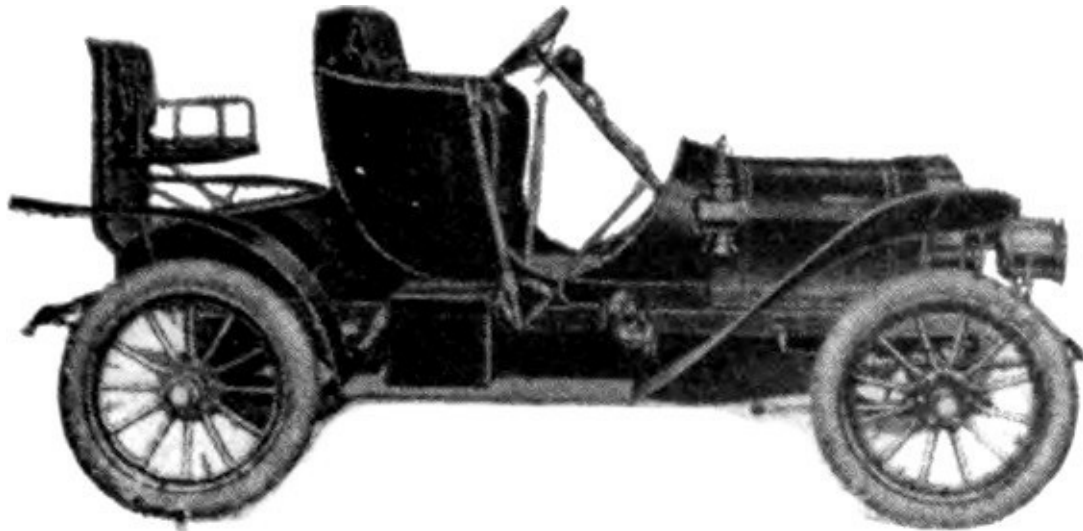


PRICE: \$1,750
BODY: Runabout
SEATS: 2 persons
WEIGHT: About 1,600 pounds
WHEEL-BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 3½ inches
STEERING: Worm and sector
BRAKES: Two sets
SPRINGS: 40 × 1¾ in. front; 44 × 1¾ in. rear
FRAME: Armored wood
CYLINDERS: 4 vertical in 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.
Co., Dayton, O.**

Dayton Motor Car



PRICE: \$1,750

BODY: Runabout with rumble seat

SEATS: 3 persons

WEIGHT: 1,500 pounds

WHEEL-BASE: 88 inches

TREAD: 56½ inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 3⅞ inches

STROKE: 3¾ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Leather-faced cone

CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

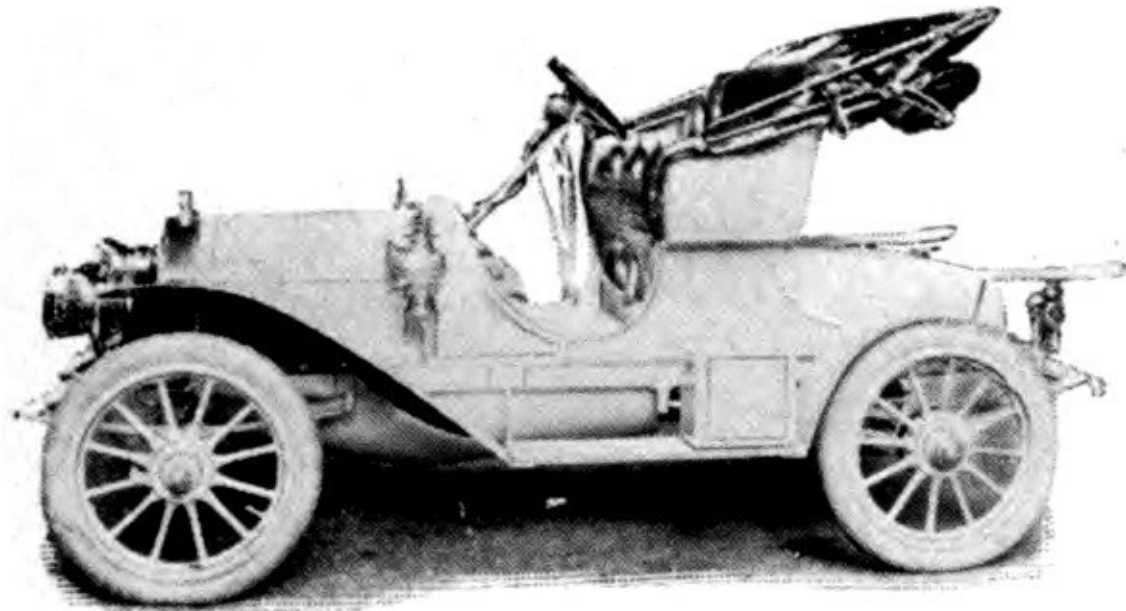
CHANGE-GEAR CONTROL: Selective system

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Worm and sector

BRAKES: Expanding, transmission and wheel hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 3⅞ in.; STROKE: 3¾ 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

LUBRICATION: Positive, mechanical, pressure feed

MOTOR-CONTROL: Spark and throttle levers

CLUTCH: Cone, leather-faced

CHANGE GEAR: Sliding type

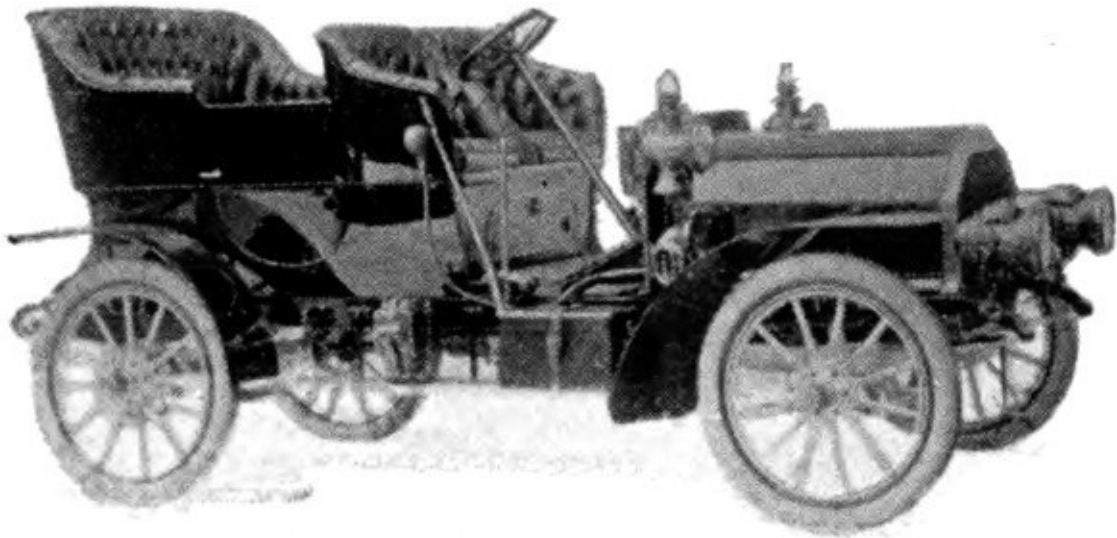
SPEEDS: 3 forward and reverse

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: 32 × 3½ in.

TIRES, REAR: 32 × 3½ 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

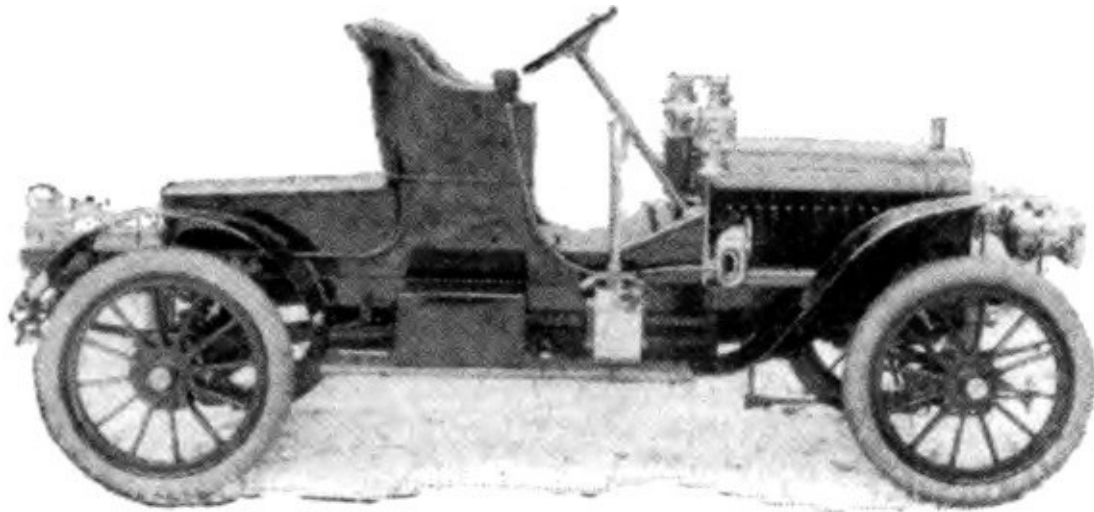
LUBRICATION: Mechanical oiler, force feed

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

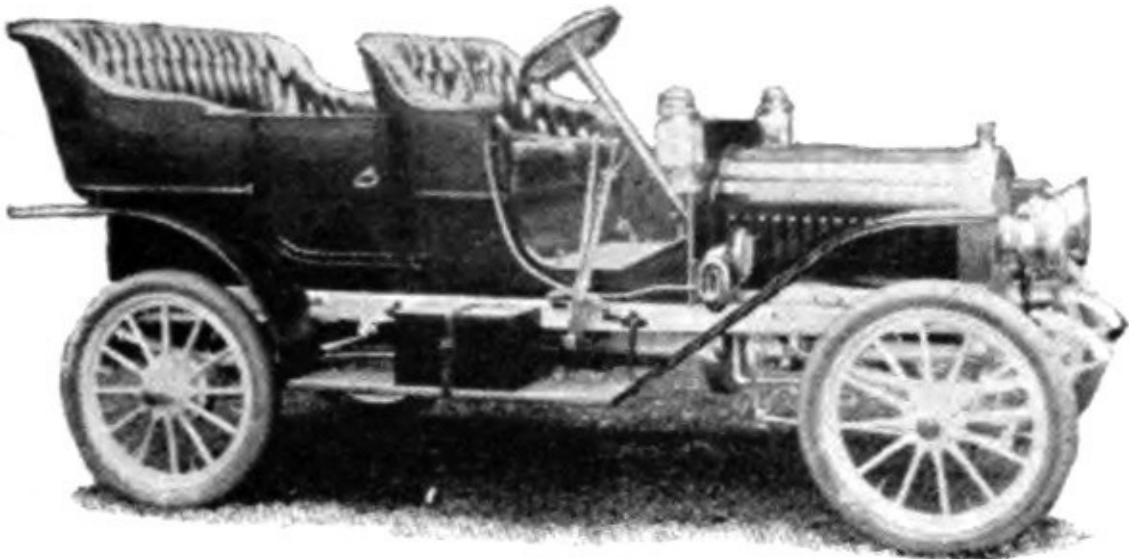
CHANGE GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

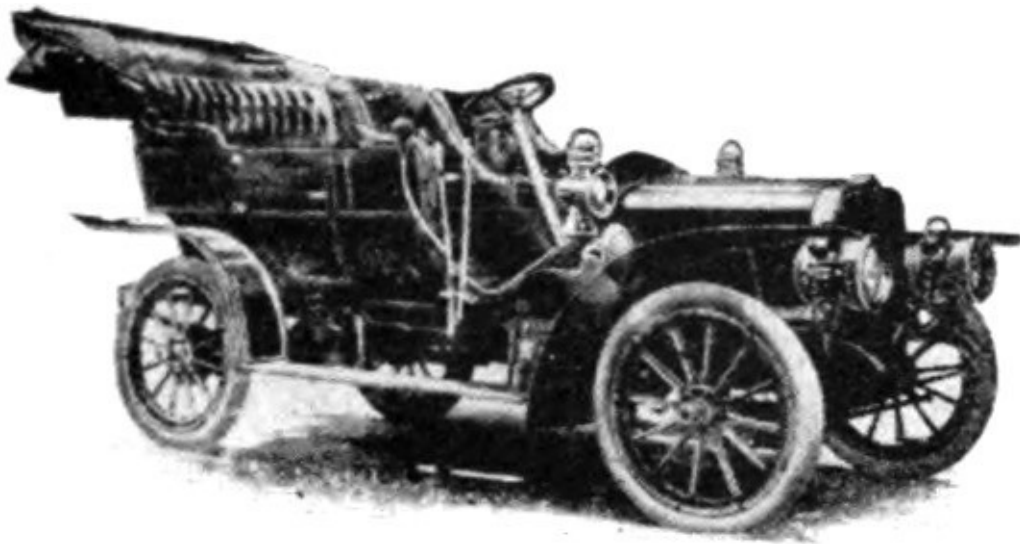
CHANGE GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 4 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: 4¼ 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

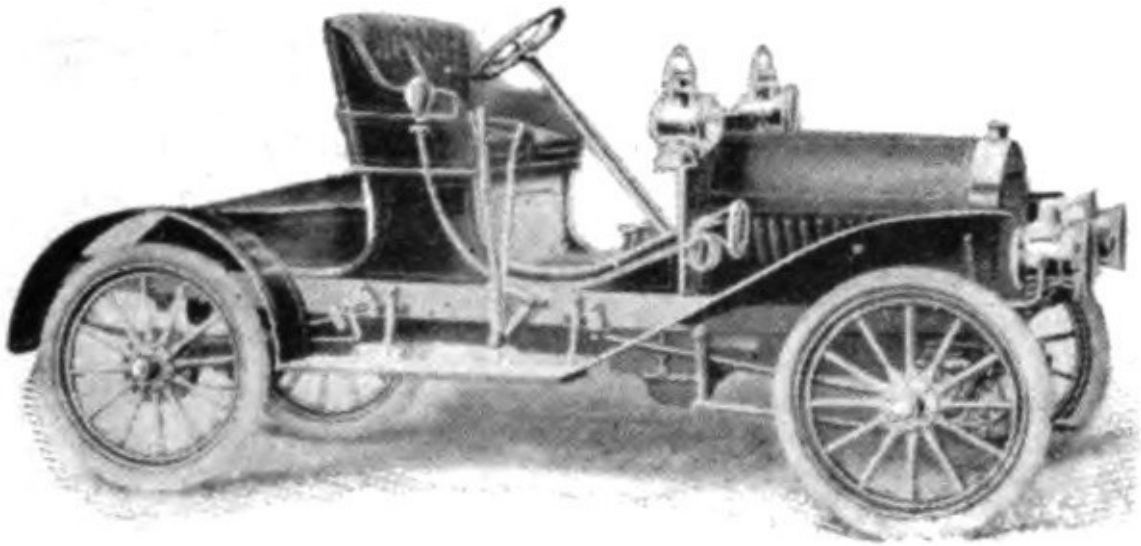
CHANGE GEAR: Sliding type

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: 32 × 3½ inches
TIRES, REAR: 32 × 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: 5⅞ 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

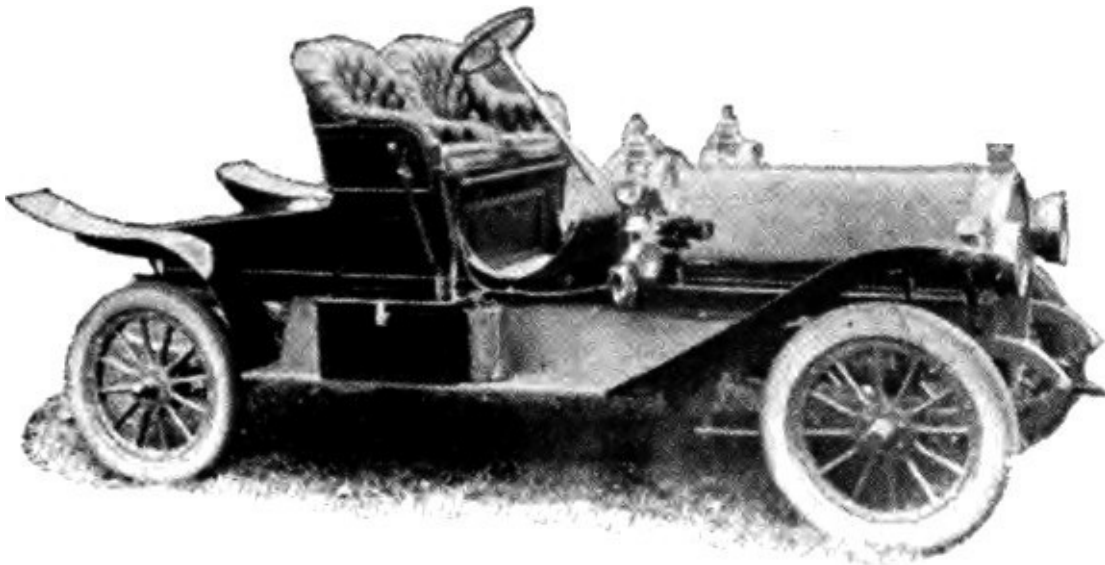
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft

**Moline, Model "C," Runabout, 20 H.P. Moline Automobile Co., East
Moline, Ill.**

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

PRICE: \$1,800
BODY: Runabout with "rumble" seat
SEATS: 3 passengers
WEIGHT: 1,900 pounds
WHEEL-BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 3½ 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 M'f'g. Co., Anderson, Ind.



PRICE: \$1,800

BODY: Runabout

SEATS: 2 persons

WEIGHT: 1,900 pounds

WHEEL-BASE: 105 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

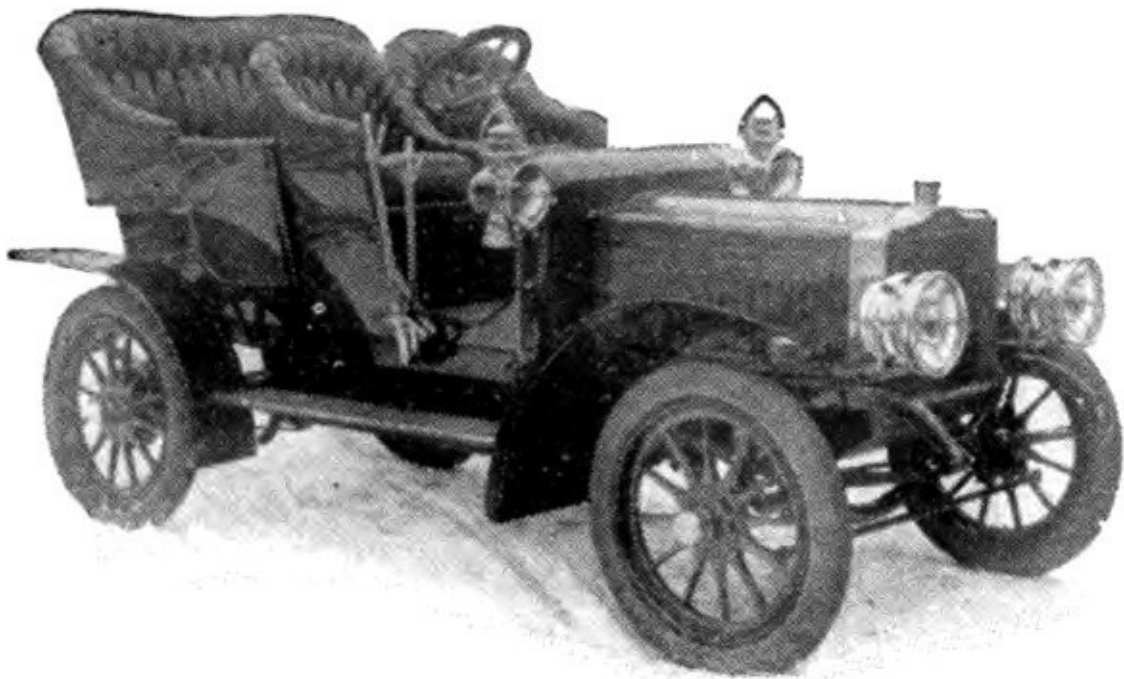
MOTOR-CONTROL: Spark and throttle

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 × 4 inches
TIRES, REAR: 32 × 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

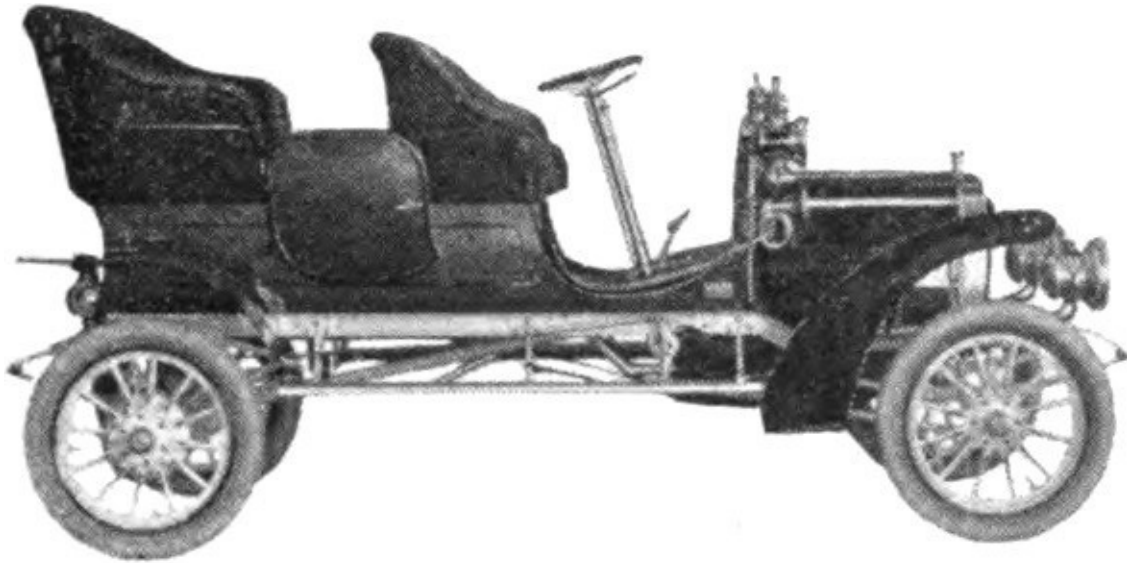
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Shaft

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

Northern Motor Car Co.,



PRICE: \$1,800

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 2,200 pounds

WHEEL-BASE: 106 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 4 inches

TIRES, REAR: 30 × 4 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 aides 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

MOTOR CONTROL: Span and clutch

CLUTCH: Expanding ring

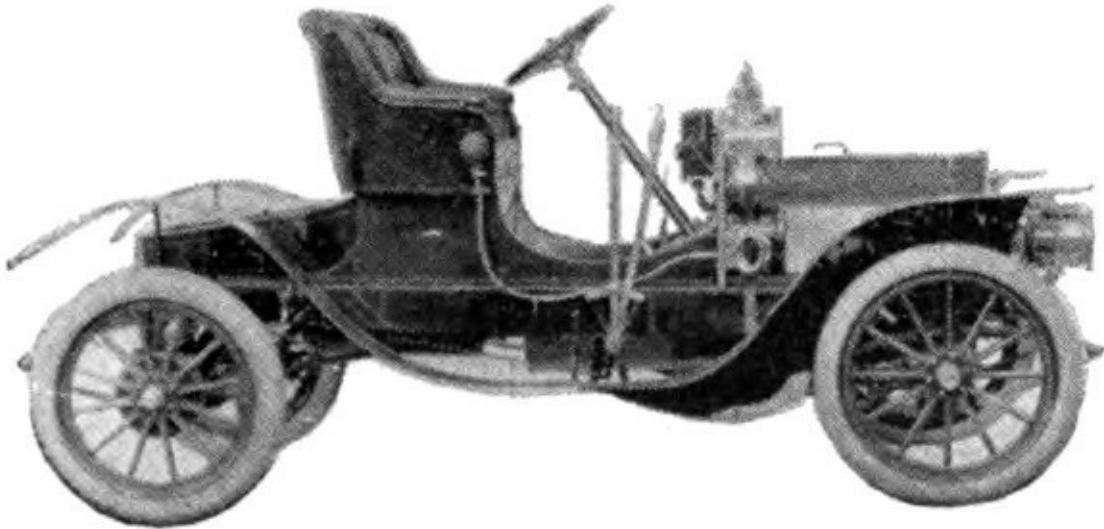
CHANGE GEAR: Planetary

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: 30 × 3 inches
TIRES, REAR: 30 × 3½ 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

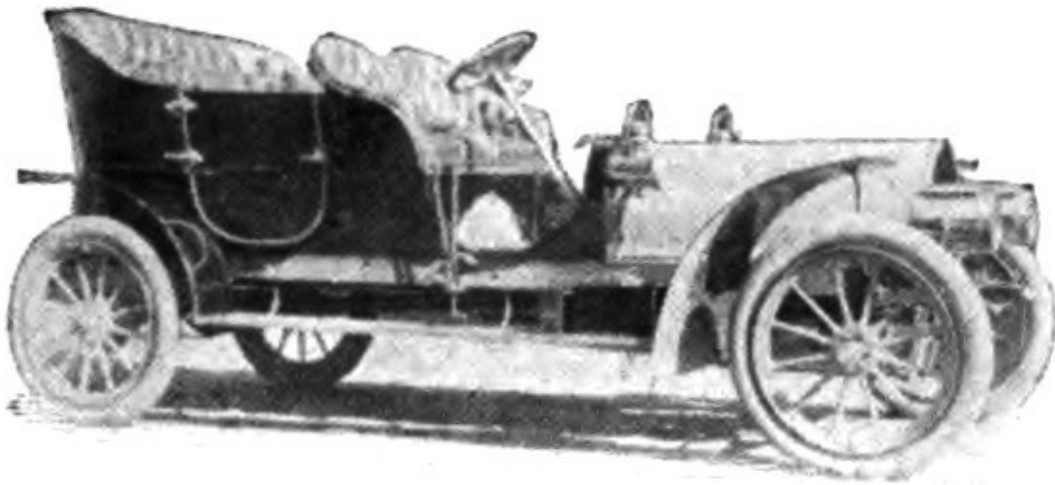
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever; self-finding

DRIVE: Bevel gear

Cameron, 24 H.P. Cameron Car Co., Brockton, Mass.



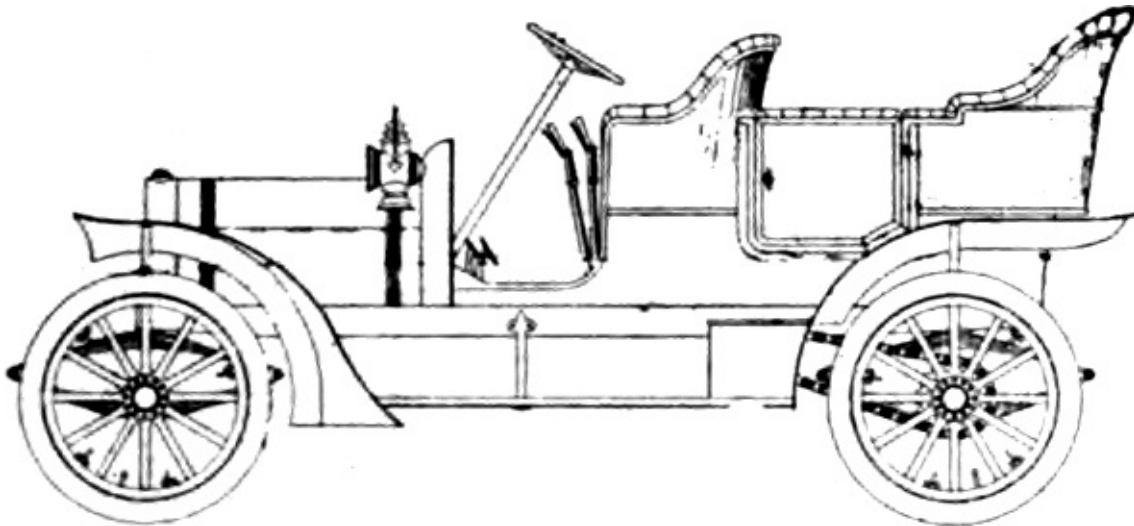
PRICE: \$1,800
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,600 pounds
WHEEL-BASE: 112 inches
TREAD: 54 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 3½ inches
STEERING: Gear and segment
BRAKES: On rear hubs
SPRINGS: ¾ elliptic front, full elliptic rear
FRAME: Oak and steel
BORE: 3⅝ 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

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: 34 × 3½ inches
TIRES, REAR: 34 × 3½ 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

CHANGE-GEAR: Sliding type

SPEEDS: 3 forward and reverse

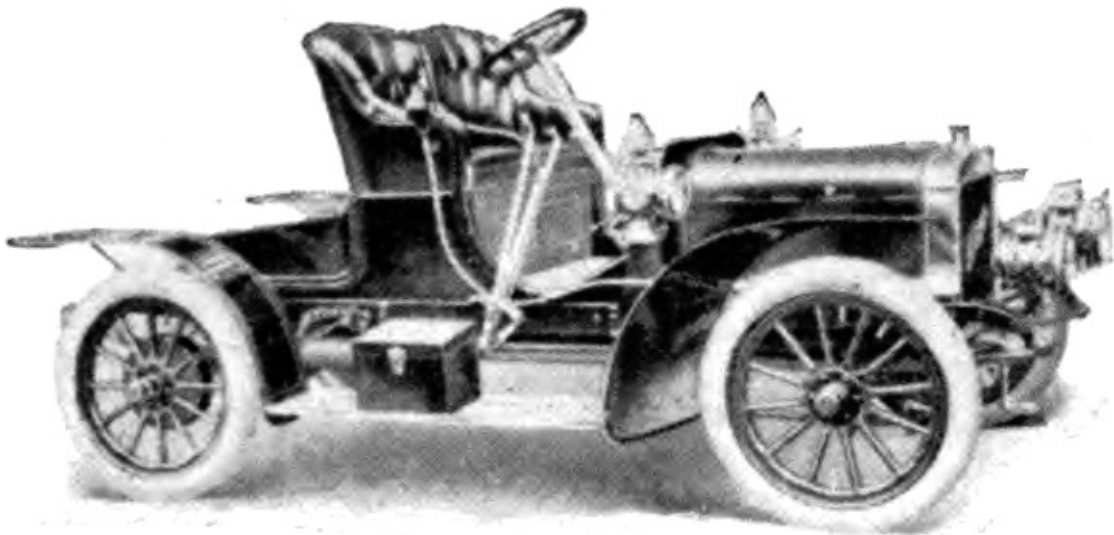
CHANGE-GEAR CONTROL: Side lever

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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: Shift

CHANGE GEAR: Sliding type

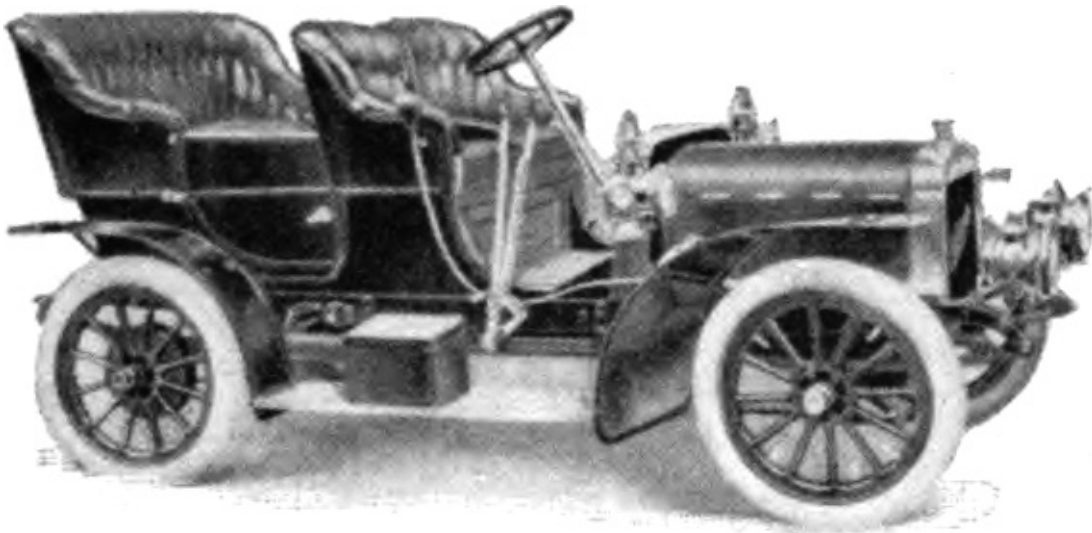
SPEEDS: 3 forward and reverse

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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: 3¾ in.; **STROKE:** 3¾ 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:

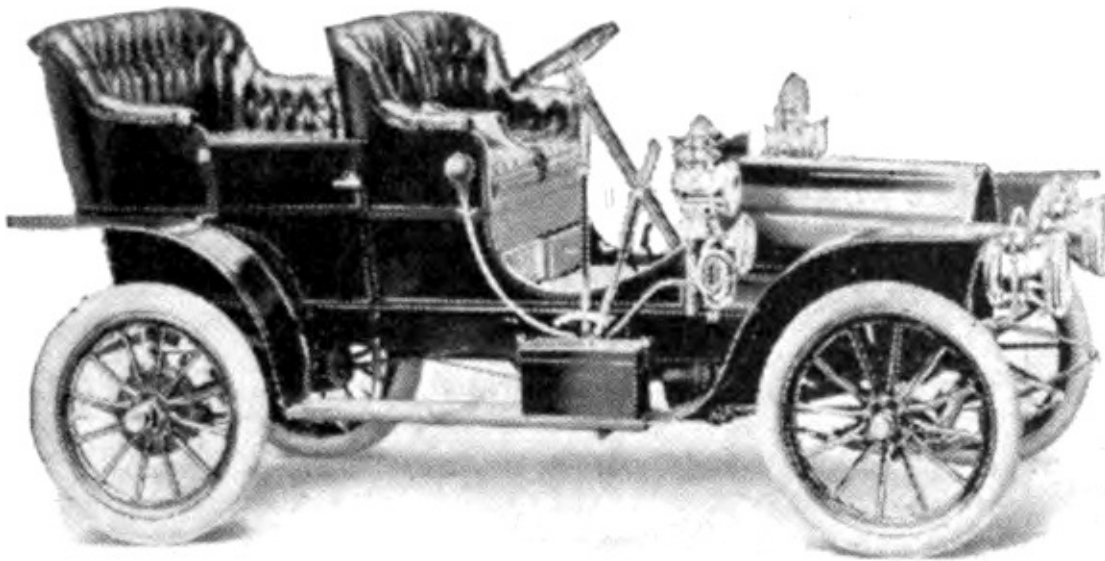
CHANGE GEAR: Progressive type imported ball bearings

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: 30 × 3 inches

TIRES, REAR: 30 × 3½ 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

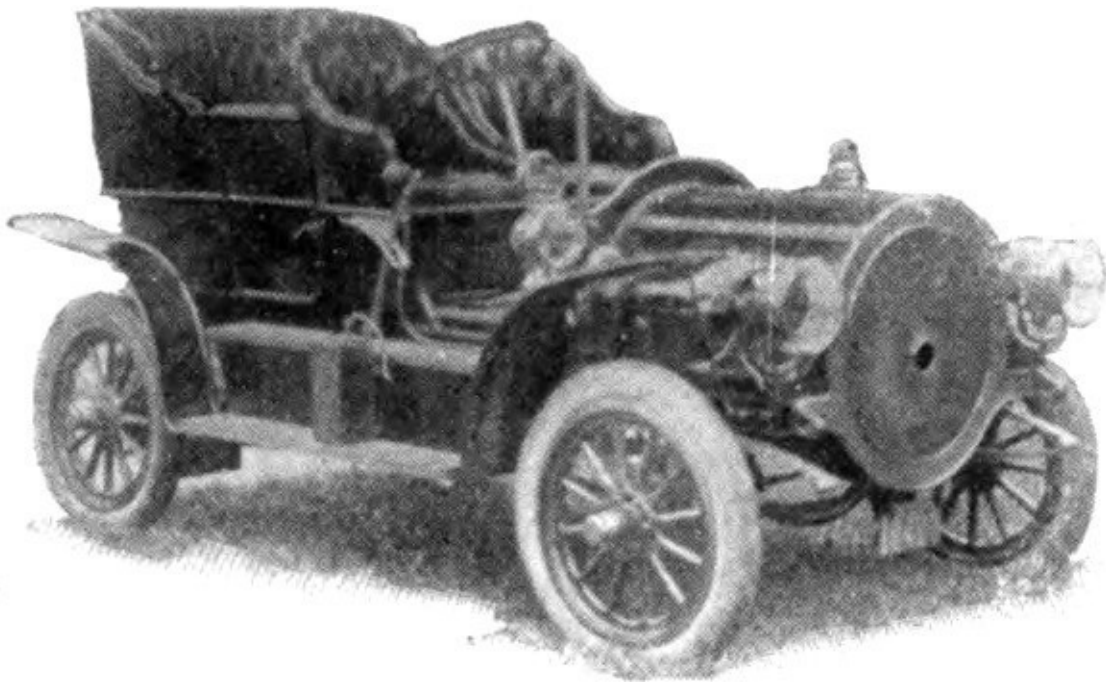
LUBRICATION: Mechanical force feed oiler, gear-driven

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: 30 × 4 inches

TIRES, REAR: 30 × 4 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

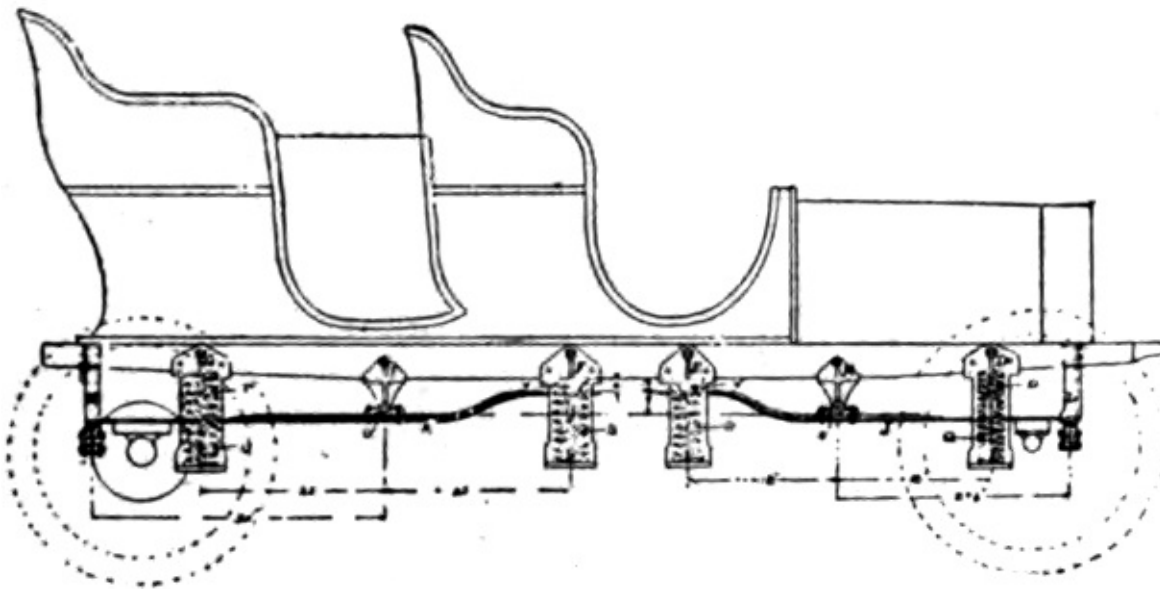
CHANGE GEAR: Sliding type

SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Bevel gear

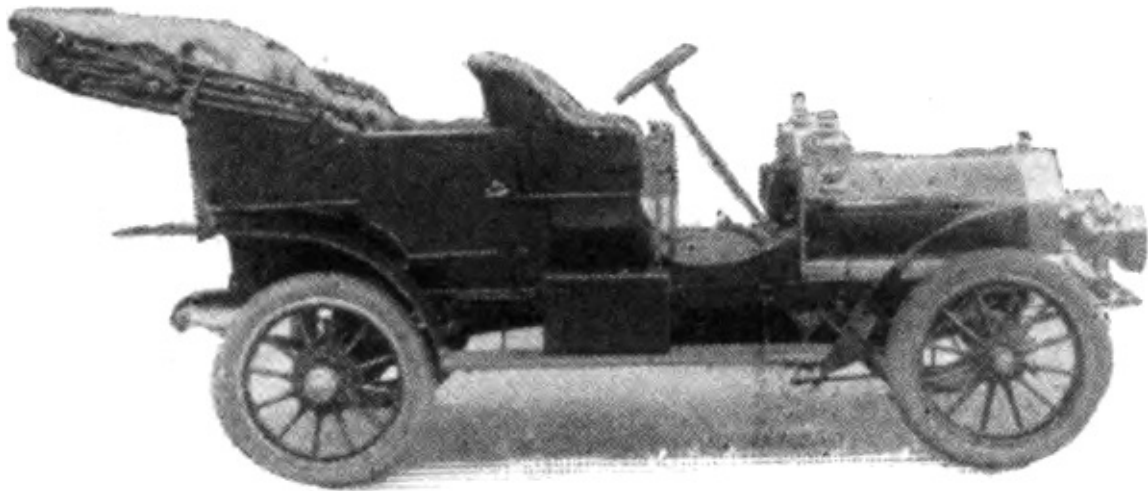
Riviera, Model B, 20 H.P. Milton H. Schnader, Reading, Pa.



PRICE: \$1,850
BODY: Touring
SEATS: 5 persons
WEIGHT: 1,900 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 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: 32 × 4 inches

TIRES, REAR: 32 × 4 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:** 4¾ 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

CHANGE GEAR: Sliding type, Timken roller bearings

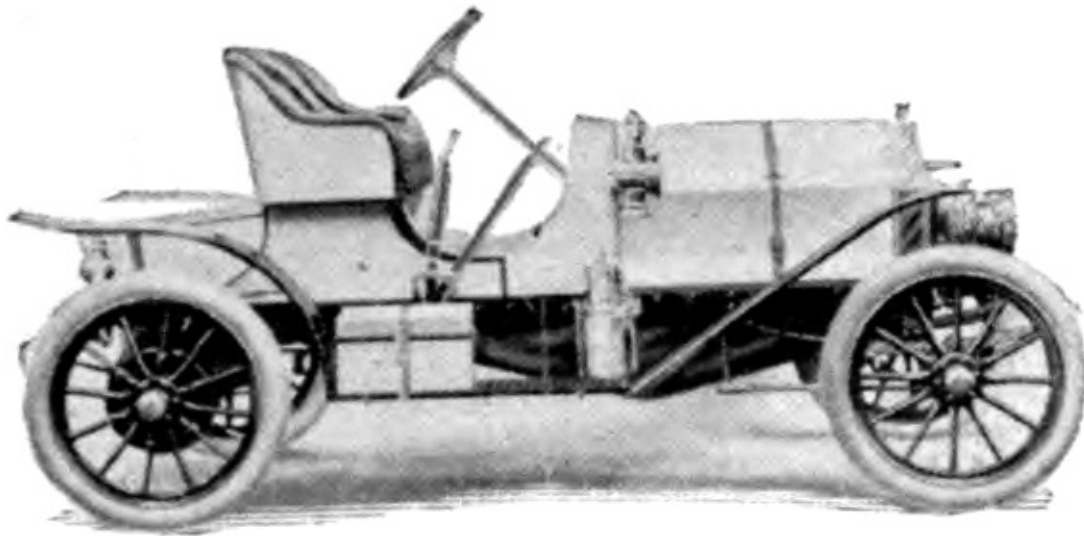
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever; selective system

DRIVE: Bevel gear

Eureka, Model I, 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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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: Hessler

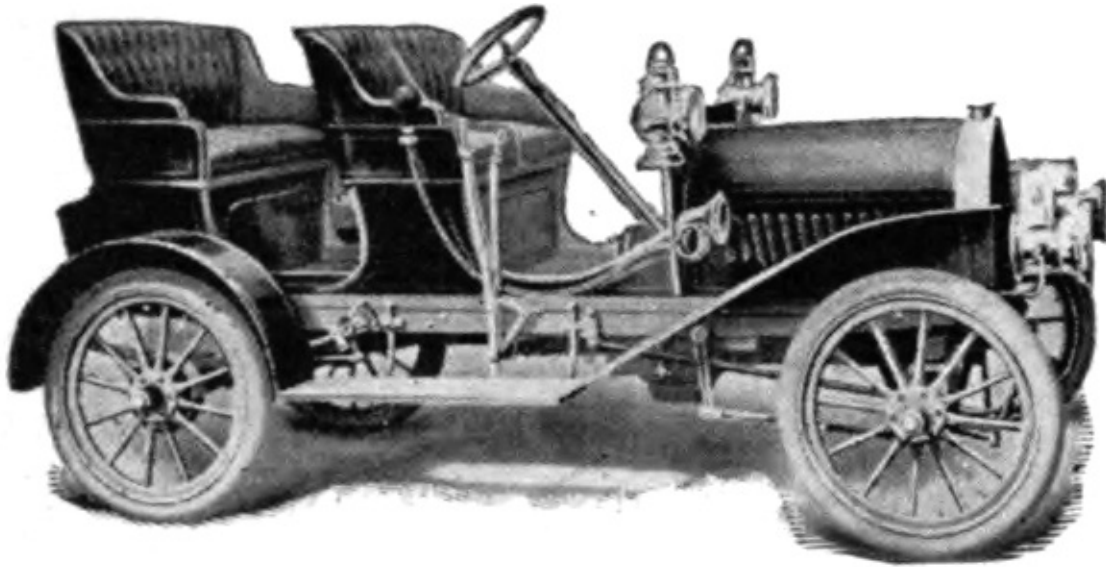
CHANGE GEAR: Hassler

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 × 3½ inches
TIRES, REAR: 32 × 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

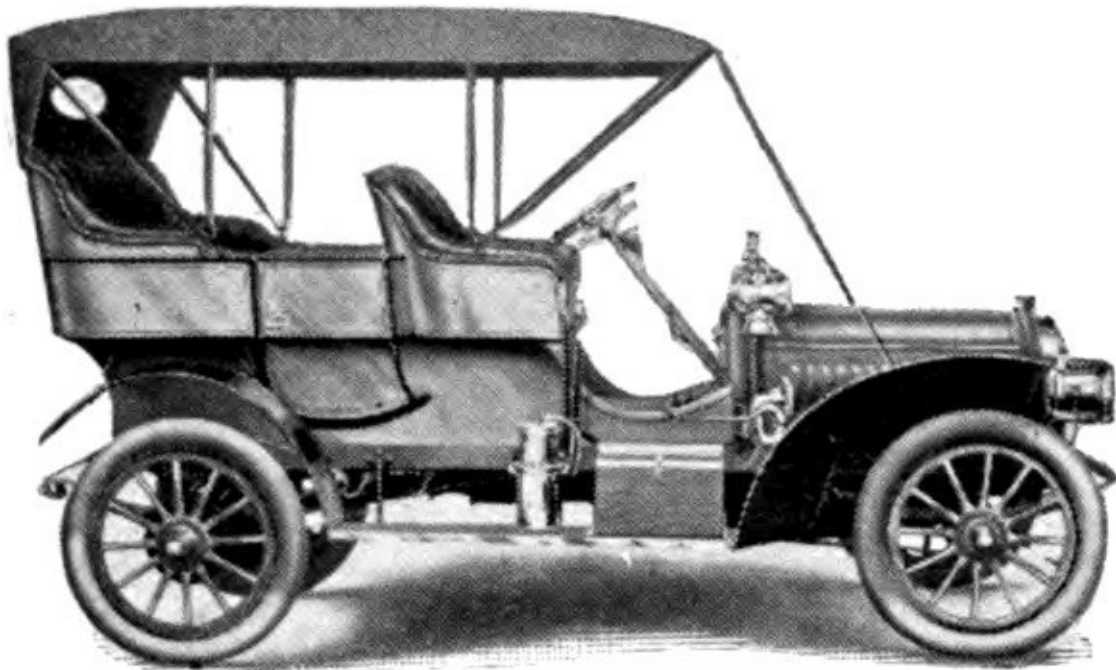
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather-faced cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

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: 2400 pounds

WHEEL-BASE: 106 inches

TREAD: 56½ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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

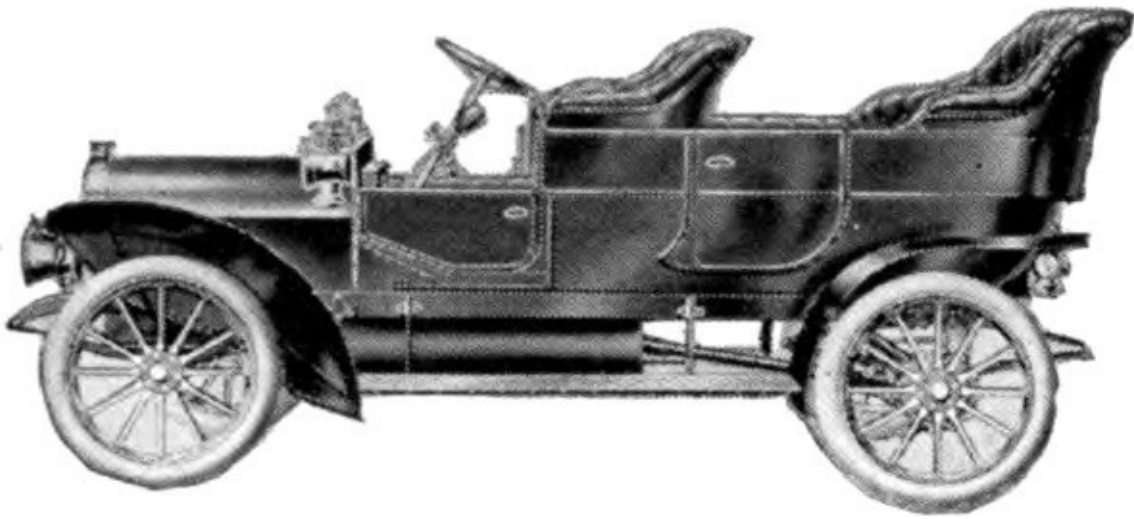
CHANGE GEAR: Sliding

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: 32 × 3½ in.

TIRES, REAR: 32 × 3½ 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

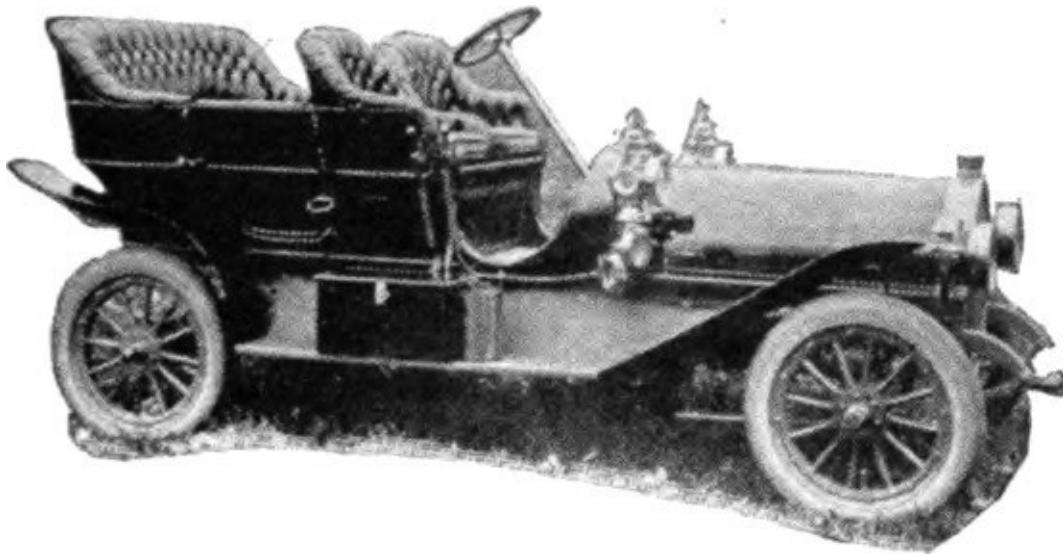
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Progressive type

DRIVE: Shaft

Lambert, Model H, 35–40 H.P. Buckeye M'f'g. 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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

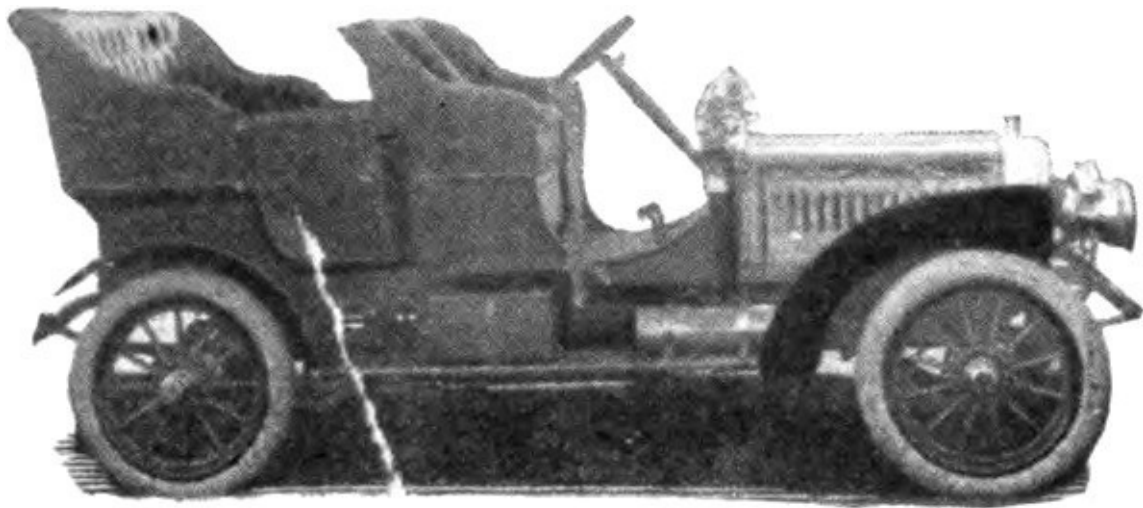
MOTOR-CONTROL: Spark and throttle

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 × 4 inches

TIRES, REAR: 32 × 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

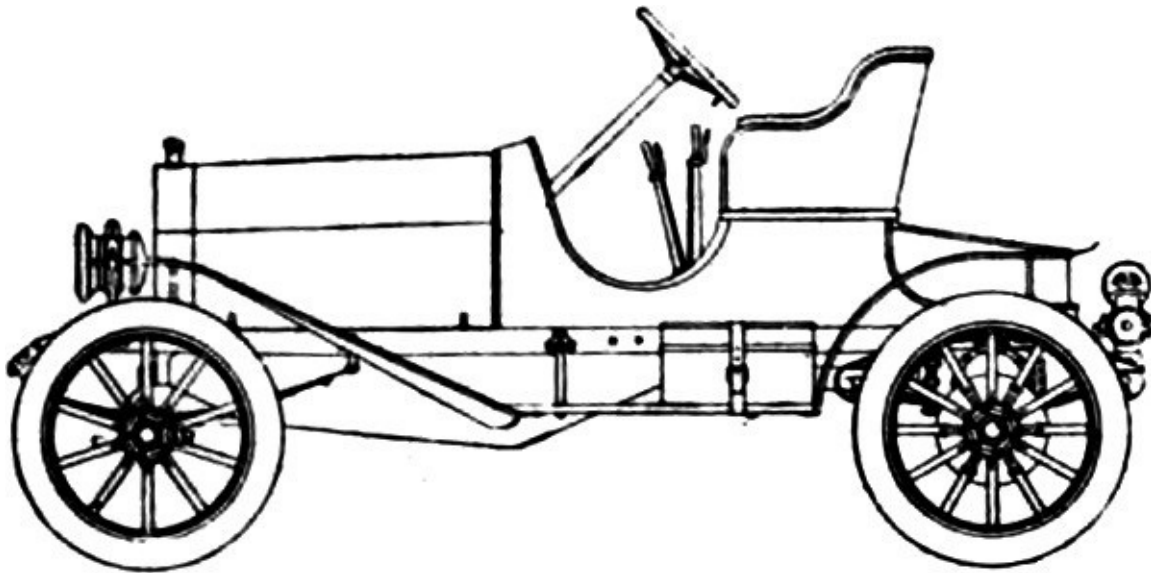
SPEEDS: 3 forward and reverse

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

MOTOR CONTROL: Spark and anode

CLUTCH: Multiple disc

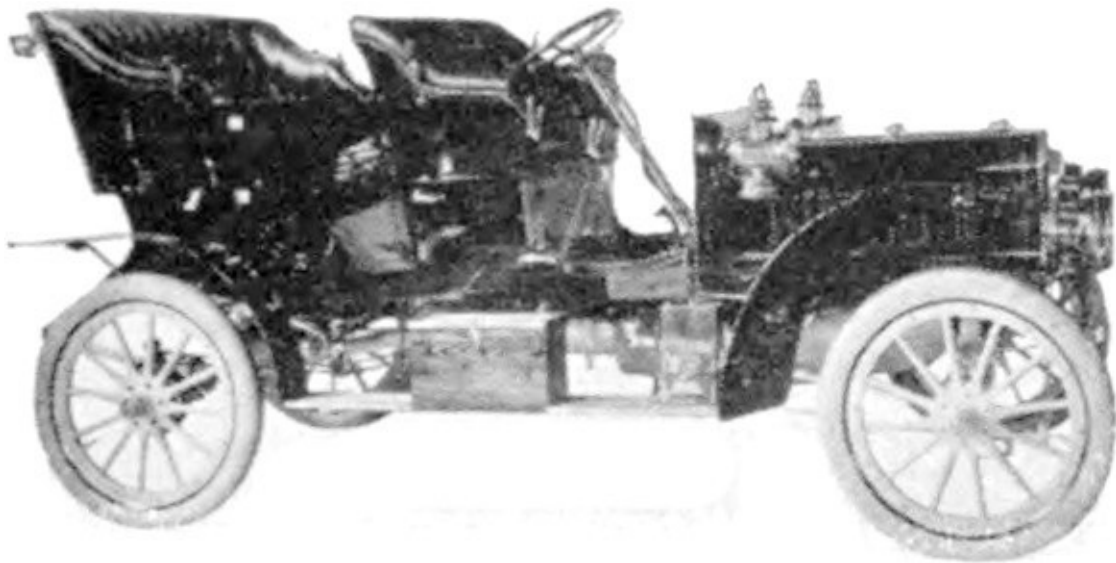
CHANGE GEAR: "Hassler"

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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: 3⅞ 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 frames

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

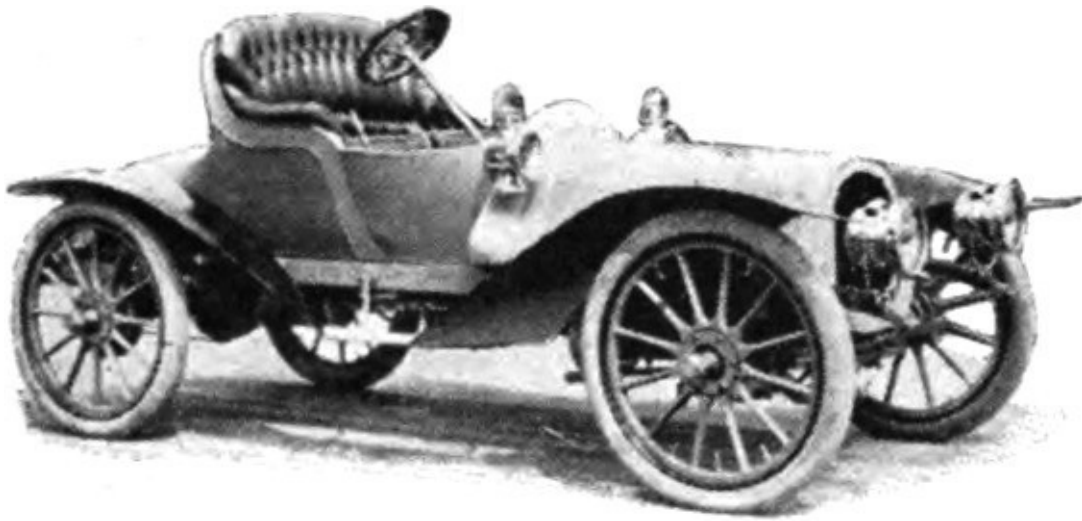
SPEEDS: 3 forward and reverse

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: 56 inches

TIRES, FRONT: 36 × 3½ inches

TIRES, REAR: 36 × 3½ 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

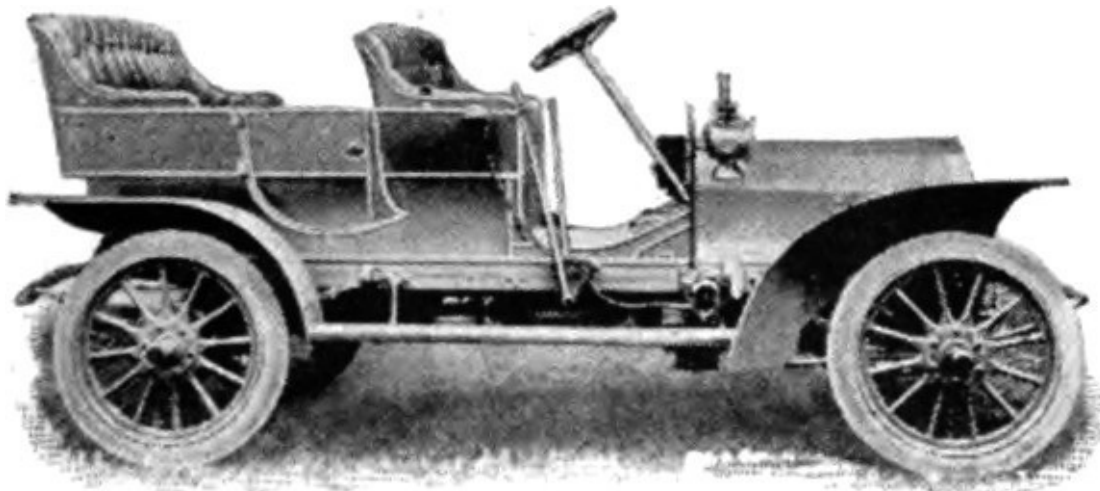
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft

Aerocar, Model D, 20 H.P.

Aerocar Co., Detroit, Mich.



PRICE: \$2000

BODY: Side entrance tonneau

SEATS: 4 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 104 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

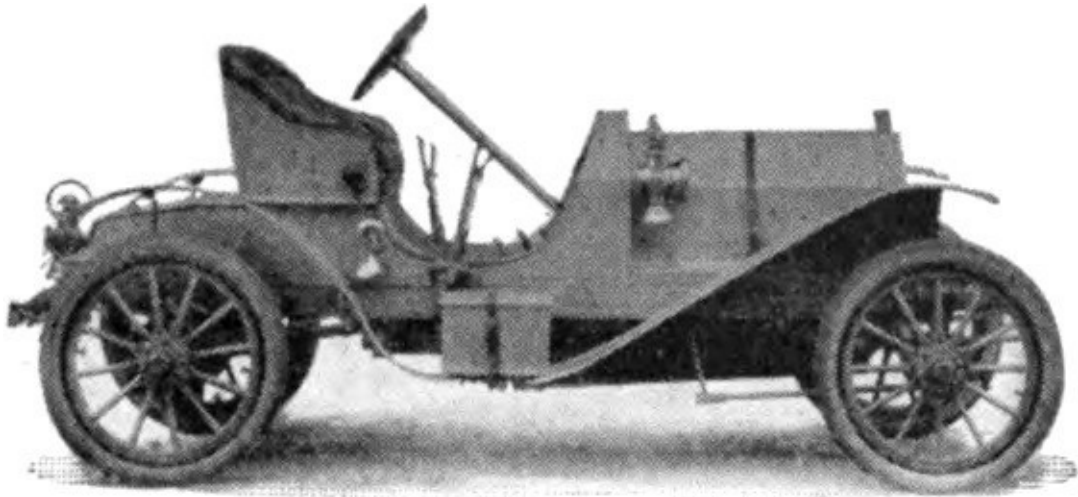
CHANGE GEAR: Sliding type

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**

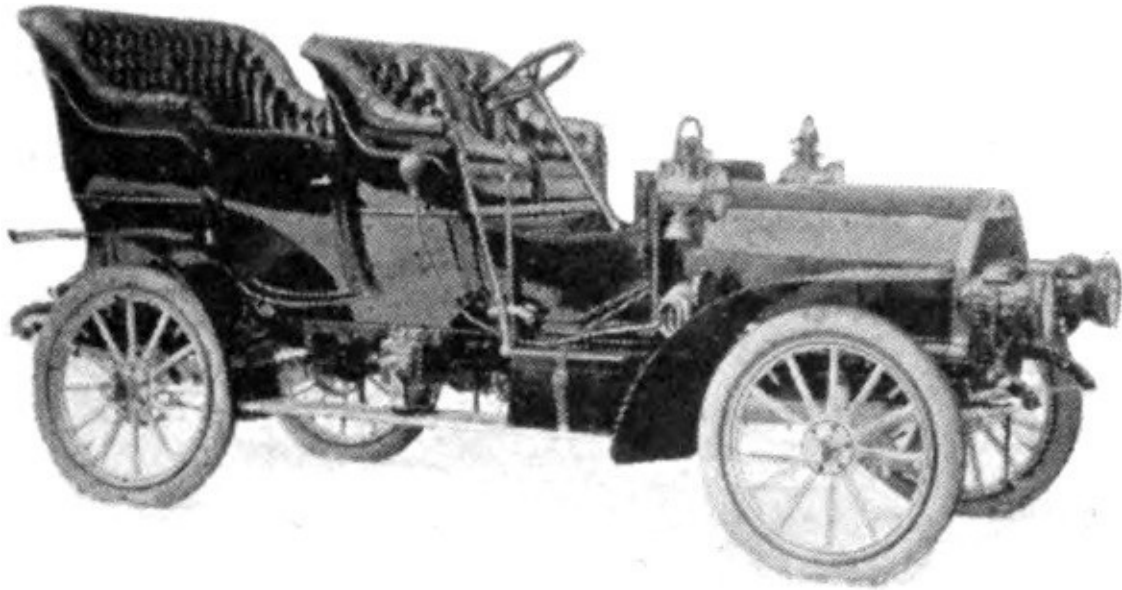


PRICE: \$2,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,600 pounds
WHEEL-BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 3½ inches
STEERING: Worm and nut
BRAKES: On propeller shaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 in.; STROKE: 4½ in.
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: 32 × 3½ in.

TIRES, REAR: 32 × 3½ 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: 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

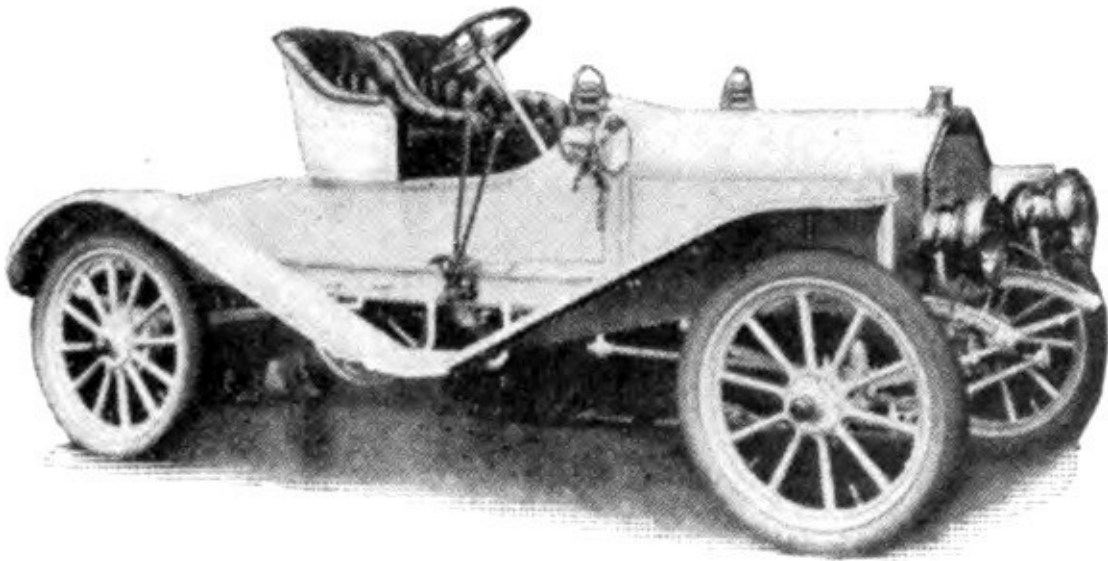
SPEEDS: 3 forward, 1 reverse

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: 32 × 4 Inches

TIRES, REAR: 32 × 4 inches

STEERING: Solid, pinion and sector

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4¼ 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

LUBRICATION: Mechanical force feed; gear-driven

MOTOR-CONTROL: Spark and throttle

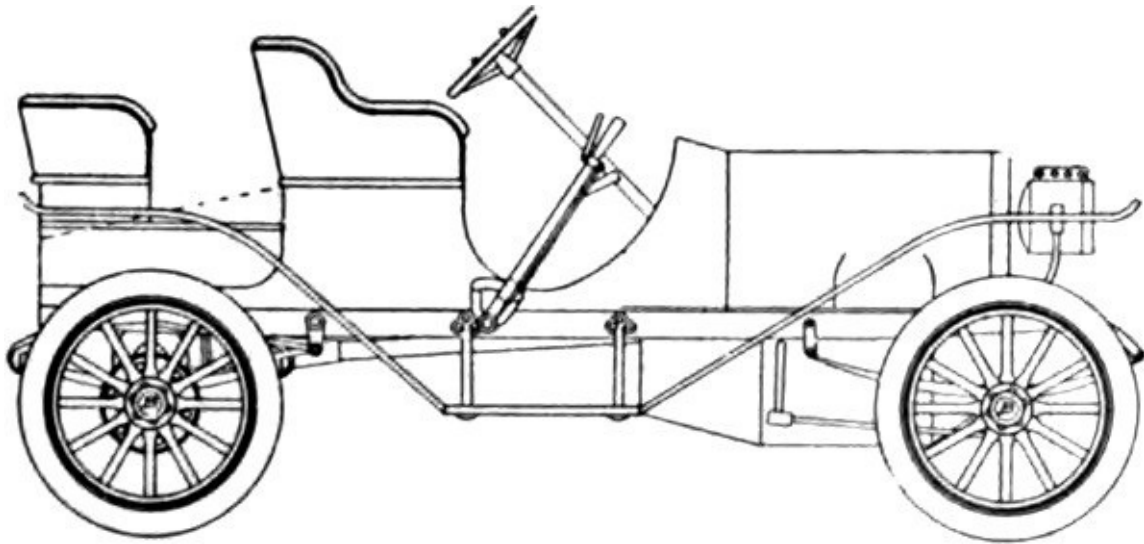
CLUTCH: Multiple disc

CHANGE GEAR: Planetary type

SPEEDS: 2 forward; 1 reverse

CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

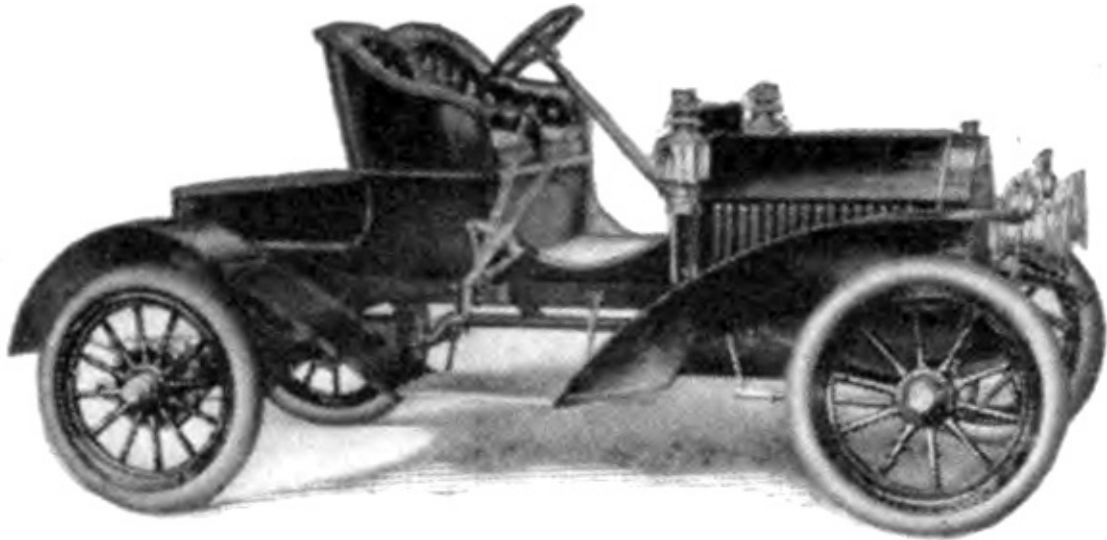
CLUTCH: Multi-disc

CHANGE GEAR: Sliding gear on rear axle; selective type

SPEDS: 26, 18, 14

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: 32 × 3½ inches
TIRES, REAR: 32 × 3½ 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

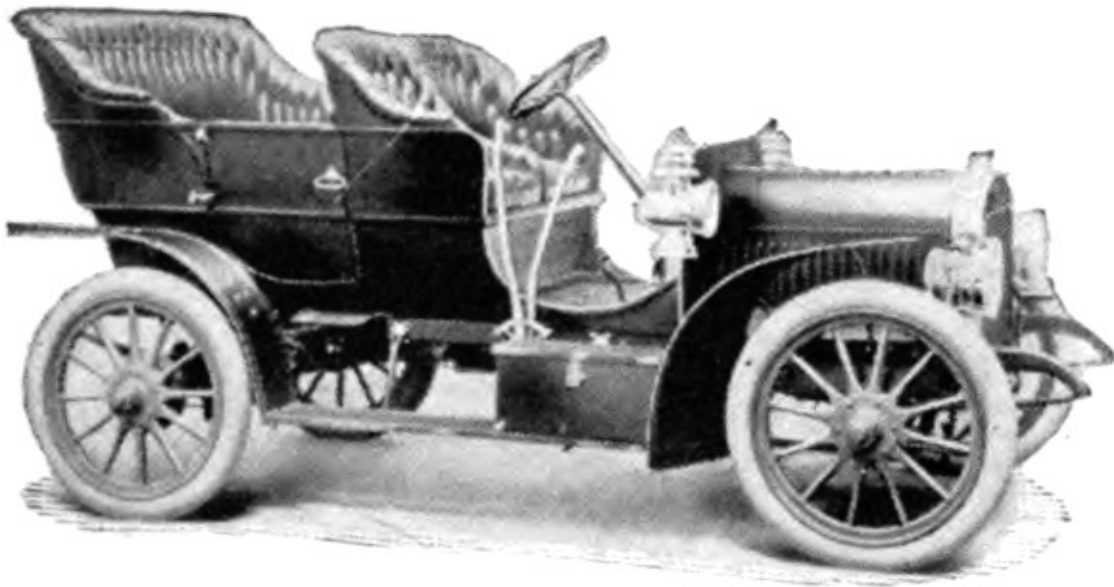
CHANGE GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

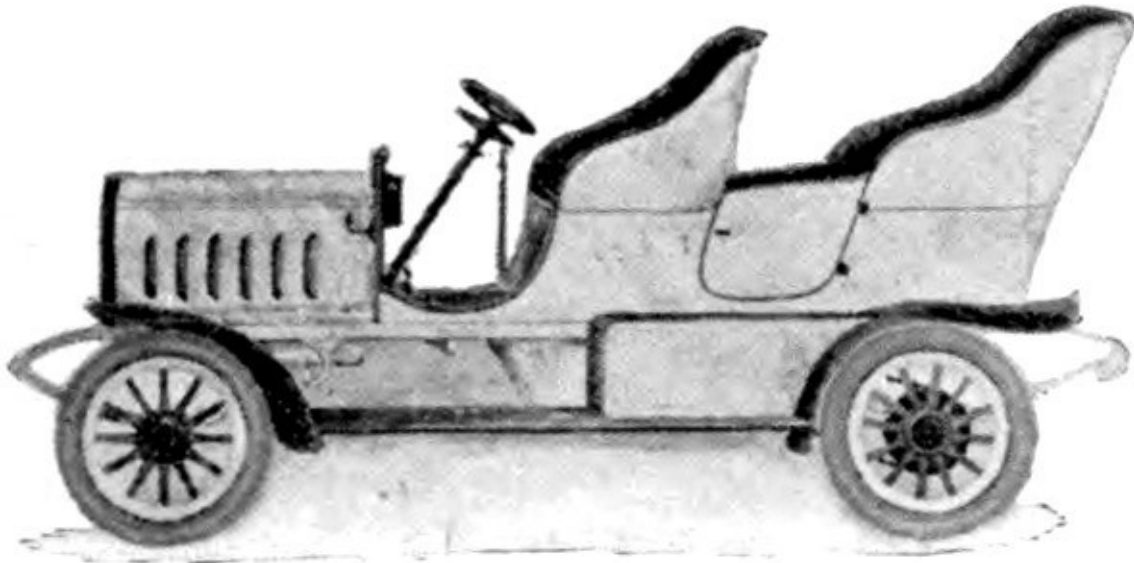
CHANGE GEAR: Sliding type

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

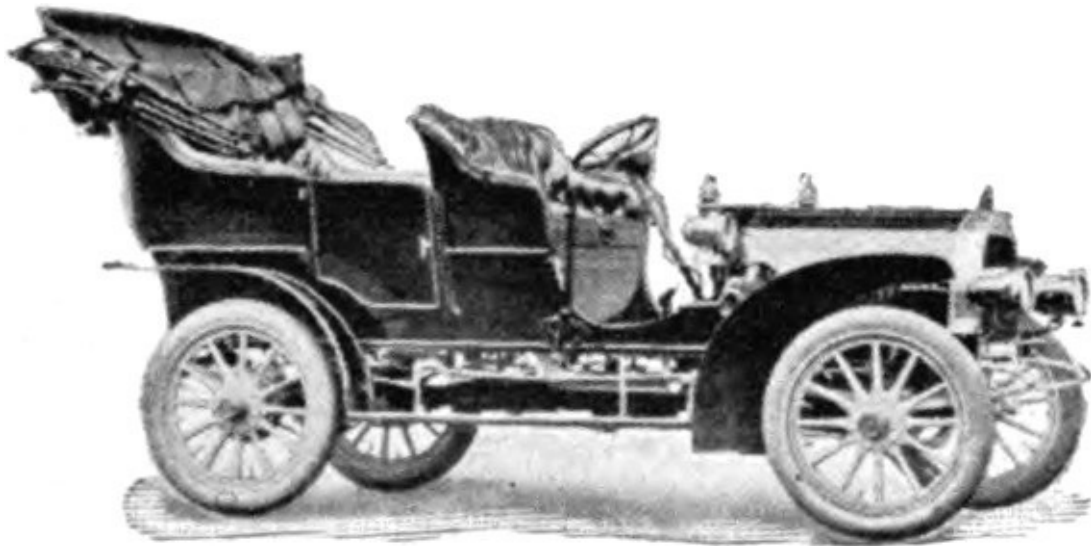
SPEEDS: Any desired forward and reverse

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: 34 × 4 in.

TIRES, REAR: 34 × 4 in.

STEERING: Worm and sector

BRAKES: External on rear hubs

SPRINGS: Semi-elliptic, front; platform, rear

FRAME: Angle steel

BORE: 4¼ 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

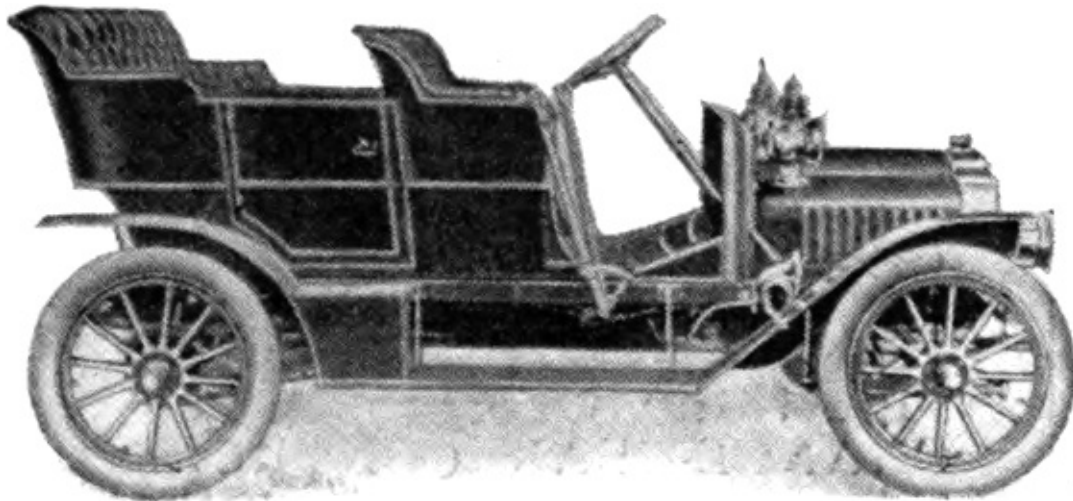
MOTOR-CONTROL: Spark and throttle

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.
Middletown, Conn.**

E. H. V. Co.,



PRICE: \$2,000

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 1,750 pounds

WHEEL-BASE: 96½ inches

TREAD: 56½ inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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: 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: 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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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.
Pa.**

The Autocar Co., Ardmore,



PRICE: \$2,000 (Complete)
BODY: Limousine
SEATS: 4 persons
WEIGHT: 1,600 pounds
WHEEL-BASE: 81½ inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 30 × 3 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, forced circulation

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

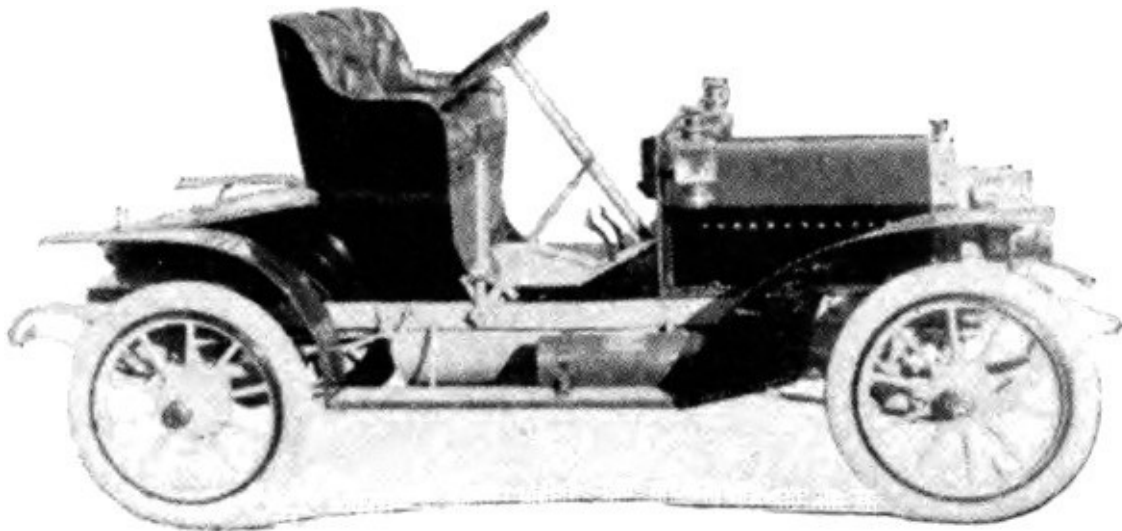
CHANGE GEAR: Sliding type

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

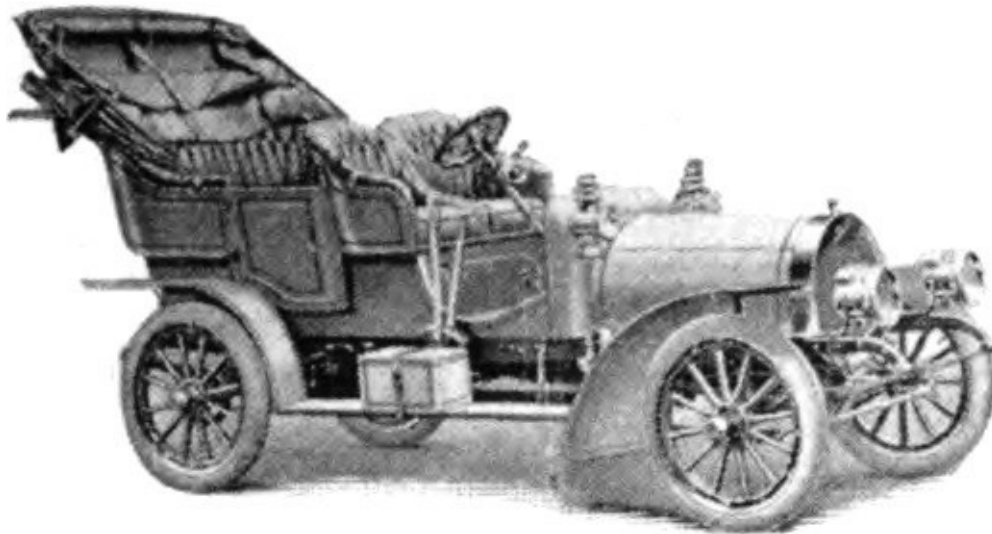
MOTOR-CONTROL: Spark and throttle

CLUTCH: Internal toggle joints

CHANGE GEAR: Sliding type

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: 32 × 3½ inches
TIRES, REAR: 32 × 3½ 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

CHANGE GEAR: Sliding type, ball bearing

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Shaft drive

**Cornish-Friedberg, Model C. F., 30 H.P. Perfection Auto Co., South
Bend, Ind.**

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

PRICE: \$2,000

BODY: Side entrance touring

SEATS: 5 persons

WEIGHT: 1,800 pounds

WHEEL-BASE: 108 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

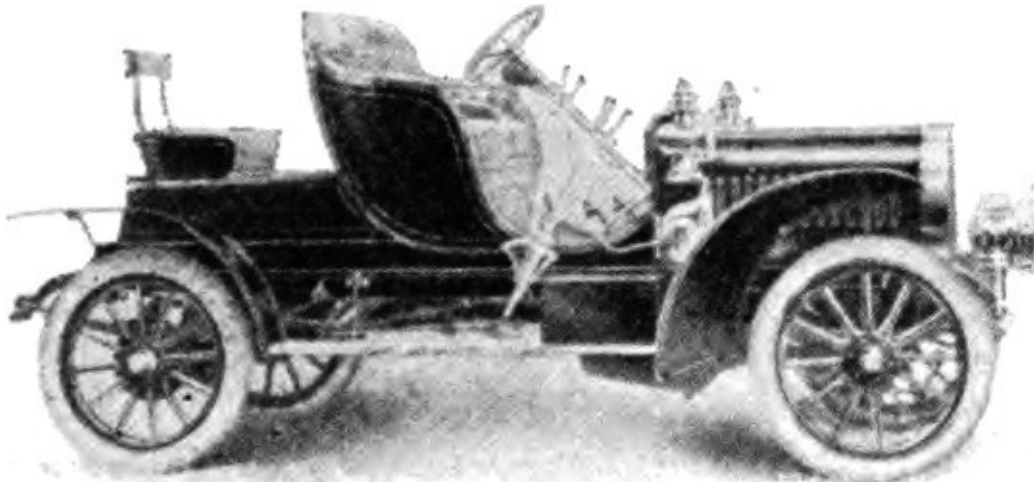
CHANGE GEAR: Planetary type

SPEEDS: 2 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: 32 × 4 inches

TIRES, REAR: 32 × 4 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

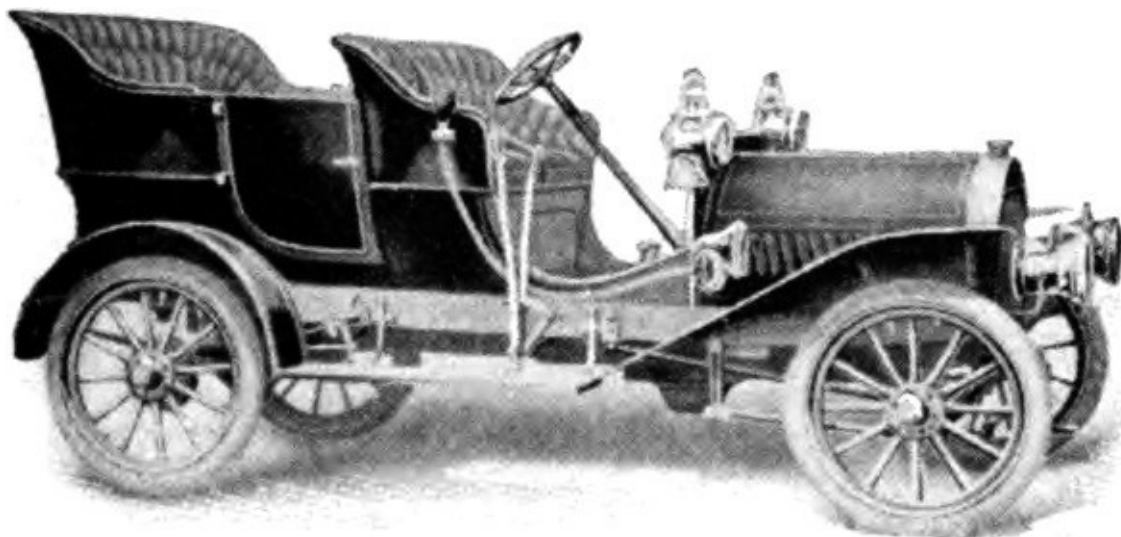
SPEEDS: 3 forward and reverse

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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 cells

CARBURETER: Mora special

LUBRICATION: Splash

MOTOR-CONTROL: Spark and throttle

CLUTCH: Leather-faced cone

CHANGE GEAR: Sliding cone

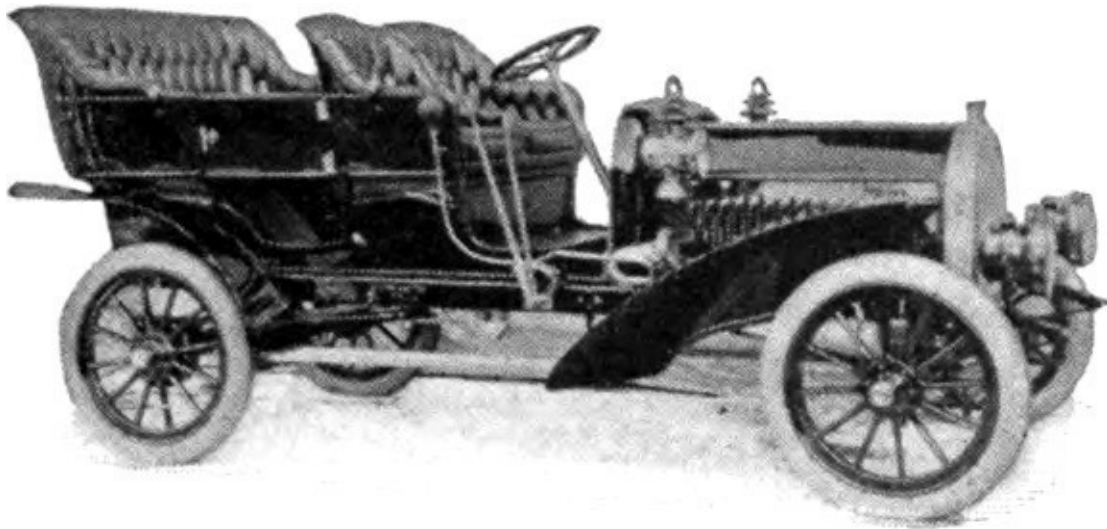
CHANGE GEAR: Sliding type

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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

CHANGE GEAR: Sliding gear

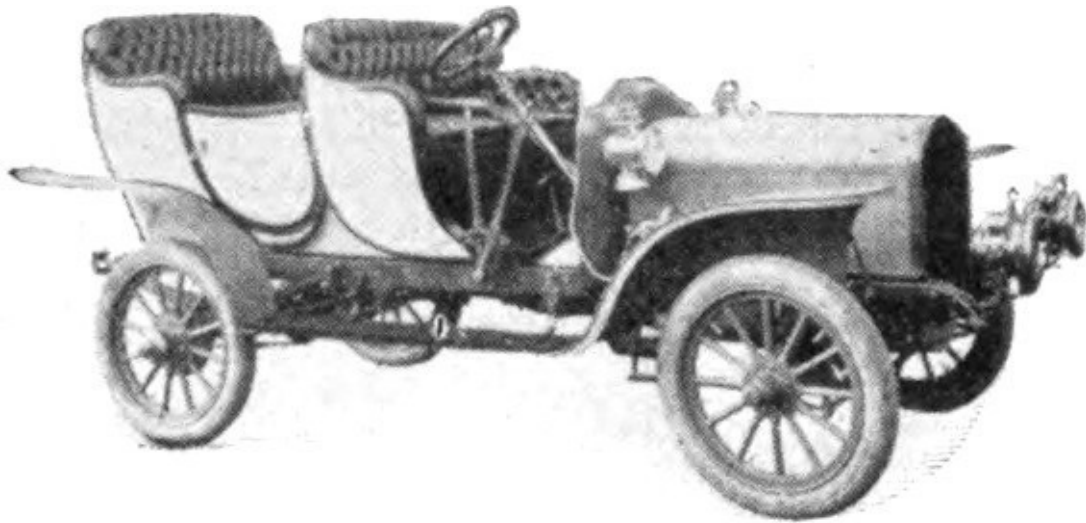
SPEEDS: 3 forward; 1 reverse

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: 32 × 4 in.
TIRES, REAR: 32 × 4 in.
STEERING: Worm and sector
BRAKES: 4, on rear wheels
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 4½ 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

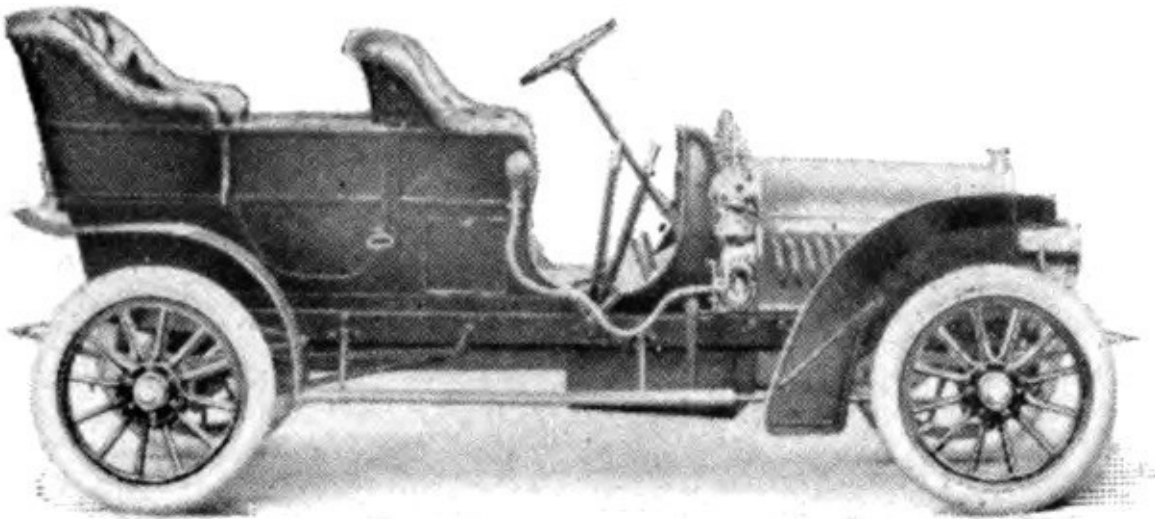
CHANGE-GEAR: Sliding type

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: 2,330 pounds
WHEEL-BASE: 108½ inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 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: 4¼ 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

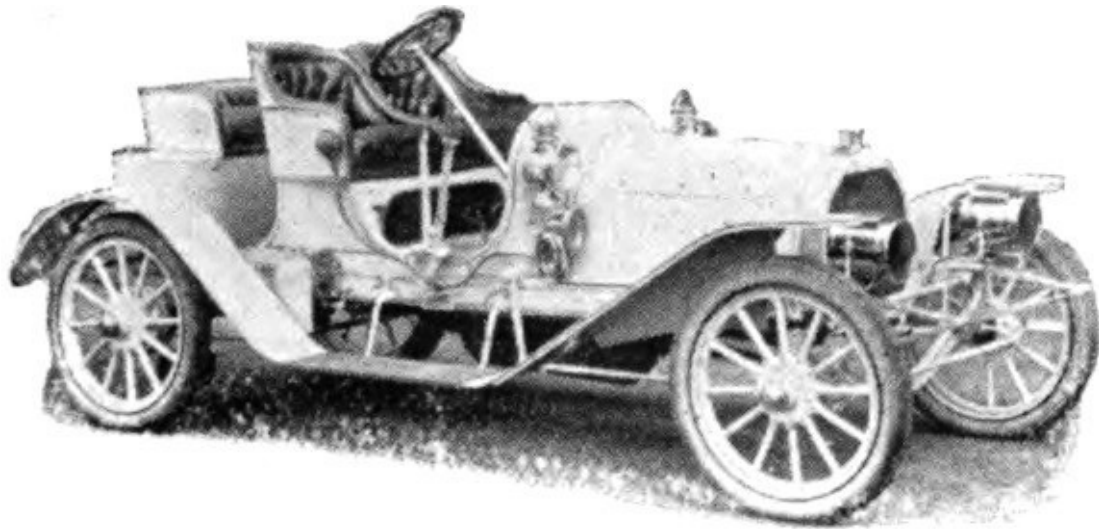
CHANGE-GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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: 4¼ in.

CYLINDERS: 4 vertical, in front

VALVE ARRANGEMENT: In sides 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

CHANGE GEAR: Sliding type

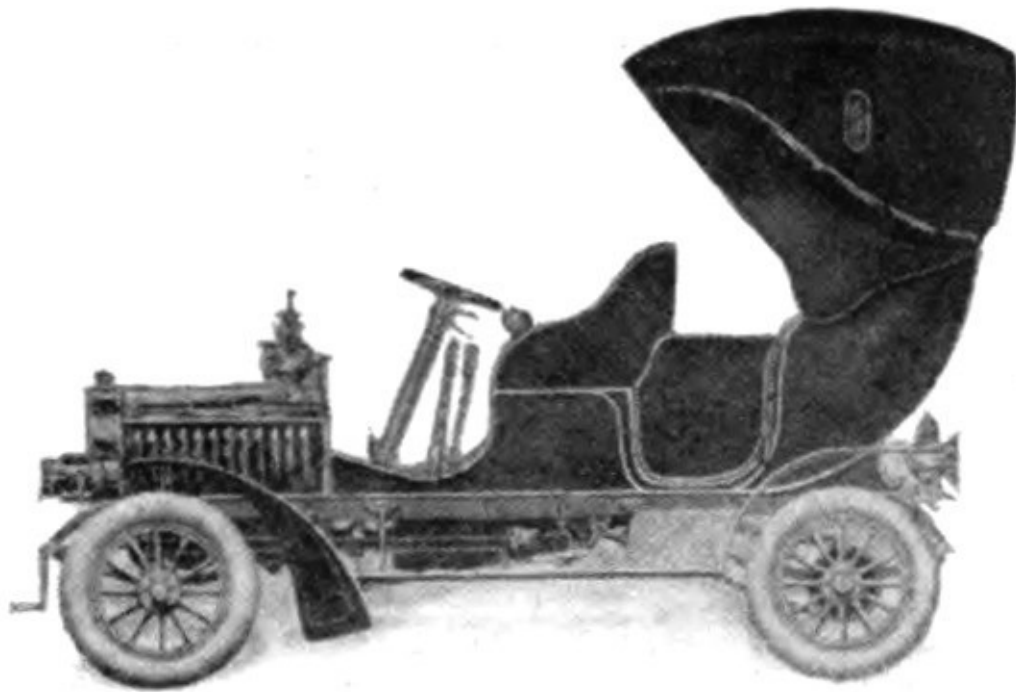
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft

Compound, Model I, 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: 30 × 3½ in.

TIRES, REAR: 30 × 3½ in.

STEERING: Lock wheel type

BRAKES: On driving shaft and internal on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed channel steel

BORE: 4½ 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

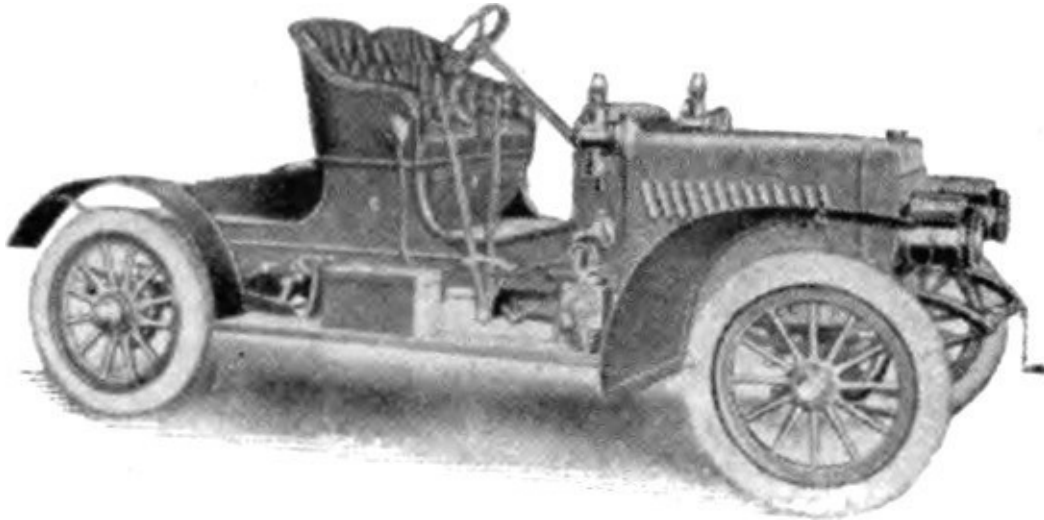
CURRENT SUPPLY: Storage battery

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.
Peoria, Ill.**

St. Louis Motor Car Co.,



PRICE: \$2,250

BODY: Runabout

SEATS: 2 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 108 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 4 inches

TIRES, REAR: 32 × 4 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

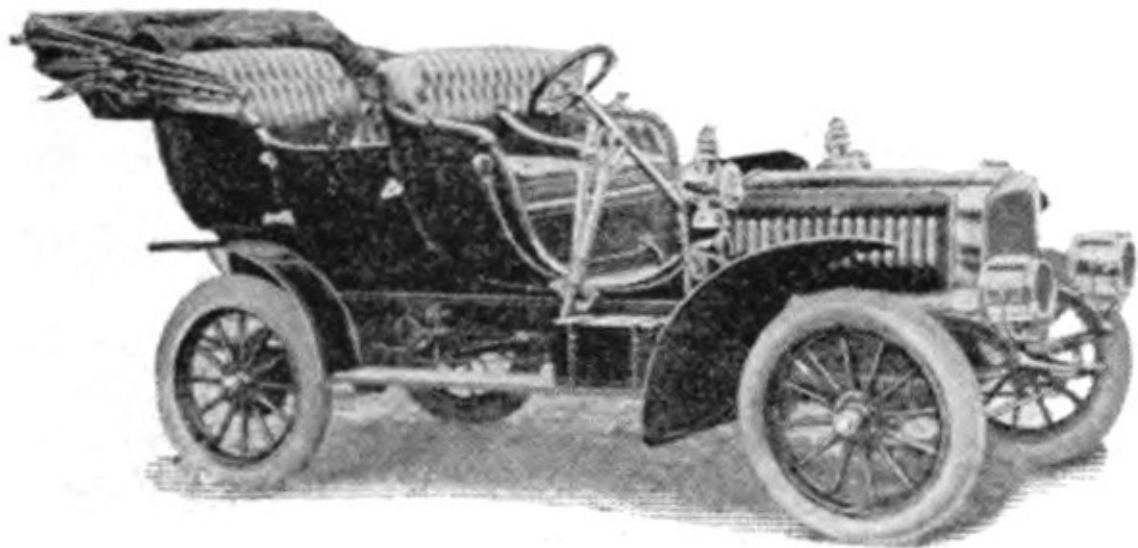
CHANGE GE^UAR: Sliding type

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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: 34 × 3½ inches

TIRES, REAR: 34 × 3½ 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

LUBRICATION: Direct splash feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Leather-faced cone

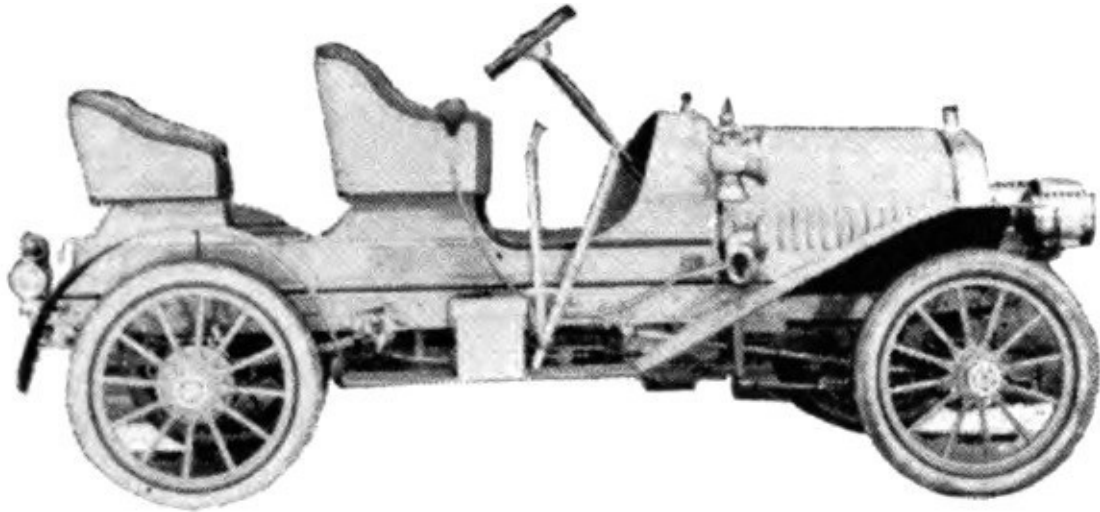
CHANGE GEAR: Sliding type, annular ball bearings

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: 32 × 4 inches
TIRES, REAR: 32 × 4 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: 5½ 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: Mora special
LUBRICATION: Splash
MOTOR-CONTROL: Spark and throttle

CLUTCH: Leather-faced cone

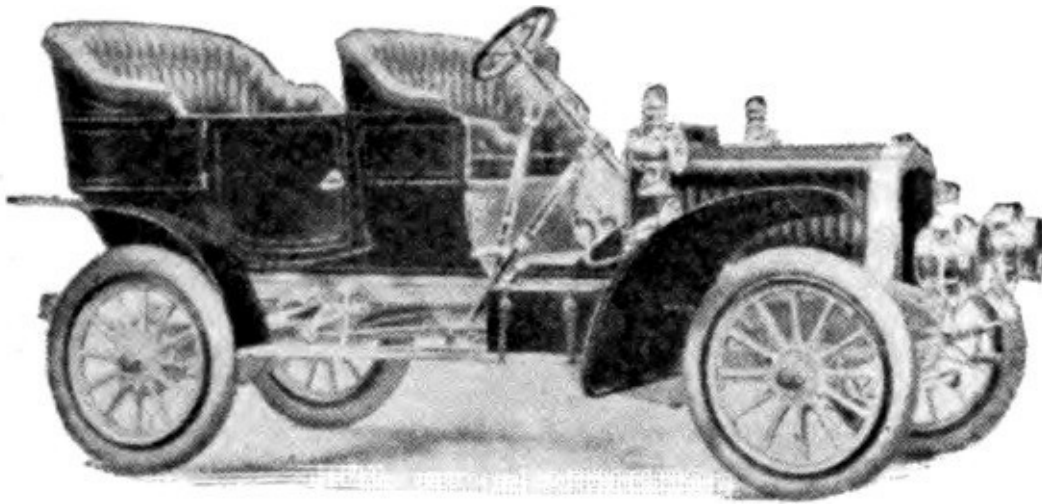
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Shaft

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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

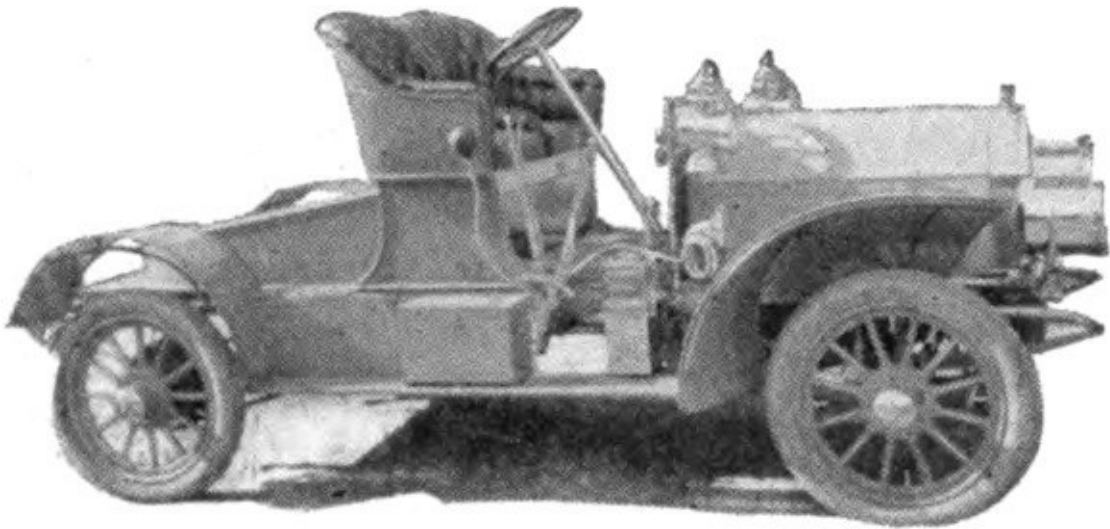
CLUTCH: Single friction disc

CHANGE GEAR: Sliding type

SPEEDS: 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: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and sector
BRAKES: Internal on rear hubs; external on rear hubs
SPRINGS: Semi-elliptical
FRAME: Armored
BORE: 4½ 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

CHANGE-GEAR: Sliding type

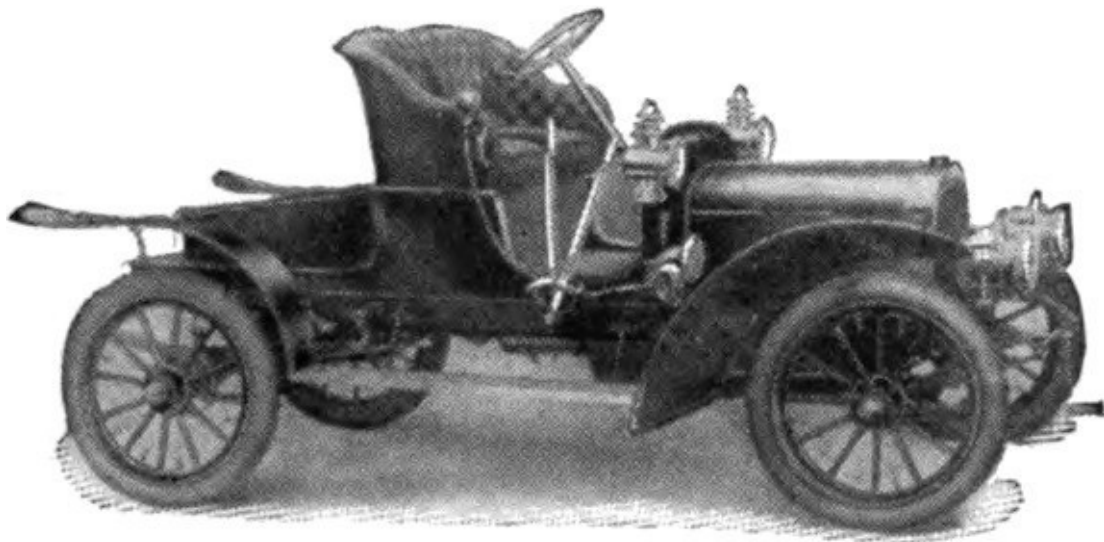
SPEEDS: 3 forward and reverse

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: On rear wheels, double brakes

SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed channel steel reinforced with wood

BORE: 4¼ 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

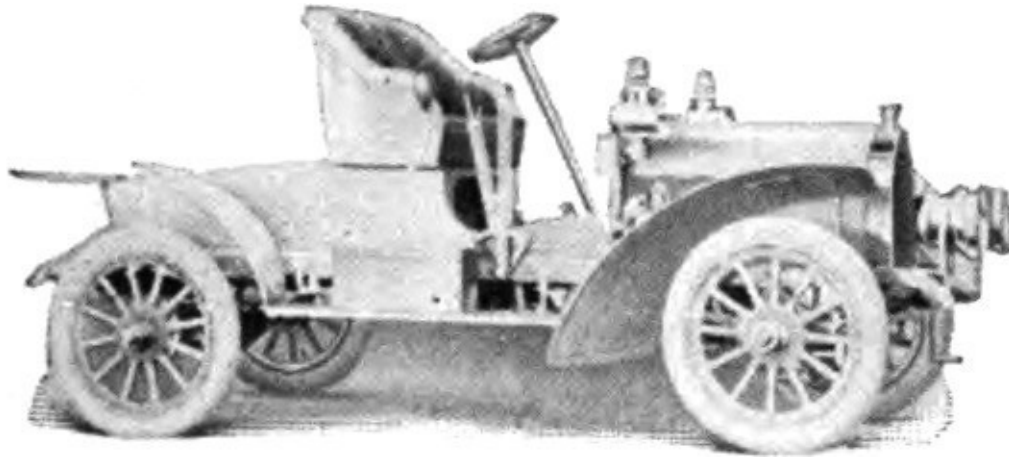
LUBRICATION: Force feed oiler, gear-driven

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.
Chicopee Falls, Mass.**

Stevens-Duryea Co.,



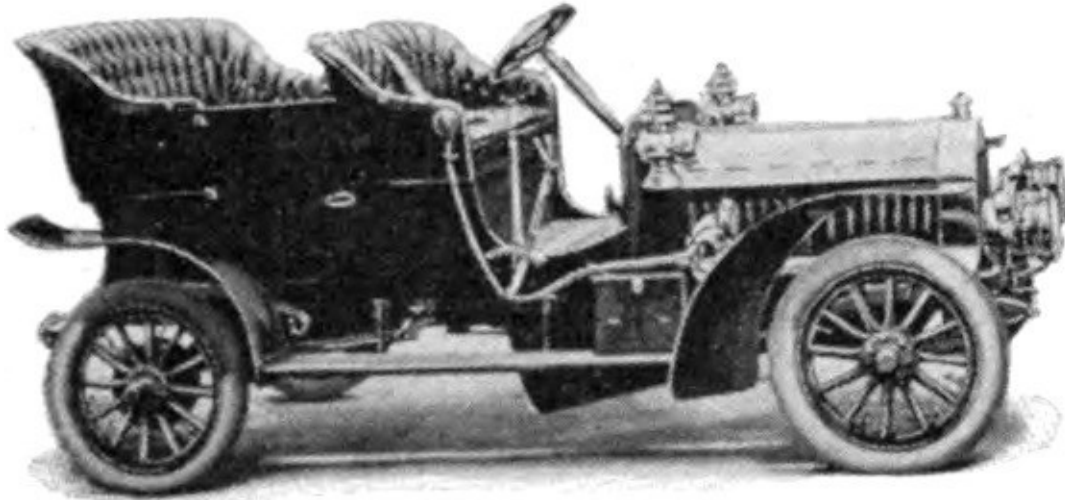
PRICE: \$2,400
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,700 pounds
WHEEL-BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 3½ inches
STEERING: Bevel gear
BRAKES: On transmission shaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 3⅞ in.; STROKE: 4½ 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: 32 × 4 inches

TIRES, REAR: 32 × 4 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

SECTION: 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.*

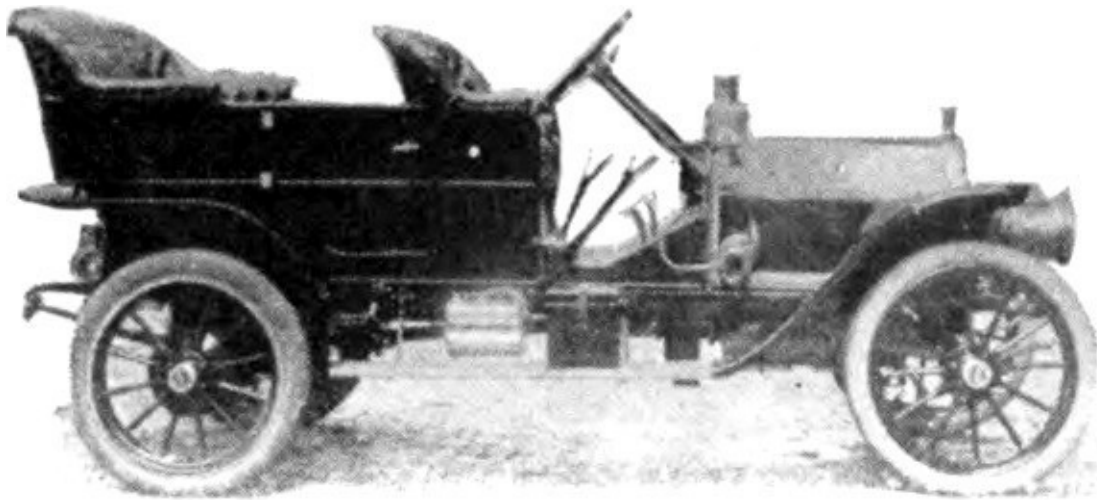
PRICE: \$2,400
BODY: Runabout touring
SEATS: 3 persons
WEIGHT: 2,000 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and gear
BRAKES: Double on rear wheels
SPRINGS: 48 × 1¾, rear; 44 × 1¾, front
FRAME: Nickel steel
BORE: 4¼ in.; STROKE: 4¾ 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



THE NATIONAL MAGAZINE OF MOTORING

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: 34 × 3½ inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and nut

BRAKES: Exterior and interior on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅝ in.; STROKE: 5¼ 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

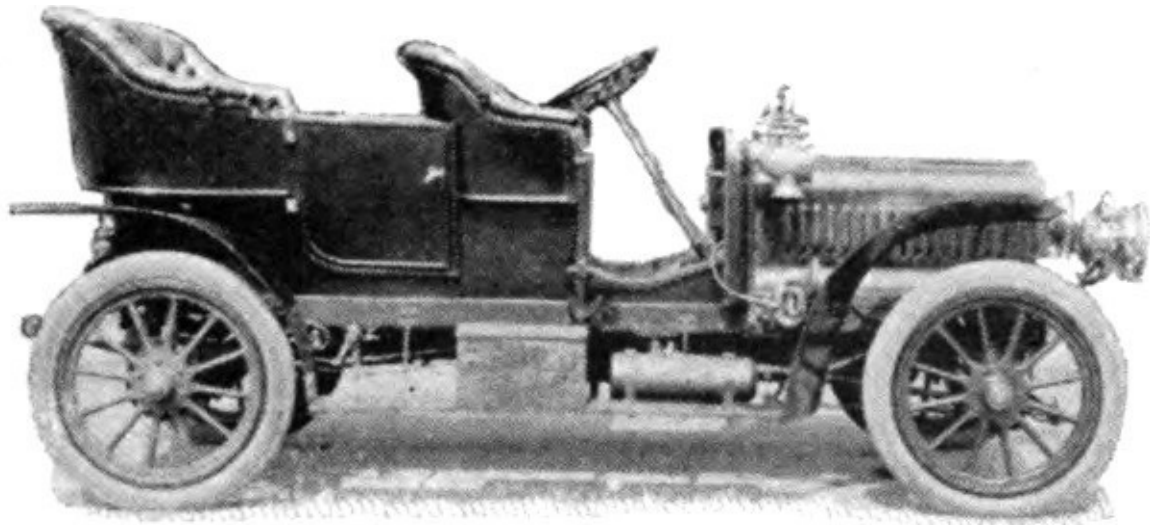
CRANK SHAFT: 2 1/2 in. diameter

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: 34 × 4 inches

TIRES, REAR: 34 × 4 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

GEAR CASE: LEADERS-FACED CONE

CHANGE GEAR: Sliding type

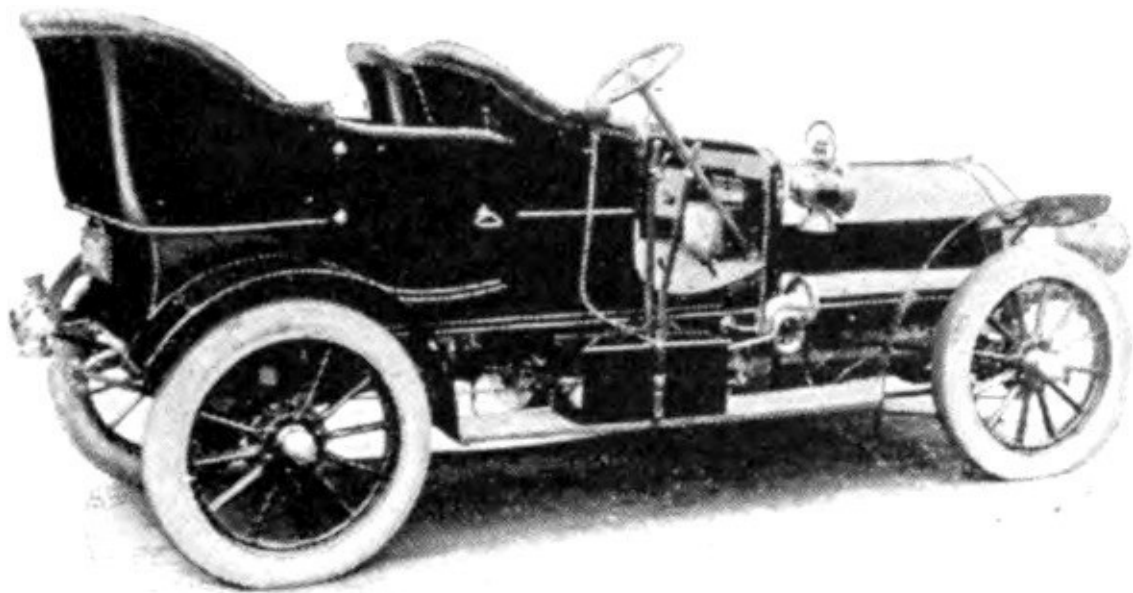
SPEEDS: Three forward and one reverse

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: 34 × 4 inches

TIRES, REAR: 34 × 4 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

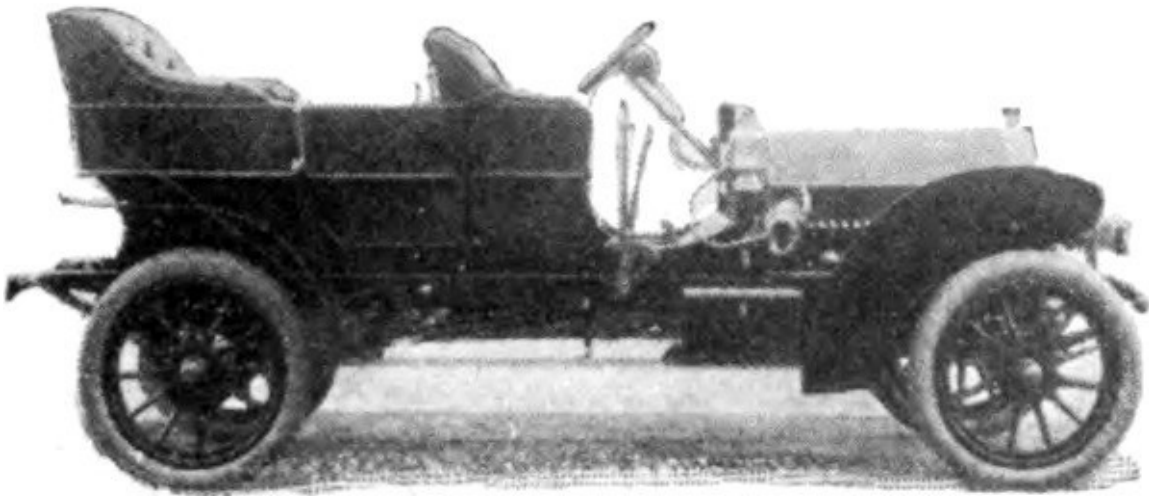
CARBURETER: Schebler

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.



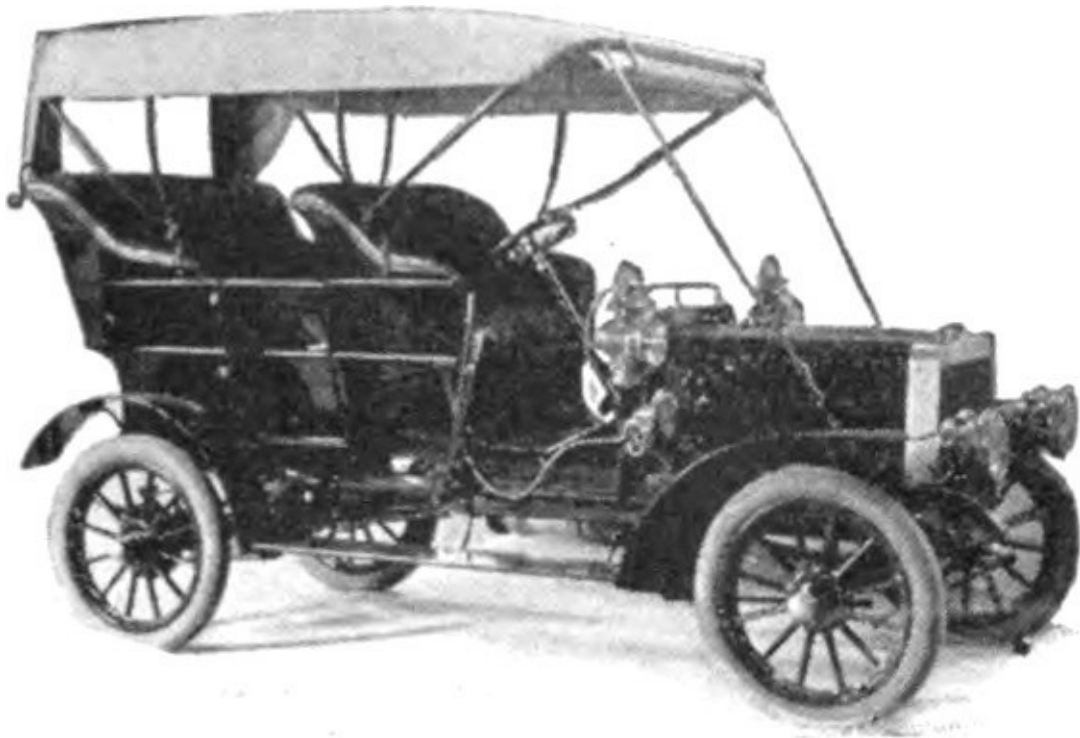
PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
WHEEL-BASE: 120 inches
TREAD: 54 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4 inches
STEERING: Worm and sector
BRAKES: Special construction
SPRINGS: Semi-elliptic, front and rear
FRAME: Pressed steel
BORE: 4½ in.; 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

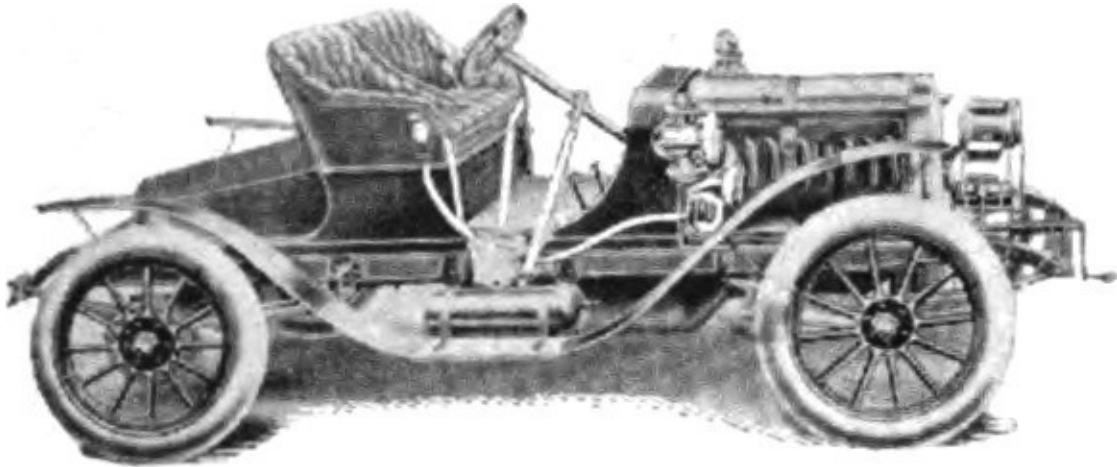
Deere, Model B, 25–30 H.P. Deere Clark Motor Car Co., Moline, Ill.



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,300 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 3½ inches
TIRES, REAR; 34 × 4 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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: Internal and external on drums

SPRINGS: Semi-elliptic and spiral

FRAME: Pressed steel

BORE: 4¹/₁₆ in.; **STROKE:** 5¹/₈ 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

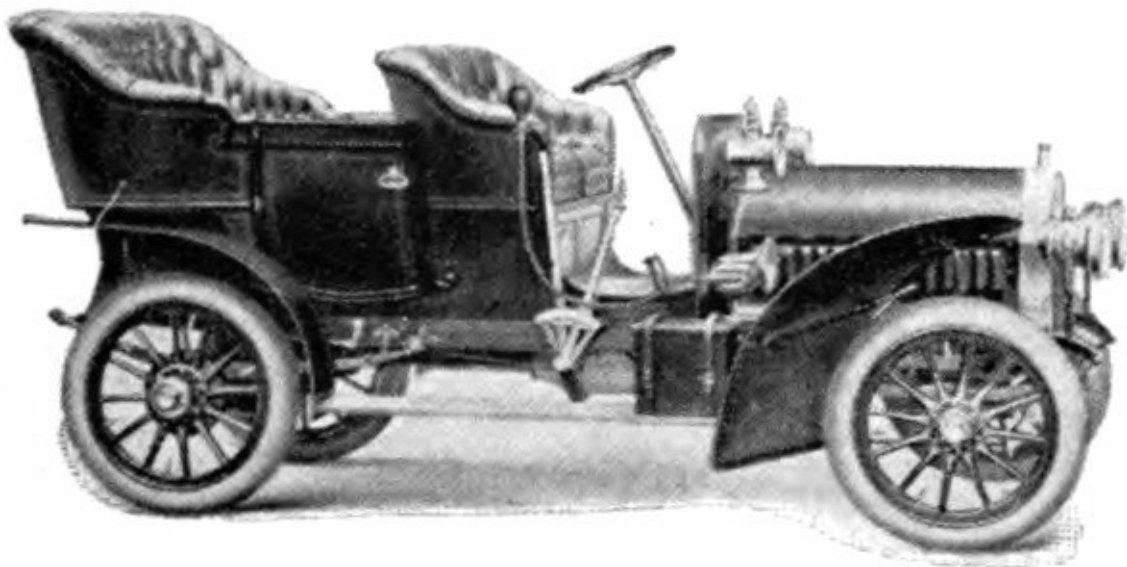
CHANGE GEAR: Sliding gear

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: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and nut
BRAKES: External and internal on rear hubs
FRAME: Pressed steel
BORE: 4¾ 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

CHANGE GEAR: Sliding type

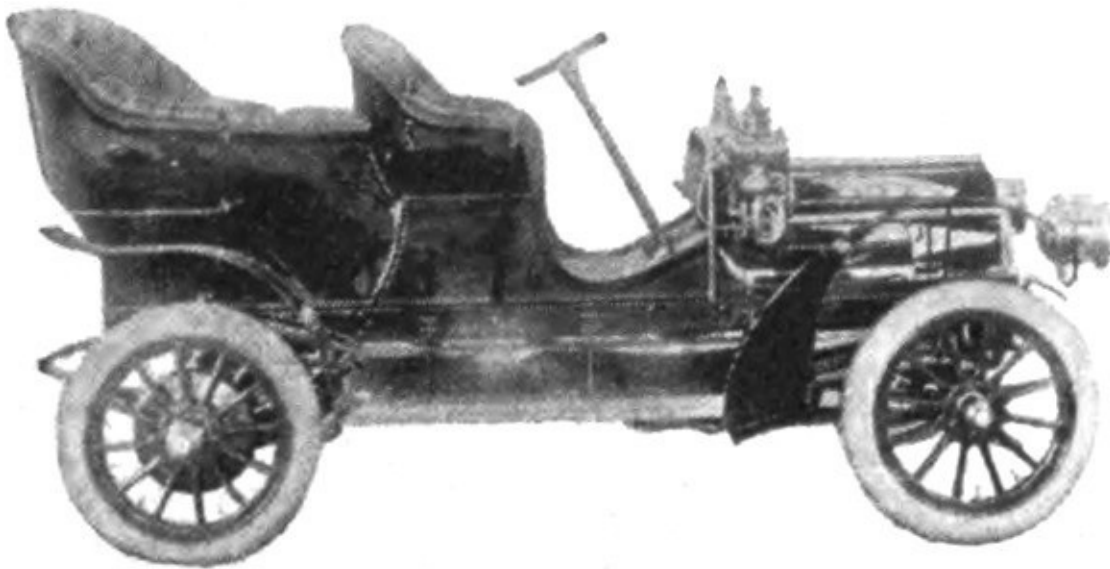
SPEEDS: 3 forward and reverse

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 × 4 inches

TIRES, REAR: 32 × 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: 4¼ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Conical bronze

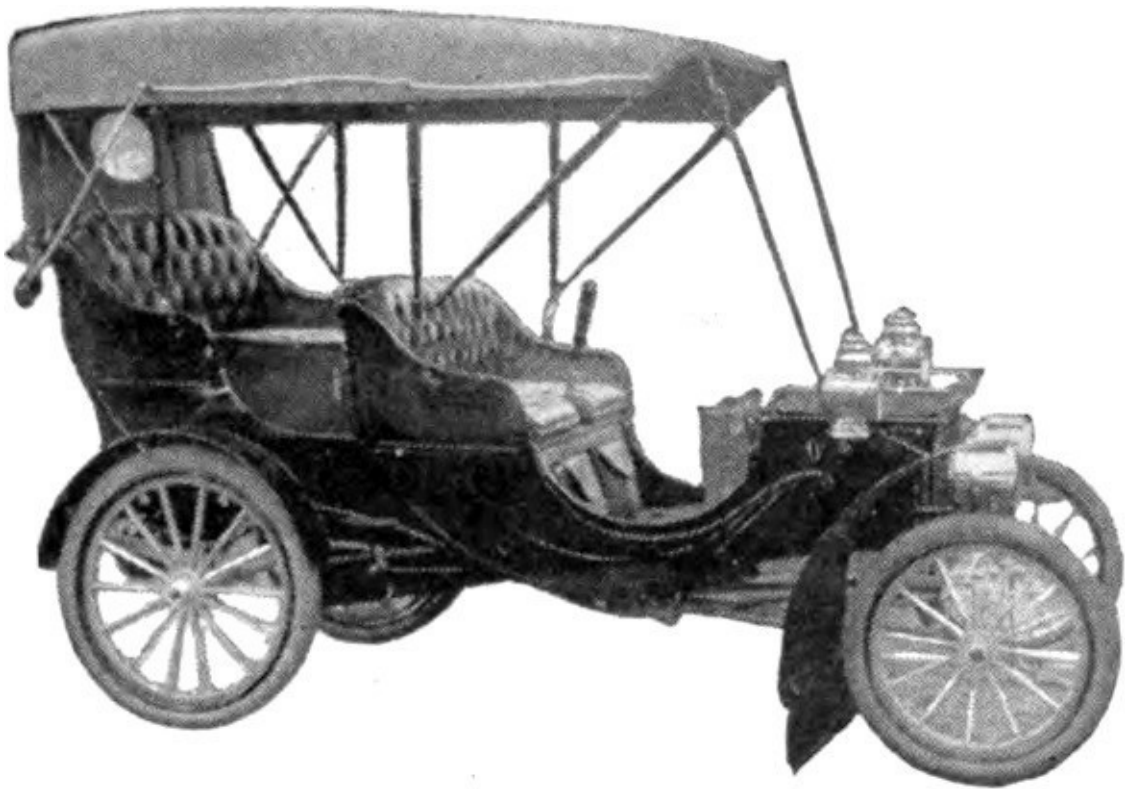
CHANGE GEAR: Planetary

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 × 3 inches
TIRES, REAR: 36 × 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

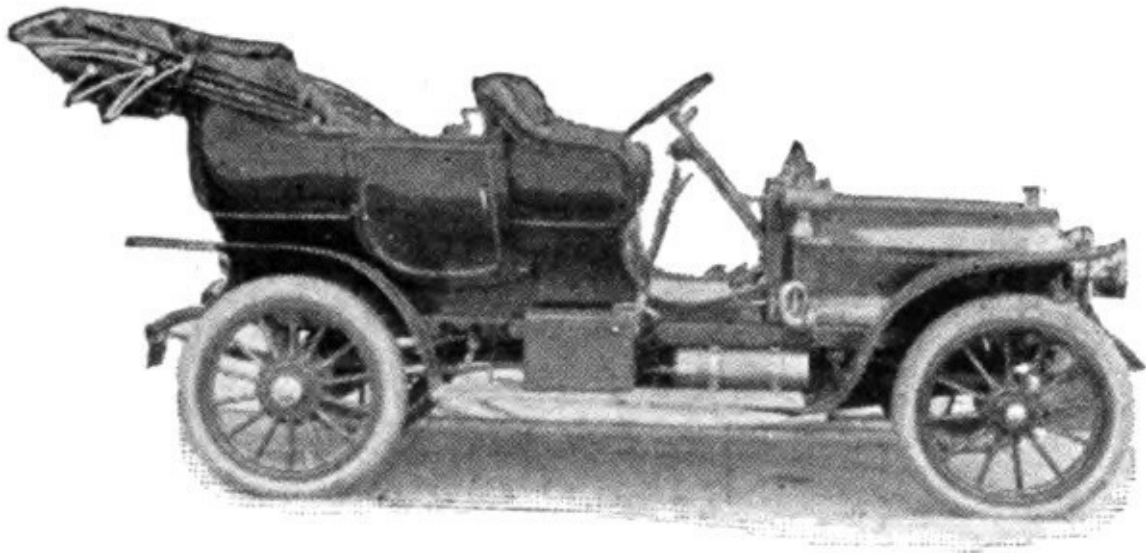
CHANGE-GEAR CONTROL: Vertical motion of control handle

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: 56½ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and nut

BRAKES: Expanding; transmission and wheel hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ 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

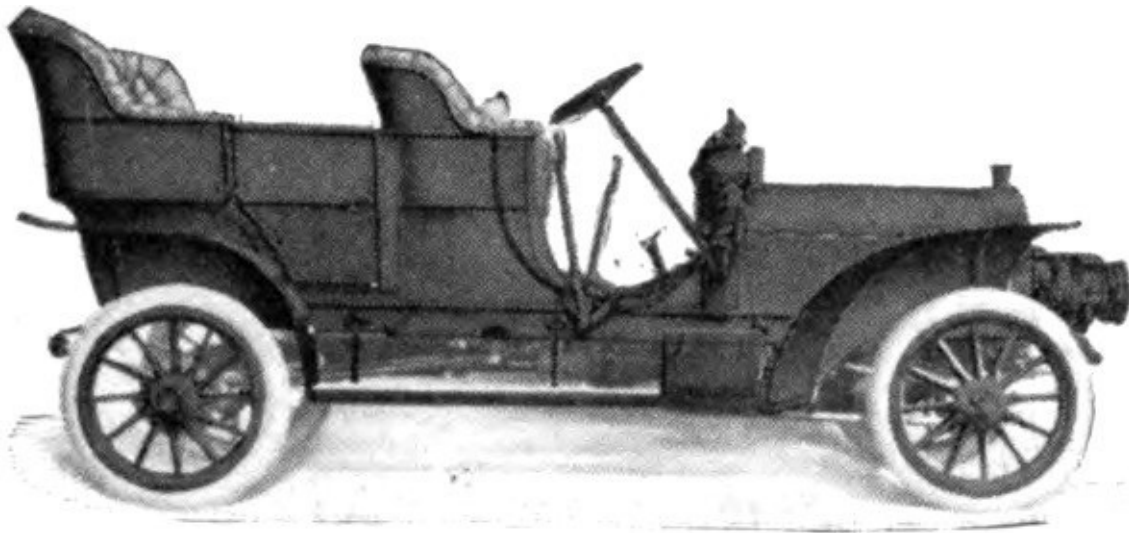
CHANGE GEAR: Sliding type; roller bearings

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: Internal and external on rear hub

SPRINGS: Semi-elliptic front; full elliptic rear

FRAME: Pressed channel steel

BORE: 4½; **STROKE:** 5¼

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

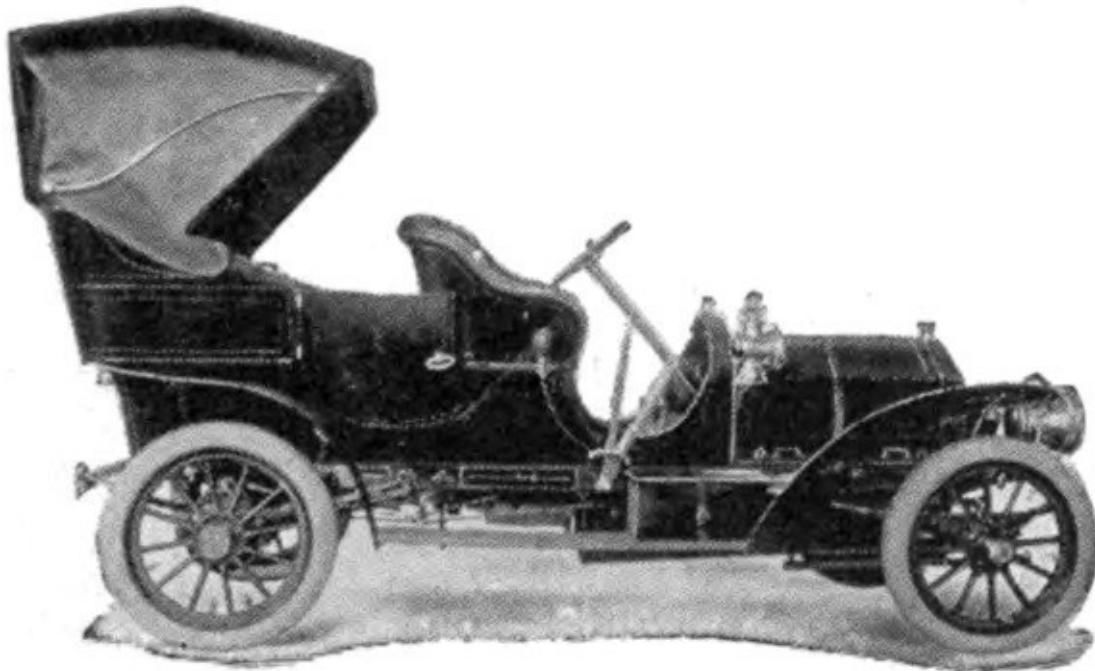
CHANGE GEAR: Sliding type, ball bearing

SPEEDS: Three forward and reverse

CHANGE-GEAR CONTROL: Side lever selective system

DRIVE: Shaft

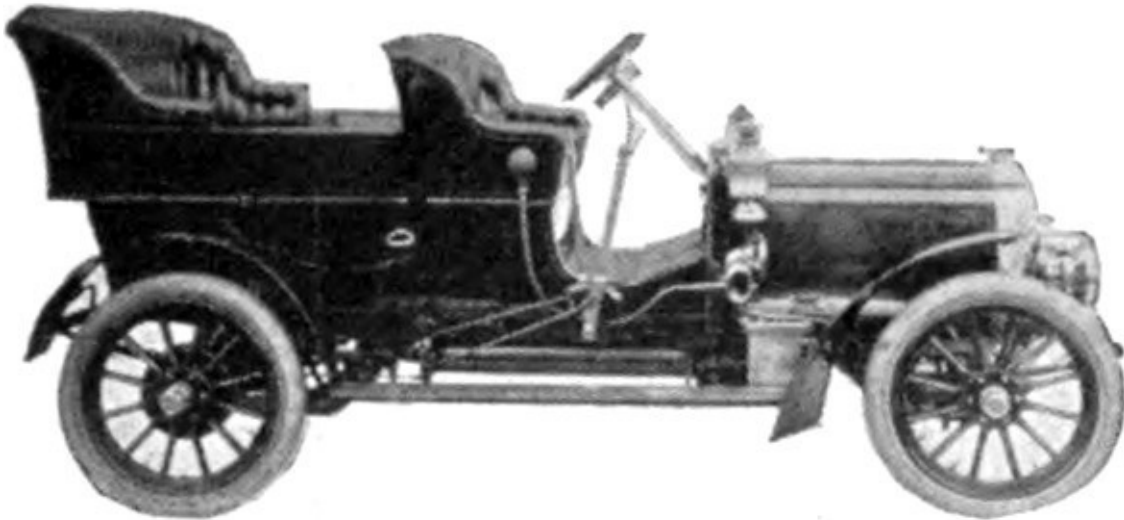
**Pungs-Finch, Model H, 35–40 H.P. Pungs-Finch Auto and Gas Engine
Co., Detroit, Mich.**



PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL-BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and nut
BRAKES: On propeller shaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¾ 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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Rack and pinion

BRAKES: Three

SPRINGS: Semi-elliptic in front; platform in rear

FRAME: Pressed steel

BORE: 4¼ 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 batteries

CARBURETER: Float-feed

LUBRICATION: Mechanical gear-driven oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Slip joint

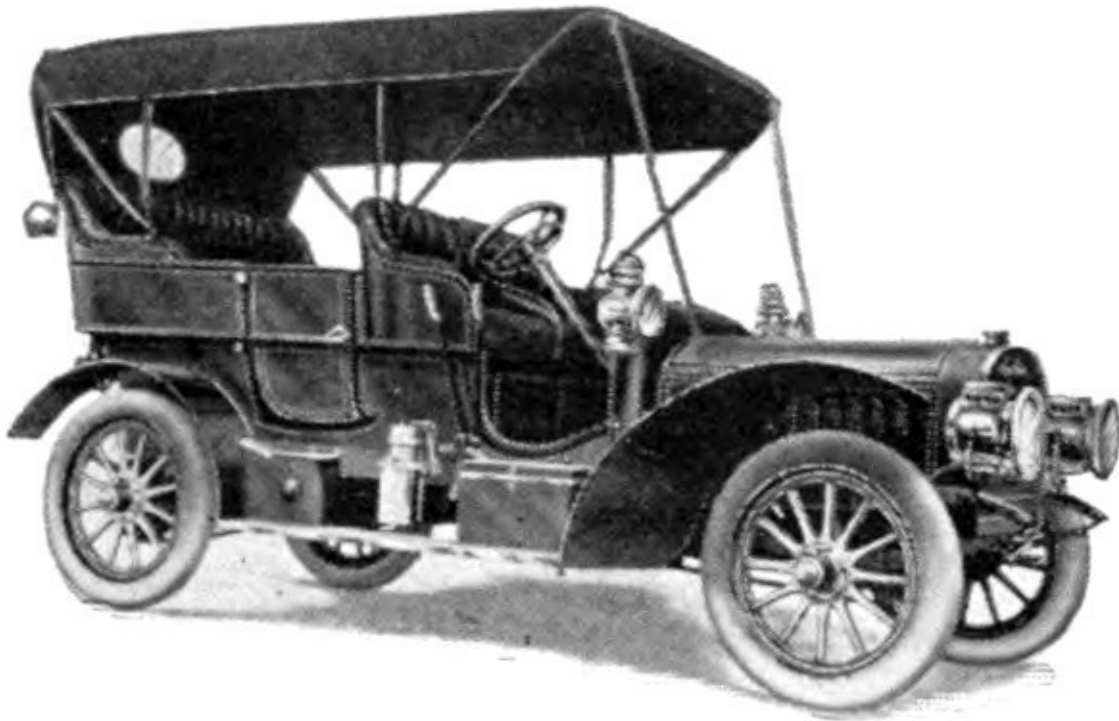
CHANGE GEAR: Sliding type

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: 56½ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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:** 5½ in.

CYLINDERS: 4, vertical

VALVE ARRANGEMENT: In top of cylinder heads

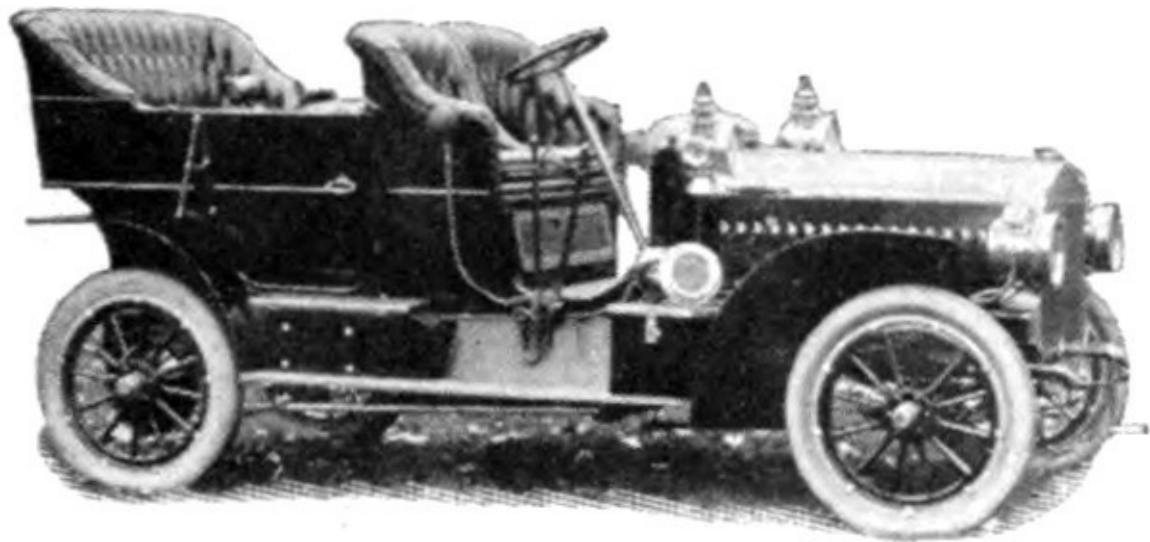
MOTOR SUSPENSION: 3-point, from side and cross members

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'f'g. 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: 32 × 4 inches

TIRES, REAR: 32 × 4 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: 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

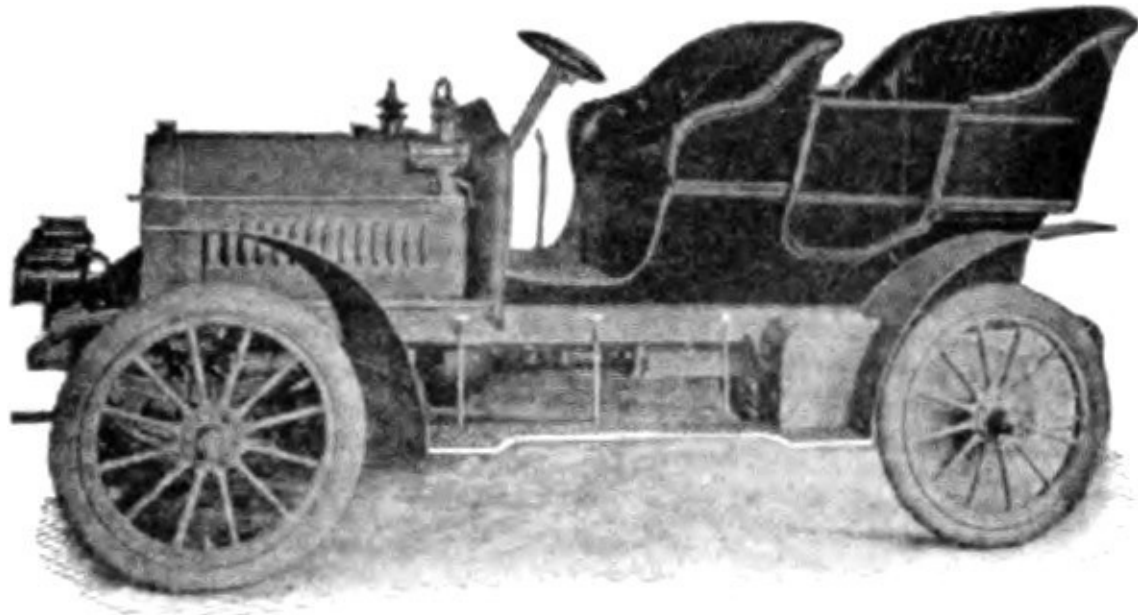
CHANGE GEAR: Friction

CHANGE GEAR CONTROL: C. 1. 1

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: 32 × 4 in.

TIRES, REAR: 32 × 4 in.

STEERING: Worm and sector

BRAKES: Rear wheels

SPRINGS: Rear, 50 in. long; front, 42 in. long

FRAME: Pressed steel

BORE: 4½ 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

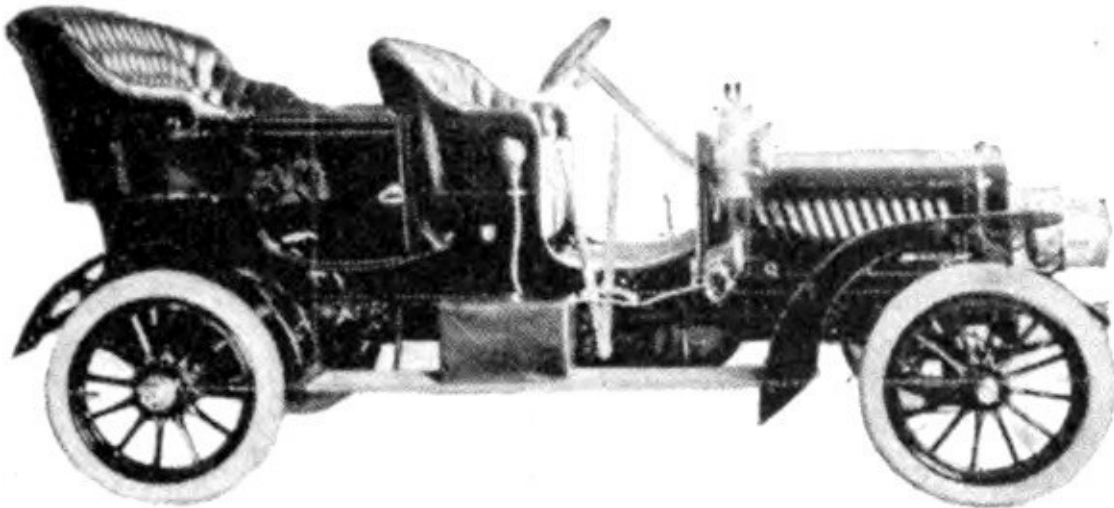
SPEEDS: 3 forward and reverse

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Rack and pinion

BRAKES: On rear hubs, on transmission

SPRINGS: Semi-elliptic

FRAME: Pressed steel channel section

BORE: 4¼ 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

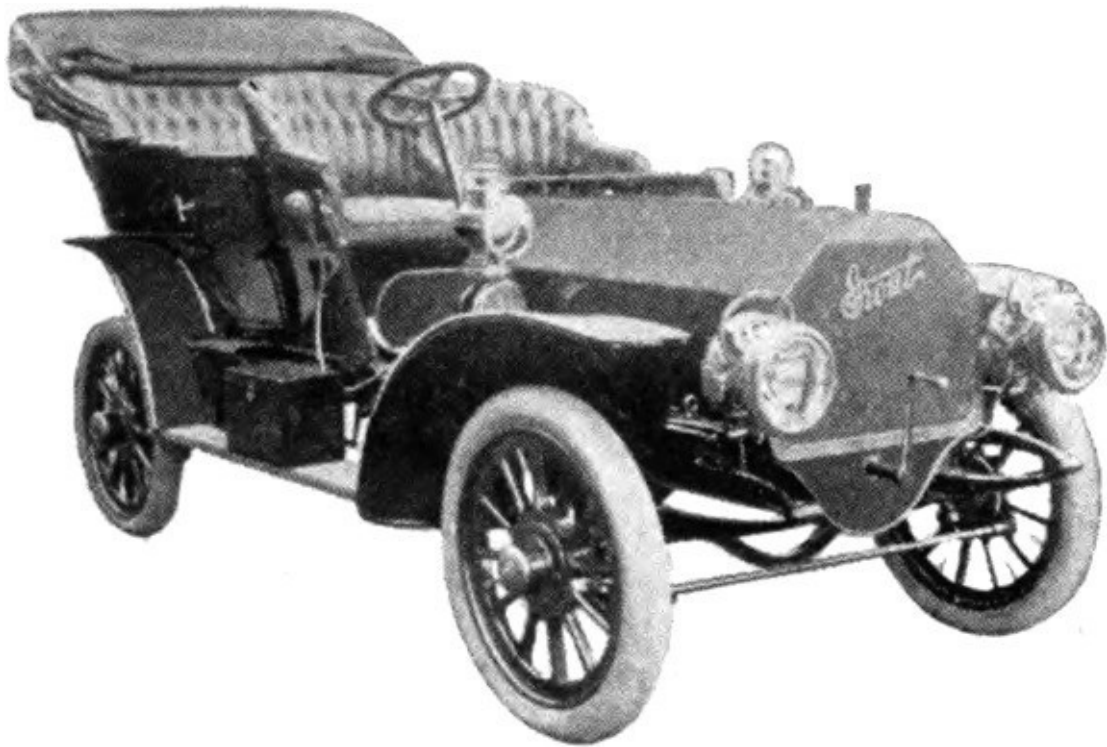
CHANGE GEAR: Sliding type

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: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and sector
BRAKES: Internal on rear hubs; external on rear hubs
SPRINGS: Semi-elliptical
FRAME: Armored
BORE: 4½ 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

CONNECTOR: Dry sum

CARBURETER: Automatic (float) mixture regulation

LUBRICATION: Mechanical forced feed and splash

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone

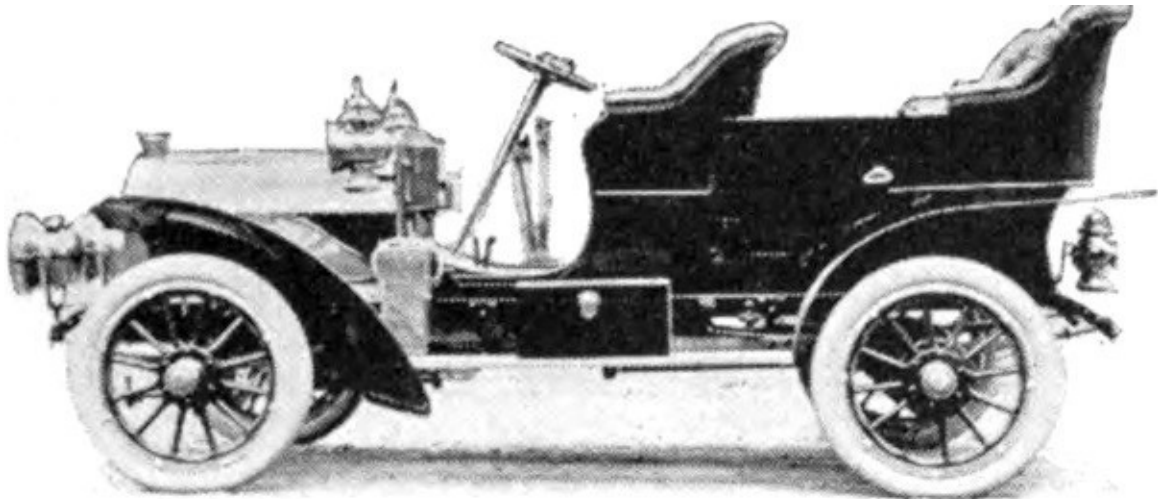
CHANGE GEAR: Sliding type

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Bevel gear

BRAKES: One on transmission and one on rear hub

SPRINGS: Semi-elliptical all around

FRAME: Pressed steel channel

BORE: 3⅞ in.; **STROKE:** 4½ 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

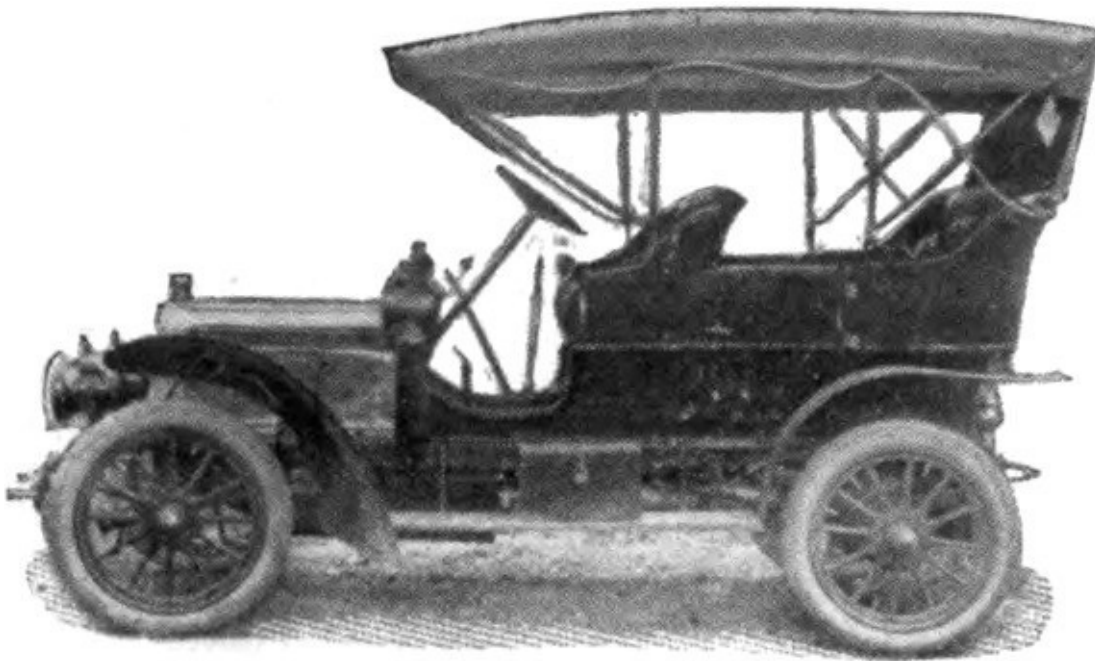
CHANGE GEAR: Sliding type

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: Internal and external on rear wheels

SPRINGS: Semi-elliptic, front; full elliptic, rear

BORE: 4¼ inches

STROKE: 5 inches

FRAME: Pressed steel reinforced with wood

CYLINDERS: 4 vertical under hood

VALVE ARRANGEMENT: Opposite side sides

MOTOR SUSPENSION: Side members of frame

COOLING: Water, cellular radiator

IGNITION: Jump spark

CURRENT SUPPLY: Storage battery

CARBURETOR: With automatic mixture regulation

CARBURETOR: with automatic mixture regulation

LUBRICATION: Mechanical force feed oiler, gear-driven

MOTOR-CONTROL: Spark and throttle

CLUTCH: Internal steel band on brass drum

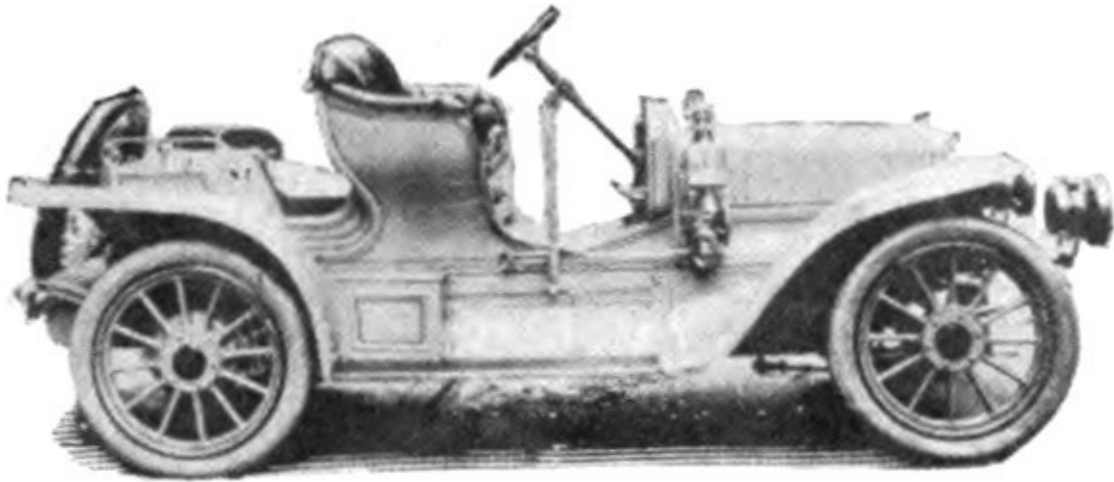
CHANGE GEAR: Sliding type, roller bearing

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Screw and nut

BRAKES: Four on rear hubs

SPRINGS: Winton Twin

FRAME: Pressed channel steel

BORE: 4½ 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

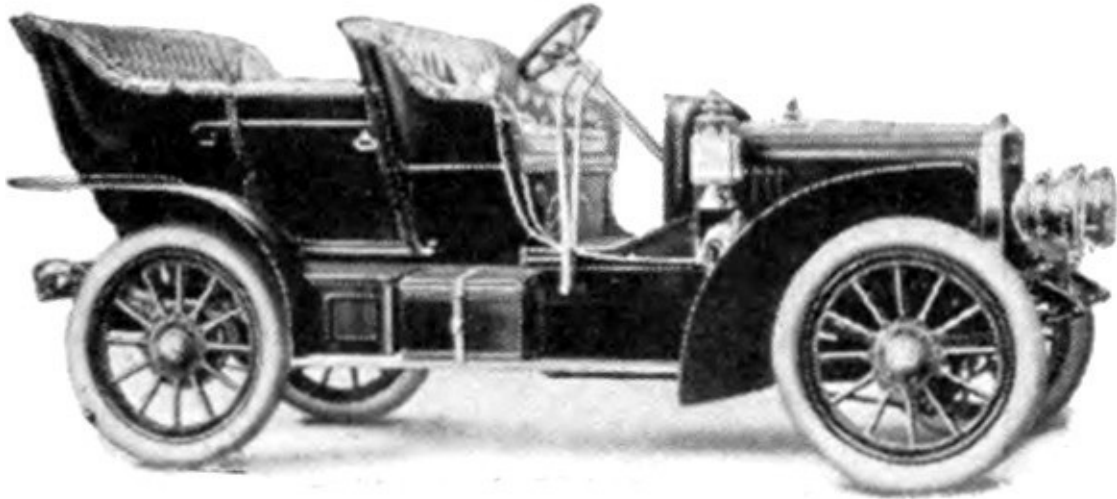
SPEEDS: 2 forward and reverse

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Screw and nut

BRAKES: 4; on rear hubs

SPRINGS: Winton Twin

FRAME: Pressed channel steel

BORE: 4½ 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

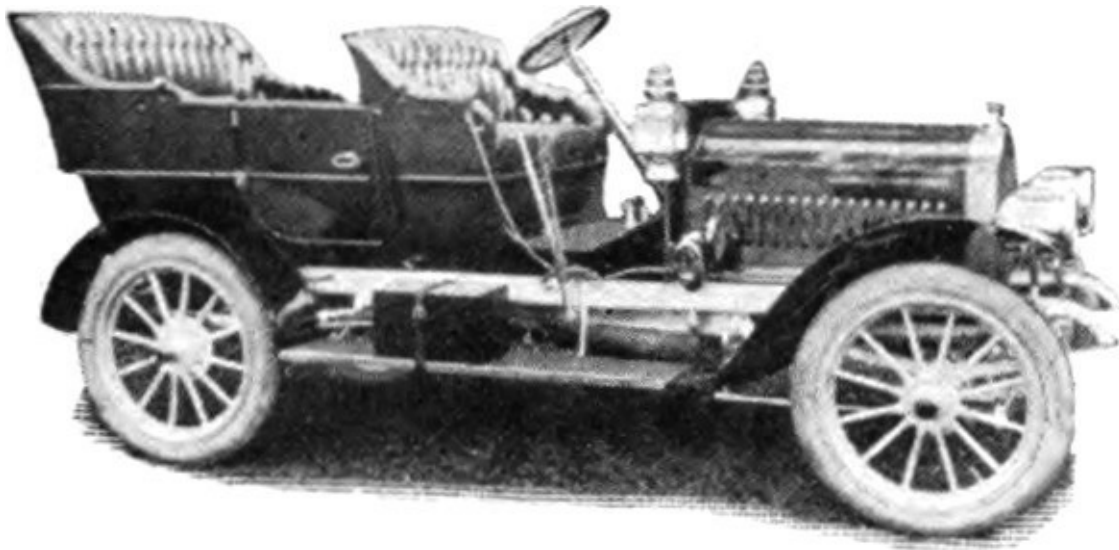
CHANGE GEAR: Individual clutch

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side levers

DRIVE: Shaft

Elmore, Model 18, 35 H.P. Elmore Mfg. Company, Clyde, Ohio



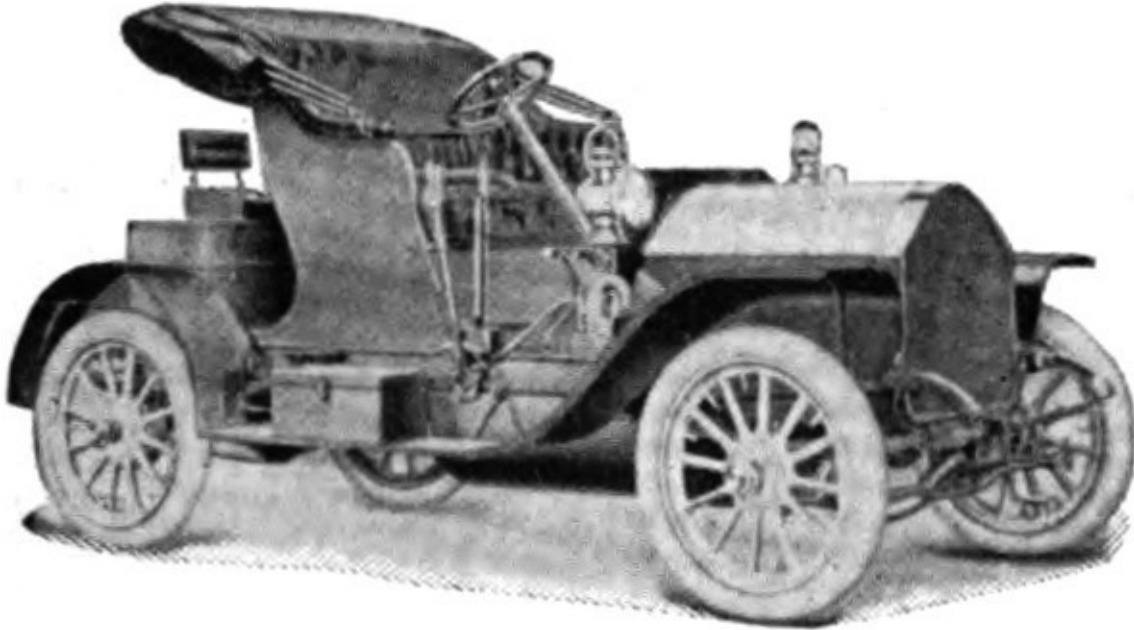
PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,400 pounds
WHEEL-BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4 inches
STEERING: Worm and sector
BRAKES: On transmission
SPRINGS: Semi-elliptic front; platform rear
FRAME: Pressed channel steel
BORE: 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

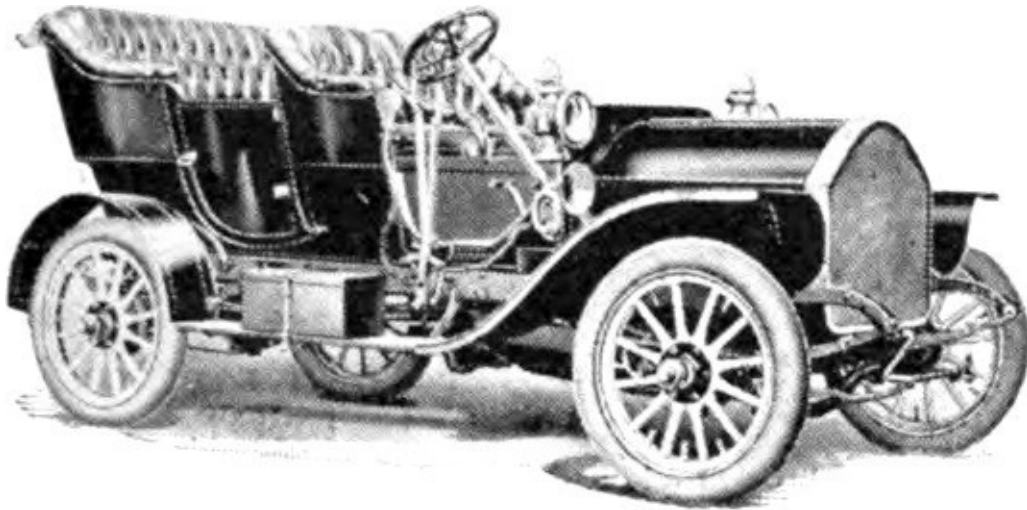
**Knox, Model H, Stanhope, 25–30 H.P. Knox Automobile Co.,
Springfield, Mass.**



PRICE: \$2,500
BODY: With Stanhope top
SEATS: 3 persons
WEIGHT: 2,250 pounds
WHEEL-BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 $\frac{3}{8}$ in.; STROKE: 4 $\frac{3}{4}$ 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.



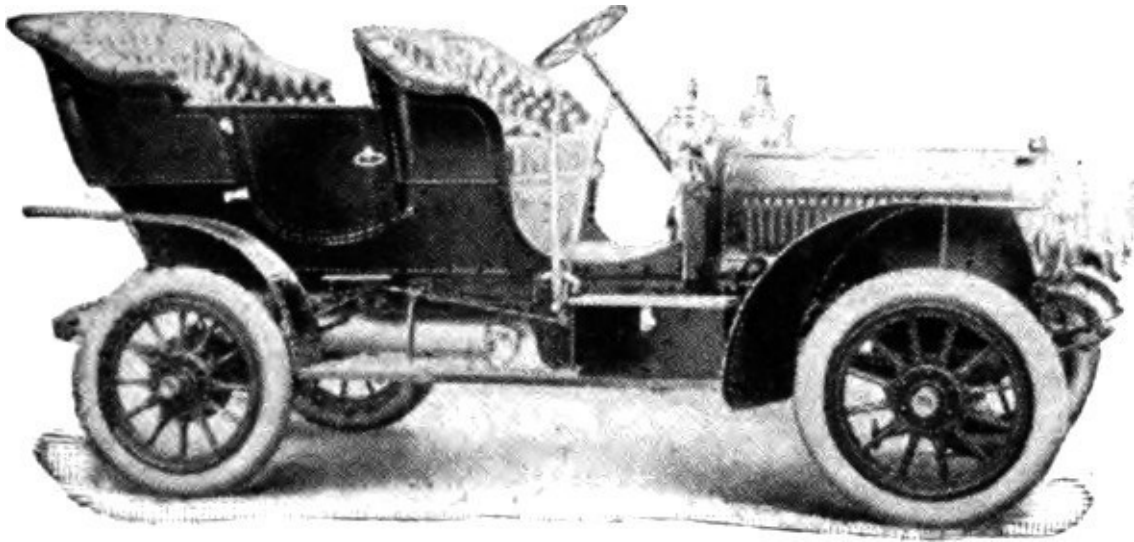
PRICE: \$2,500
BODY: Side entrance
SEATS: 5 persons
WEIGHT: 2,250 pounds
WHEEL-BASE: 102 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and nut
BRAKES: Internal and external on rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4 $\frac{3}{8}$ in.; STROKE: 4 $\frac{3}{4}$ 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: 56½ inches

TIRES, FRONT: 32 × 4 inches

TIRES, REAR: 32 × 4 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: 4¾ 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: Foot-operated

CLUTCH: Leather-faced disc

CHANGE GEAR: Planetary type

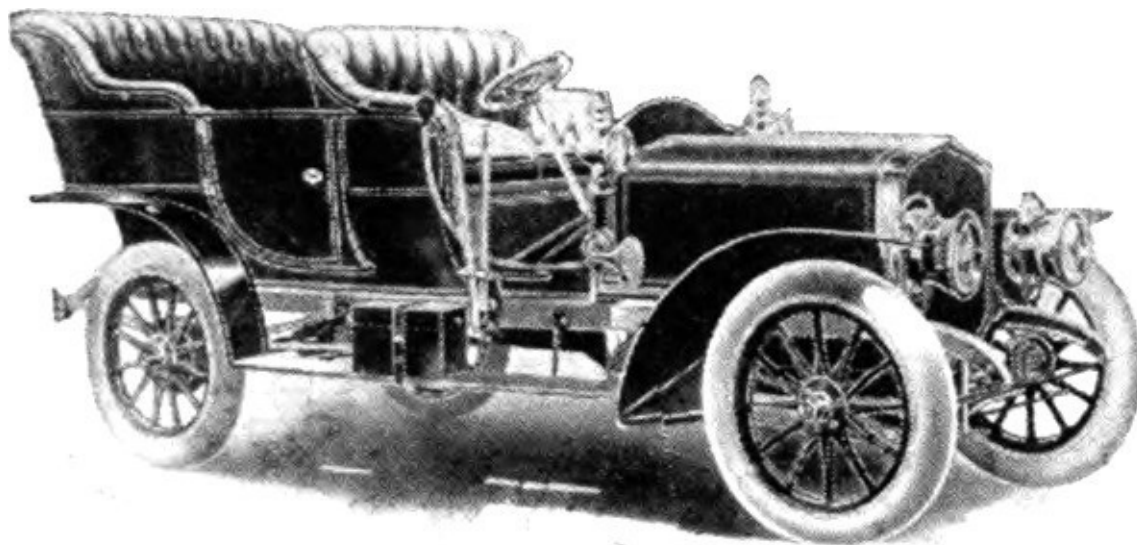
SPEEDS: 3 forward and reverse

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: 34 × 3½ inches

TIRES, REAR: 34 × 3½ 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

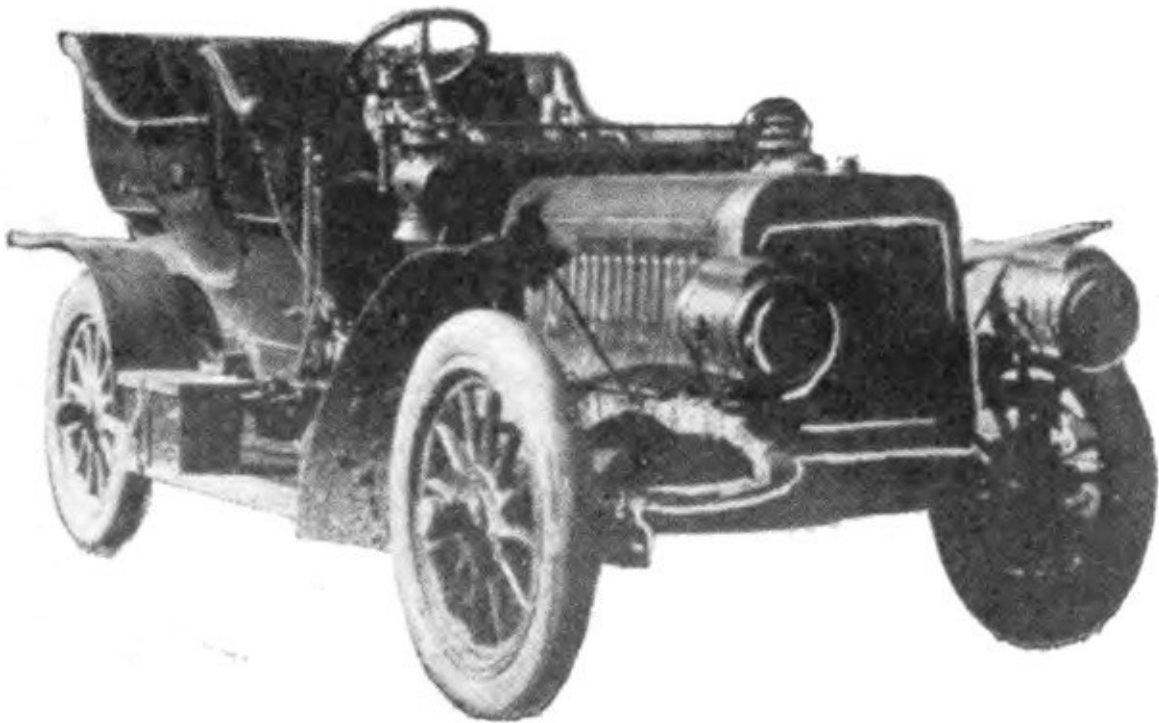
CHANGE GEAR: Sliding type; annular ball bearings

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft

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: 34 × 3½ inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and nut

BRAKES: Inside and outside; rear hubs

SPRINGS: Semi-elliptical front and rear

FRAME: Pressed channel steel

BORE: 4½ 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

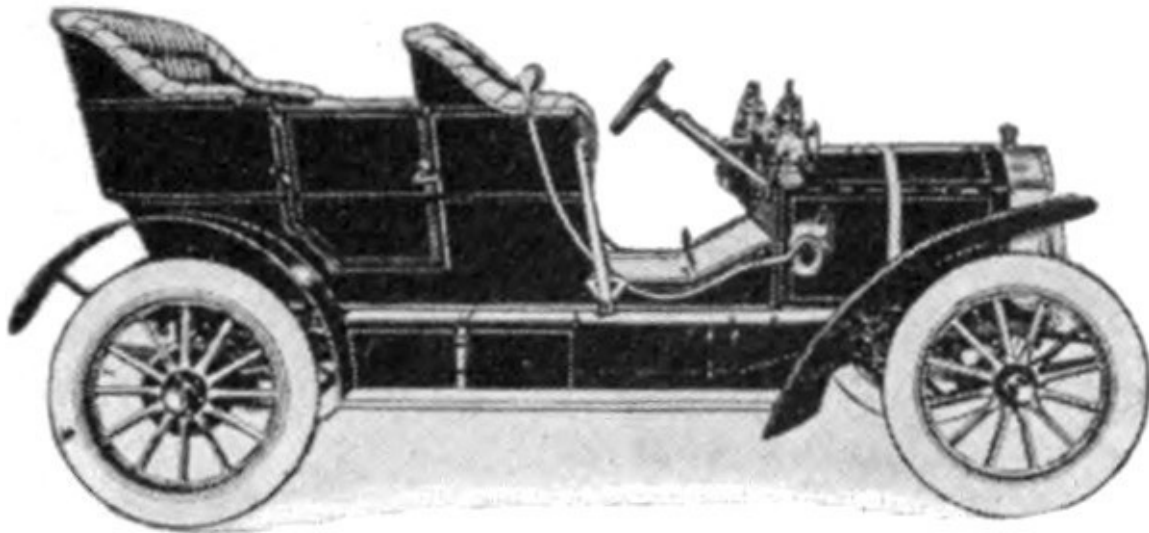
CHANGE GEAR: Sliding type, annular ball bearings

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and internal sector

BRAKES: Cone brake on each hub and band 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

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

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

PRICE: \$2,500

BODY: Aluminum body, rumble seat

SEATS: 3 persons

WEIGHT: 1,700 pounds

WHEEL-BASE: 106 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR: 36 × 4 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

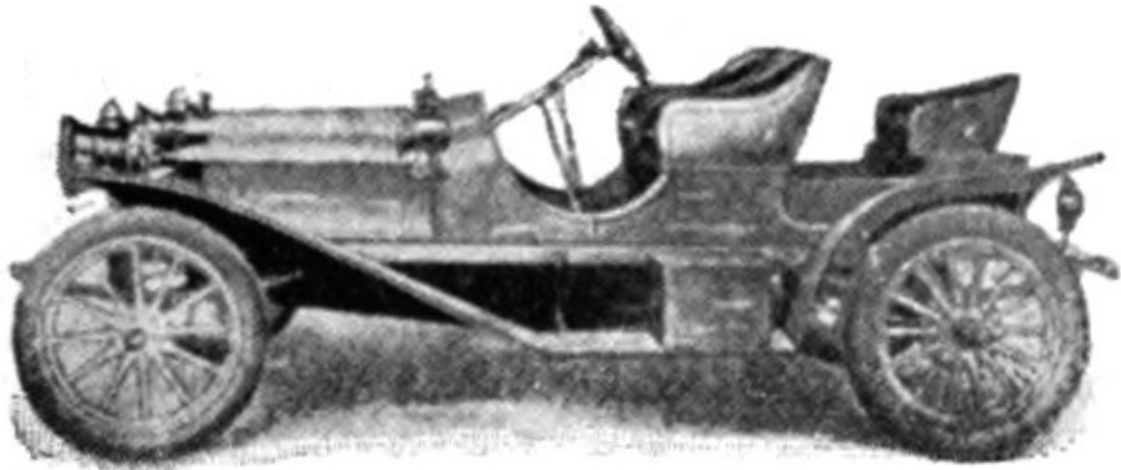
**Hay-Berg Model 2, Light Touring Car, 20–24 H.P. Hay-Berg Motor
Car Co., Milwaukee, Wis.**

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

PRICE: \$2,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4 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.
Co., Dayton, O.**

Dayton Motor Car



PRICE: \$2,500

BODY: Runabout with rumble seat

SEATS: 3 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 105 inches

TREAD: 56½ inches

TIRES, FRONT: 34 × 3½ inches

TIRES, REAR: 34 × 3½ inches

STEERING: Worm and nut

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ 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

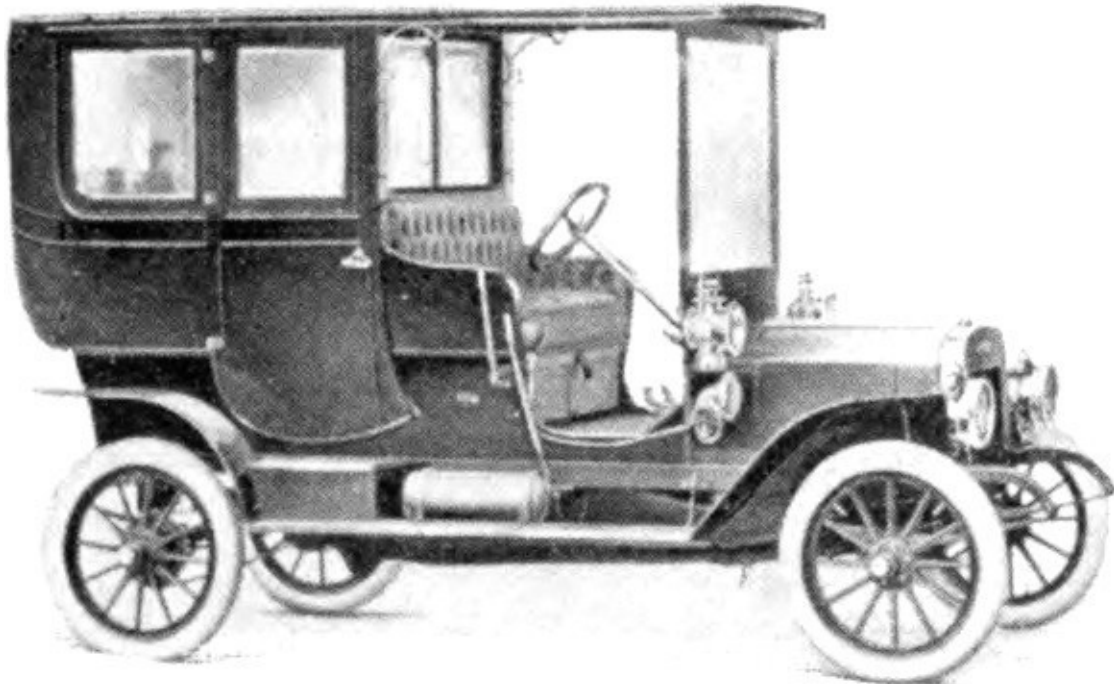
SPEEDS: 3 forward and reverse

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Worm and segment

BRAKES: Three, double action

SPRINGS: Front, half elliptic; rear, full elliptic

FRAME: Pressed steel

BORE: 4¾ 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.

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

PRICE: \$2,500

BODY: Side entrance tonneau

SEATS: 7 persons

WEIGHT: 2,500 pounds

WHEEL-BASE: 120 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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

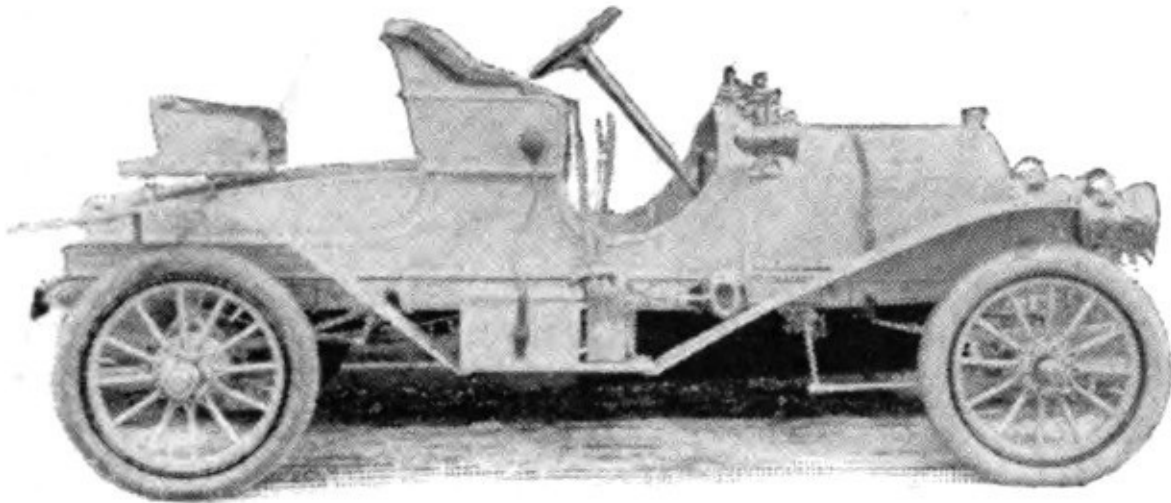
CHANGE GEAR: Sliding type ball bearing

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever; selective type

DRIVE: Bevel gear

**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: 32 × 4 in.

TIRES, REAR: 32 × 4 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

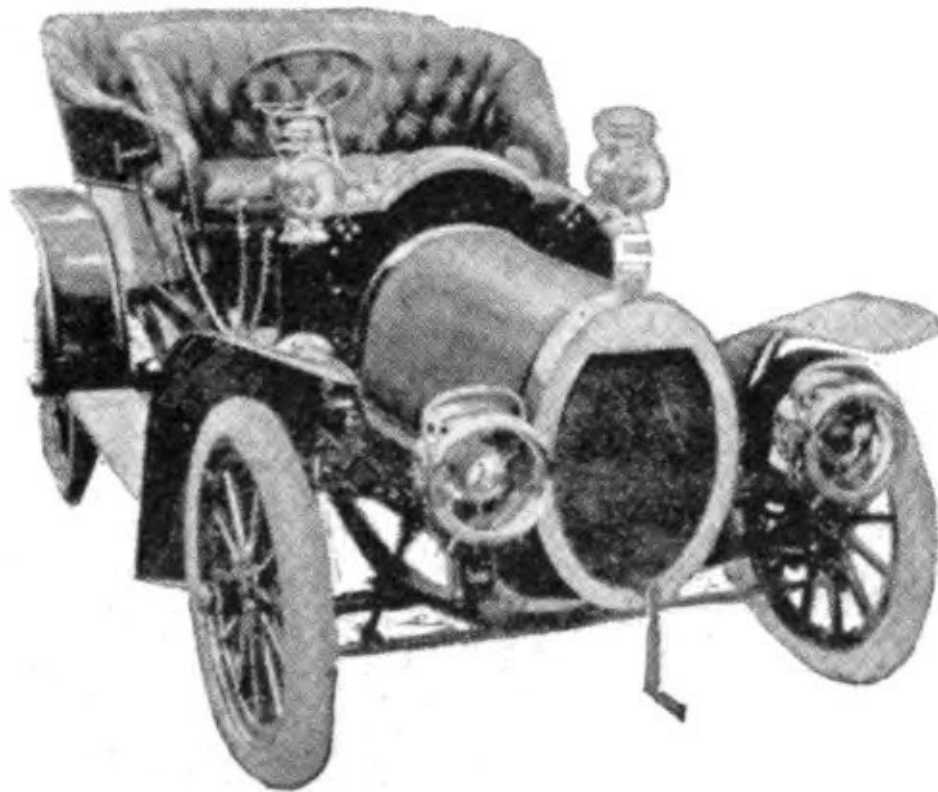
CHANGE GEAR: Sliding type

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

COOLING: water, central 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

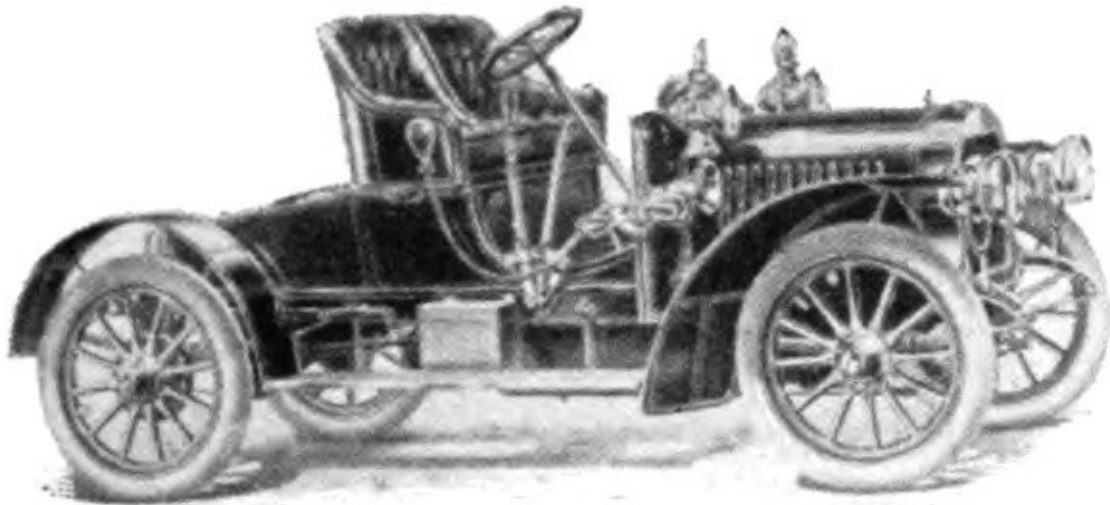
SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Bevel gear

**Tourist Runabout, Model N-7, 35–40 H.P.
Angeles, Cal.**

Auto Vehicle Co., Los



PRICE: \$2,500

BODY: Runabout

SEATS: 2 persons

WEIGHT: 2,500 pounds

WHEEL-BASE: 108 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 in.

TIRES, REAR: 34 × 4 in.

STEERING: Worm and segment

BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4½ 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

"Continental," Model B, 35–40 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: \$2,500

BODY: Straight line, side entrance

SEATS: 5 or 7 persons

WEIGHT: 2,400 pounds

WHEEL-BASE: 110 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4½ inches

STEERING: Worm and gear

BRAKES: Double on rear wheels

SPRINGS: Rear, 52 × 7¾ in.; front, 44 × 1¾ in.

FRAME: Nickel U. S. army steel

BORE: 4½ inches

STROKE: 5 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

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

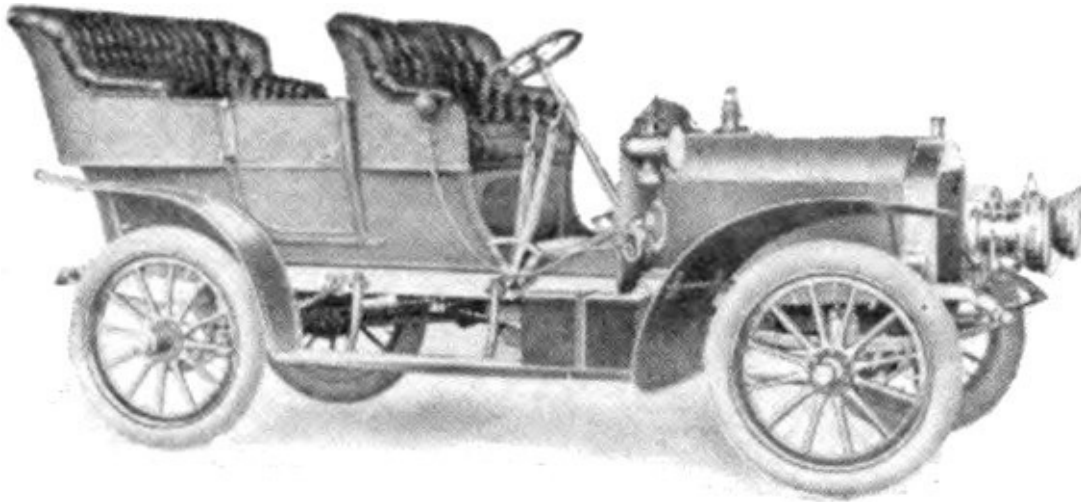
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Worm and sector

BRAKES: Internal and external rear hubs

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 radiator

IGNITION: Jump spark

CURRENT SUPPLY: Storage battery

CARBURETER: Automatic

LUBRICATION: Mechanical; force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Within flywheel, cone

CHANGE GEAR: Sliding gear, ball bearings

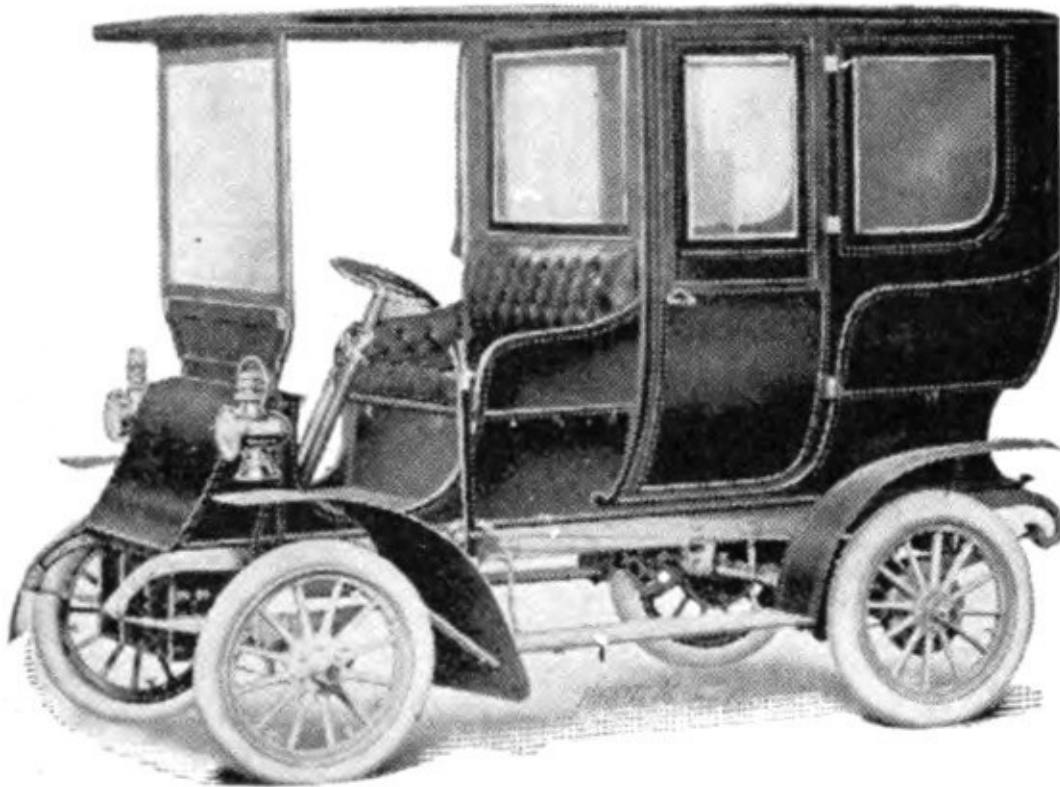
SPEEDS: 3 forward and reverse

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: 54½ inches

TIRES, FRONT: 760 × 90 mm.

TIRES, REAR: 765 × 105 mm.

STEERING: Rack and pinion

BRAKES: On rear hubs and transmission

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 battery and magneto

CARBURETOR: Automatic

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: 34 × 4 in.

TIRES, REAR: 34 × 4 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: Shift

CHANGE GEAR: Sliding type

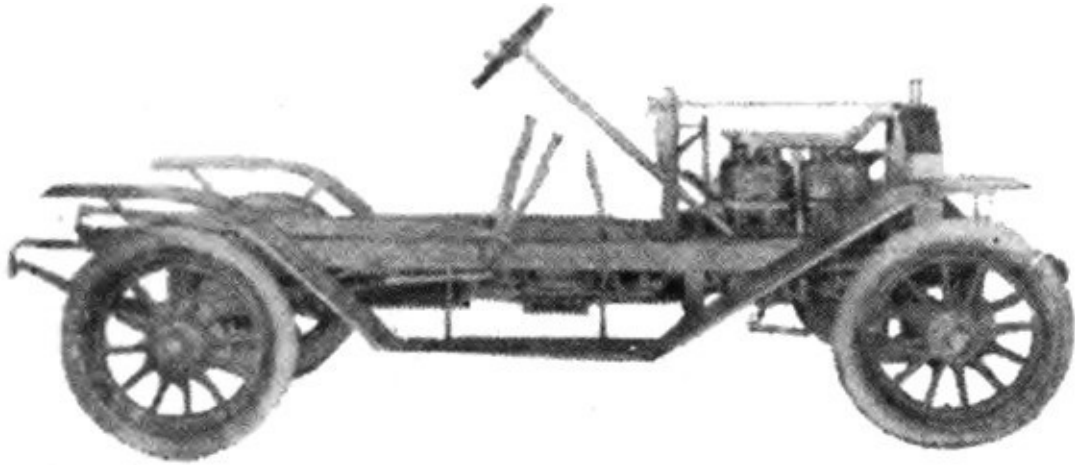
SPEEDS: 3 forward and reverse

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

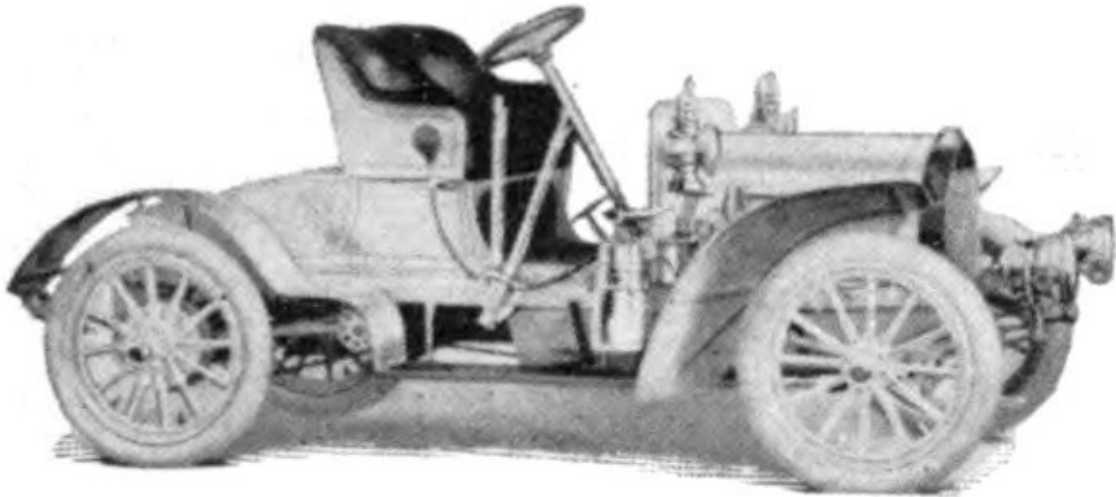
CHANGE GEARS: Always in mesh

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective 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 × 4 inches

TIRES, REAR: 32 × 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

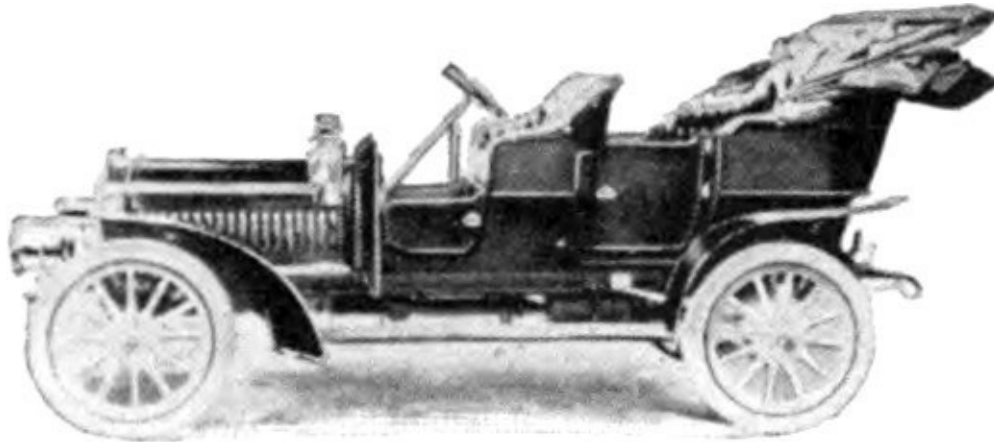
CHANGE-GEAR: Shift-lever

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.
Detroit, Mich.**

The Aerocar Company,



PRICE: \$2,750

BODY: Wood, side entrance

SEATS: 5 persons

WEIGHT: 2,500 pounds

WHEEL-BASE: 115 inches

TREAD: 56½ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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

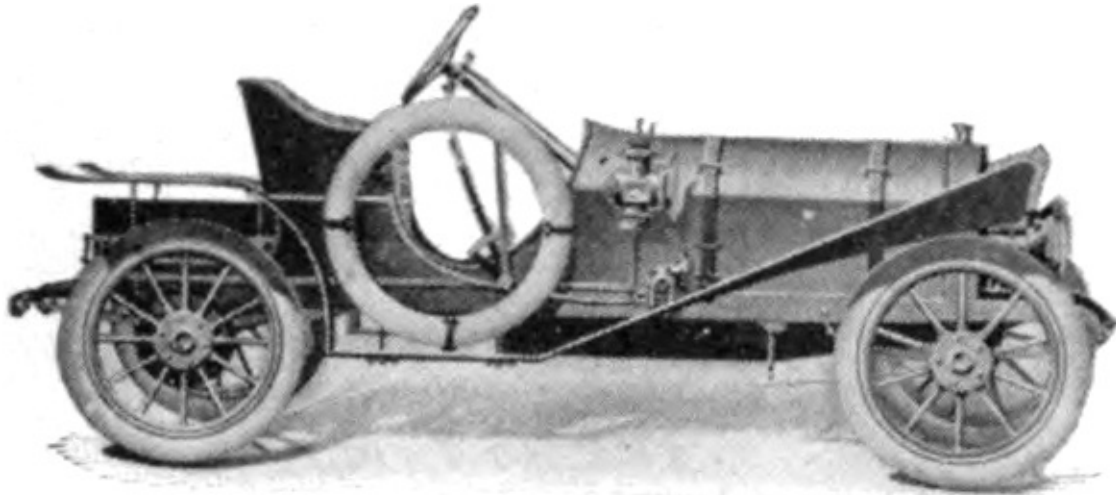
SPEEDS: 3 forward and reverse

CHANGE GEAR CONTROL: Lever

CHANGE-GEAR CONTROL. LEVEL
DRIVE: Shaft

**Oldsmobile, Model "H" Flying Roadster, 35–40 H.P.
Works, Lansing, Mich.**

Olds Motor



PRICE: \$2,750

BODY: Wood, runabout

SEATS: 2 persons

WEIGHT: 2,300 pounds

WHEEL-BASE: 106 inches

TREAD: 55 inches

TIRES, FRONT: 34 × 3½ inches

TIRES, REAR: 34 × 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

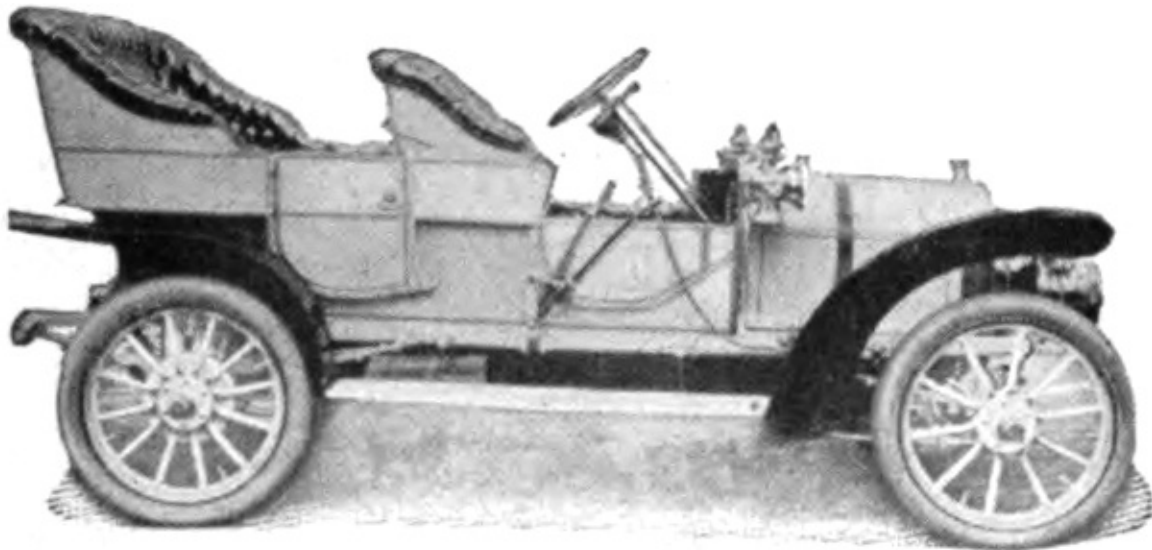
CHANGE GEAR: Sliding type

SPEEDS: 2 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel gear

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

Olds Motor



PRICE: \$2,750

BODY: Side entrance tonneau

SEATS: 5 persons

WHEEL-BASE: 106½ inches

TREAD: 55 inches

TIRES, FRONT: 34 × 3½ inches

TIRES, REAR: 34 × 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

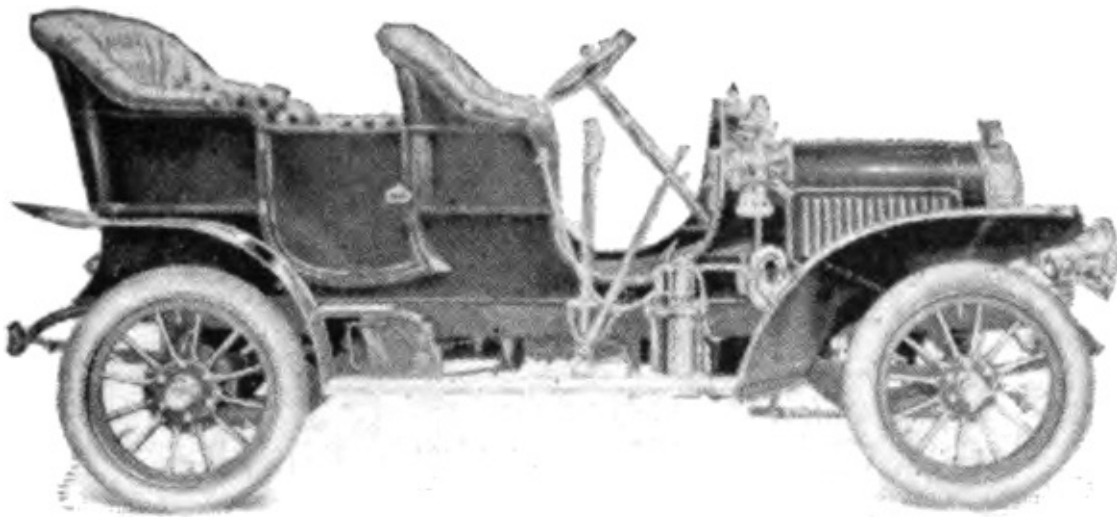
CHANGE GEAR: Sliding type

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: 32 × 4 in.

TIRES, REAR: 32 × 4 in.

STEERING: Worm and sector type

BRAKES: On transmission and rear wheel drums

SPRINGS: Semi-elliptic

FRAME: Armored wood, channel steel sub-frame

BORE: 4¼ in.; **STROKE:** 5¼ 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

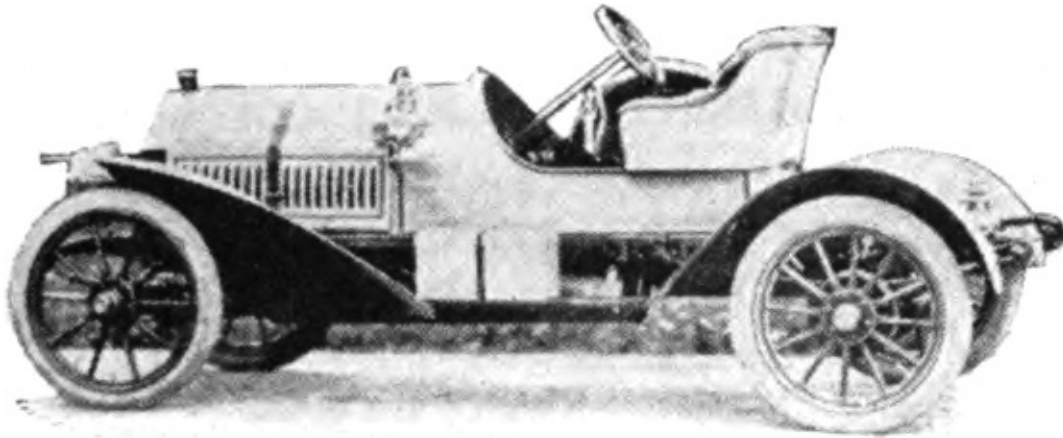
CHANGE GEAR: Sliding type

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: 34 × 3½ in.

TIRES, REAR: 34 × 4 in.

STEERING: Screw and nut type

BRAKES: 3, foot and hand lever

SPRINGS: 36 × 2 front, 52 × 2¼ rear

FRAME: Channel steel

BORE: 4¾ 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.; springs under leather

CHANGE GEAR: Sliding type

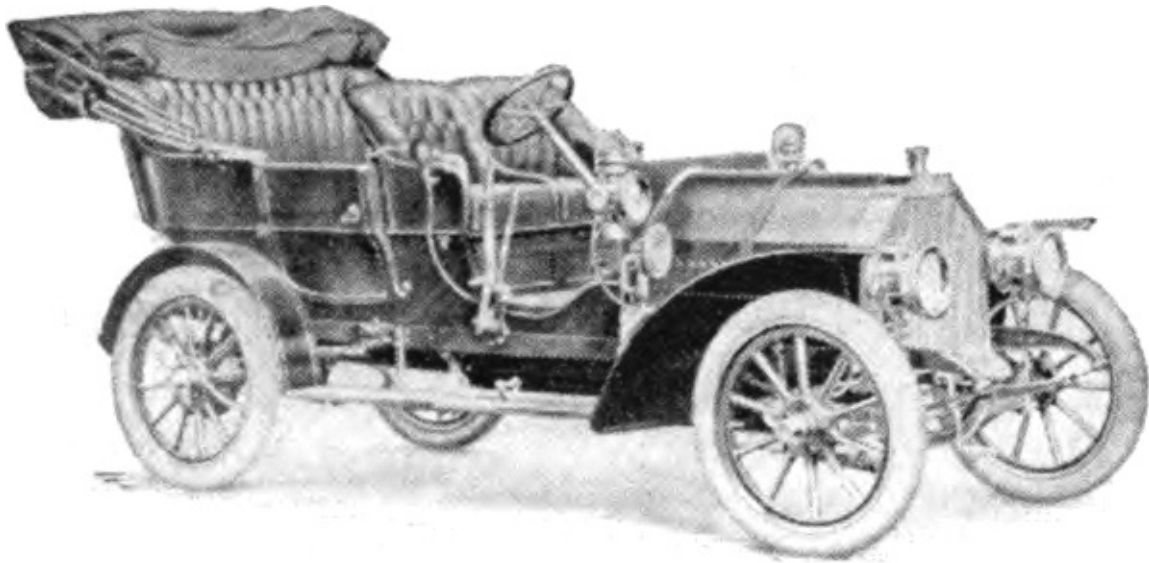
CHANGE GEAR: Sliding type

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: Hood, side entrance

SEATS: 5 persons

WEIGHT: 2,450 pounds

WHEEL-BASE: 112 inches

TREAD: 55 inches

TIRES, FRONT: 34 × 4 in.

TIRES, REAR: 34 × 4 in.

STEERING: Screw and nut type

BRAKES: 3, foot and hand lever

SPRINGS: 36 × 2 front, 52 × 2¼ rear

FRAME: Channel steel

BORE: 4¼ 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

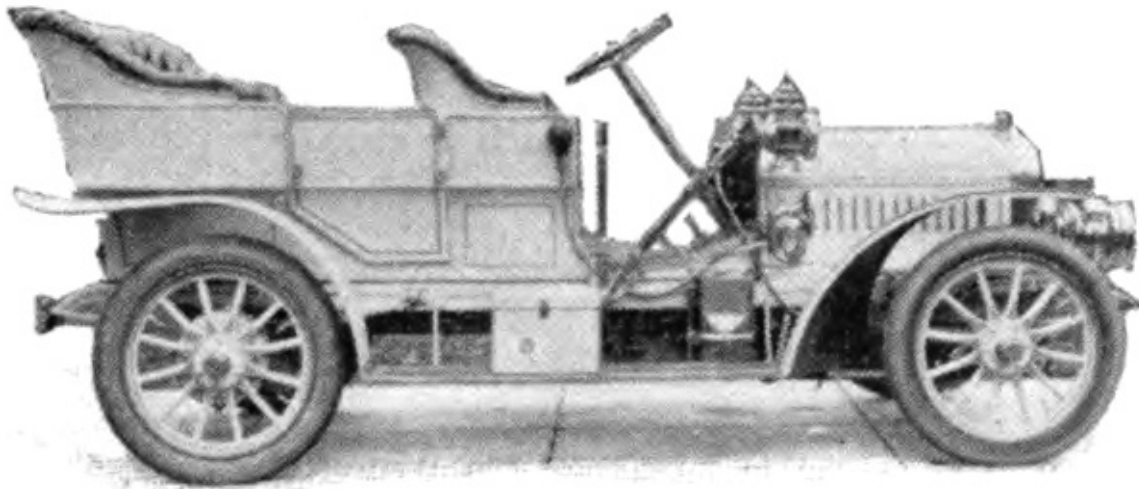
CHANGE GEAR: Sliding type

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: 2,350 pounds

WHEEL-BASE: 106 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Double nut and screw

BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic

FRAME: Cold-pressed steel

BORE: $4\frac{13}{16}$ in.; **STROKE:** $5\frac{1}{2}$ 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

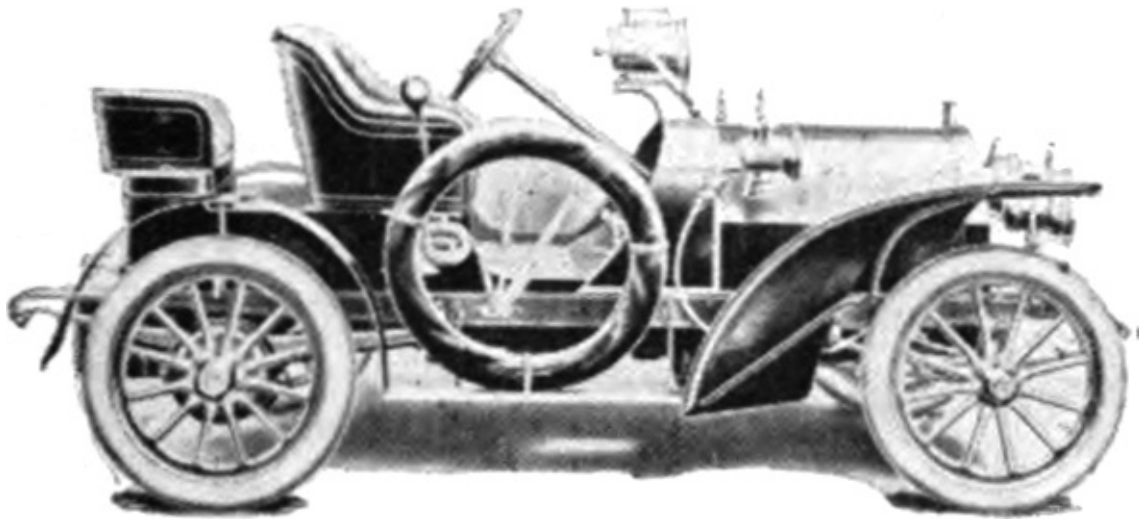
CHANGE GEAR: Sliding type

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.

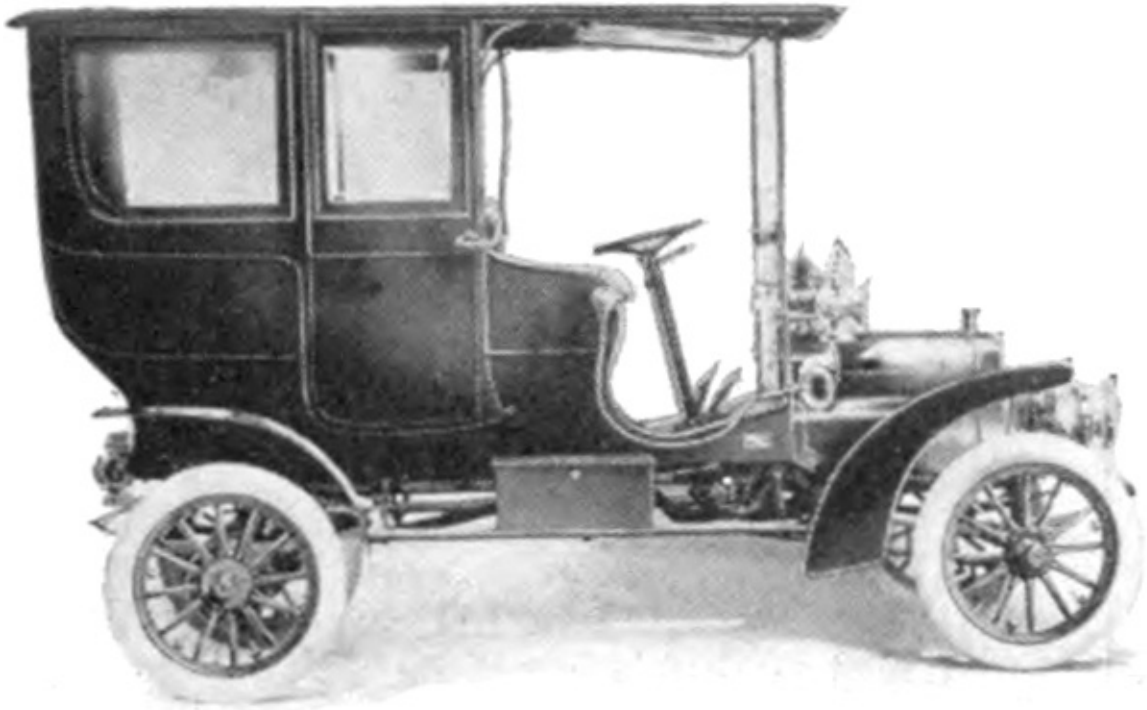


PRICE: \$2,800
BODY: Runabout
SEATS: 3 persons
WEIGHT: 2,200 pounds
WHEEL-BASE: 108 inches
TREAD: 54 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4 inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
CYLINDERS: 4 vertical, in pairs
VALVE ARRANGEMENT: 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.**

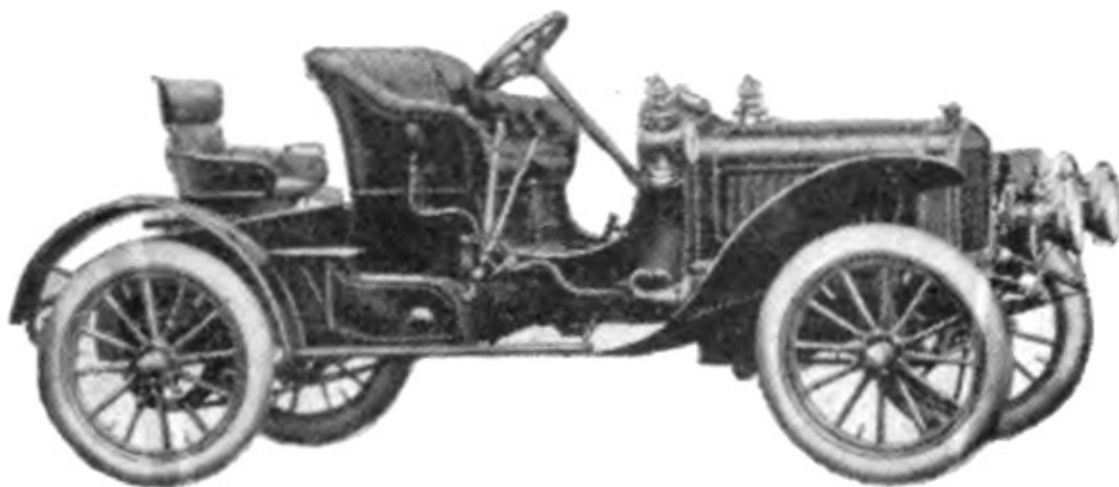


PRICE: \$2,800
BODY: Limousine; side entrance
SEATS: 7 persons
WEIGHT: 2,300 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Bevel gear
BRAKES: Hubs and transmission
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 5½ in.; STROKE: 5½ in.
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.
Toledo, Ohio**

Pope Motor Car Co.,



PRICE: \$2,800

BODY: Runabout

SEATS: 3 persons

WHEEL-BASE: 96 inches

TREAD: 54 inches

TIRES, FRONT: 32 × 3½ in.

TIRES, REAR: 32 × 3½ in.

STEERING: Worm and segment

BRAKES: On driving shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Channel steel

BORE: 3¾ 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

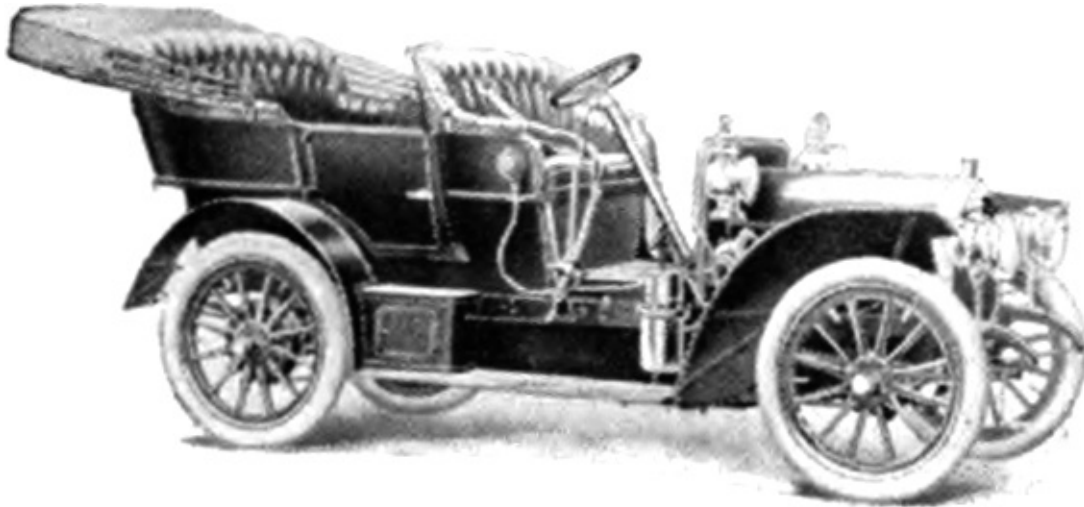
SPEEDS: 3 forward and reverse

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: 32 × 4 inches
TIRES, REAR: 32 × 4 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 pair
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

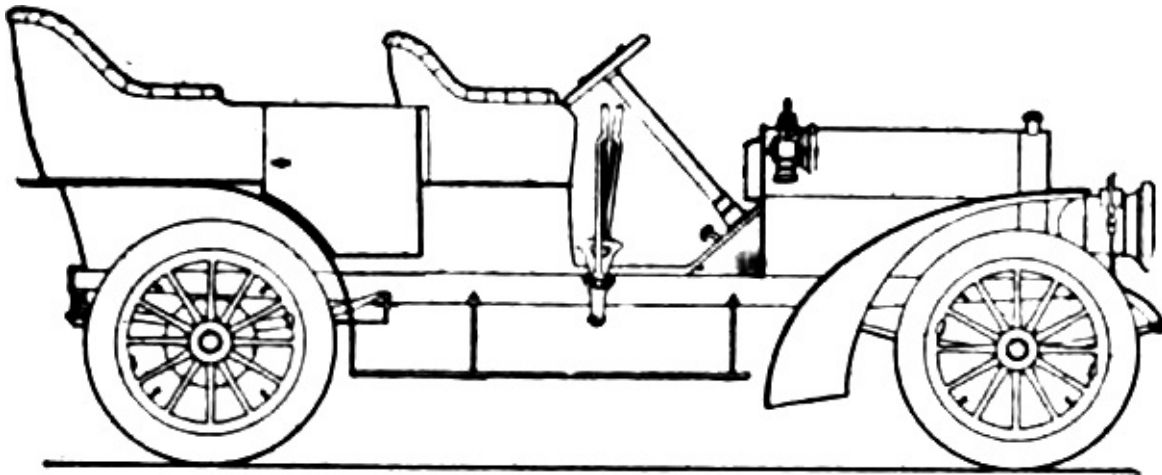
CHANGE GEAR: Sliding type

SPEEDS: 3 forward, one reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Double side chains

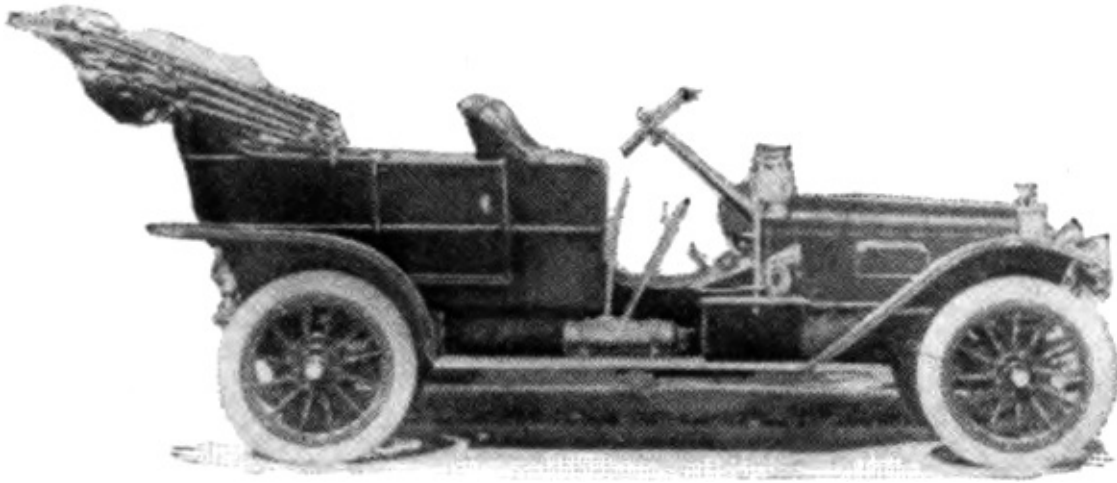
Pennsylvania, 35 H.P. Pennsylvania Auto Motor Co., Phil., Pa.



PRICE: \$2,800
BODY: Mercedes
SEATS: 5 persons
WEIGHT: 2,550 pounds
WHEEL-BASE: 111 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 in.
TIRES, REAR: 34 × 4 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 × 4 inches

TIRES, REAR: 34 × 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; honeycomb 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

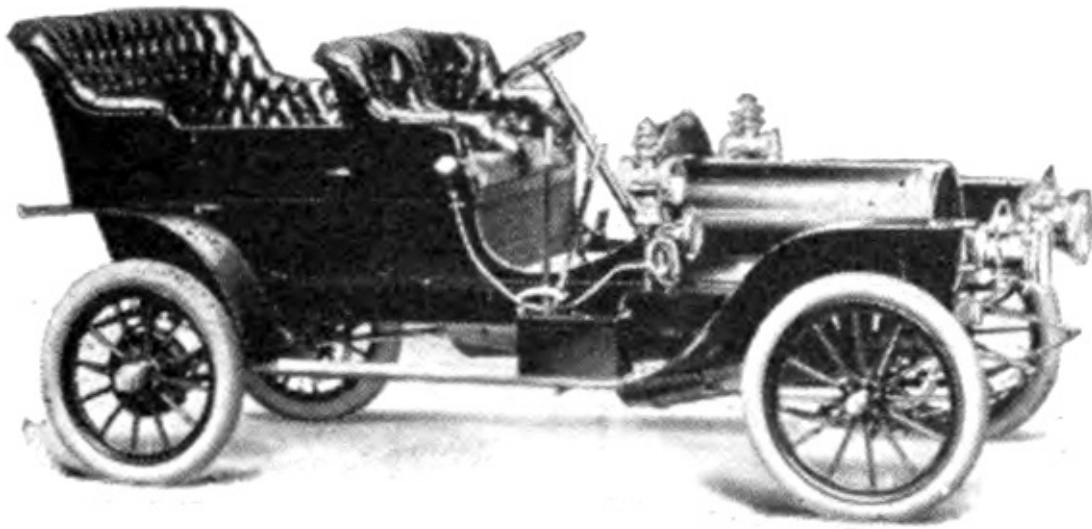
CHANGE GEAR: Planetary

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: 34 × 3 inches
TIRES, REAR: 34 × 3½ 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

GEAR: Multiple disc

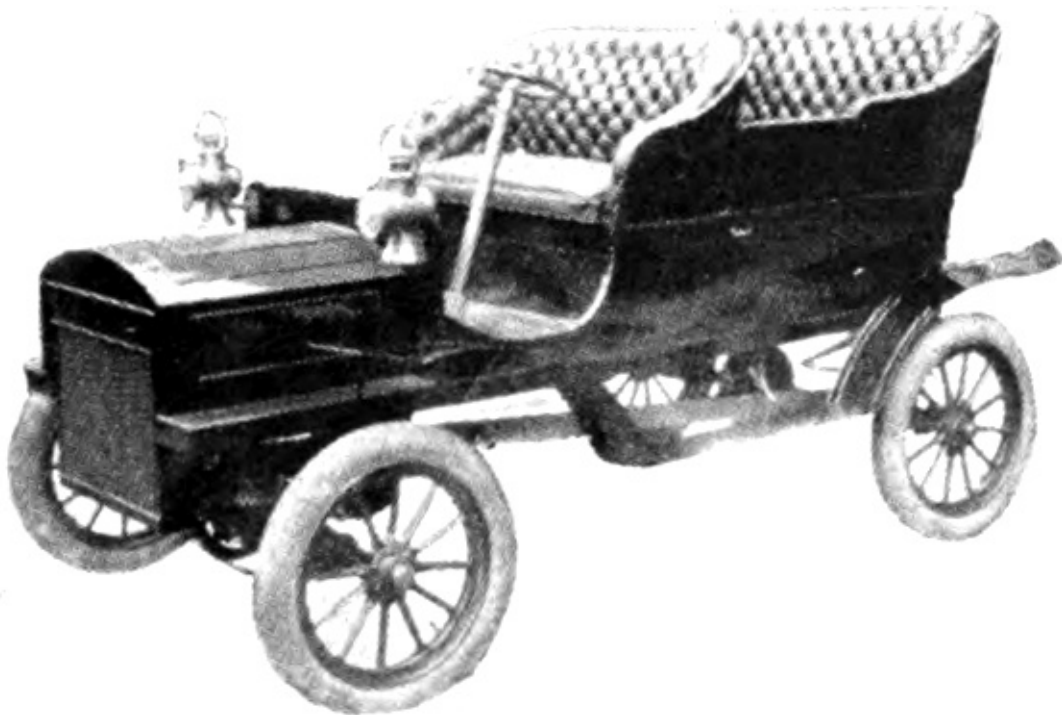
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Bevel gear

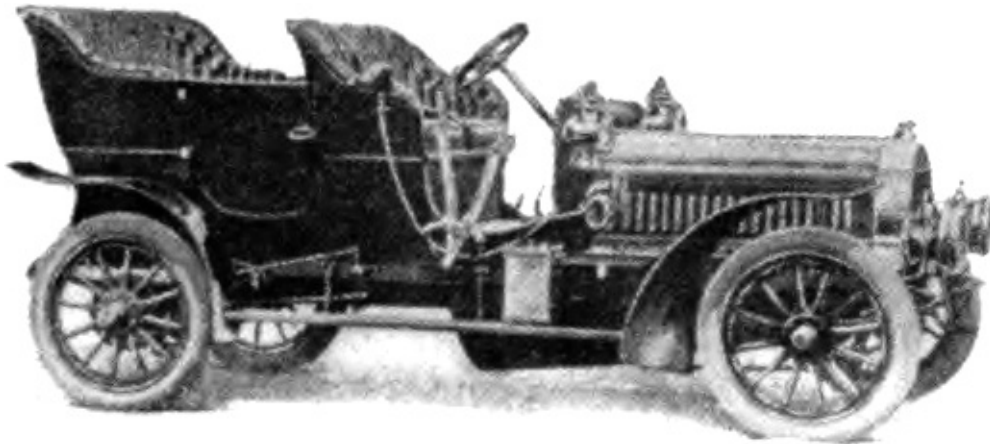
Twyford, Model A, 35 H.P. Twyford Motorcar Co., Brookville, Pa.



PRICE \$2,800
BODY: Side entrance
SEATS: 5 persons
WEIGHT: 2,400 pounds
WHEEL-BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 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 pump

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: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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: 2 forward and reverse

SPEEDS: 5 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

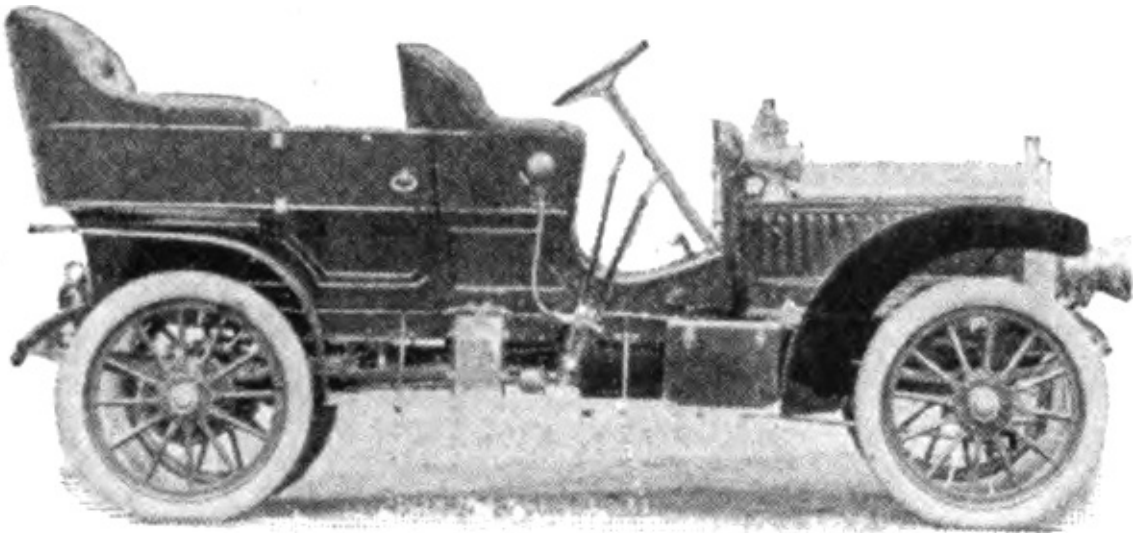


THE NATIONAL MAGAZINE OF MOTORING

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: 34 × 4 inches

TIRES, REAR: 34 × 4 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: Manual

CLUTCH: Multiple disc

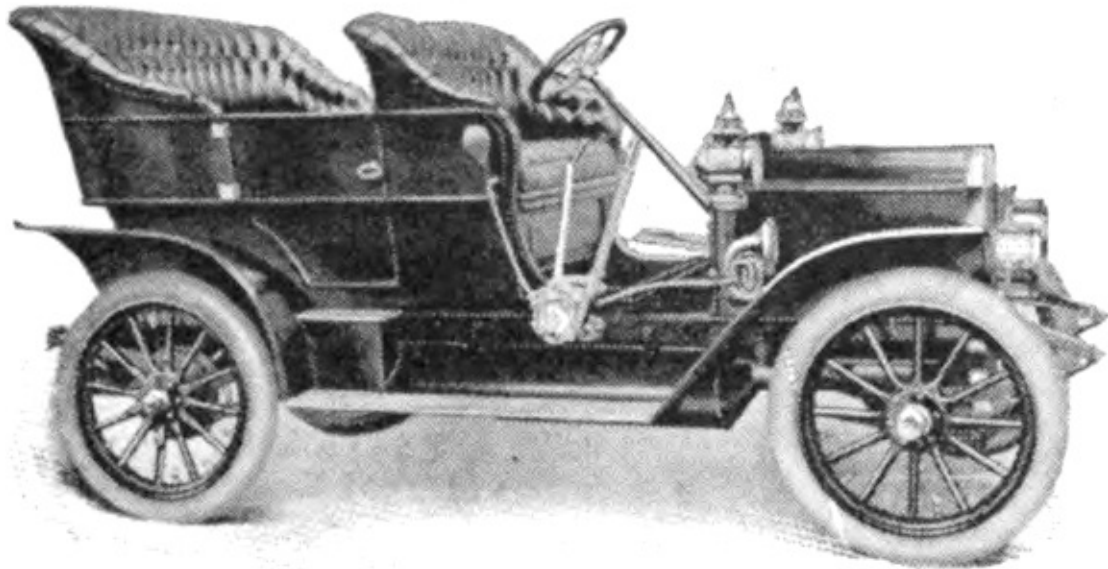
CHANGE GEAR: Sliding type

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: Internal and external on drums

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4¹/₁₆ in.; **STROKE:** 5¹/₈ 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

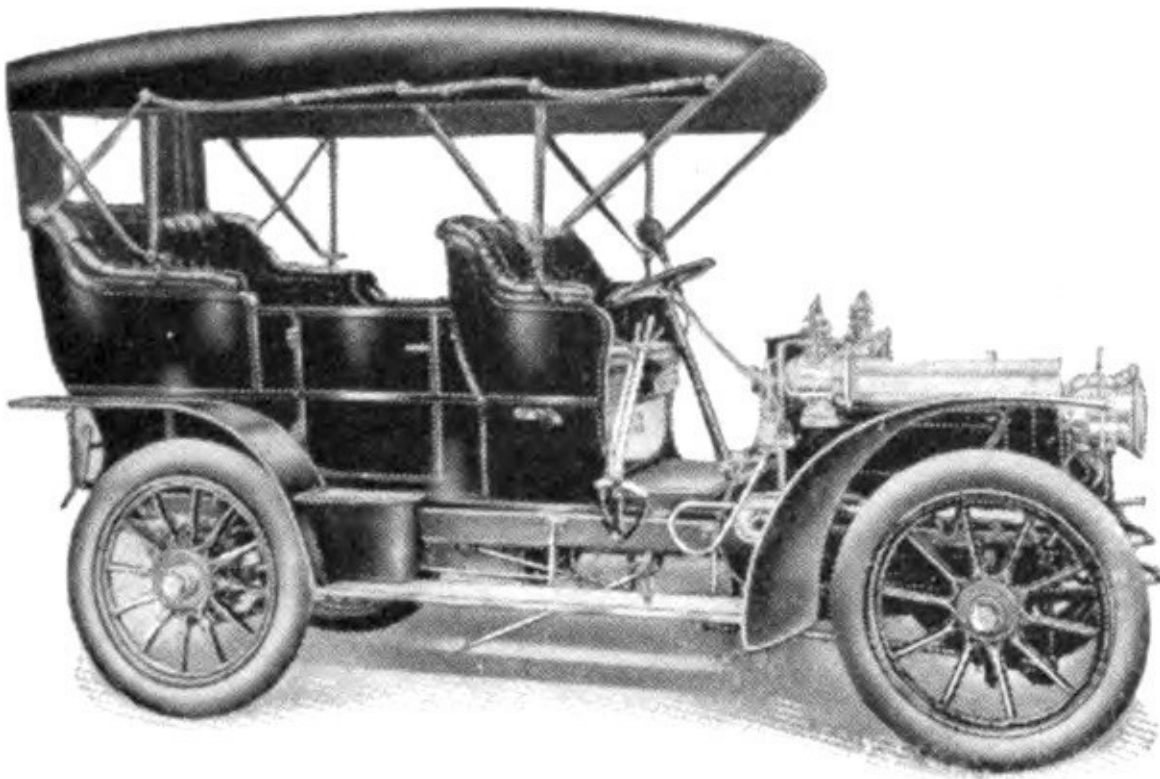
CARBURETER: Automatic

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and sector

BRAKES: On differential shaft and rear hubs

SPRINGS: Semi-elliptical

FRAME: Pressed channel steel

BORE: 3½ 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

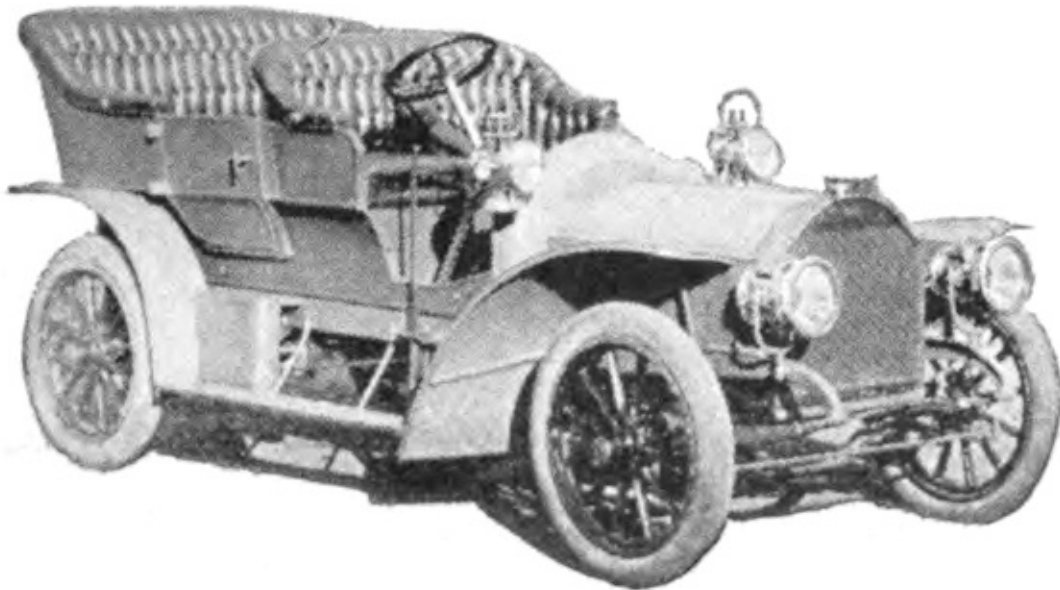
SPEEDS: Four forward and reverse

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: 34 × 4 in.

TIRES, REAR: 34 × 4½ 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: 5½ in.

CYLINDERS: 4 vertical

VALVE ARRANGEMENT: Mechanical, interchangeable

MOTOR SUSPENSION: Direct from frame

COOLING: Water

IGNITION: Jump spark

CURRENT SUPPLY: Batteries

CARBURETER: Automatic

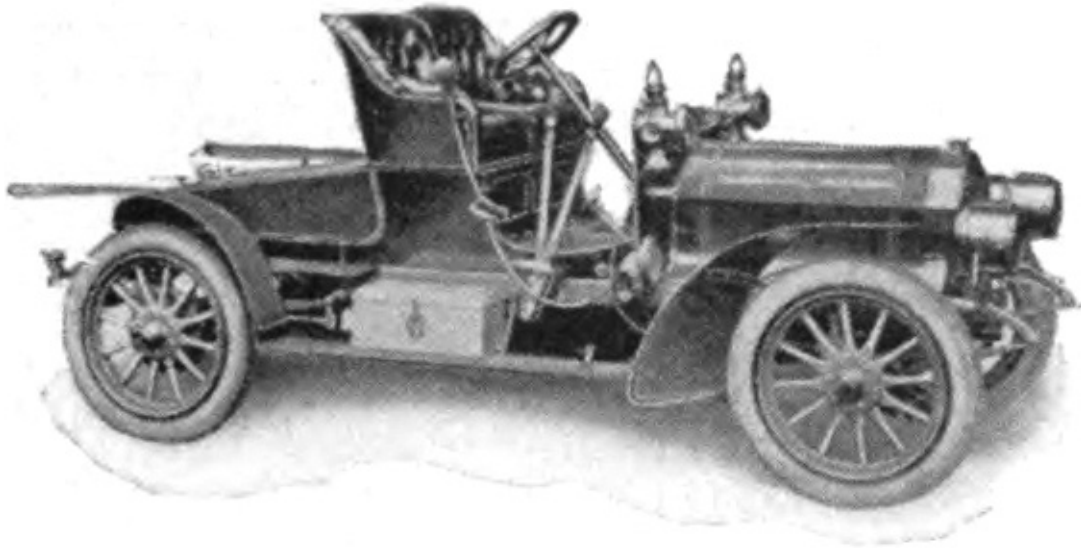
LUBRICATION: Force feed

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.

Conover Motor Car Co., Paterson, N. J.



PRICE: \$3,000

BODY: Runabout

SEATS: 2 persons

WEIGHT: 2,300 pounds

WHEEL-BASE: 104 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Double screw

BRAKES: On rear hubs and transmission

SPRINGS: Semi-elliptic

FRAME: Pressed channel steel

BORE: 4½ 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

CARBURETER: Float-feed

LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Leather-faced cone

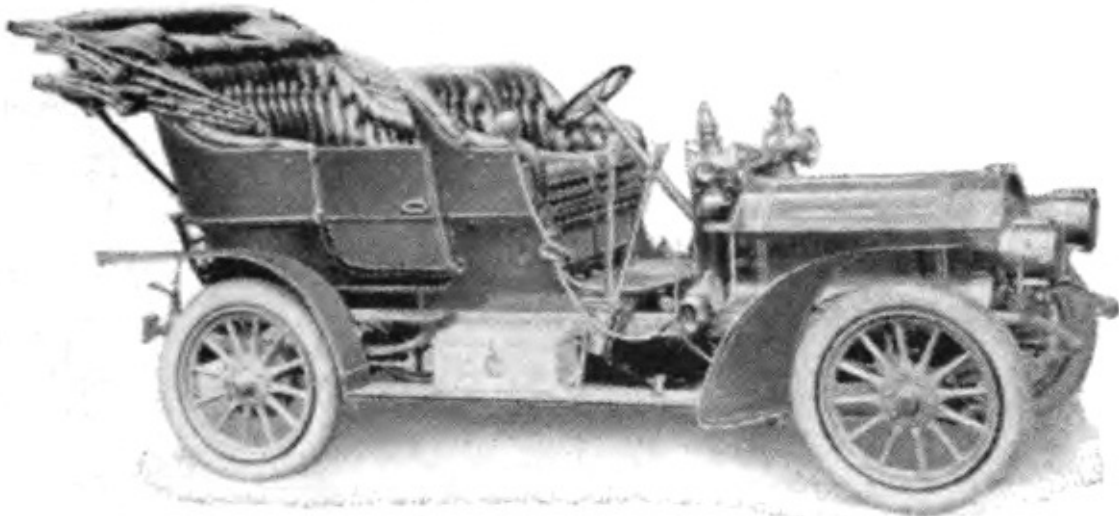
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Bevel gears

Conover, 35–40 H.P. Conover Motor Car Co., Paterson, N. J.



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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Double screw

BRAKES: On rear hubs, and transmission

SPRINGS: Semi-elliptic

FRAME: Pressed steel channel

BORE: 4½ 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

CARBURETER: Schebler

LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone, leather-faced

CHANGE GEAR: Sliding type, annular ball bearing

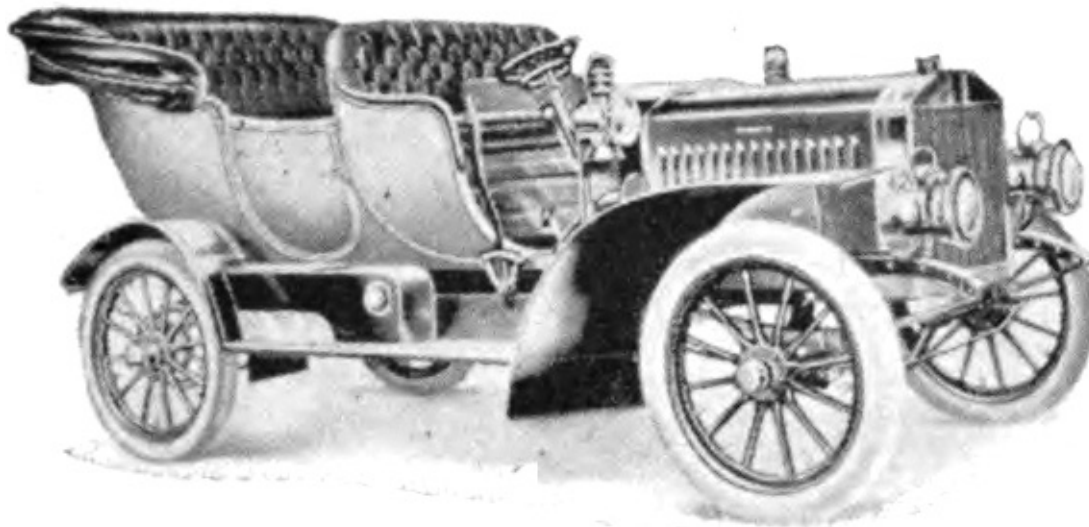
SPEEDS: 3 forward, one reverse

CHANGE-GEAR CONTROL: Selective system, special slot

DRIVE: Bevel gears

Simplicity, Model B, 40 H.P.

**Evansville Automobile Co., Evansville,
Ind.**



PRICE: \$3,000

BODY: Victoria

SEATS: 5 persons

WEIGHT: 2,500 pounds

WHEEL-BASE: 105 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

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; exhausts 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

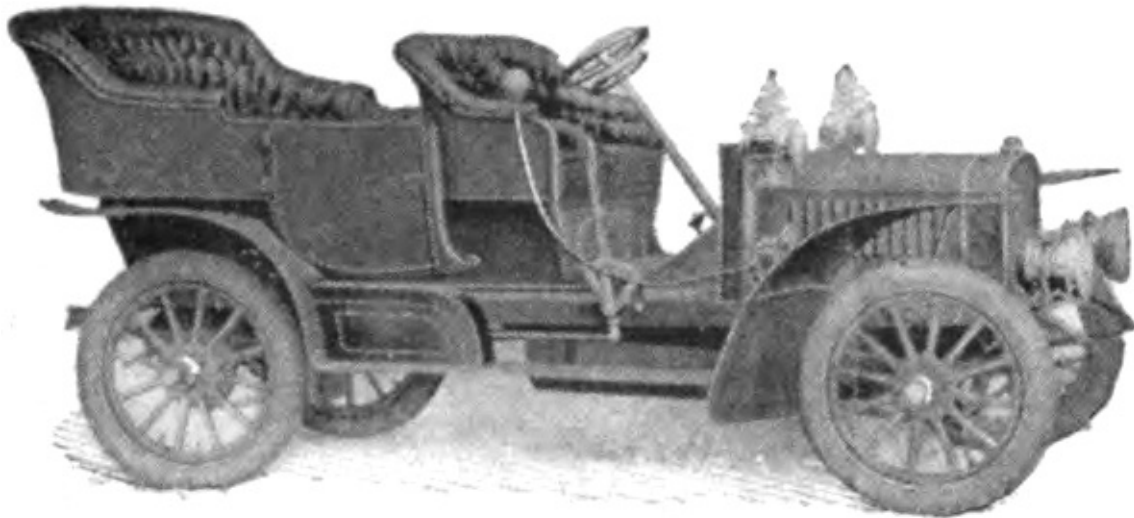
MOTOR-CONTROL: Spark and throttle

CHANGE GEAR: Floor

CHANGE GEAR: Friction type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains

Simplicity, Model C, 40 H.P.

**Evansville Automobile Co., Evansville,
Ind.**



PRICE: \$3,000

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 2,500 pounds

WHEEL-BASE: 105 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

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; exhausts 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

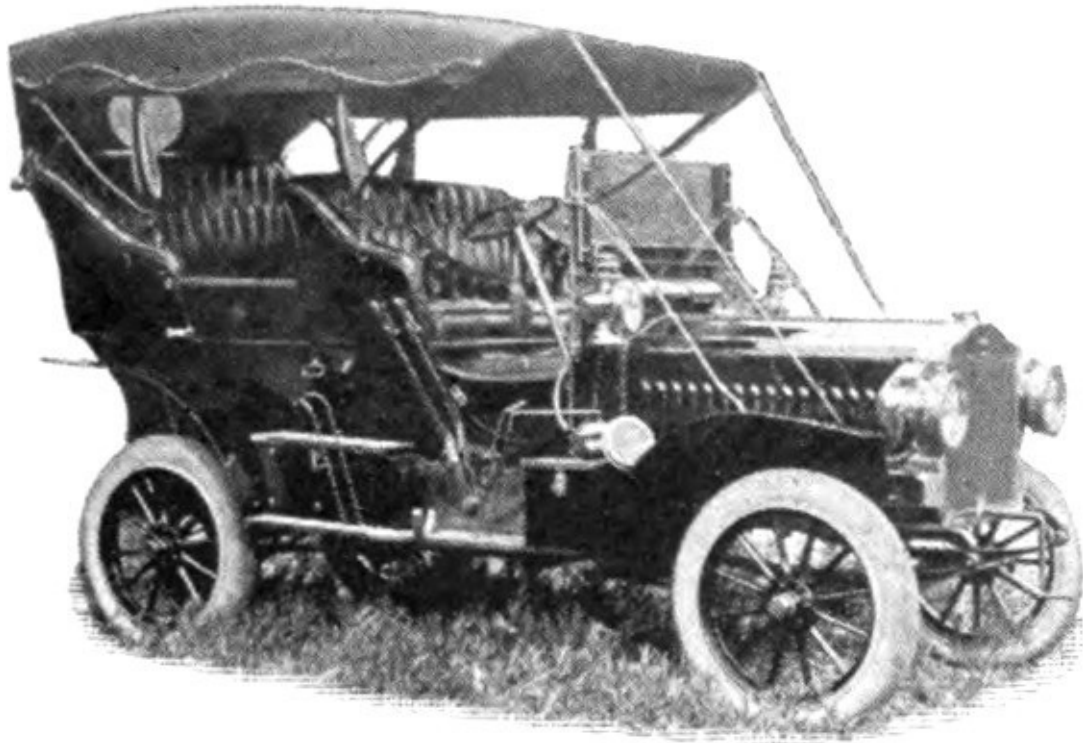
CHANGE GEAR: FREEMAN

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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

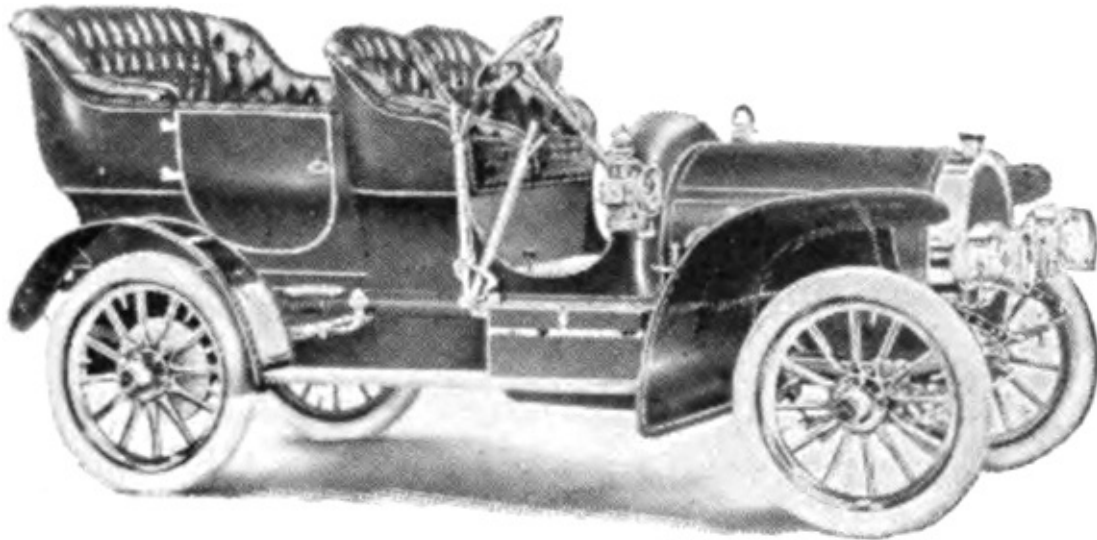
IGNITION: Jump spark

CURRENT SUPPLY: Storage battery

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 × 4 inches

TIRES, REAR: 34 × 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

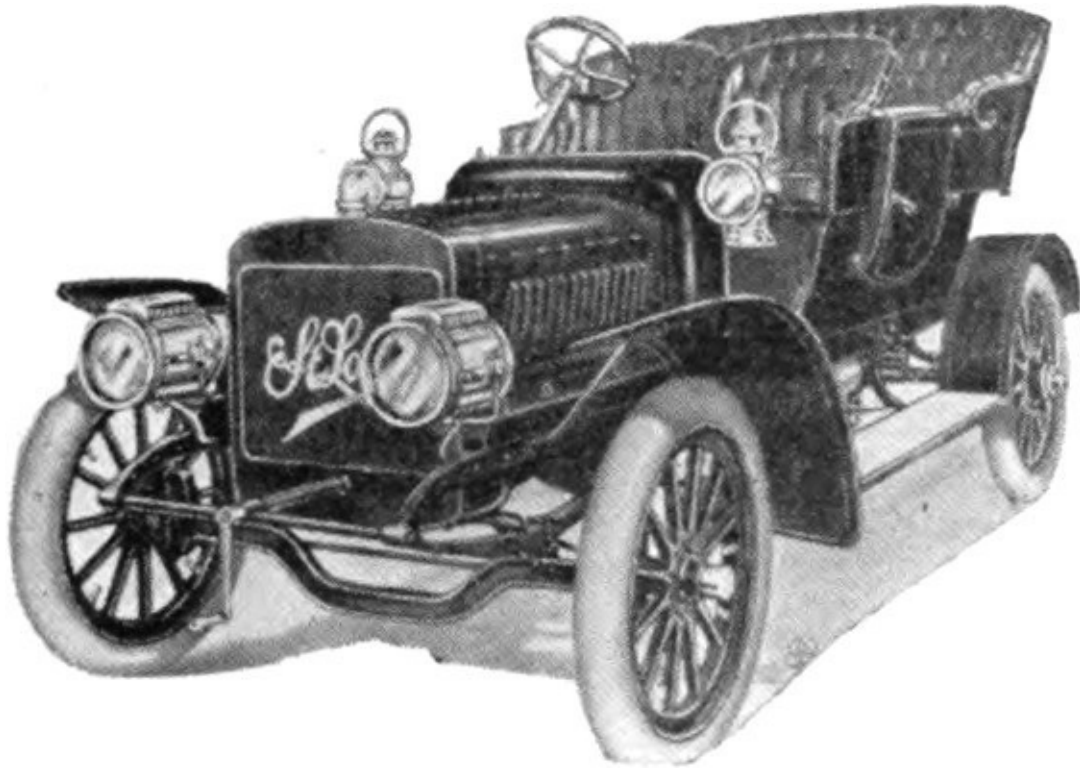
CHANGE GEAR: Sliding type; annular ball bearings

SPEEDS: 3 forward and reverse

DRIVE: Shaft

**"The St. Louis," Type XIX, 45–50 H.P.
Peoria, Ill.**

St. Louis Motor Car Co.,



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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

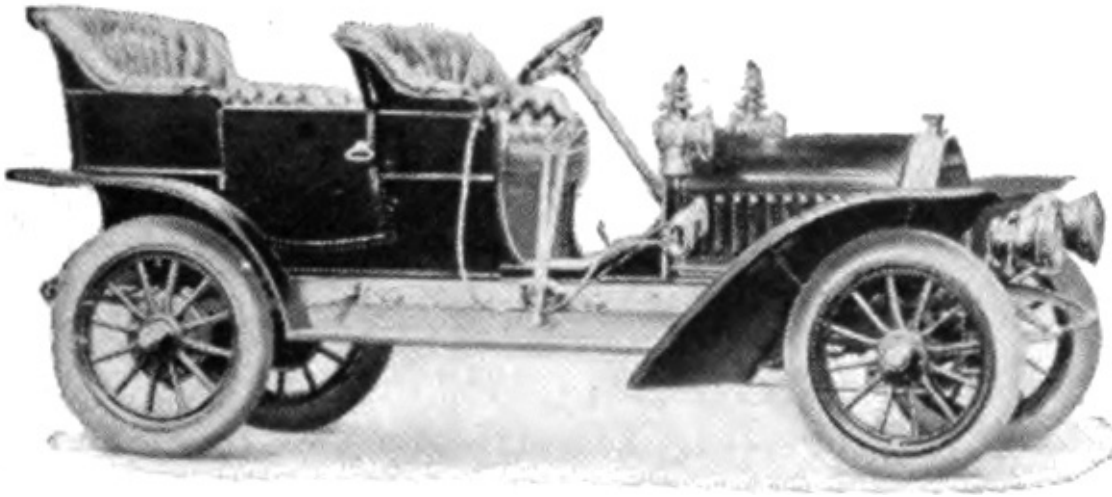
CHANGE GEAR: Sliding type

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: 2,590 pounds

WHEEL-BASE: 111 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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

LUBRICATION: Mechanical force feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Metal-to-metal, fly wheel floating disc clutch

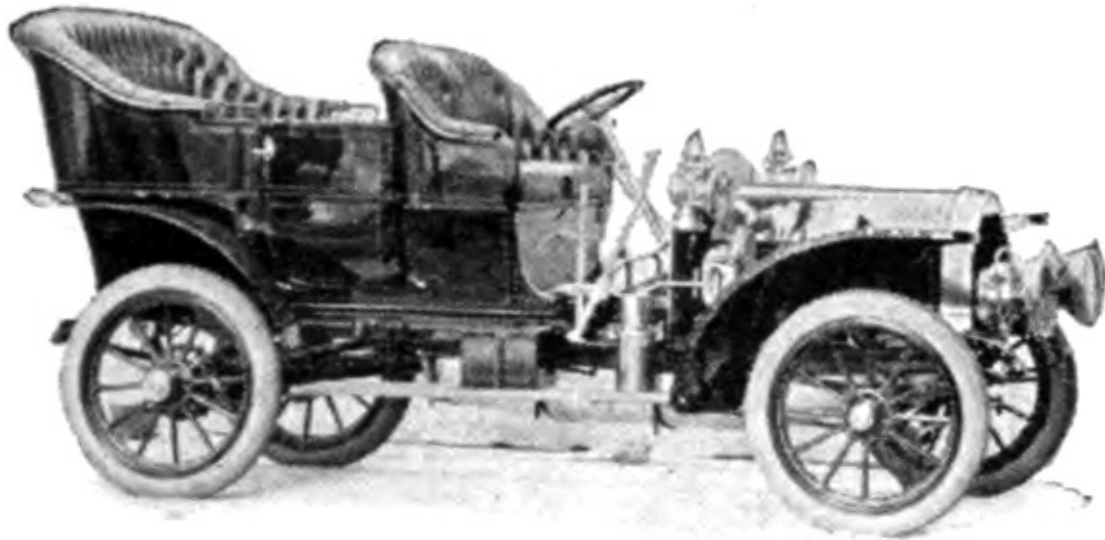
CHANGE GEAR: Sliding type, roller bearings

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Wheel and irreversible

BRAKES: Operating on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4¼ inches

STROKE: 4¾ inches

CYLINDERS: 4 vertical in front

VALVE ARRANGEMENT: Intake and exhaust left side

MOTOR SUSPENSION: Sub-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

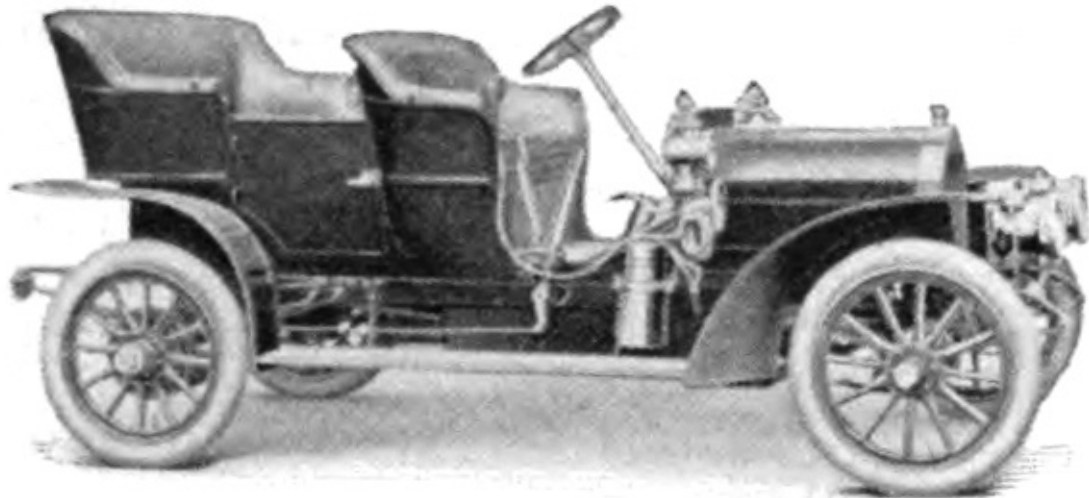
SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft and bevel gear

**Columbia, Model XLVIII (48), 24–28 H.P.
Hartford, Conn.**

Electric Vehicle Co.,



PRICE: \$3,000

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 2,350 pounds

WHEEL-BASE: 109 in.

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ in.

TIRES, REAR: 32 × 4 in.

STEERING: Worm and sector

BRAKES: Rear hubs

FRAME: Pressed steel

SPRINGS: Semi-elliptic, front and rear

BORE: 4 in.; STROKE: 4¼ 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 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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm

BRAKES: Double rear 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 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

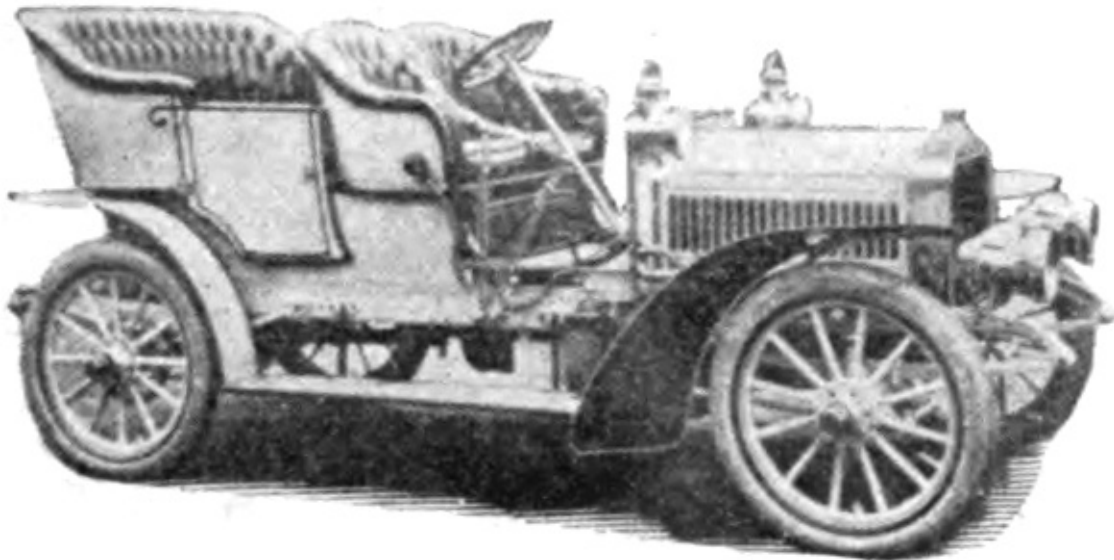
CHANGE GEAR: Sliding type

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ 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

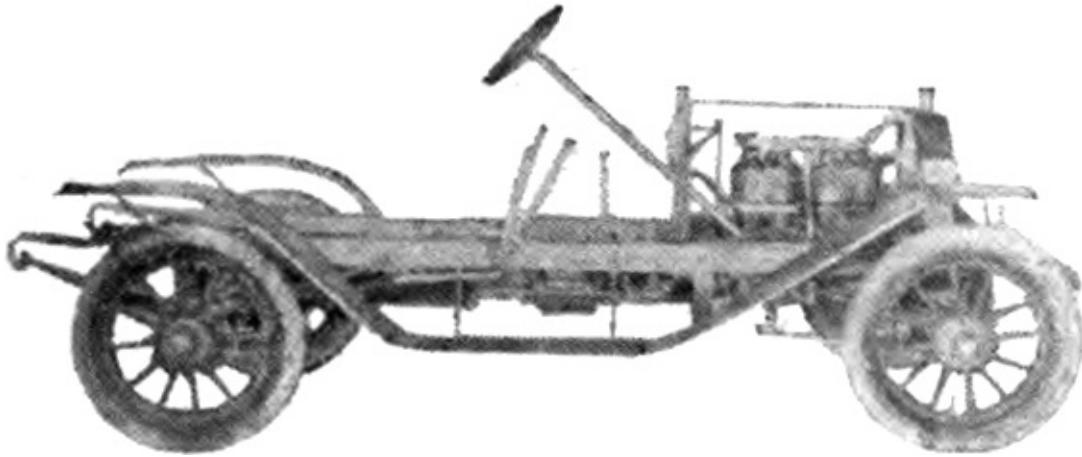
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

CHANGE GEAR CONTROL: SDC RVT

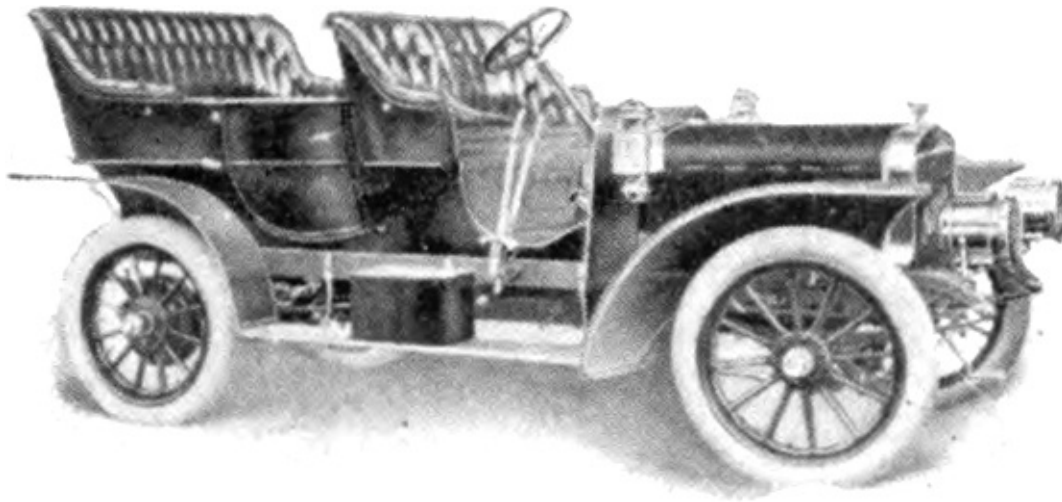
**Meteor Touring Car, 24–28 H.P. Meteor Automobile Works,
Bettendorf, Iowa**



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

York Pullman, Model F, 40 H.P.

York Motor Car Co., York, Penna.



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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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: 4¾ in.; **STROKE:** 5⅛ in.

CYLINDERS: 4 individual vertical 2 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

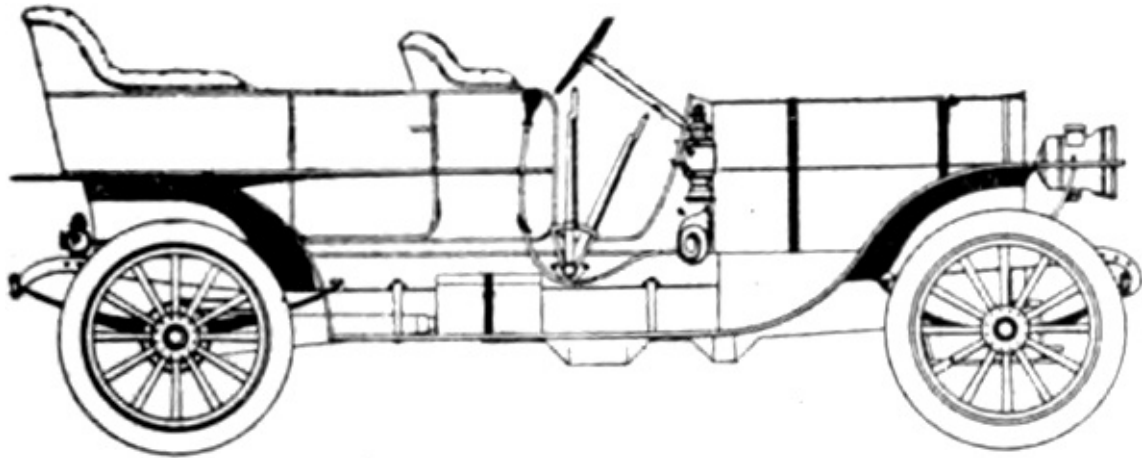
MOTOR-CONTROL: Spark and throttle on top of wheel

CLUTCH: Improved cone type

CHANGE GEAR: Selective type; imported ball bearings

SPEEDS: 3 forward, 1 reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

Gearless, 50 H.P. Gearless Transmission Co., Rochester, N. Y.



PRICE: \$3,000

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 2,600 pounds

WHEEL-BASE: 124 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR: 36 × 4 inches

STEERING: Worm and nut

BRAKES: On transmission and two on each rear hub

SPRINGS: Semi-elliptical

FRAME: Pressed steel

BORE: 4 $\frac{5}{8}$ 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

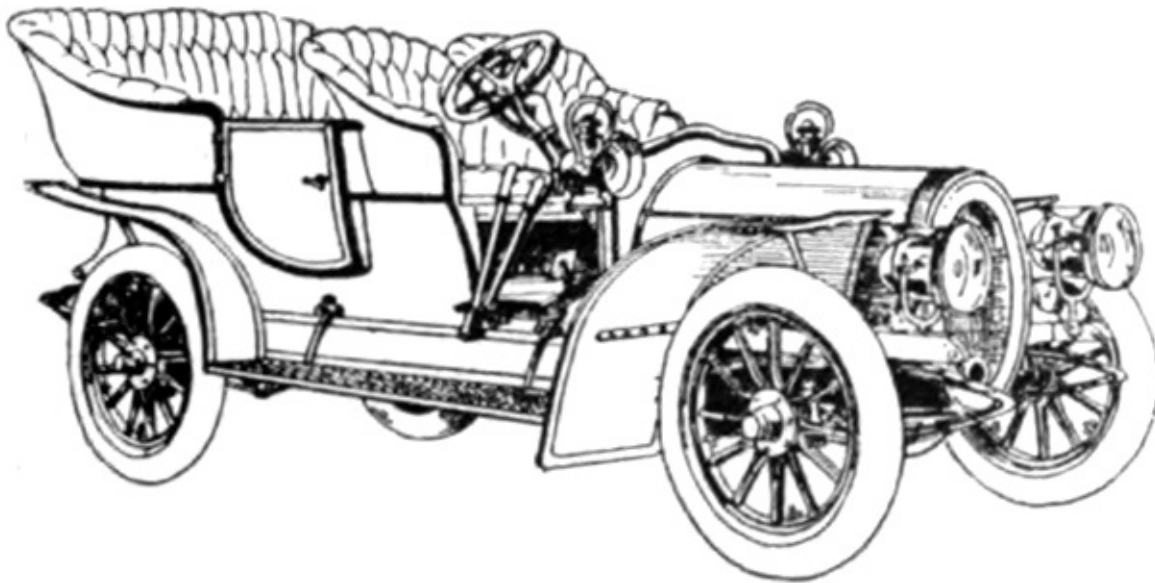
CHANGE GEAR: Gearless 1907 model, direct drive

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Foot pedal for forward speeds; ride lever for

reverse
DRIVE: Shaft

Hill Touring Car, 35 H.P. Hill Motor Car Co., Haverhill, Mass.



PRICE: \$3,000
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,200 pounds
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 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

CHANGE-GEAR CONTROL: Side lever
DRIVE: Bevel gear

**Hay-Berg, Model 3, Touring Car, 35–40 H.P. Hay-Berg Motor Car Co.,
Milwaukee, Wis.**

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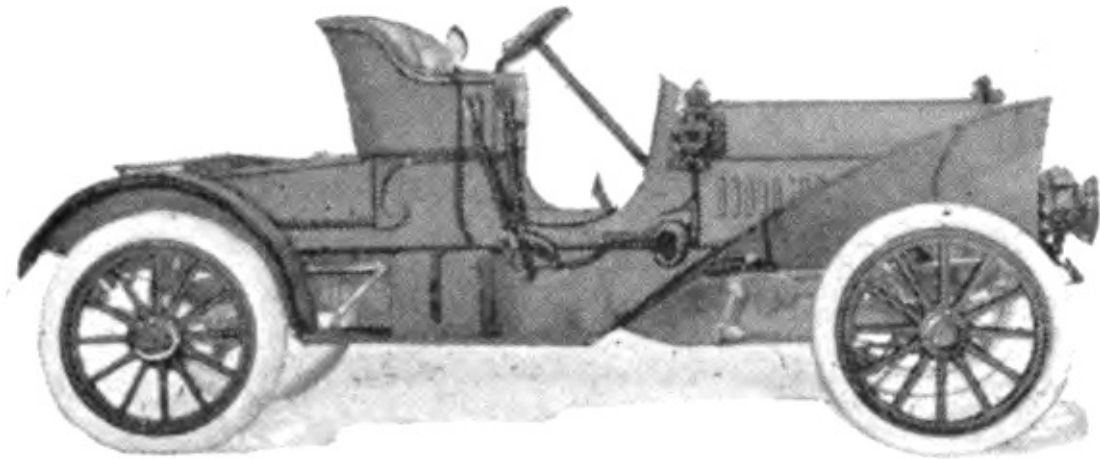
PRICE: \$3,200
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4 inches
STEERING: Worm and sector
BRAKES: Foot and hand lever; double brake drums on rear hubs
SPRINGS: Semi-elliptical
FRAME: Pressed 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 battery
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: 34 × 4 in.
TIRES, REAR: 34 × 4 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: 34 × 4½ inches
TIRES, REAR: 34 × 4½ 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 mixture
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding type, annular ball bearings

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective 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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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 radiator

IGNITION: Jump spark

CURRENT SUPPLY: Storage battery and dry cells

CARBURETER: Automatic mixture

LUBRICATION: Mechanical force feed, gear-driven

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Sliding type ball bearing

CHANGE-GEAR: Sliding type, sun bearing

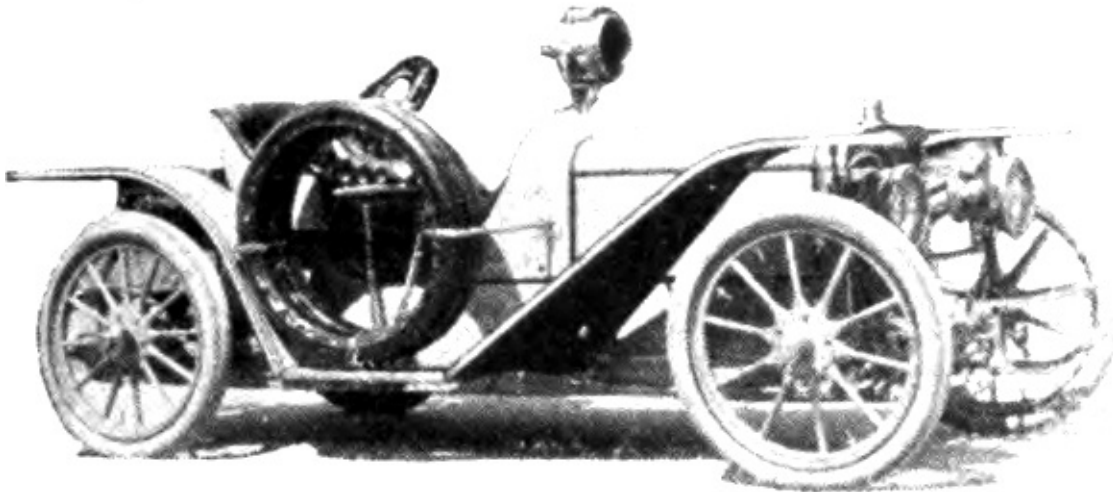
SPEEDS: Three forward and reverse

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: 36 × 3½ inches

TIRES, REAR: 36 × 4 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

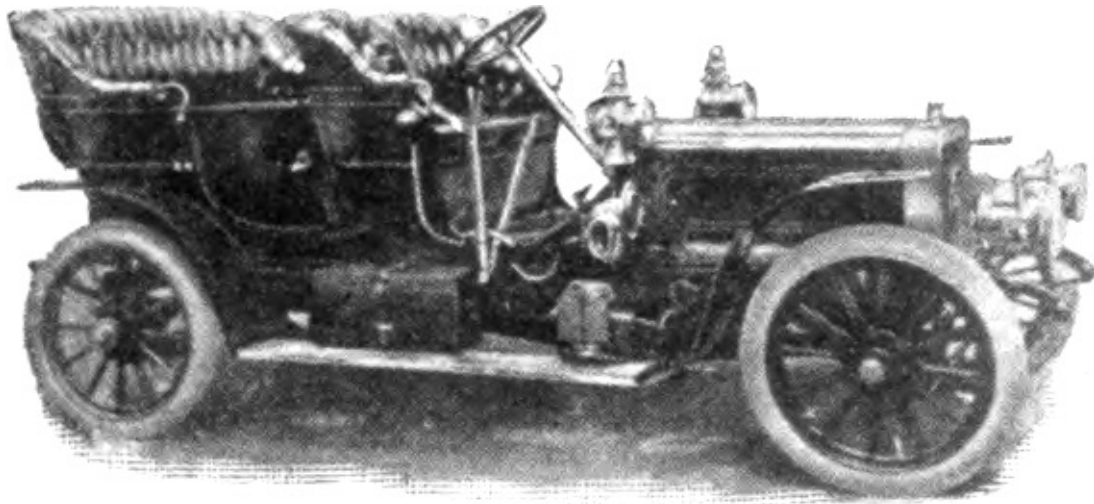
CHANGE GEAR: Sliding type, ball bearing

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: 36 × 4 inches

TIRES, REAR: 36 × 4 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

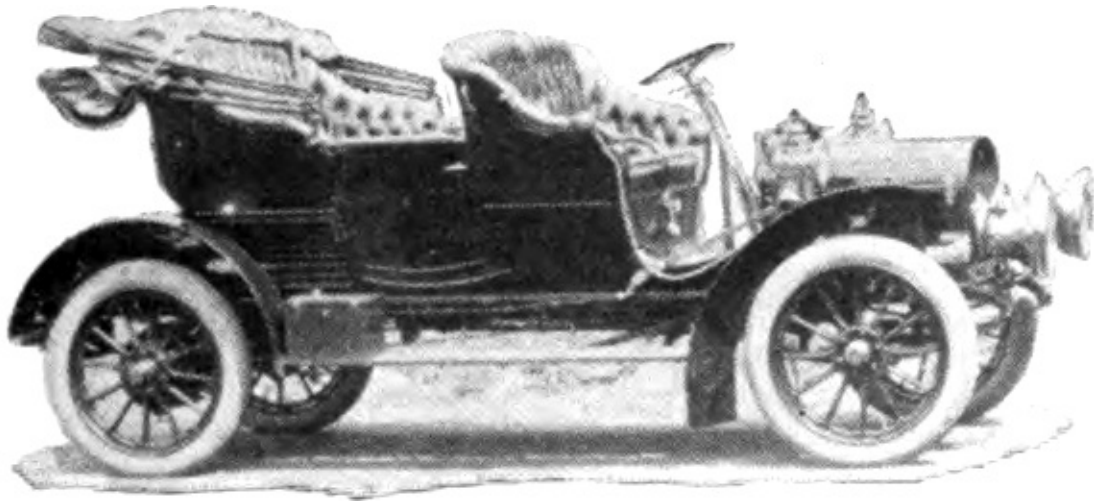
CHANGE-GEAR Sliding type, ball bearing

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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: On transmission, gear-driven

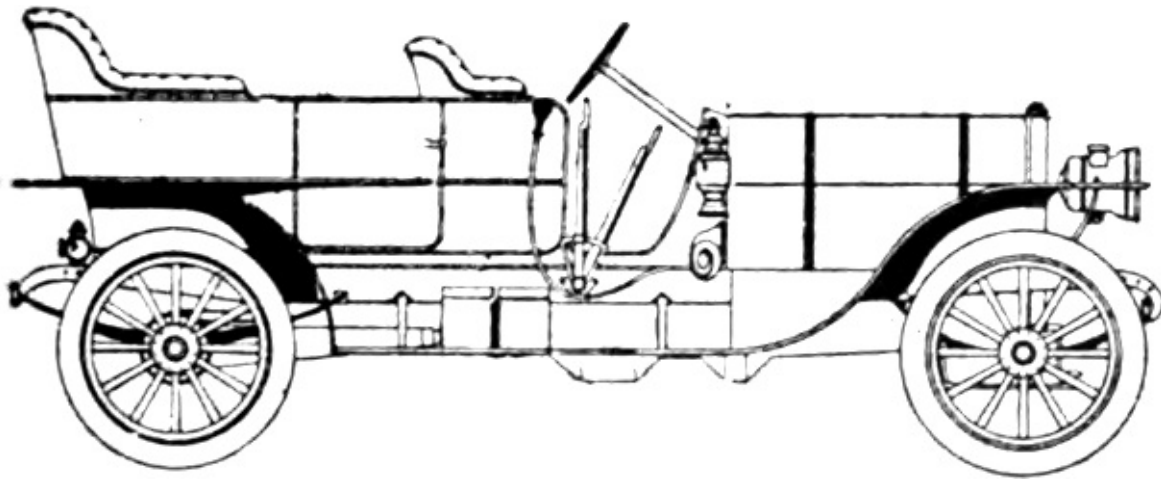
CHANGE GEAR: Double clutch, sliding gear, annular bearings

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: 36 × 4 inches

TIRES, REAR: 36 × 4 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

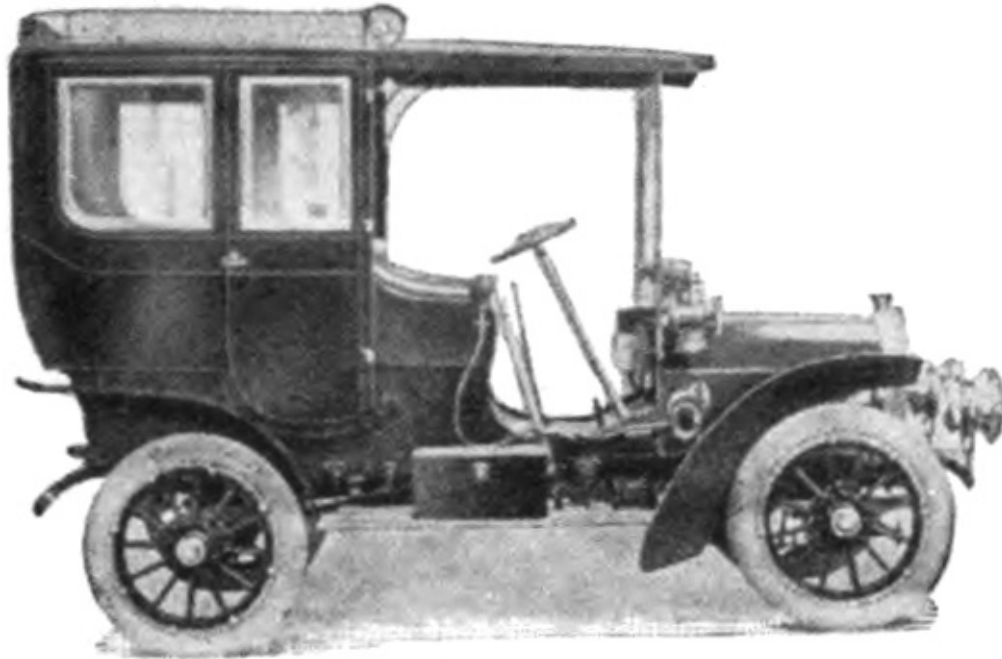
DRIVE: Shaft

4



**Stevens-Duryea, Model R, Limousine, 20 H.P.
Chicopee Falls**

Stevens-Duryea Co.,



PRICE: \$3,300
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,000 pounds
WHEEL-BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Bevel gear
BRAKES: On driving shaft, and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 3⅞ in.; STROKE: 4½ 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
CARBURETOR: Automatic

CARBURETOR: Automatic

LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Sliding type

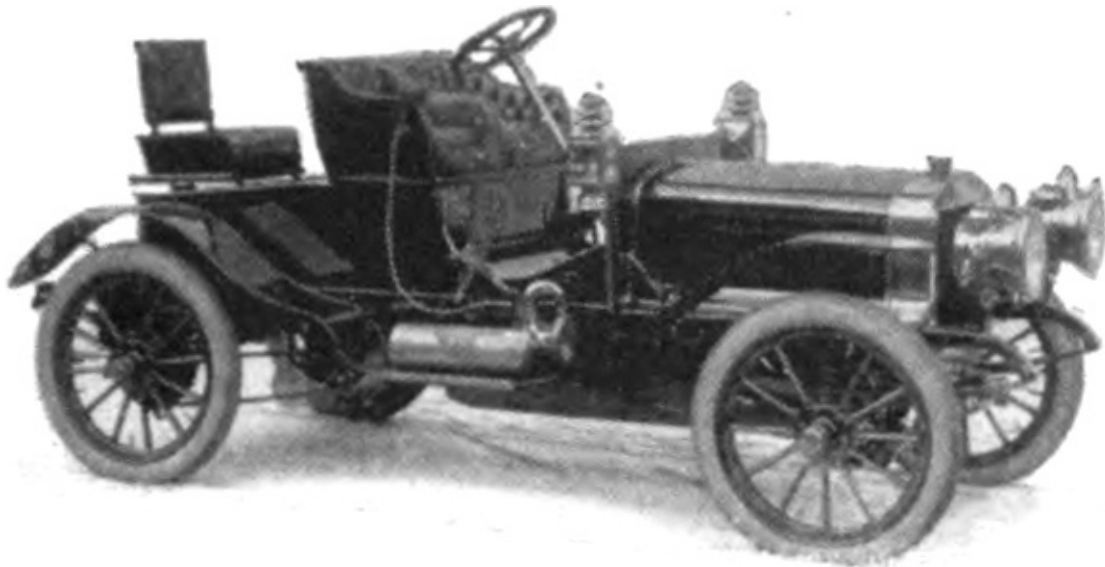
SPEEDS: 3 forward and reverse

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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

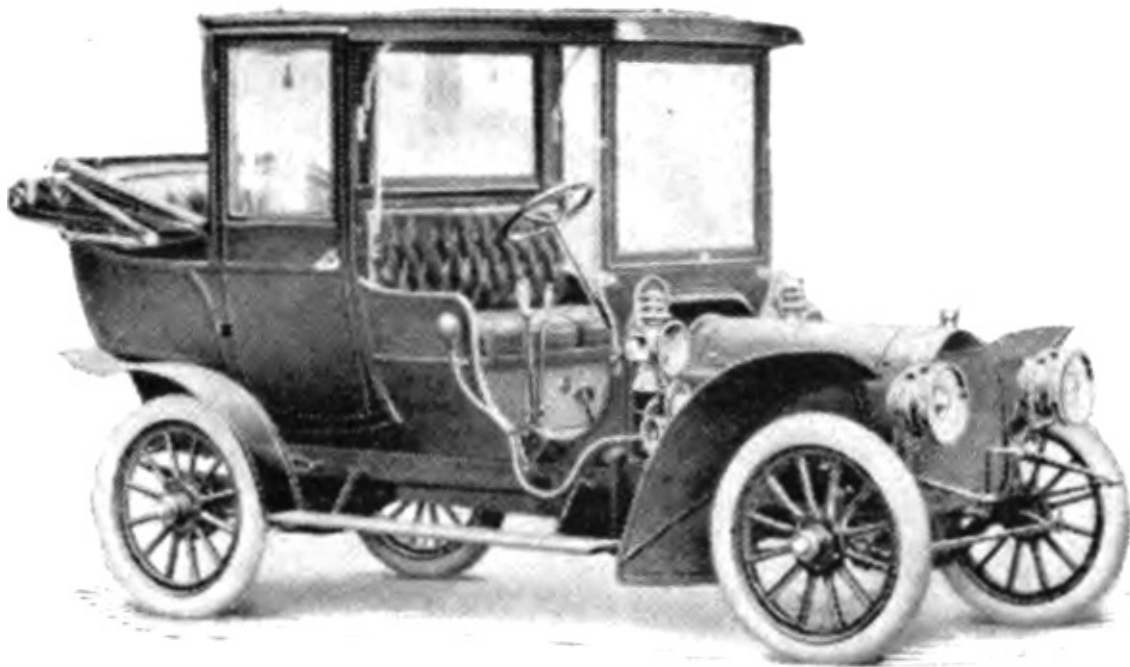
SPEEDS: 4 forward and reverse

SPEEDS: 4 Forward and REVERSE

CHANGE-GEAR CONTROL: Selective system, direct on 3d speed

DRIVE: Side chains

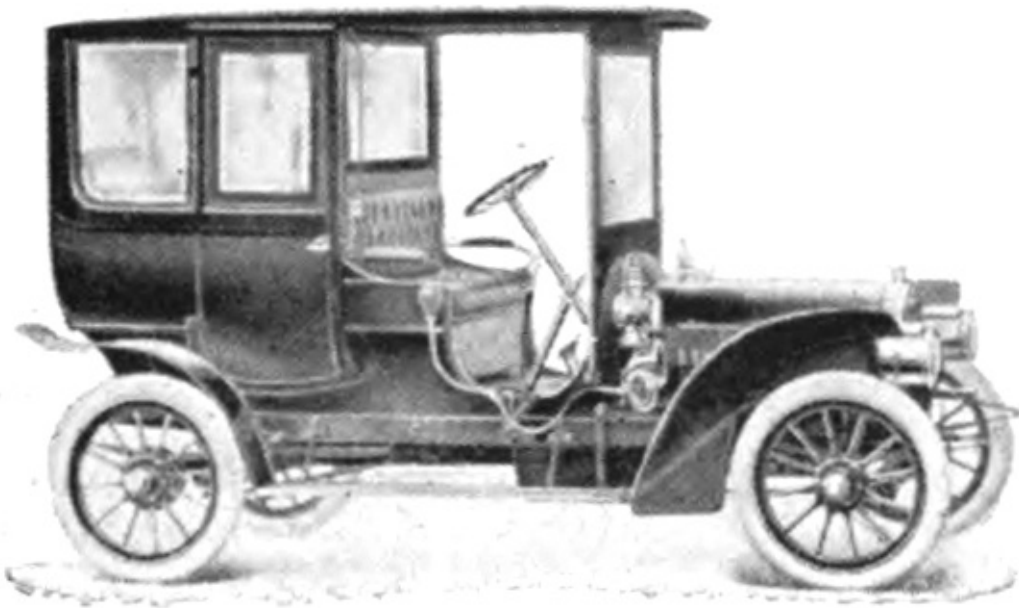
"Premier 24" Landaulet. Premier Motor M'f'g. Co., Indianapolis, Ind.



PRICE: \$3,250
BODY: Landaulet
SEATS: 5 persons
WEIGHT: 2,750 pounds
WHEEL-BASE: 108½ inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Screw and nut
BRAKES: On transmission and rear hubs
SPRINGS: Full elliptic with shock absorbing heads
FRAME: Pressed steel
BORE: 4¼ in.; STROKE: 4¼ 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: 108½ inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 Inches
TIRES, REAR: 32 × 4 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: 4¼ in.; STROKE: 4¼ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

CHANGE GEAR: Sliding type

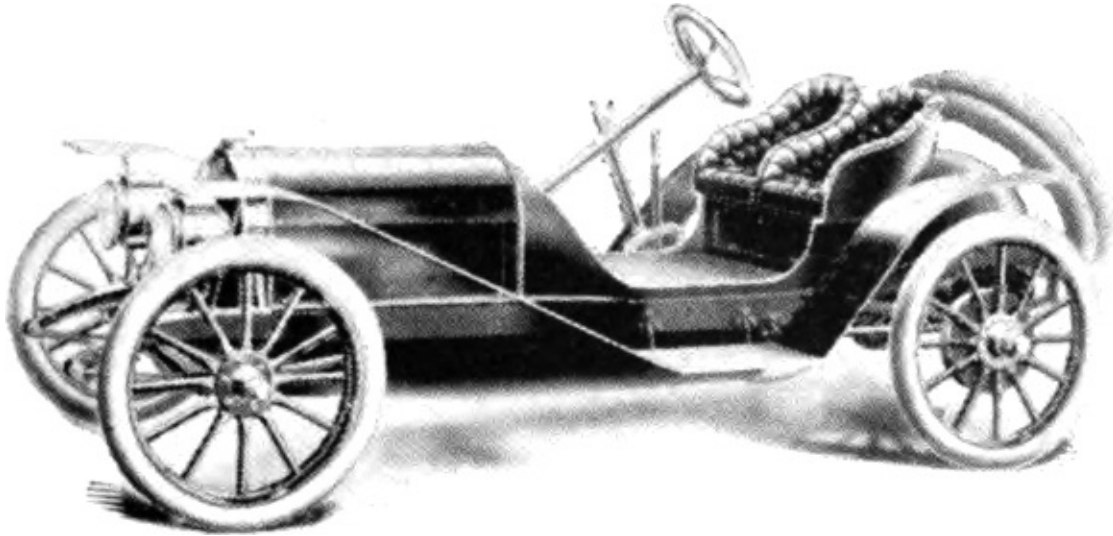
SPEEDS: 3 forward and reverse

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 × 3½ inches

TIRES, REAR: 32 × 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: Eisemen high-tension magneto

CARBURETER: Xenia automatic, with Mercury dash pot

LUBRICATION: Gear pump

MOTOR CONTROL: Foot throttle and hand throttle on wheel

MOTOR-CONTROL: Foot throttle and hand throttle on wheel

CLUTCH: Cone with cork inserts

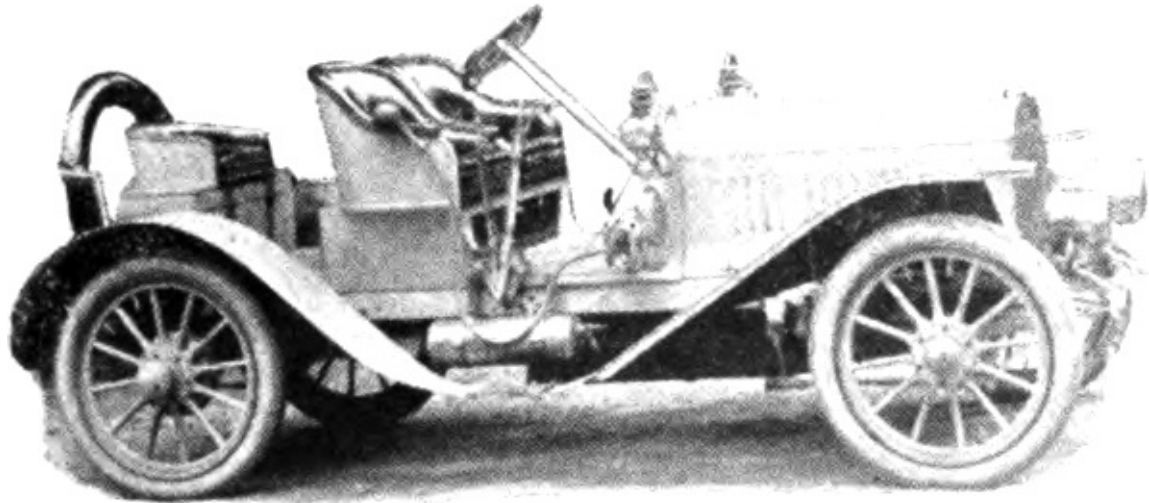
CHANGE GEAR: Sliding type

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Screw and nut

BRAKES: On transmission and rear hubs

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

CLUTCH: Cork inserted leather-faced cone

CHANGE GEAR: Sliding type

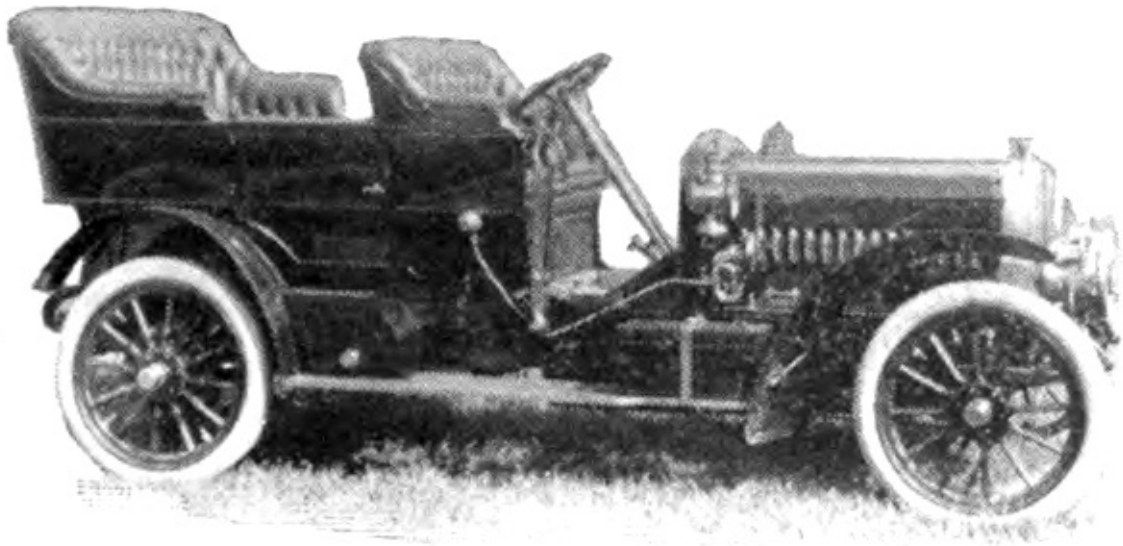
SPEEDS: 3 forward and reverse

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: 36 × 3½ inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical

FRAME: Pressed channel steel

BORE: 4¹¹/₁₆ 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

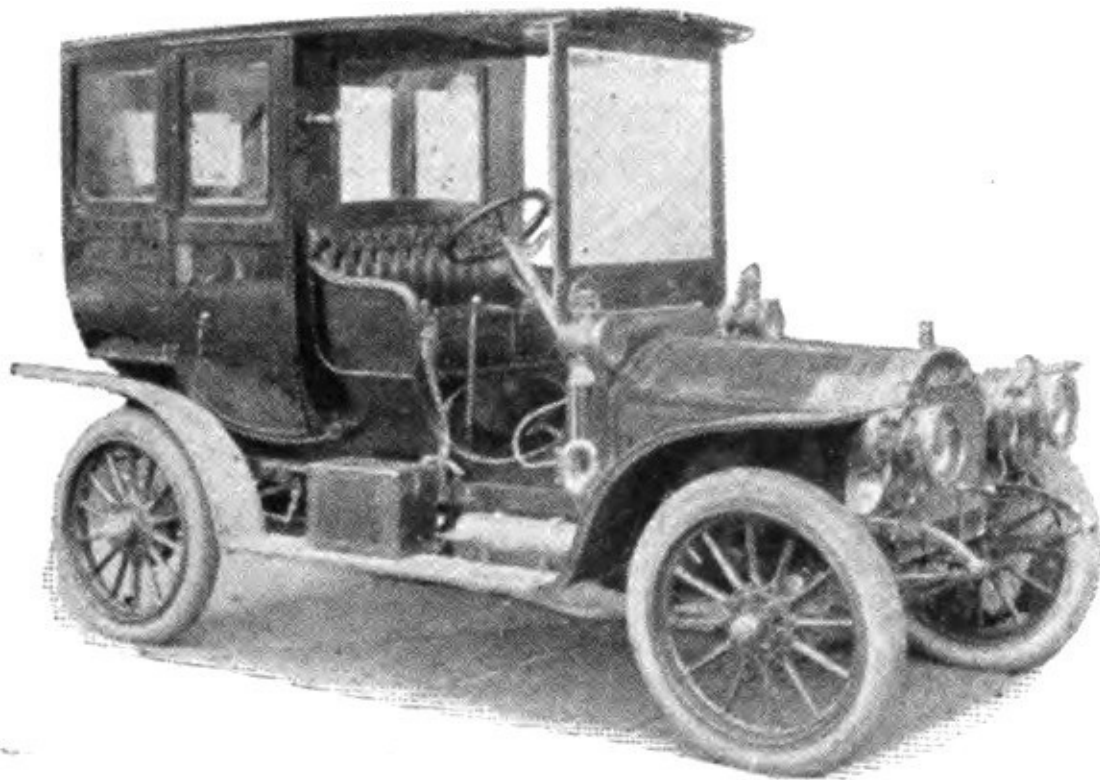
LUBRICATION: Under pressure

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and nut

BRAKES: Expanding, transmission and rear wheel hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ 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.



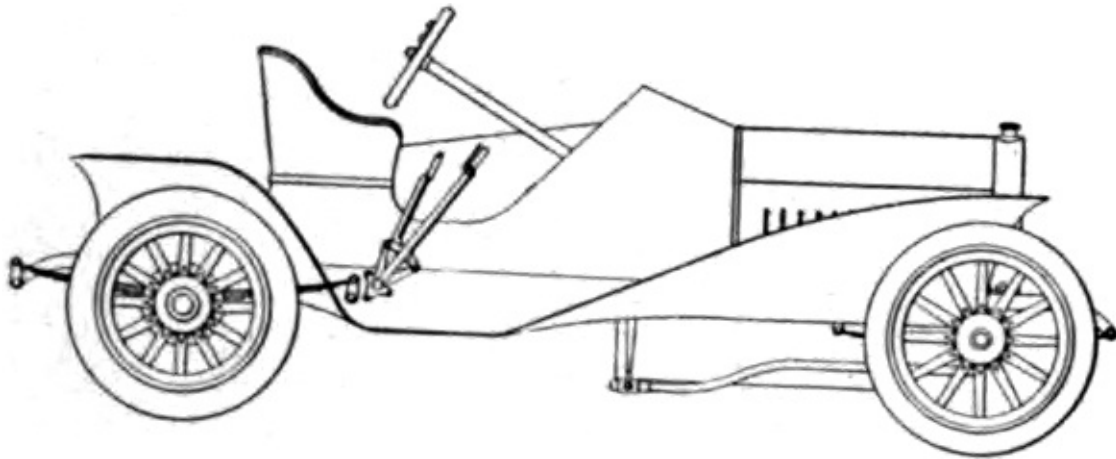
PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL-BASE: 117 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4½ inches
TIRES, REAR: 34 × 4½ inches
STEERING: Worm and nut
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5½ in.; **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: 2 forward and reverse

SPEEDS: 5 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft

**Frontenac Runabout, Model D, 40–45 H.P. Abendroth and Root M'f'g.
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: 36 × 3½ in.

TIRES, REAR: 36 × 4½ 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

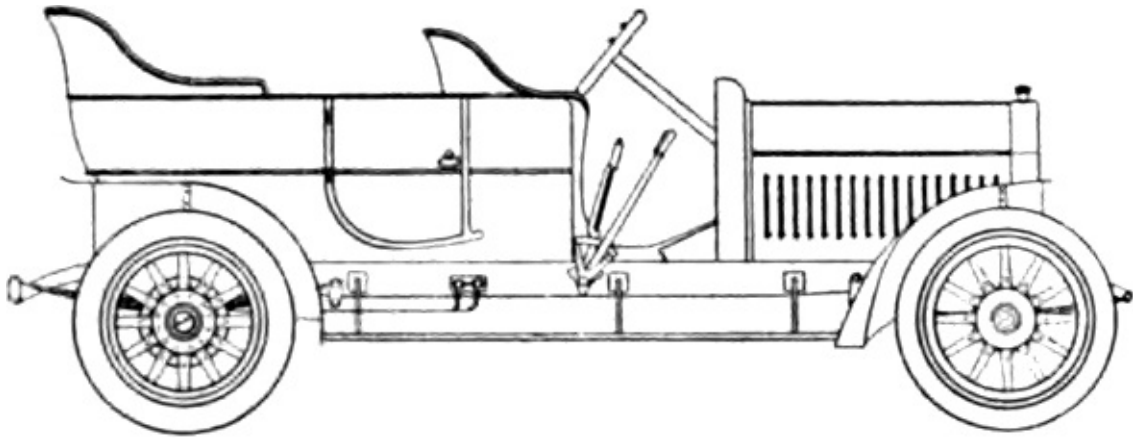
MOTOR-CONTROL: Spark and throttle

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.**

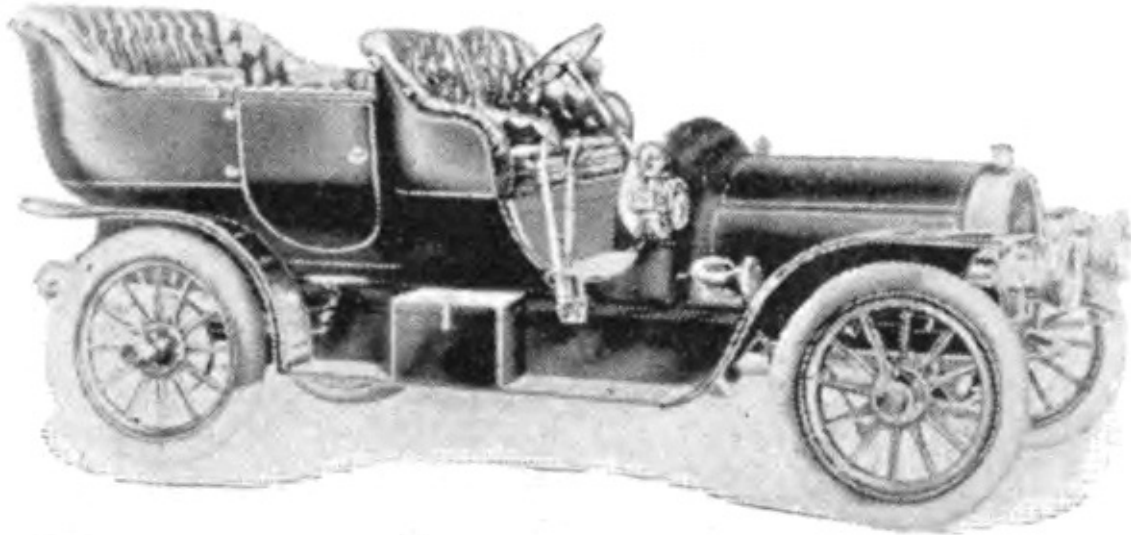


PRICE: \$3,500
BODY: Side entrance tonneau
SEATS: 5 to 7 persons
WEIGHT: 2,800 pounds
WHEEL-BASE: 123 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ inches
STEERING: Bevel gear connecting to worm and nut
BRAKES: Internal and external on rear wheels
BORE: 4¾ in.; **STROKE:** 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

~~SHIMANO SHIMANO SHIMANO SHIMANO 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 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Double screw and nut

BRAKES: Double system: Hub brakes; internal expanding

SPRINGS: Semi-elliptic

FRAME: Pressed channel steel

BORE: 4⅞ 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

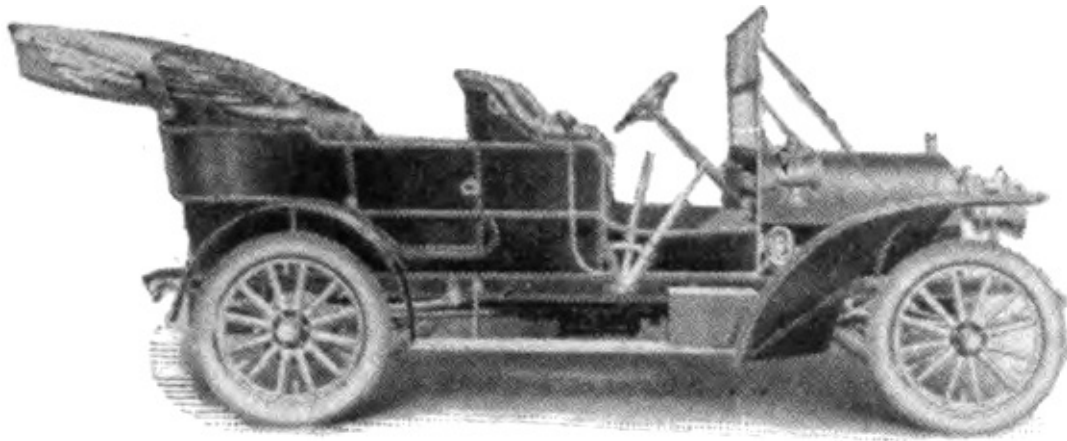
CLUTCH: Self-contained; leather-faced

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: 36 × 3½ in.

TIRES, REAR: 36 × 4 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

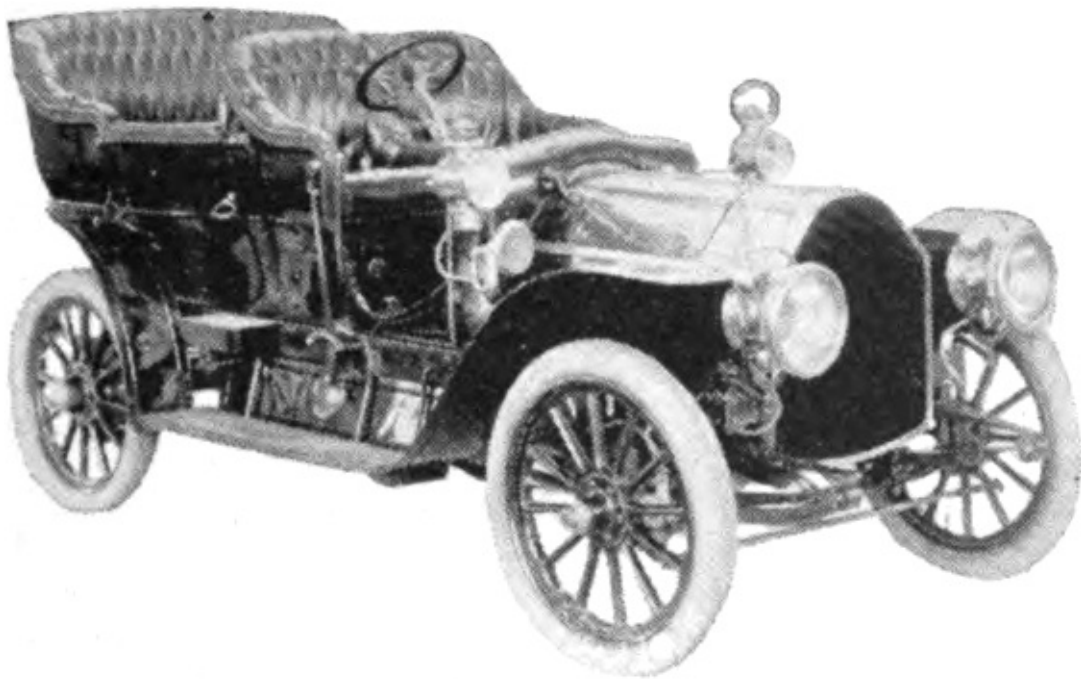
SPEEDS: 3 forward and reverse

CHANGE GEAR CONTROL: Side lever; selective system

CHANGE-GEAR CONTROL. SIDE LEVEL, 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 × 4 inches
TIRES, REAR: 34 × 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

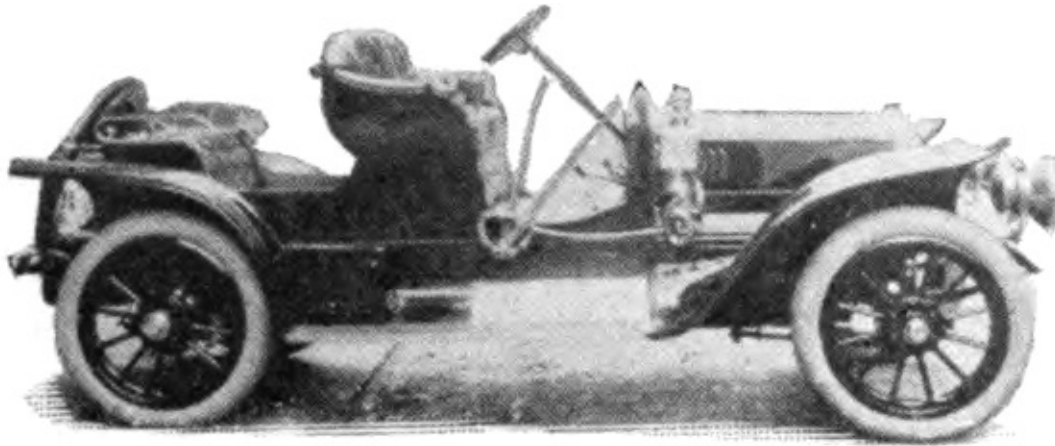
CHANGE GEAR: Sliding type annular ball bearings

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

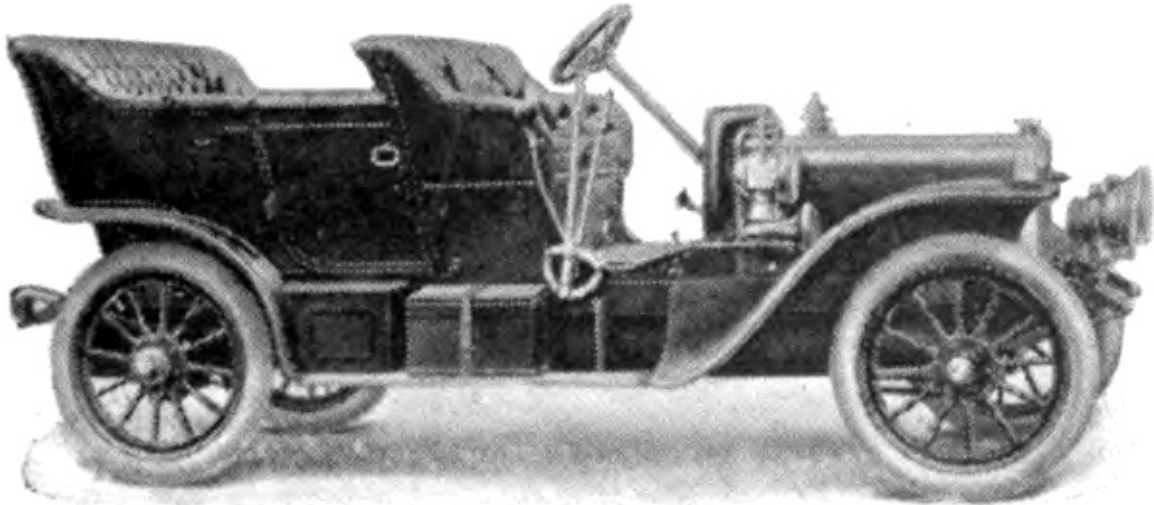
SPEEDS: 4 forward and reverse

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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)

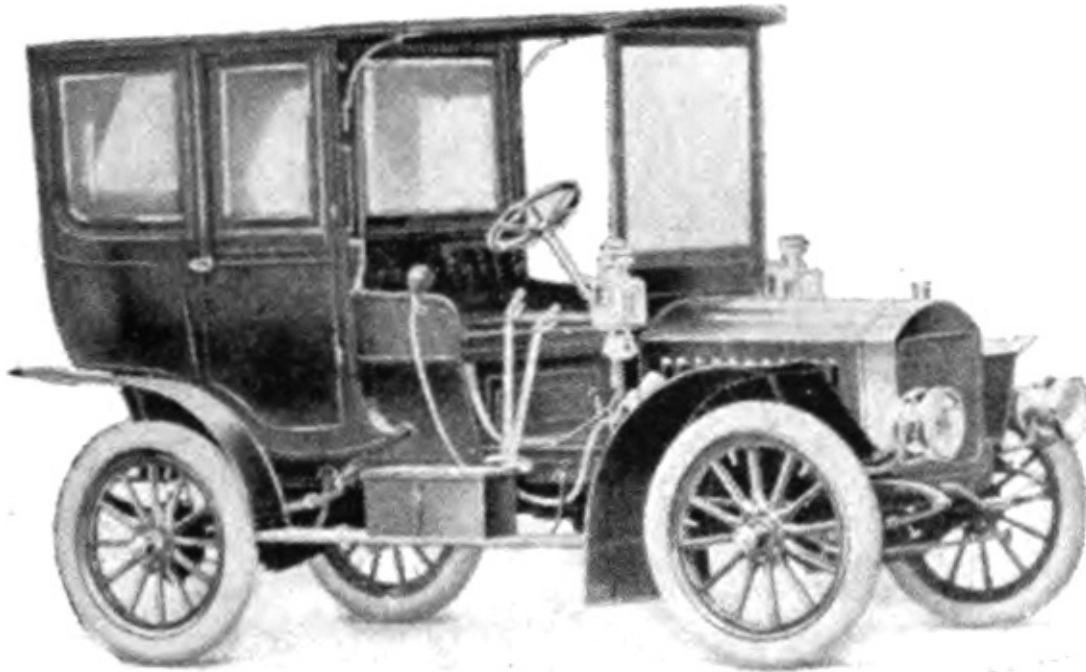
CHANGE GEAR: Sliding. on annular ball bearings

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: 32 × 4 inches

TIRES, REAR: 32 × 4½ 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

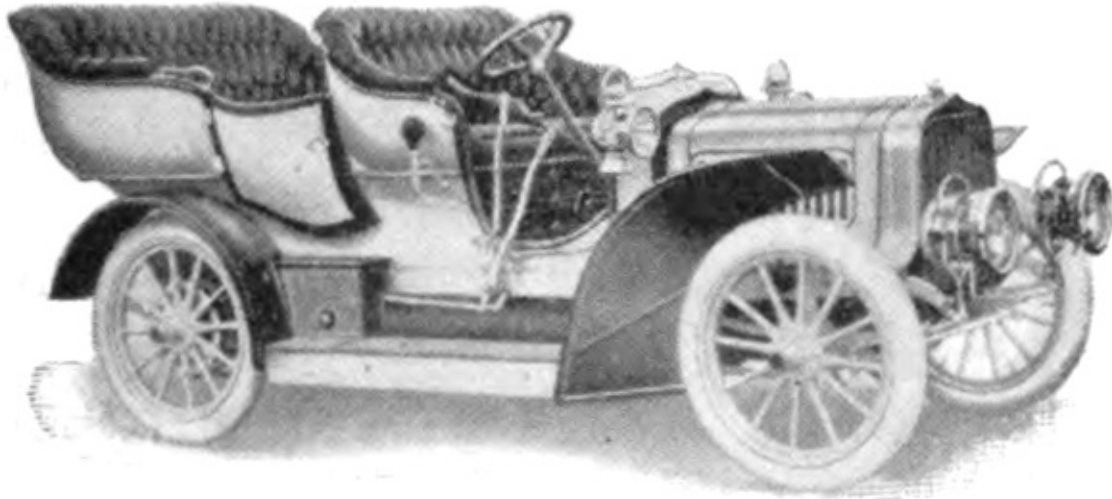
CHANGE-GEAR CONTROL: Side lever

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: 34 × 4 in.

TIRES, REAR: 34 × 4 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

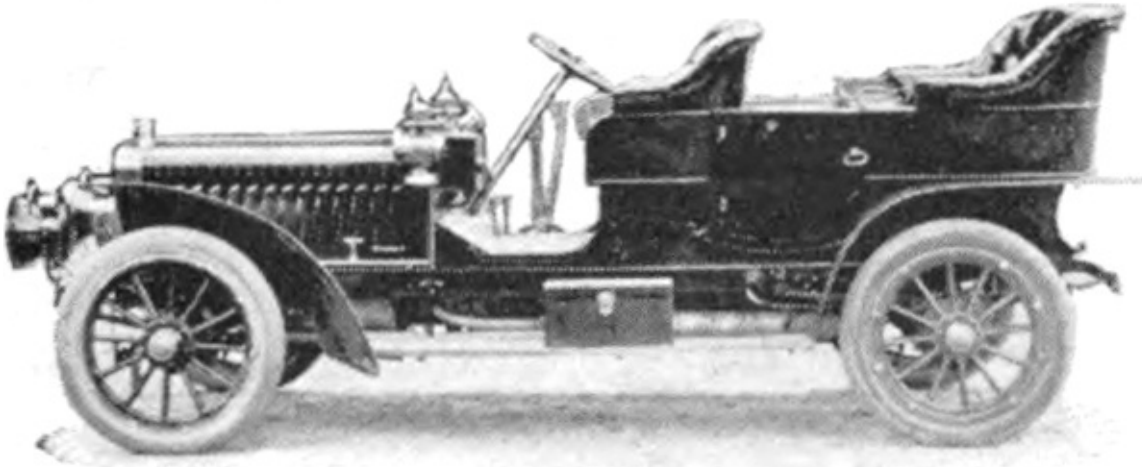
LUBRICATION: Mechanical

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Worm and sector

BRAKES: External and internal on rear hubs

SPRINGS: Semi-elliptical all around

FRAME: Pressed steel channel

BORE: 3 $\frac{7}{8}$ in.; **STROKE:** 4 $\frac{3}{4}$ 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 gate

CHANGE GEAR: Sliding type

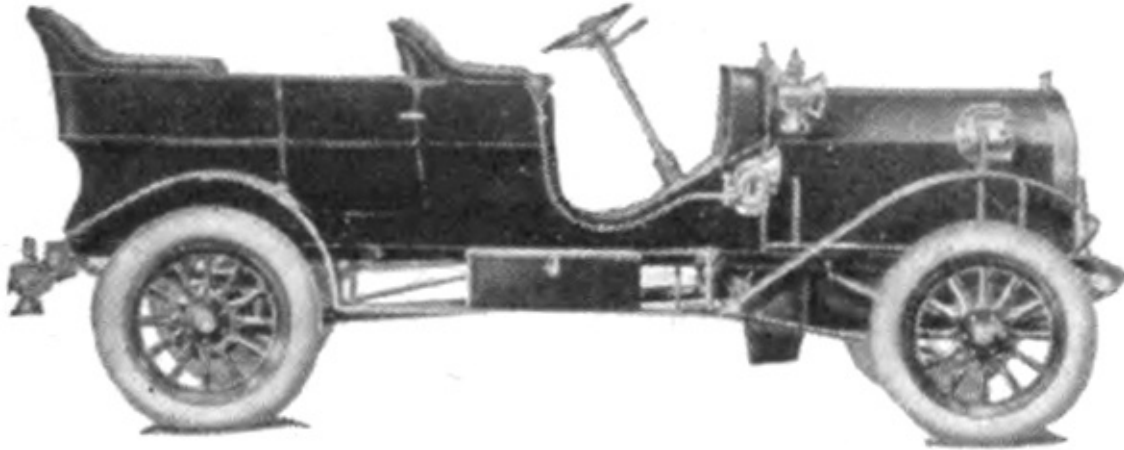
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever, progressive system

DRIVE: Bevel gear

**Northern, Model L, Touring Car, 50 H.P.
Detroit, Mich.**

Northern Motor Car Co.,



PRICE: \$3,500

BODY: Side entrance tonneau

SEATS: 7 persons

WEIGHT: 3,300 pounds

WHEEL-BASE: 120 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

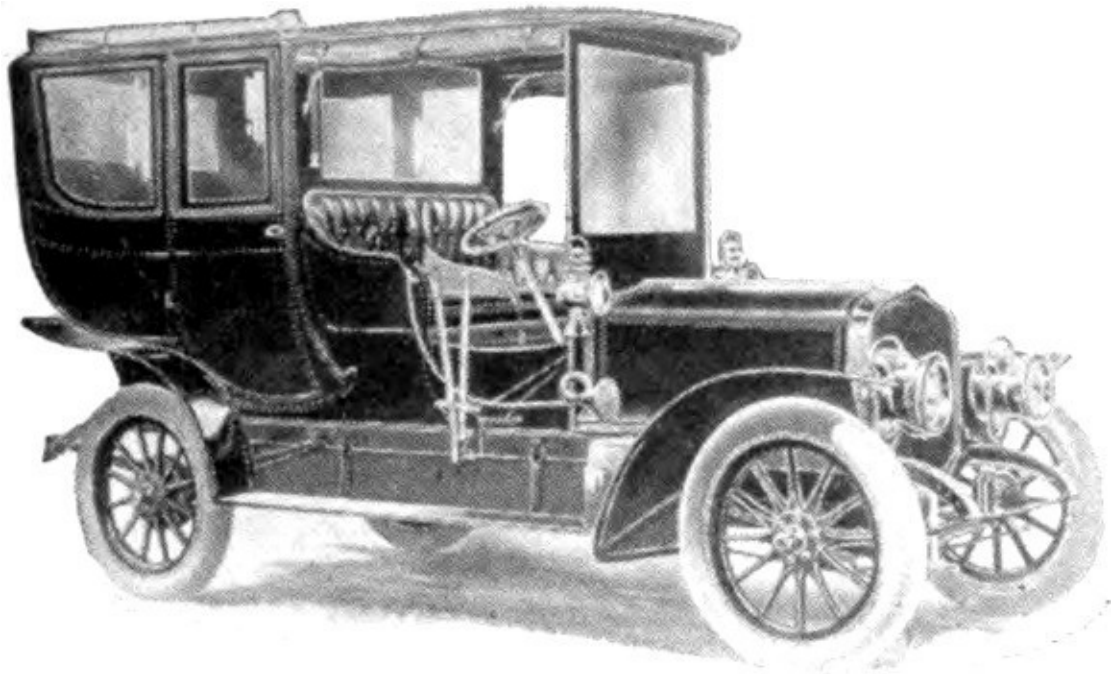
CHANGE GEAR: Sliding type on rear axle

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Lever under steering wheel

DRIVE: Shaft

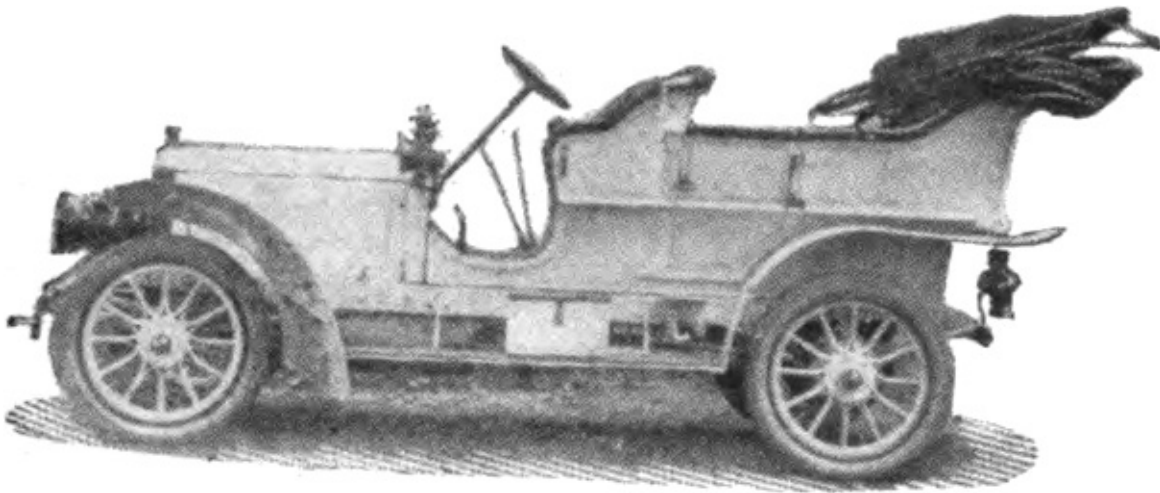
**Corbin, Model H, Limousine, 24 H.P. Corbin Motor Vehicle Corp., New
Britain, Conn.**



PRICE: \$3,500
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,500 lbs.
WHEEL-BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 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: 34 × 4½ in.

TIRES, REAR: 34 × 4½ 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: 2 forward and reverse

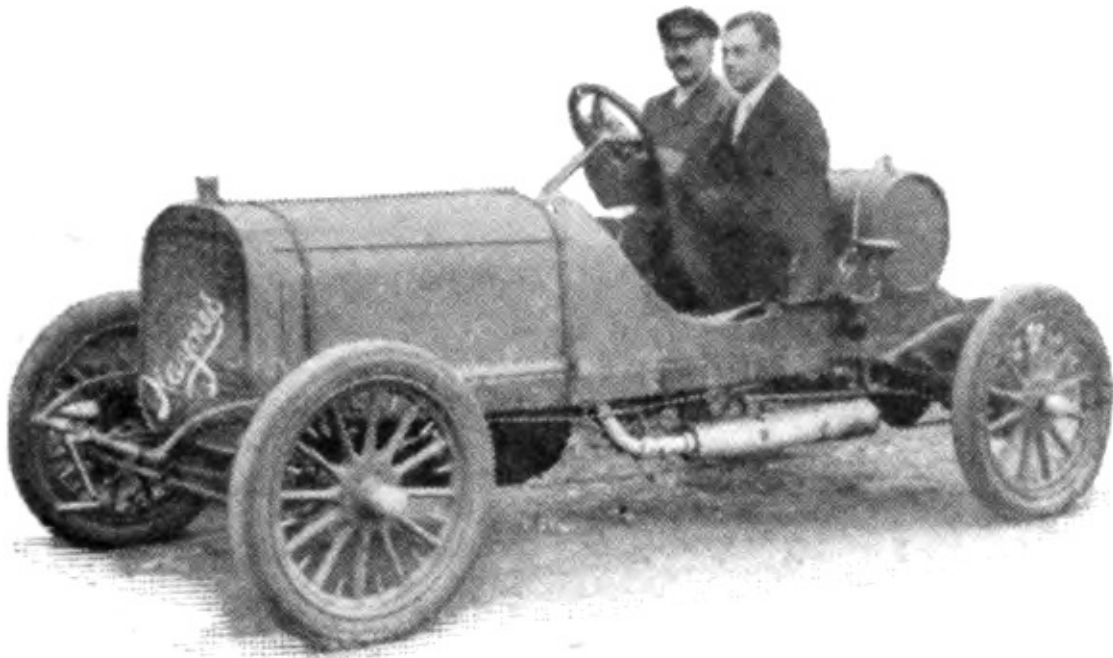
SPEEDS: 5 forward and reverse

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: 32 × 4 in.

TIRES, REAR: 32 × 4 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

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: External steel band on bronze drum

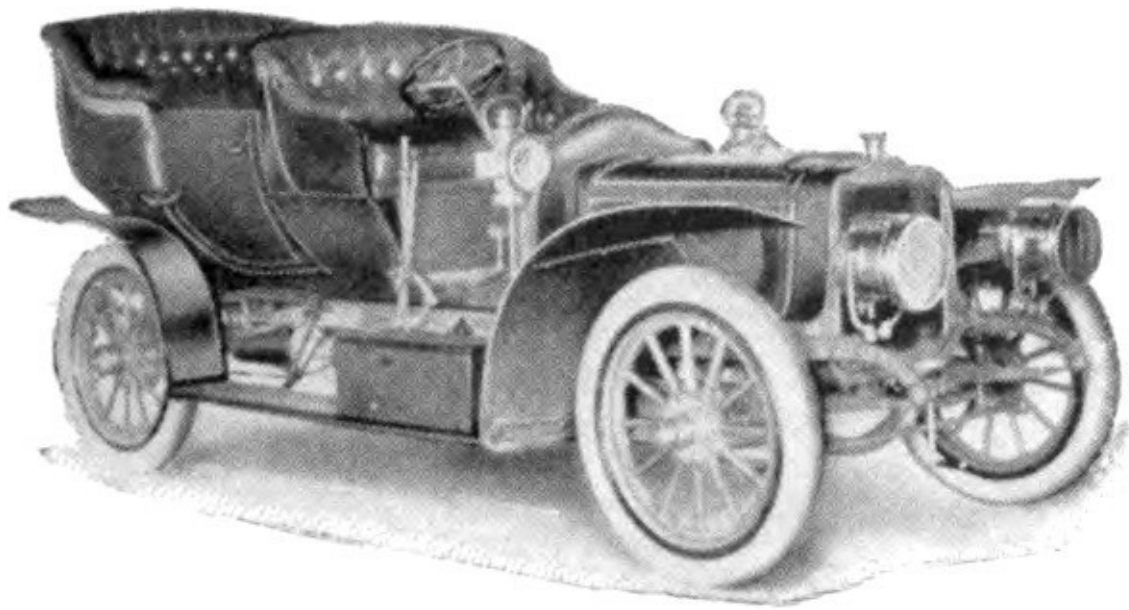
CHANGE GEAR: Sliding type

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

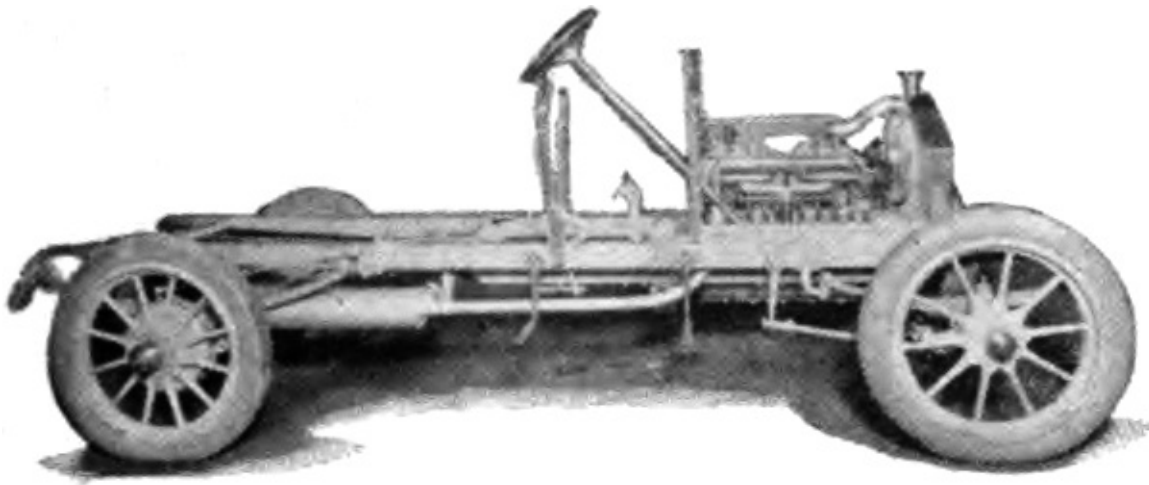
CLUTCH: Leather-faced cone

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

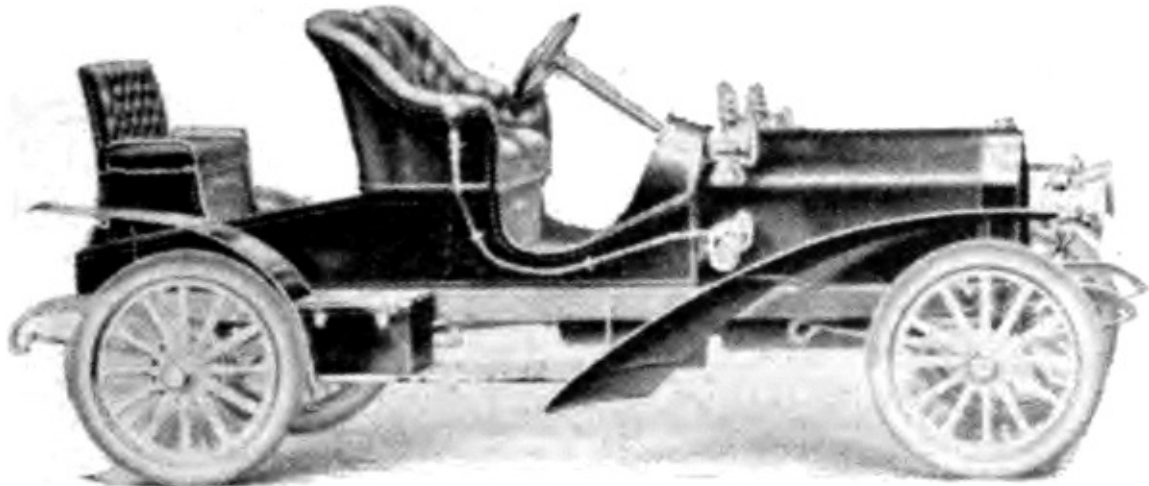
SPEEDS: 5 forward and reverse

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: 32 × 4 inches

TIRES, REAR: 32 × 4 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 gears 1

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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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-siphon; honeycomb radiator

IGNITION: Low-tension

CURRENT SUPPLY: Magneto

CARBURETER: Automatic

LUBRICATION: Mechanical force feed, ratchet driven

MOTOR-CONTROL: Spark and throttle

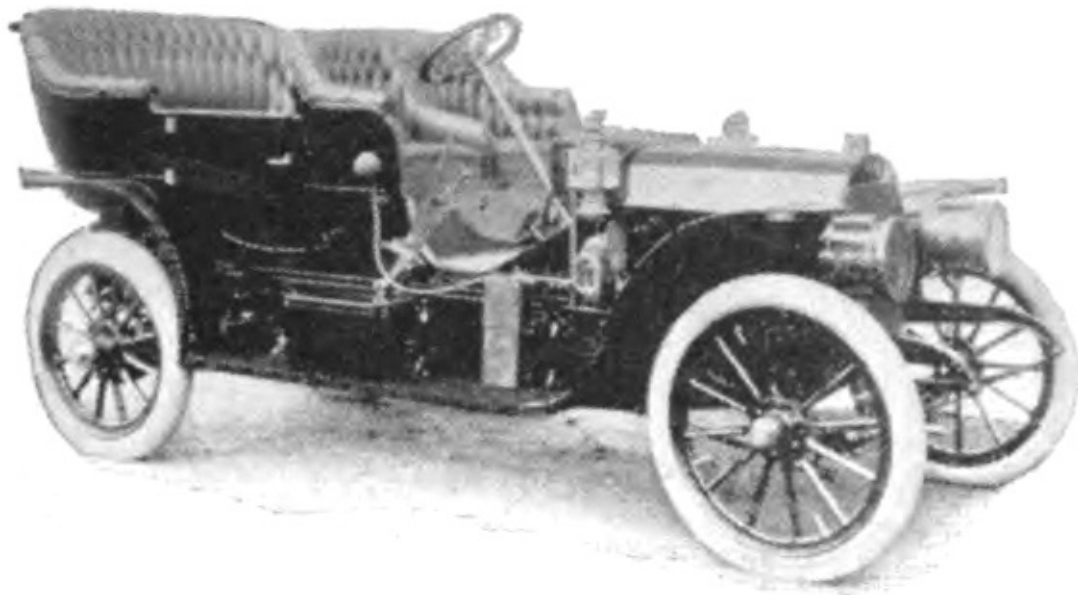
CLUTCH: External contracting band

CHANGE GEAR: Sliding train

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: 34 × 4 inches

TIRES, REAR: 34 × 4 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

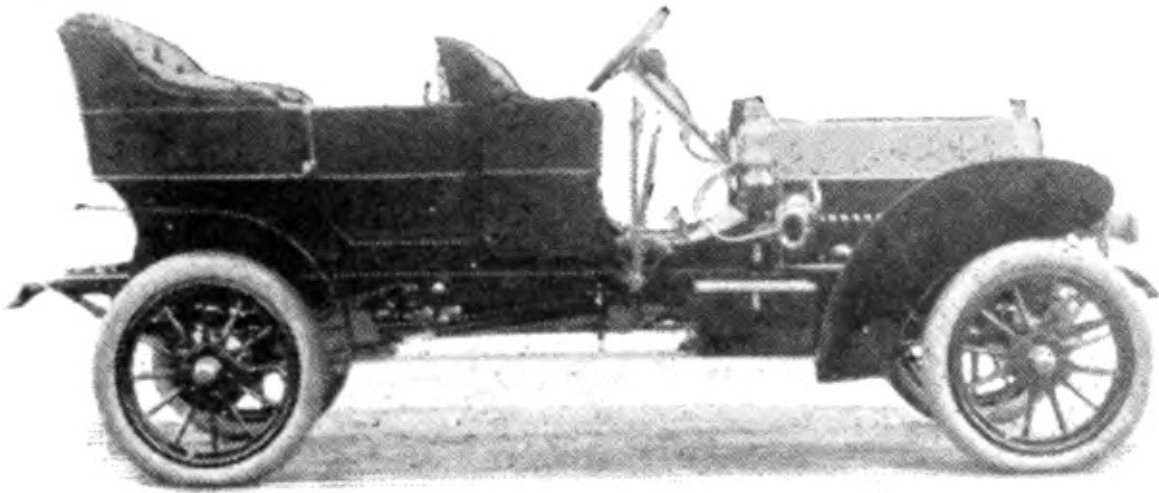
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and 1 reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft

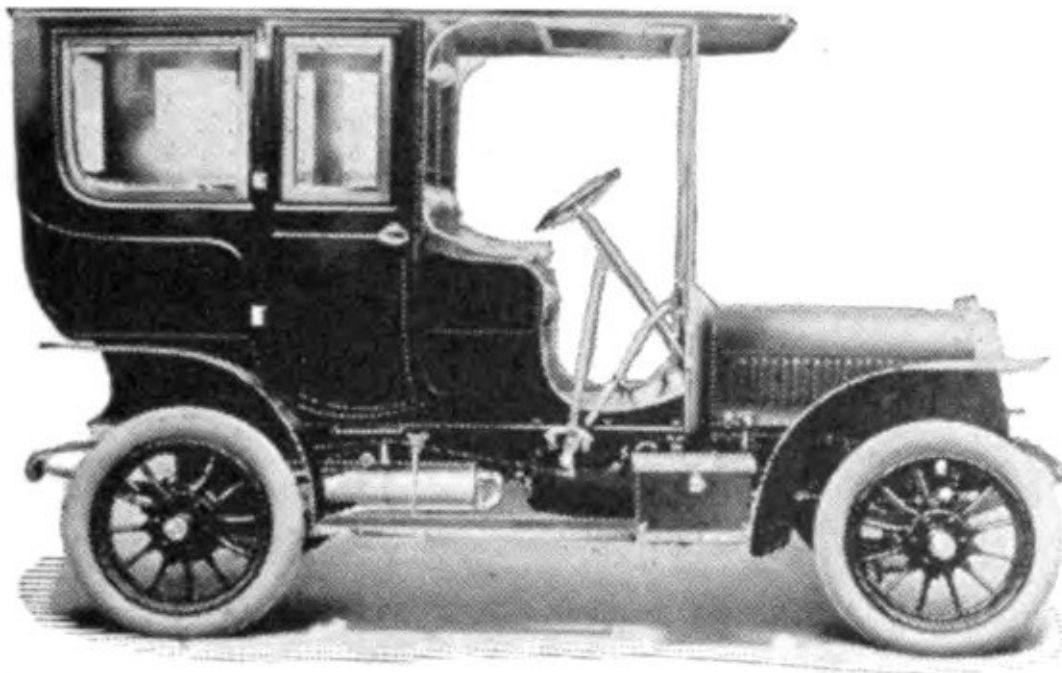
Glide, Model H, 50–60 H.P. Bartholomew Co., Peoria, Ill.



PRICE: \$3,500
BODY: Double side entrance
SEATS: 7 persons
WHEEL-BASE: 132 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ in.
TIRES, REAR: 36 × 4½ 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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Worm and nut

BRAKES: On rear hubs

SPRINGS: Semi-elliptical front, three-quarter elliptical rear

FRAME: Pressed channel steel

BORE: 4⅜ 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: Control on steering wheel

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

Model, Style 15, 45 H.P. Model Automobile Co., Peru, Indiana

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

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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Wheel and irreversible

BRAKES: On rear hubs and transmission shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4 $\frac{1}{8}$ inches

STROKE: 5 $\frac{1}{4}$ 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: 3 forward and 1 reverse

CHANGE-GEAR CONTROL: Side lever, selective system

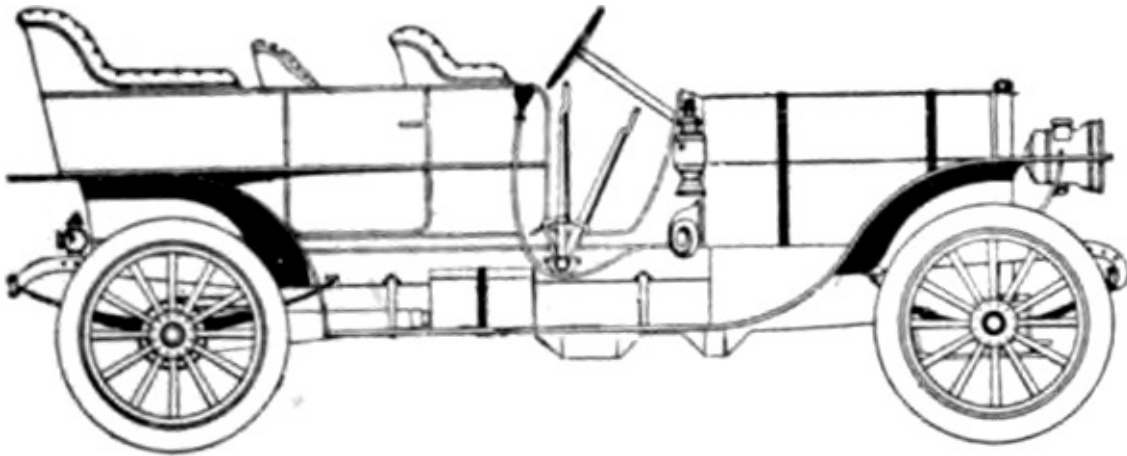
DRIVE: Shaft with bevel gear

Glide, Model G, Limousine, 40 H.P. Bartholomew Co., Peoria, Ill.

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

PRICE: \$3,700
BODY: Limousine
SEATS: 6 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 in.
TIRES, REAR: 34 × 4 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 battery
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: Selective 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: 36 × 4 inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and nut

BRAKES: On transmission and 2 on each rear hub

SPRINGS: Semi-elliptical

FRAME: Pressed steel

BORE: 4¹³/₁₆ in.; **STROKE:** 5⁵/₈ 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 battery and magneto

CARBURETER: Float-feed

LUBRICATION: Pump driven by gears

MOTOR-CONTROL: Spark and throttle

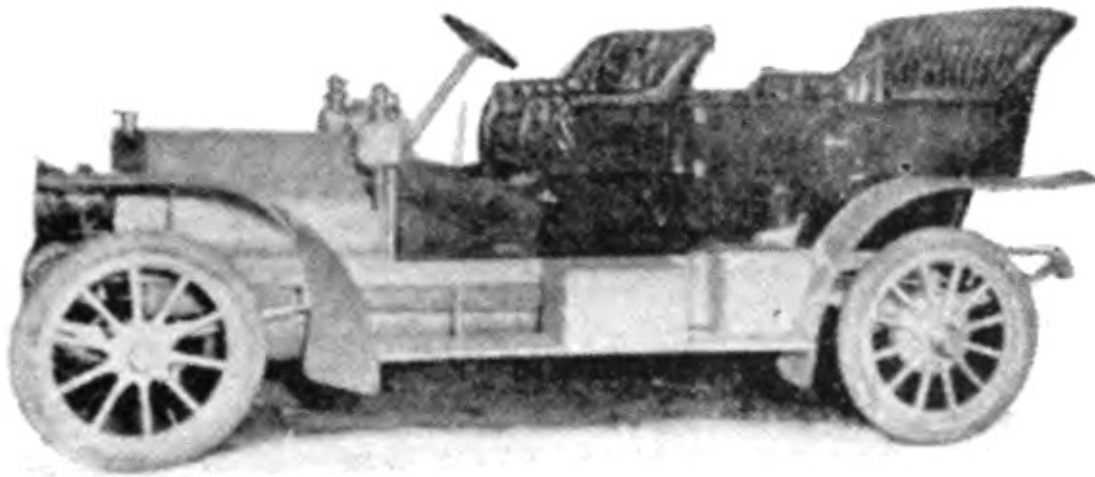
CLUTCH: Expanding ring

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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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 distributors 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 annular ball bearings

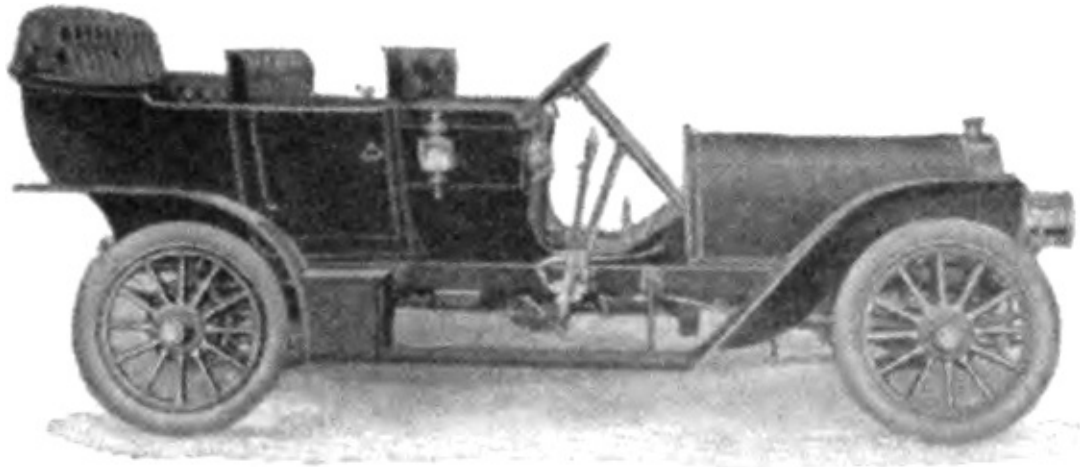
SPEEDS: 3 speeds and reverse

CHANGE-GEAR CONTROL:

CHANGE-GEAR CONTROL: Side lever: progressive type

DRIVE: Shaft

**Compound, Model H, 6 Cyl., 40 H.P. E. H. V. Company, Middletown,
Conn.**

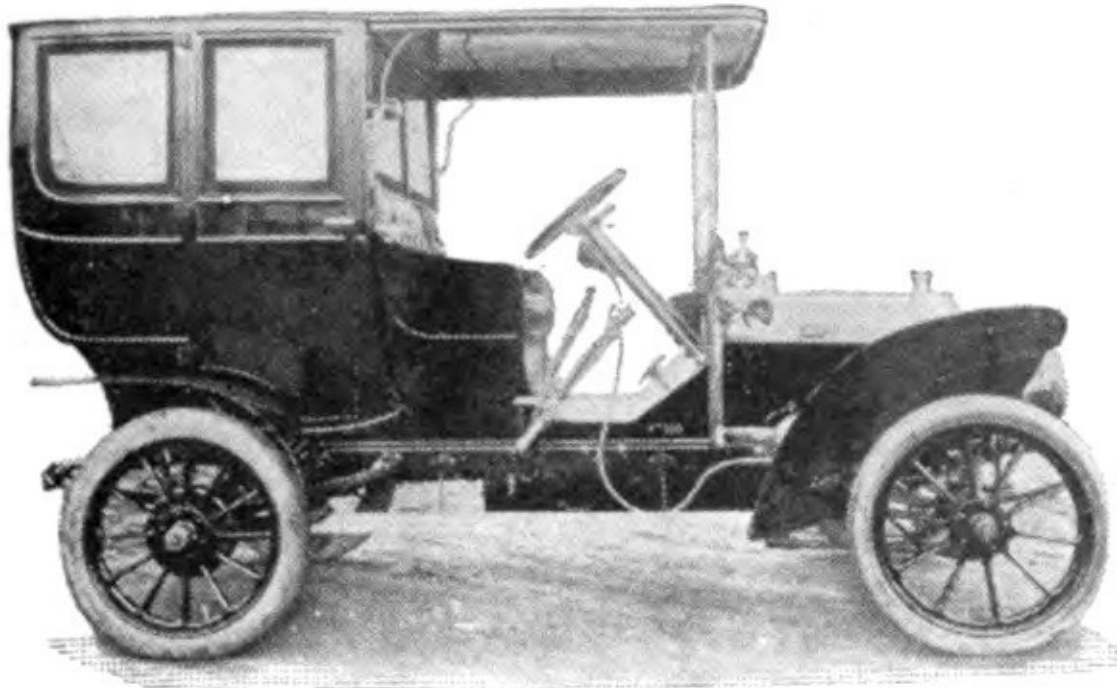


PRICE: \$3,750
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 115 inches
TREAD: 56½ inches
TIRES, FRONT: 34 × 4 in.
TIRES, REAR: 34 × 4 in.
STEERING: Lock wheel type
BRAKES: On driving shaft and internal on rear hubs
SPRINGS: Rear, full elliptic; front, semi-elliptic
FRAME: 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.
Lansing, Mich.**

Olds Motor Works,



PRICE: \$3,800
BODY: Limousine
SEATS: 5 persons
WHEEL-BASE: 106½ inches
TREAD: 55 inches
TIRES, FRONT: 34 × 3½ inches
TIRES, REAR: 34 × 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

LUBRICATION: Splash system

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone type

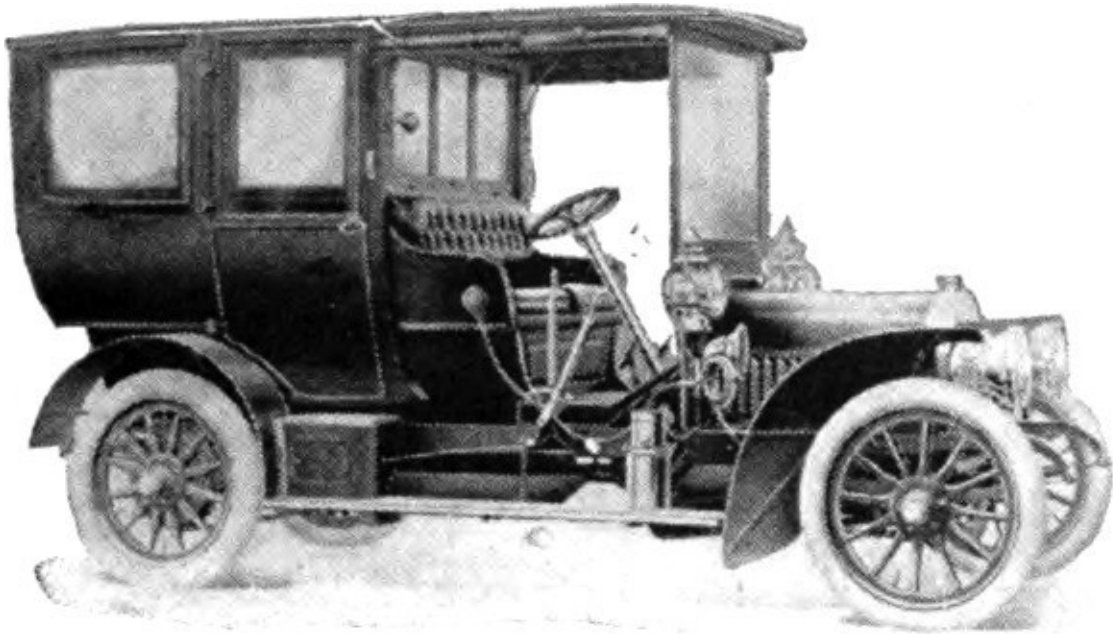
CHANGE GEAR: Sliding type

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: 32 × 4 inches
TIRES, REAR: 32 × 4½ 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

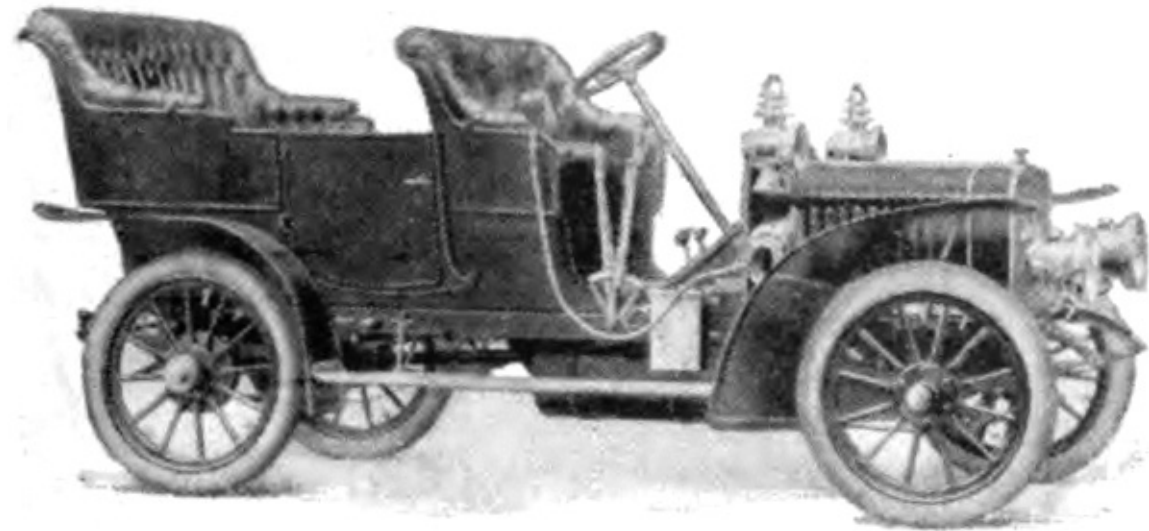
LUBRICATION: Mechanical
MOTOR-CONTROL: Governor
CLUTCH: Special cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward, one reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Double side chains



THE NATIONAL MAGAZINE OF MOTORING

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: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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

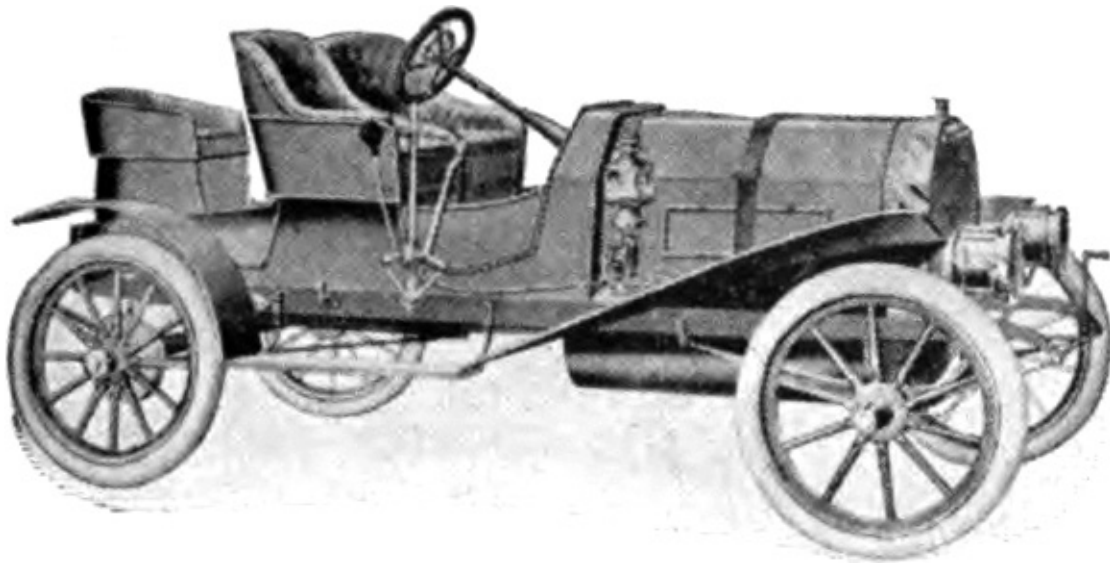
CHANGE GEAR: Sliding type

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: 36 × 3½ inches
TIRES, REAR: 36 × 4 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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone; leather-faced

CHANGE GEAR: Sliding type

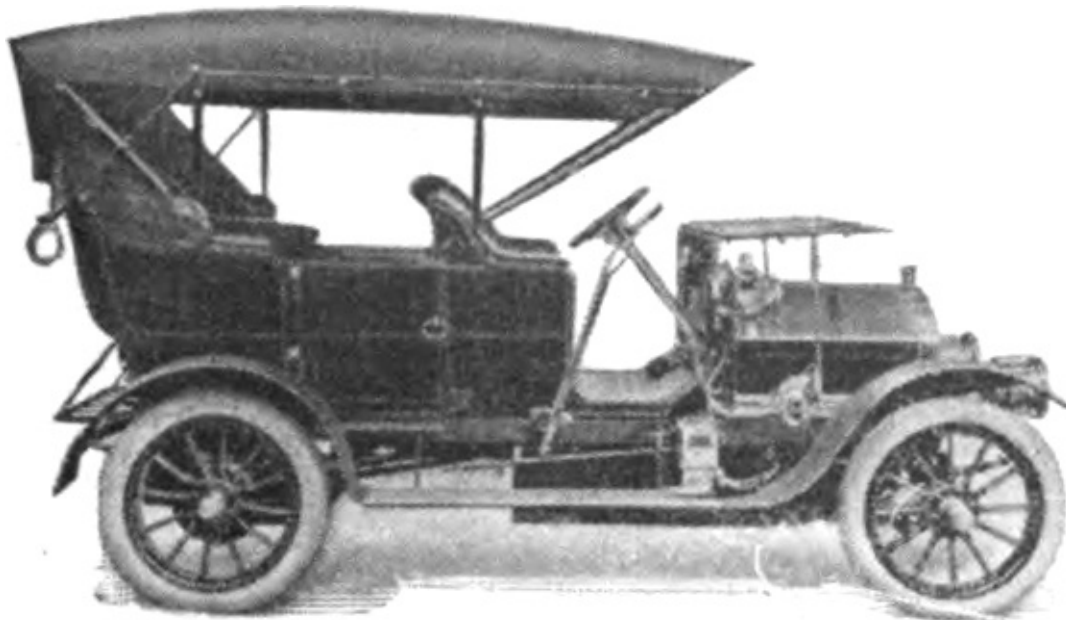
SPEEDS: 4 forward and reverse

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 × 4 inches

TIRES, REAR: 34 × 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

MOTOR-CONTROL: Hand throttle

CLUTCH: Cone clutch

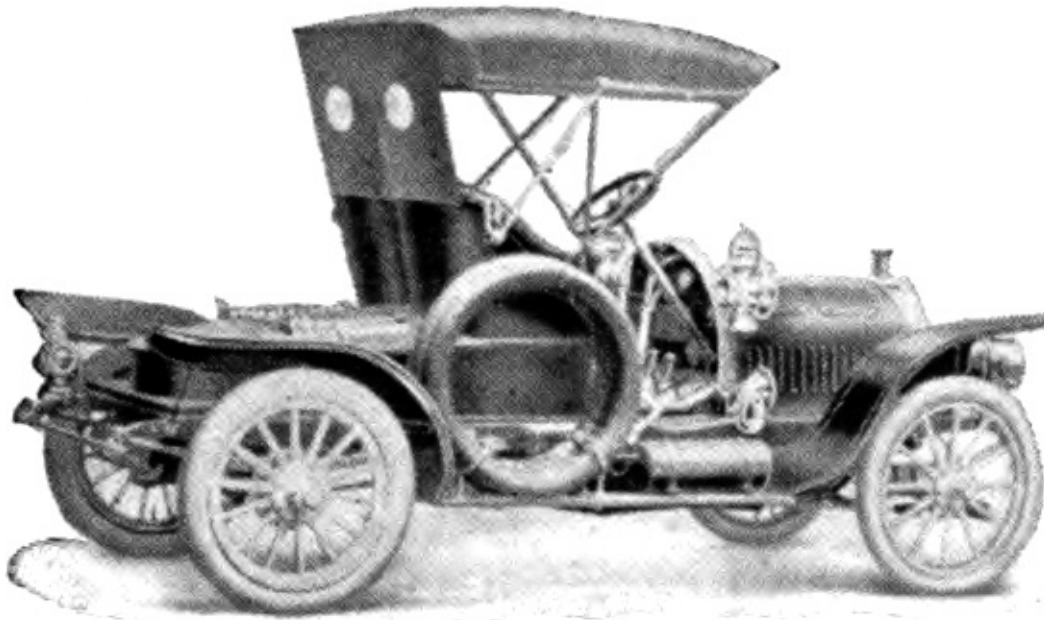
CHANGE GEAR: Sliding type

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**

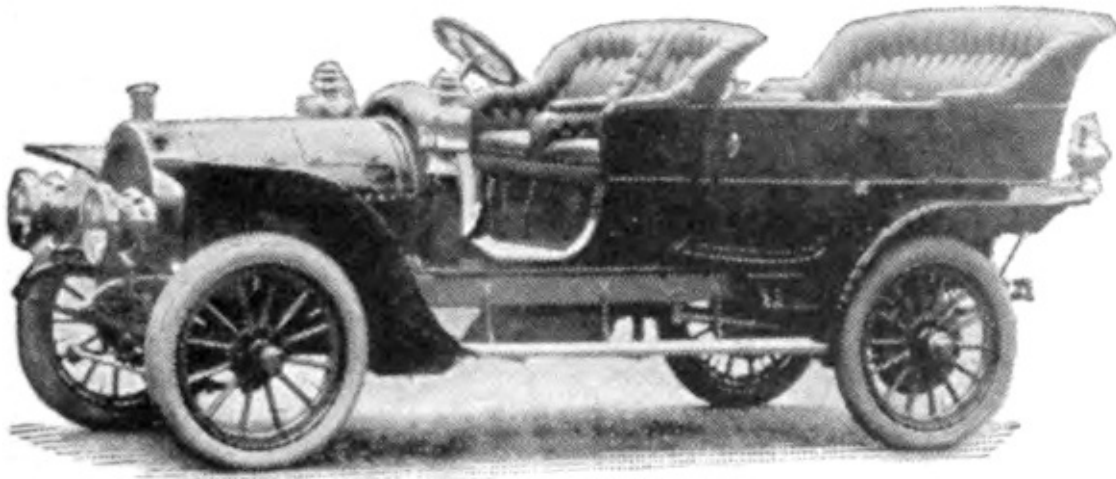


PRICE: \$4,000
BODY: Runabout
SEATS: 2 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4½ inches
TIRES, REAR: 34 × 4½ inches
STEERING: Wheel, improved
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Steel
BORE: 5⅞ in.; STROKE: 5½ in.
CYLINDERS: 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 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 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Wheel-improved

BRAKES: Internal expanding on rear wheels; external on transmission

SPRINGS: Semi-elliptic

FRAME: Steel

BORE: 5⅛ 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

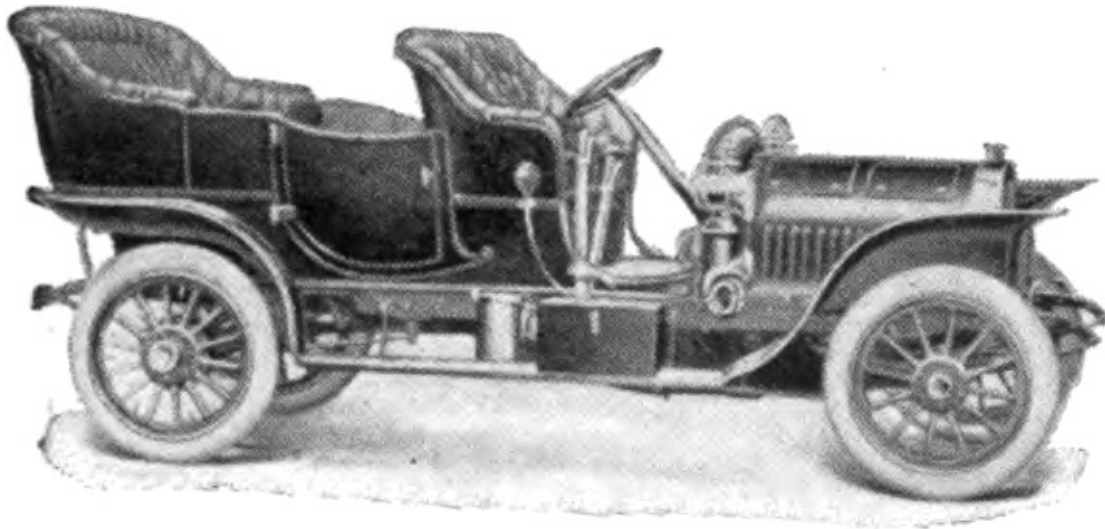
CLUTCH: Conical leather-faced

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Wheel, improved

BRAKES: On rear wheels and driving shaft

SPRINGS: Semi-elliptic

FRAME: Steel

BORE: 5⅞ 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

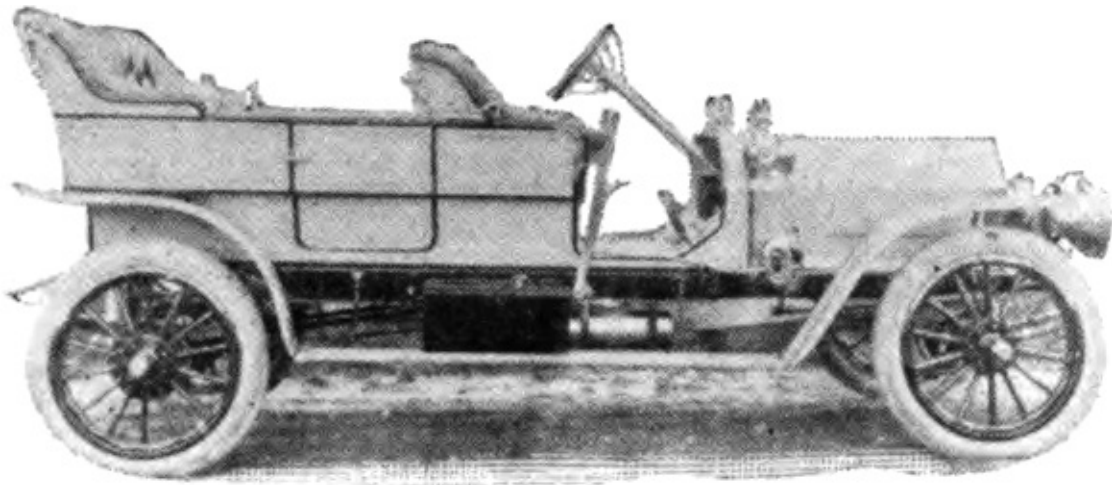
LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone, leather-faced

GEAR: Cone, bevel-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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: On rear hubs

SPRINGS: Semi-elliptic, front, full elliptic, rear

FRAME: Pressed steel

BORE: 4⅝ 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

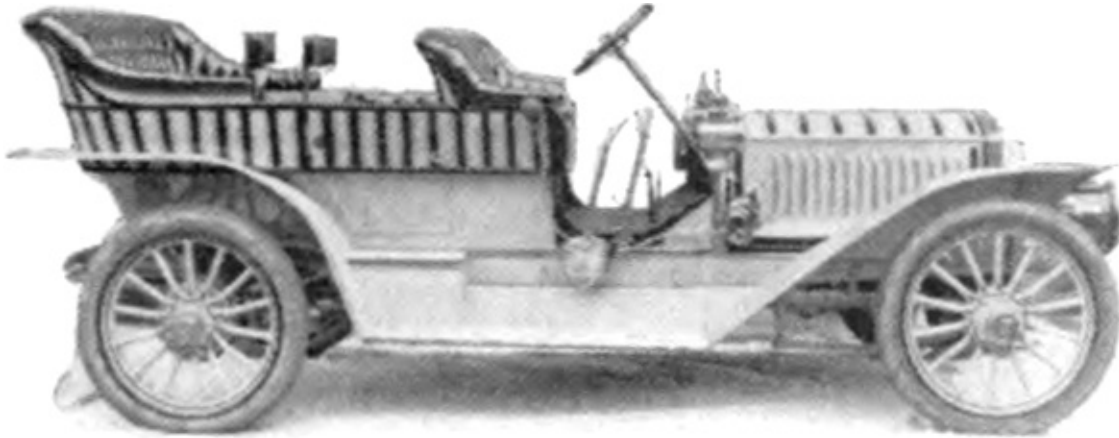
SPEEDS: 2 forward and reverse

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

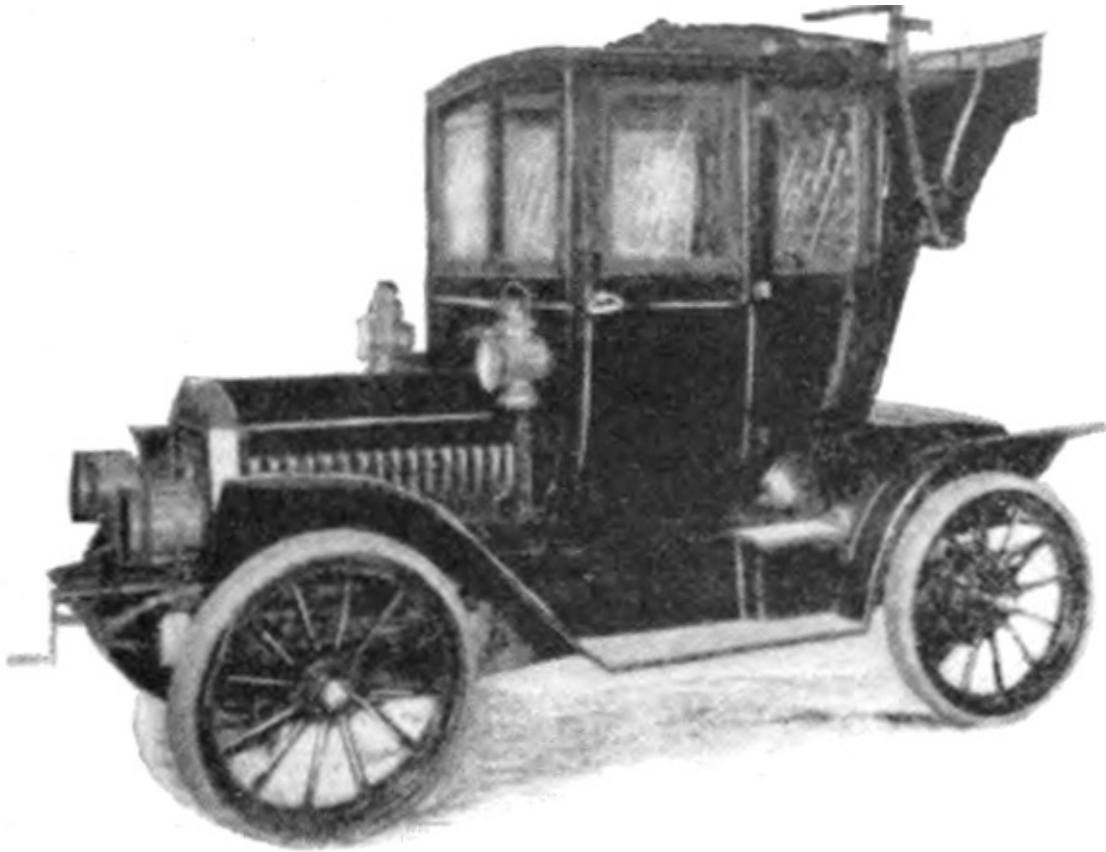
SPEEDS: 4 forward and reverse

SPEEDS: 4 FORWARD and REVERSE

CHANGE-GEAR CONTROL: Side lever selective system

DRIVE: Shaft

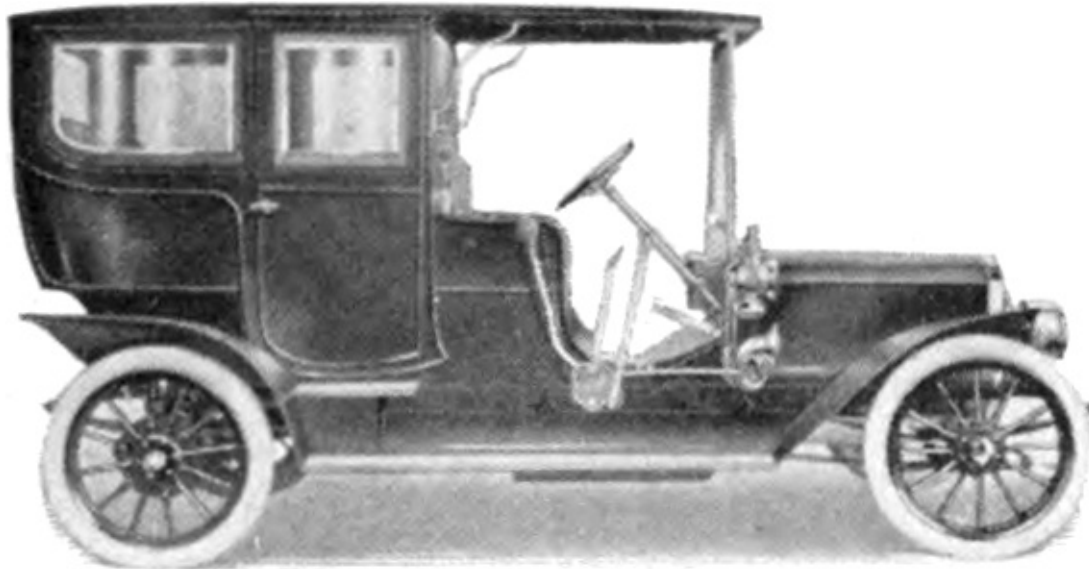
**Frayner-Miller Taxameter Cab, 24 H.P. The Oscar Lear Automobile
Co., Columbus, O.**



PRICE: \$4,000
BODY: Taxameter Cab
SEATS: 2 persons
WEIGHT: 2,900 pounds
WHEEL-BASE: 96 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: $4\frac{1}{16}$ inches
STROKE: $5\frac{1}{8}$ 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

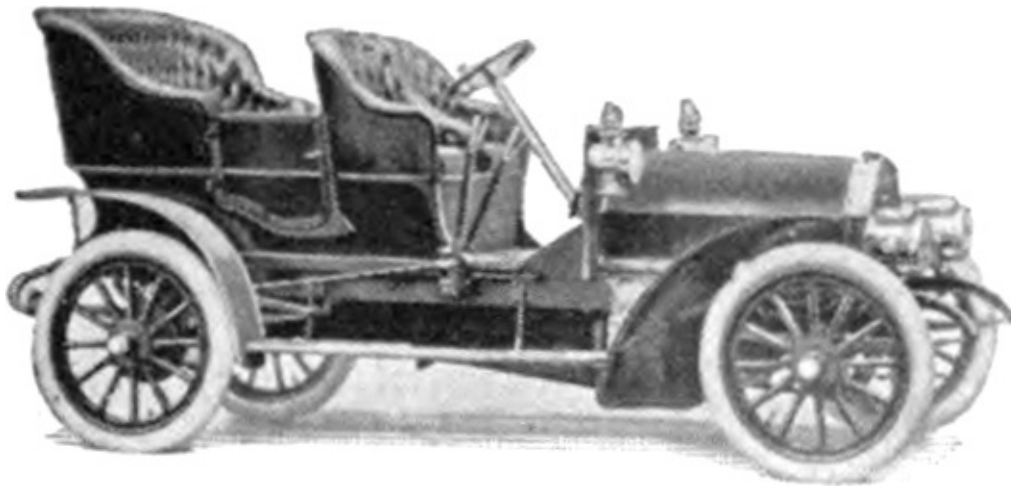
**Frayer-Miller, 24 H.P. Limousine. The Oscar Lear Automobile Co.,
Columbus, O.**



PRICE: \$4,000
BODY: Limousine
SEATS: 5 persons
WEIGHT: 2,500 pounds
WHEEL-BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Worm and sector
BRAKES: Internal and external on rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¹/₁₆ in.; STROKE: 5½
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

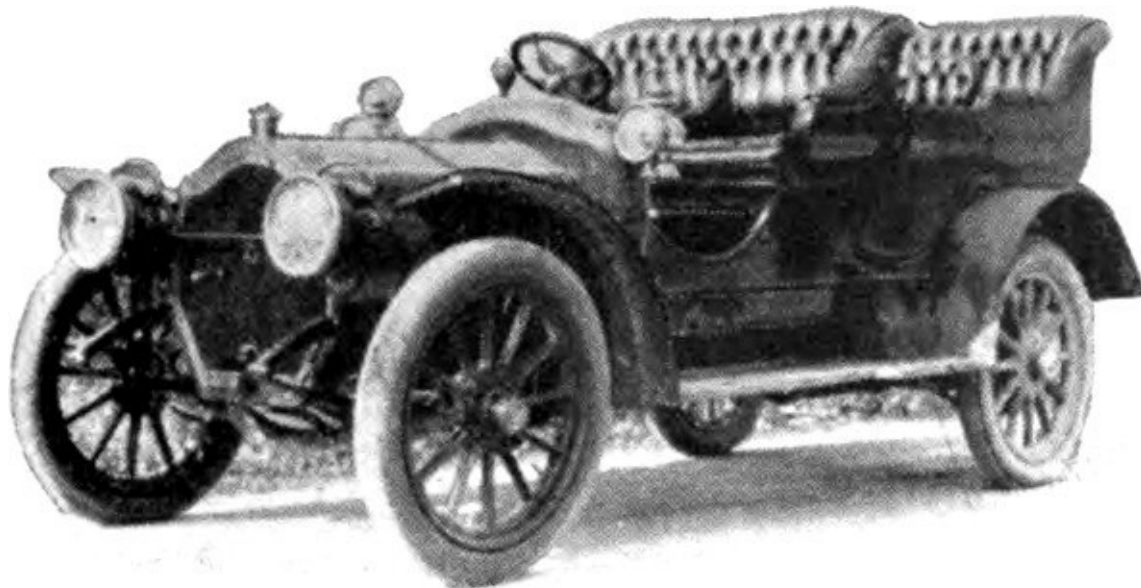
Hewitt Touring Car, 50–60 H.P. Hewitt Motor Co., New York



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 × 90 mm.
TIRES, REAR: 875 × 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

CHANGE GEAR CONTROL: Side lever of 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: 36 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: Contracting on countershaft drums and 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 generators

CARBURETER: Automatic, variable, water jacketed

LUBRICATION: Mechanical gear-driven oiler, augmented by splash

MOTOR-CONTROL: Spark and throttle

CLUTCH: Triple disc, metal-to-metal

CHANGE GEAR: Sliding; all Hess-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**

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

PRICE: \$4,000

BODY: Runabout, with rumble seat

SEATS: 3 persons

WEIGHT: 3,200 pounds

WHEEL-BASE: 118½ inches

TREAD: 56½ inches

TIRES, FRONT: 36 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: Contracting on countershaft drums and 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 oiler, augmented by splash
system

CARBURETER: Automatic, variable, water jacketed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Triple disc, metal-to-metal

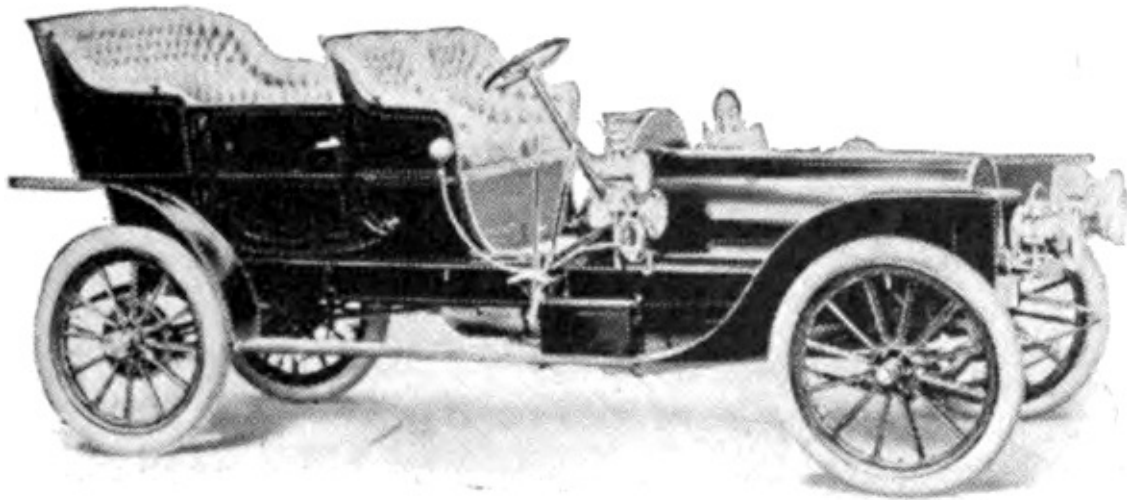
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Side lever with anti-stripping device;
selective

DRIVE: Side chains

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: 36 × 3½ inches

TIRES, REAR: 36 × 4 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

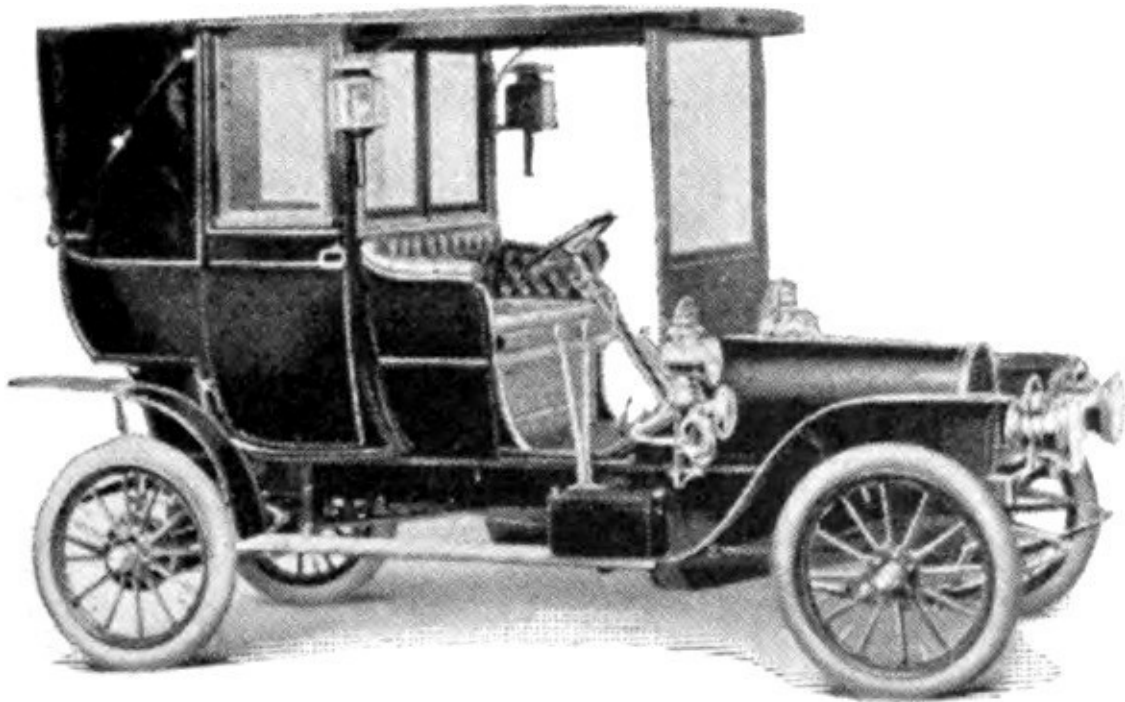
CHANGE GEAR: Sliding type

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: 34 × 3 inches

TIRES, REAR: 34 × 4 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

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

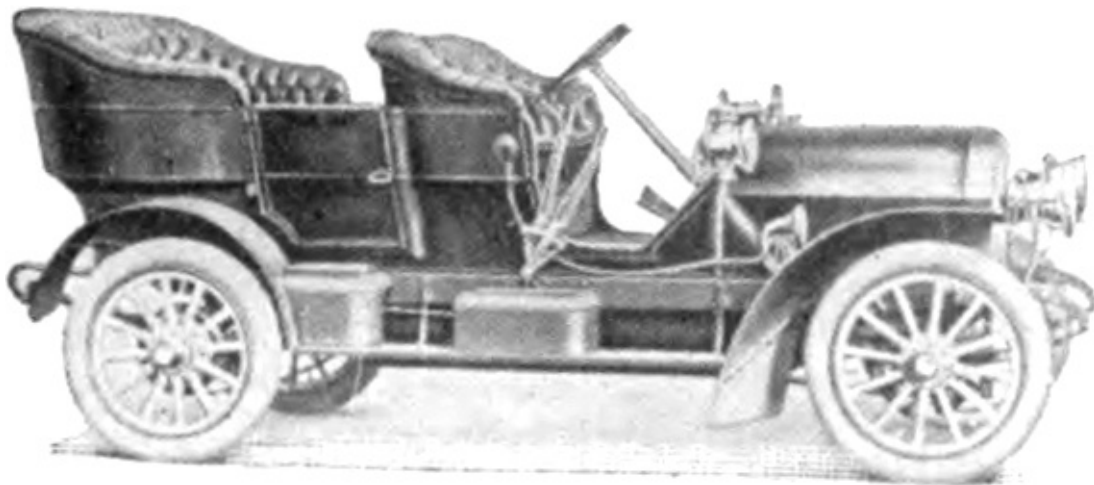
CHANGE GEAR: Sliding type

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 × 4 inches
TIRES, REAR: 34 × 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: 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: 1 forward and reverse

SPEEDS: 4 Forward and REVERSE

CHANGE-GEAR CONTROL: Selective system

DRIVE: Double side chain

Croesus, 35–40 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: \$4,000

BODY: Side entrance tonneau

SEATS: 7 persons

WEIGHT: 2,560 pounds

WHEEL-BASE: 108 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Worm and sector

BRAKES: Transmission and rear hubs

SPRING: Semi-elliptical

FRAME: Pressed steel

BORE: 4¹⁵/₁₆ in.; STROKE: 5³/₈ 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

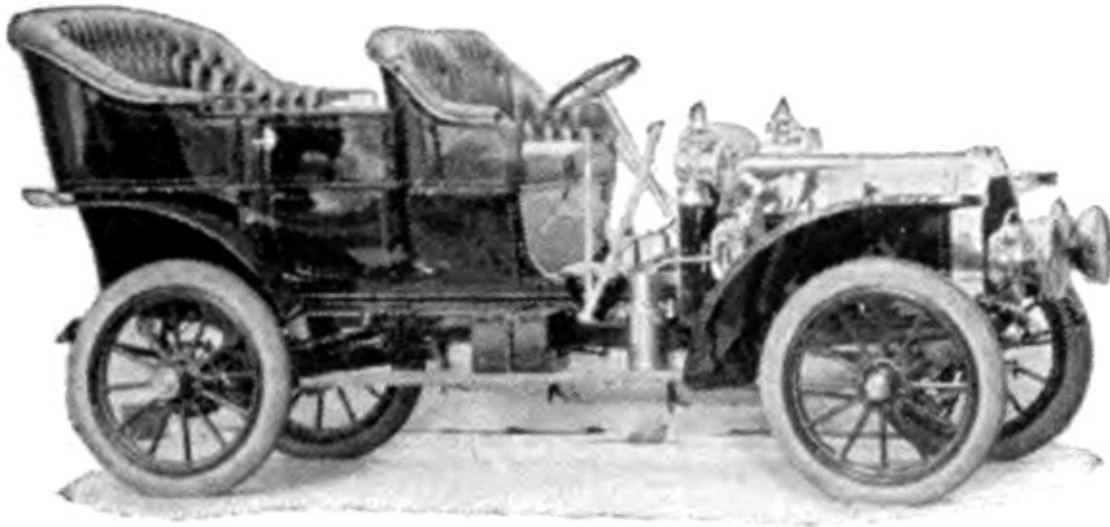
MOTOR-CONTROL: Spark and throttle

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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: Wheel and irreversible

BRAKES: Operating on rear hubs and transmission shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4 $\frac{1}{8}$ inches

STROKE: 5 $\frac{1}{4}$ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Friction cone type

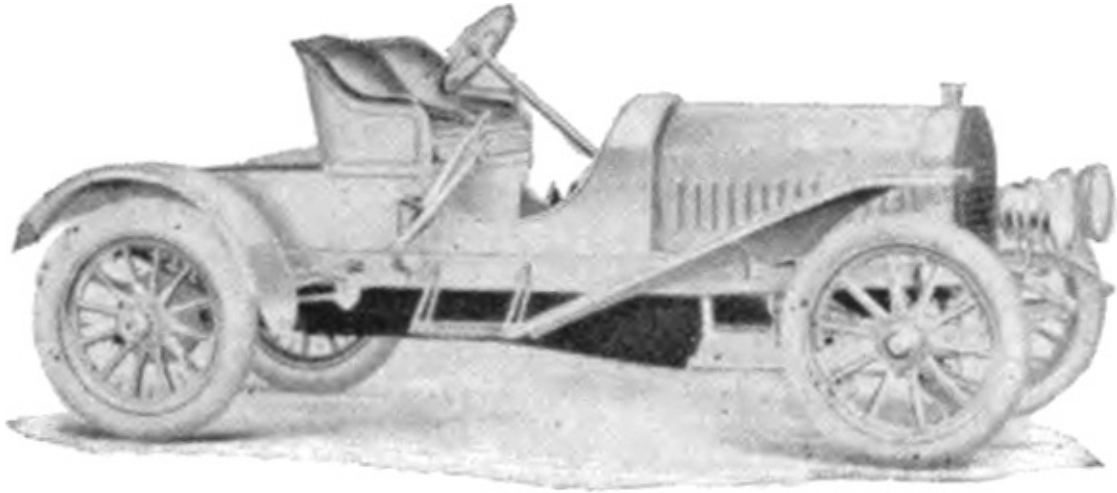
CHANGE GEAR: Sliding type, plain bearings

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: 34 × 4 inches
TIRES, REAR: 34 × 4½ inches
STEERING: Worm and sector
BRAKES: Internal and external on rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4⅝ inches
STROKE: 5½ 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

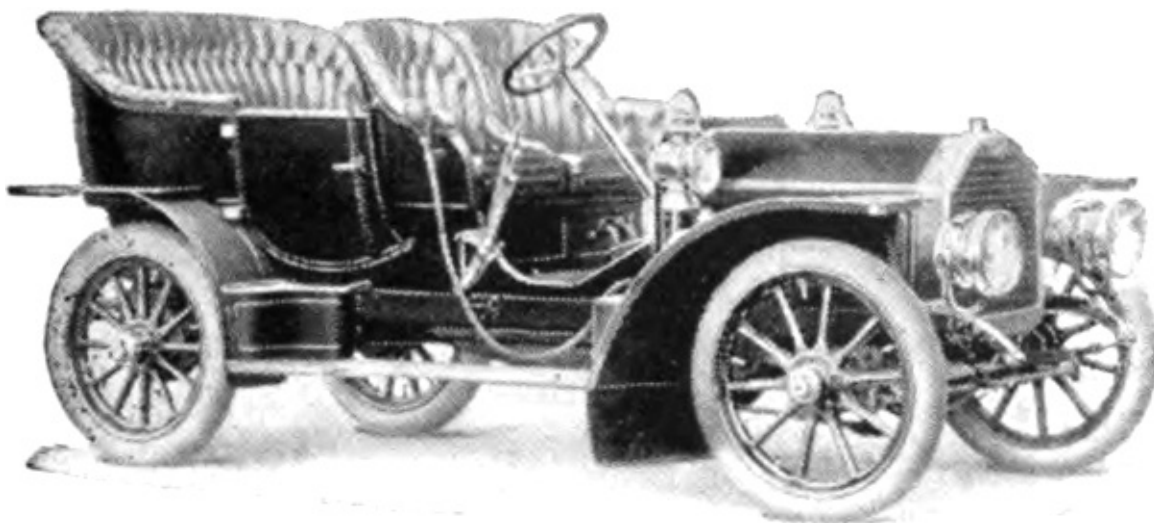
CHANGE GEAR: Sliding type

SPEEDS: 4 forward, 1 reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft and bevel gears

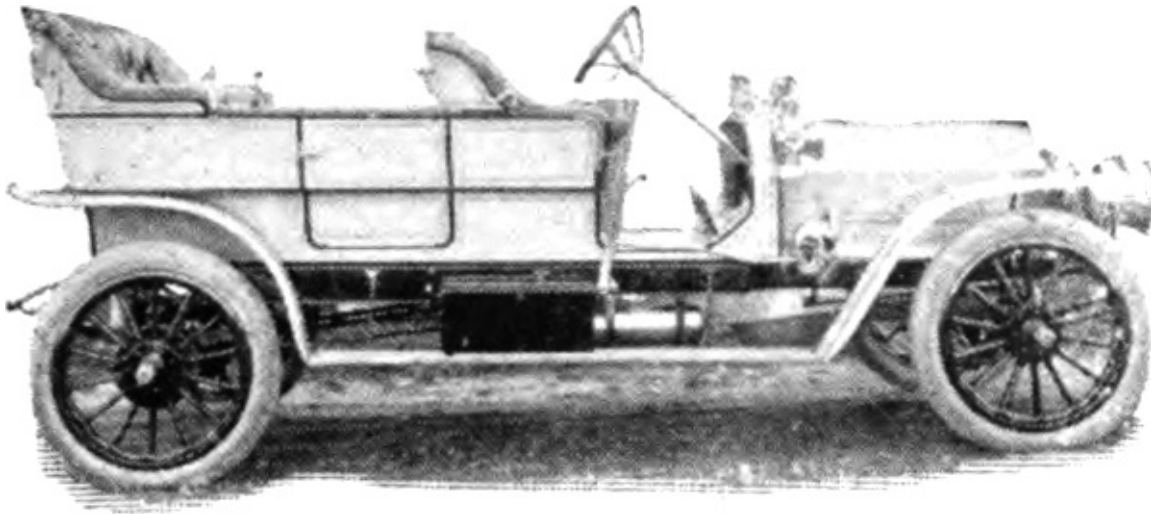
Peerless, Model 16, 30 H.P. Peerless Motor Car Co., Cleveland, Ohio



PRICE: \$4,000
BODY: Touring
SEATS: 5 persons
WEIGHT: 2,800 pounds (light)
WHEEL-BASE: 109 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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: 4⅝ 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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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: 4⅝ 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

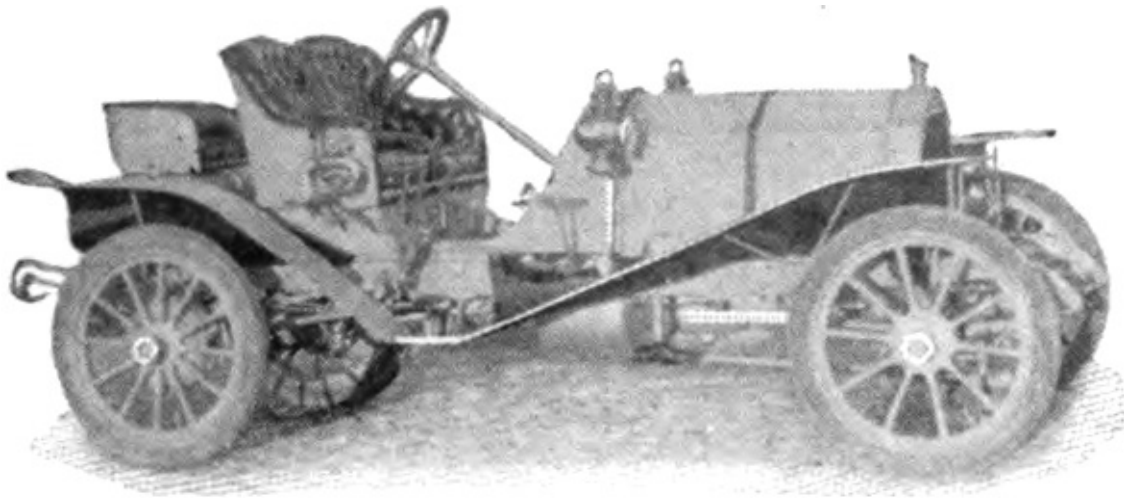
CHANGE GEAR: Welch pattern, individual clutches

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. × 3½ in.

TIRES, REAR: 34 in. × 4 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: 121 $\frac{3}{4}$ inches

TREAD: 56 $\frac{1}{2}$ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 $\frac{1}{2}$ 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:** 5 $\frac{1}{2}$ 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: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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

IGNITION: Jump spark

CARBURETER: Automatic

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Compression band

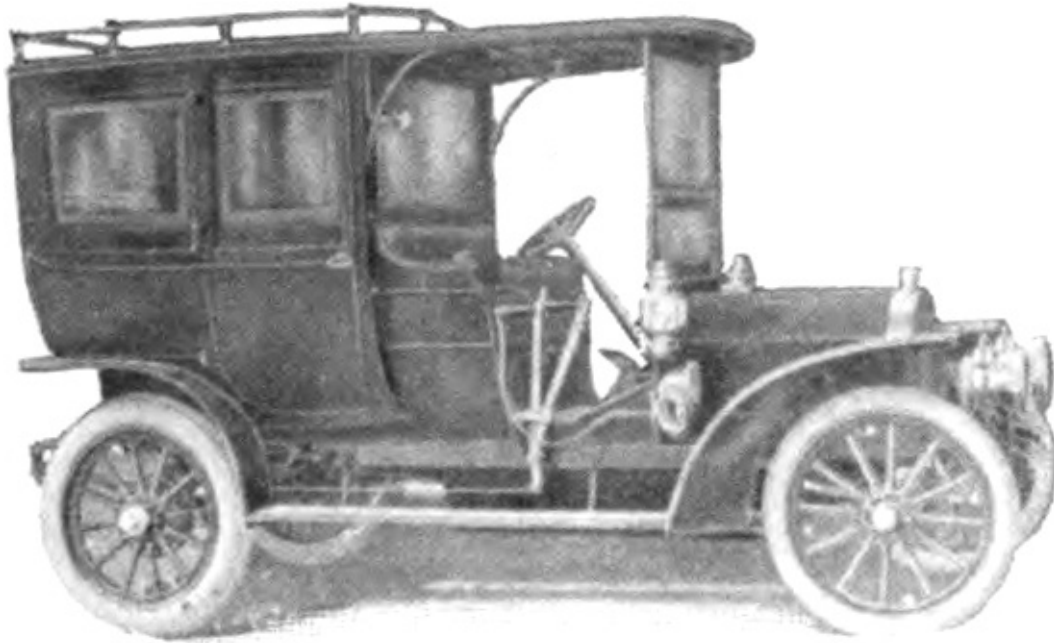
CHANGE GEAR: Sliding type

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: 34 × 3½ inches
TIRES, REAR: 34 × 4 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

Welch, Model D, 50 H.P. Welch Motor Car Co., Pontiac, Mich.

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

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: 4½ × 36 inches

TIRES, REAR: 4½ × 36 inches

STEERING: Worm and sector

BRAKES: On rear hubs

SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel

BORE: 4⅝ 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

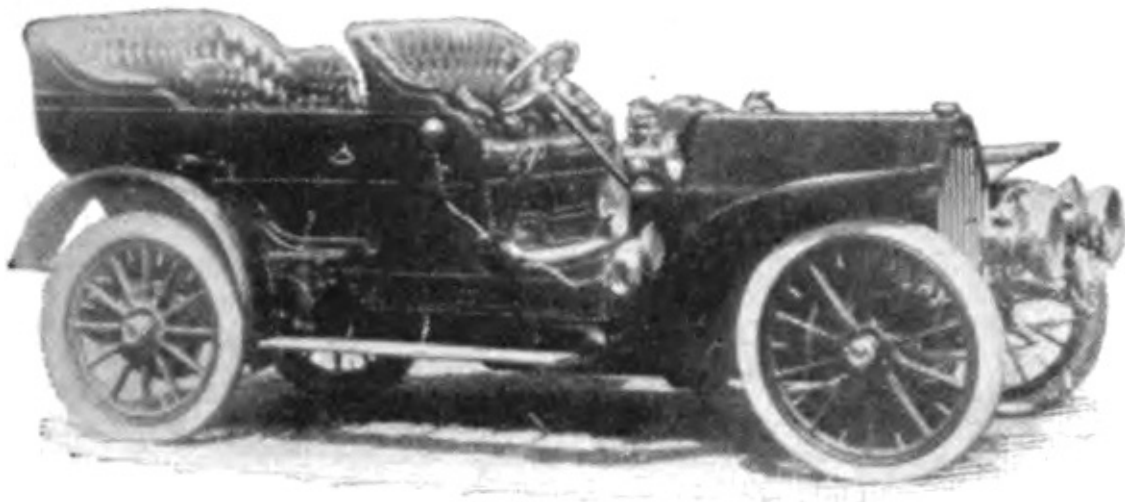
CHANGE GEAR: Individual clutch type

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: 36 × 3½ inches

TIRES, REAR: 36 × 4½ 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: 4⅞ 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

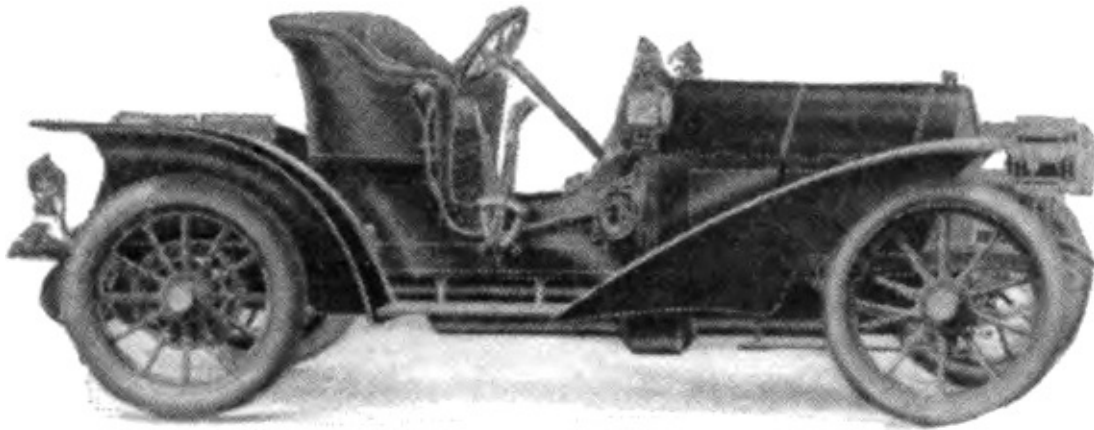
CHANGE GEAR: Sliding type—D. W. F. bearings

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: 36 × 3½ inches

TIRES, REAR: 36 × 4½ 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: 4⅞ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

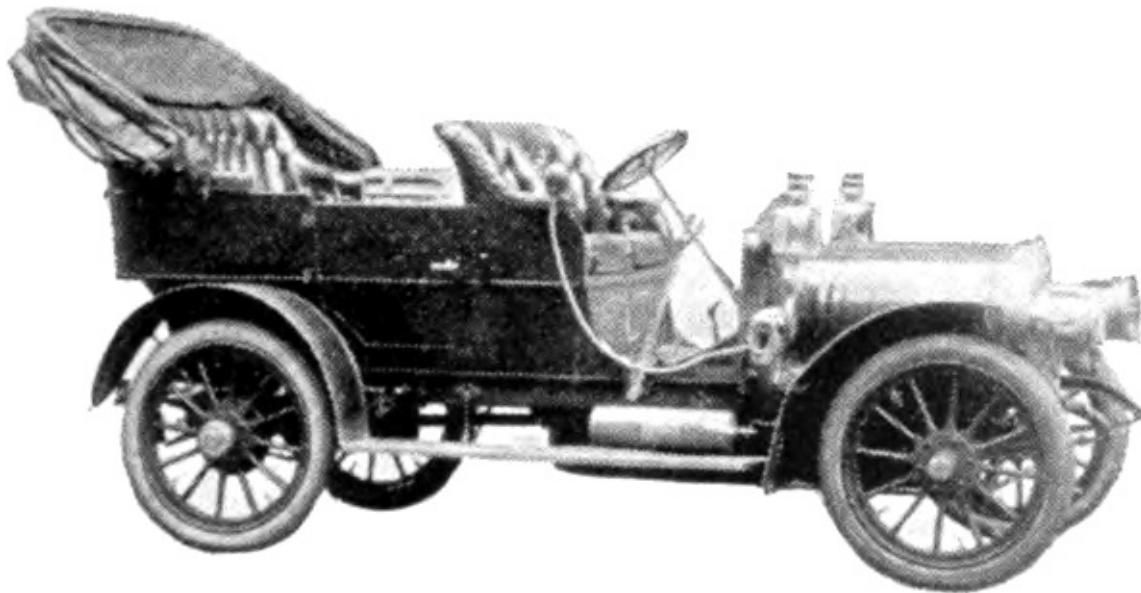
CHANGE GEAR: Sliding type—D. W. F. bearings

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: 34 × 4 in.

TIRES, REAR: 34 × 4 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

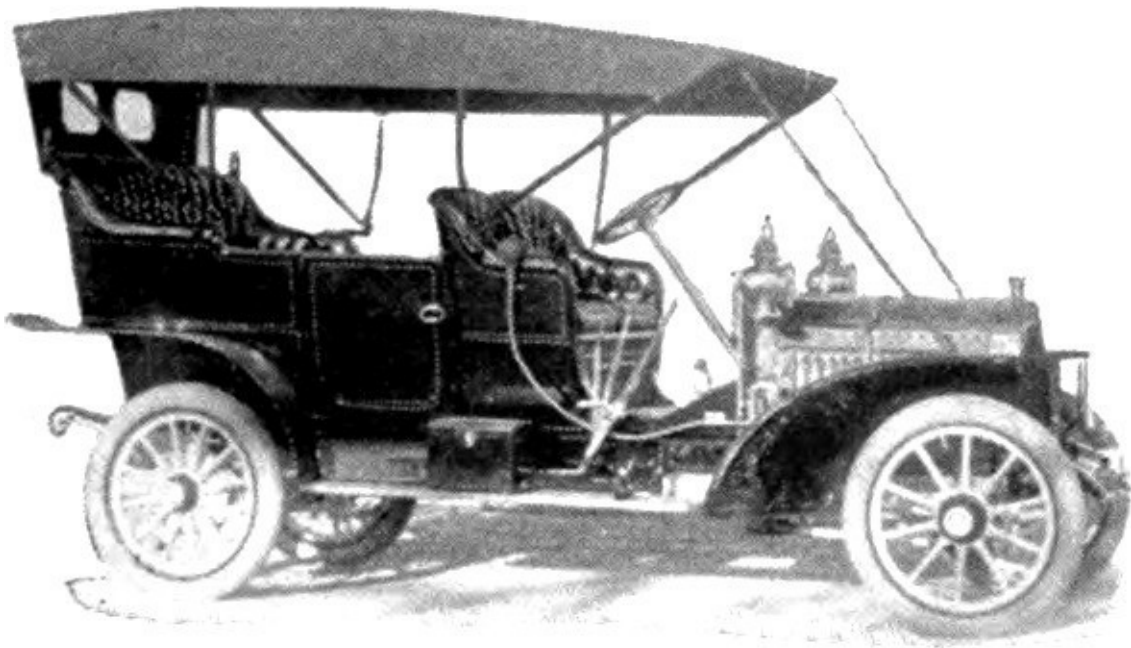
MOTOR-CONTROL: Spark and throttle

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: 121 $\frac{3}{4}$ inches

TREAD: 56 $\frac{1}{2}$ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 $\frac{1}{2}$ 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: 5 $\frac{1}{2}$ 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

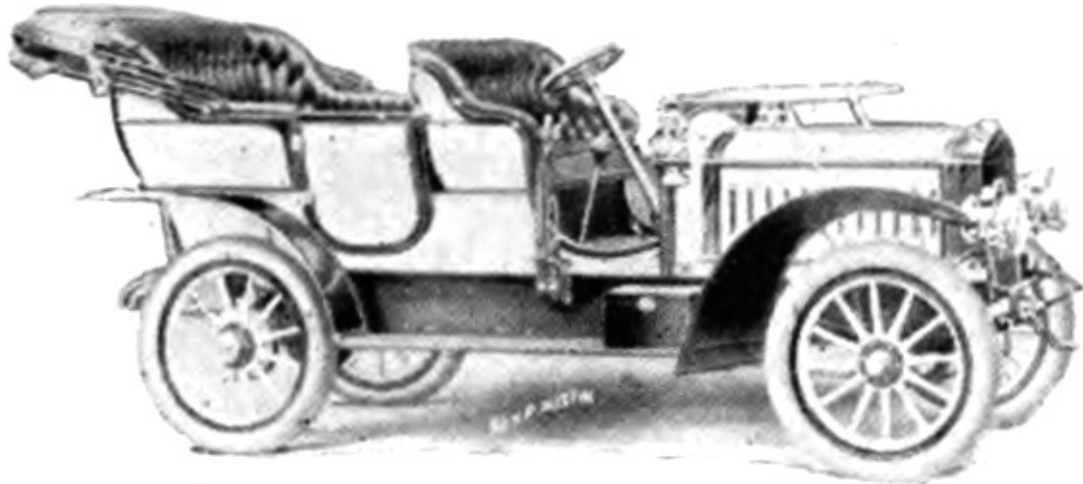
MOTOR-CONTROL: Spark and throttle
CLUTCH: "Packard" expanding band
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side levers
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

CHANGE GEAR: Sliding type

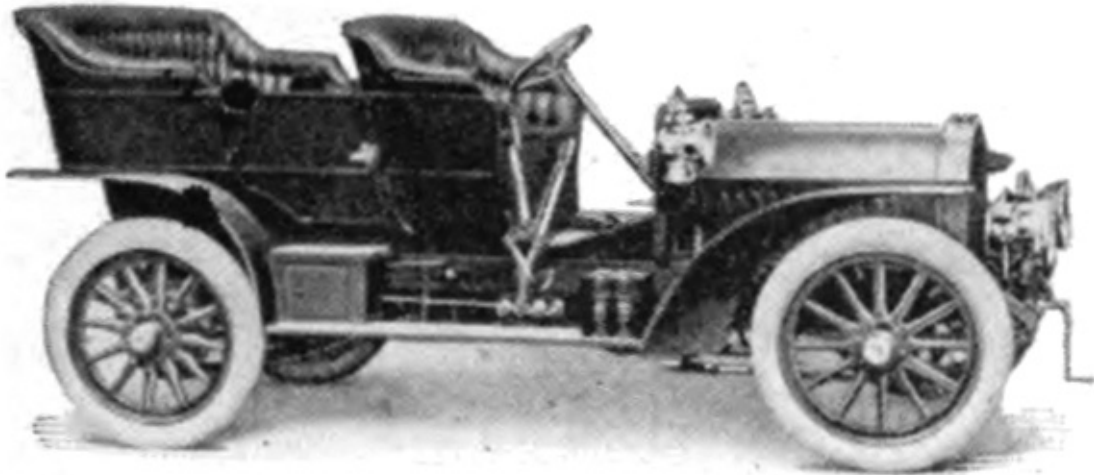
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Special side-lever selective system

DRIVE: Shaft

**Columbia, Model XLIX (49), 40–45 H.P.
Conn.**

Electric Vehicle Co., Hartford,



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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

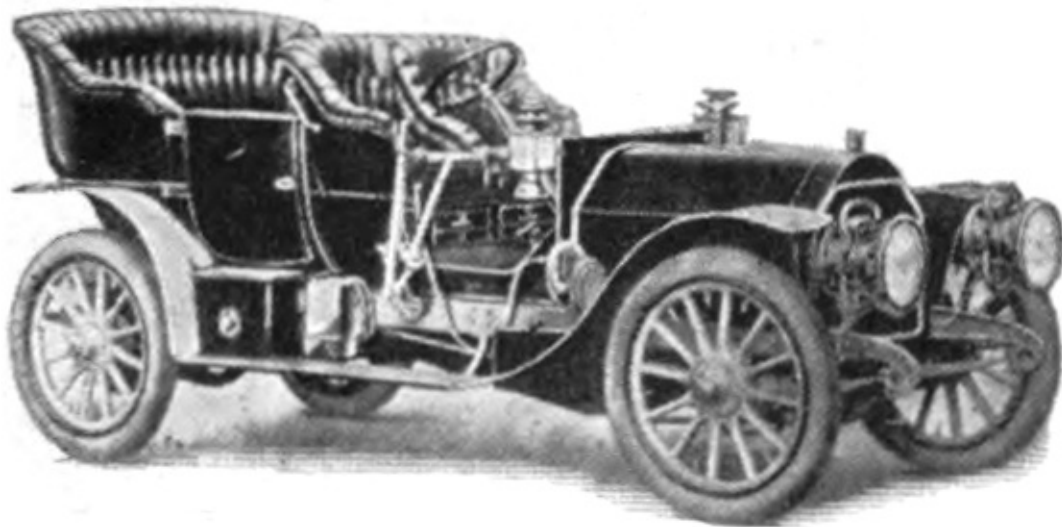
CHANGE GEAR: Sliding gear

SPEEDS: 4 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever, selective

DRIVE: Double side chain

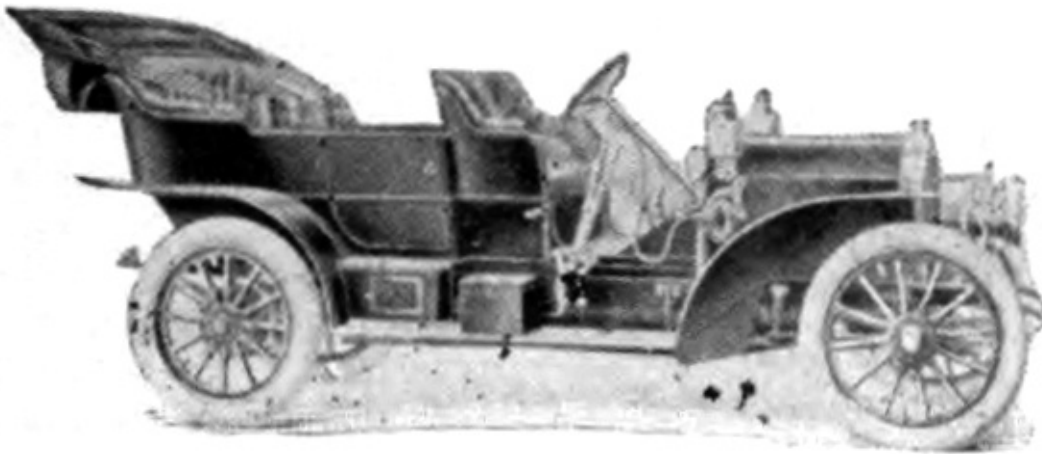
Stearns, 30 H. P. The F. B. Stearns Co., Cleveland, Ohio



PRICE: \$4,500 (Pullman, \$4,750)
BODY: Cast aluminum
SEATS: 5 to 7 persons
WEIGHT: 3,250 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 4½ inches
STEERING: Worm and gear
BRAKES: External band on transmission; internal expanding on rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5⅜ in.; STROKE: 5⅞ 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 flywheel

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

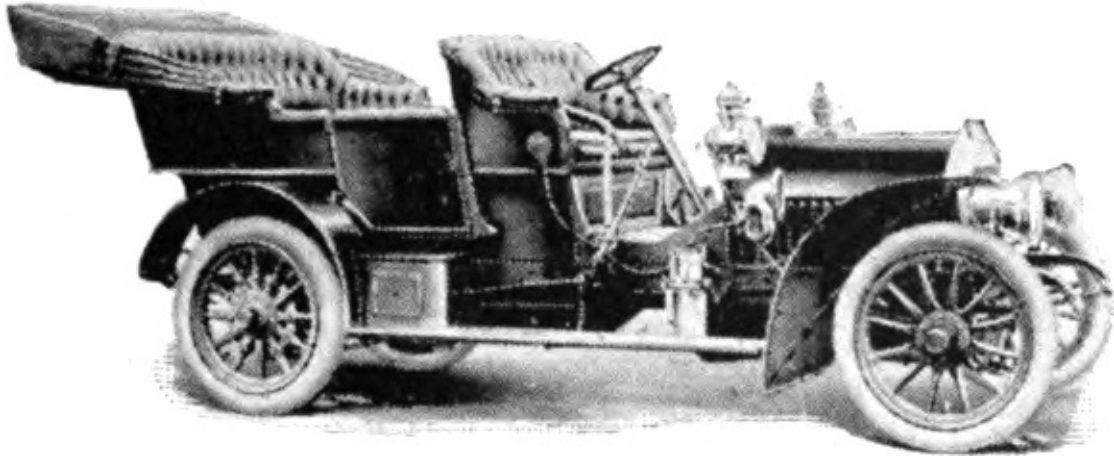
Matheson, 35 H.P. Matheson Motor Car Co., Wilkes Barre, Pa.



PRICE: \$4,500
BODY: Aluminum
SEATS: 7 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 117 inches
TREAD: 56½ inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 4½ 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

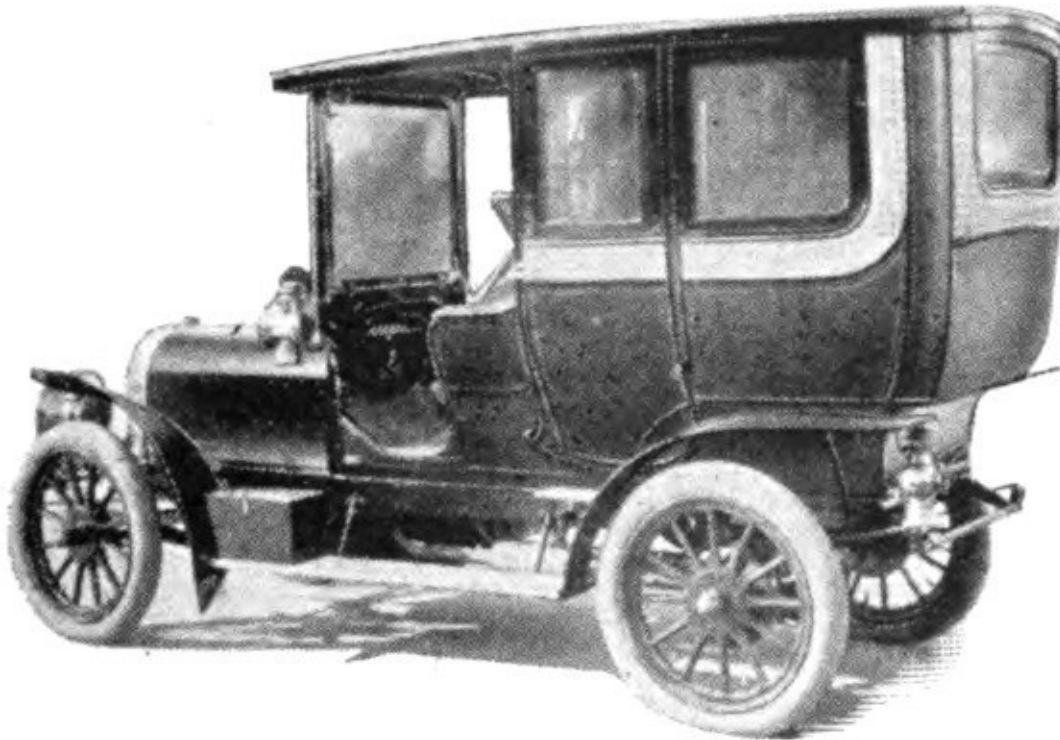
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains

**"Locomobile," Model "H," 35 H.P. The Locomobile Co. of America,
Bridgeport, Conn.**



PRICE: \$4,500
BODY; Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,900 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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: 34 × 4½ inches
TIRES, REAR: 34 × 4½ inches
STEERING: Worm and sector
BRAKES: Internal and external drums on rear wheels
SPRINGS: Semi-elliptical
BORE: 5¼ 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

**Thomas "Flyer," Model 37, 60 H.P. E. R. Thomas Motor Co., Buffalo,
New York**

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

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: 36 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: 2 contracting on countershaft 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

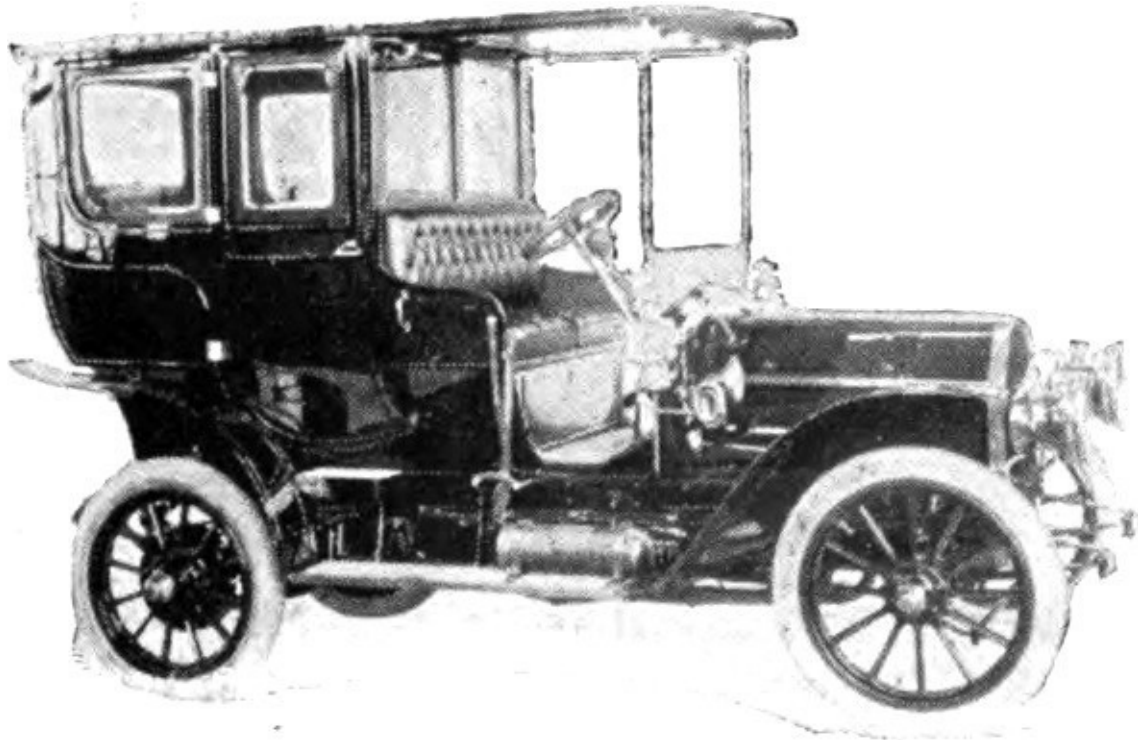
CHANGE GEAR: Sliding, all Hess-Bright bearings except main shaft, which is roller

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: 2,900 pounds
WHEEL-BASE: 104 inches
TREAD: 56½ inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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

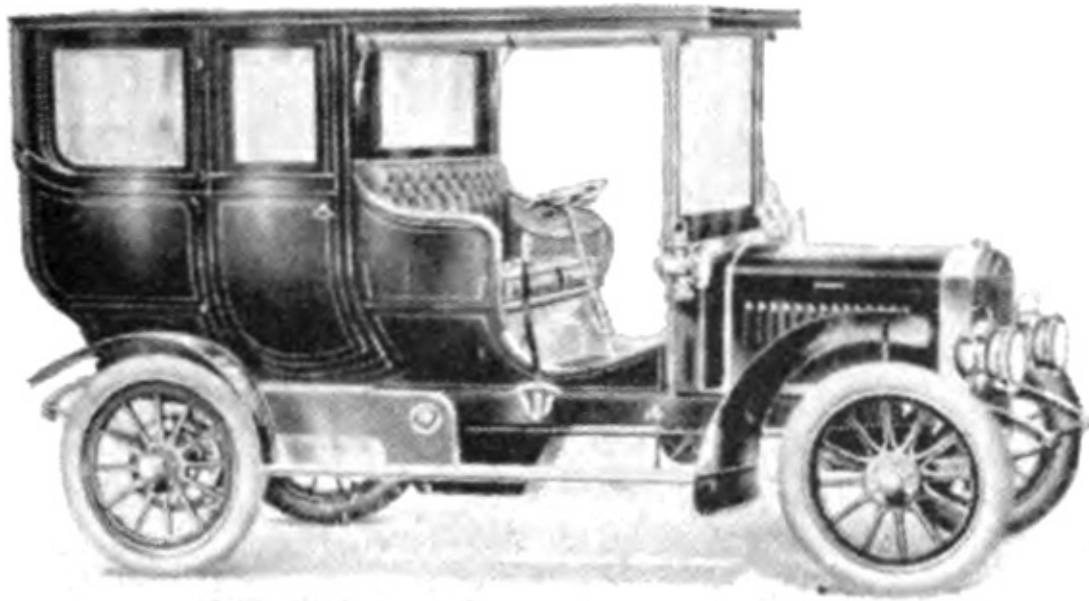
CHANGE GEAR: Sliding type

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: 5–7 persons

WEIGHT: 2,750 pounds

WHEEL-BASE: 105 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 4 in.

TIRES, REAR: 34 × 4 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

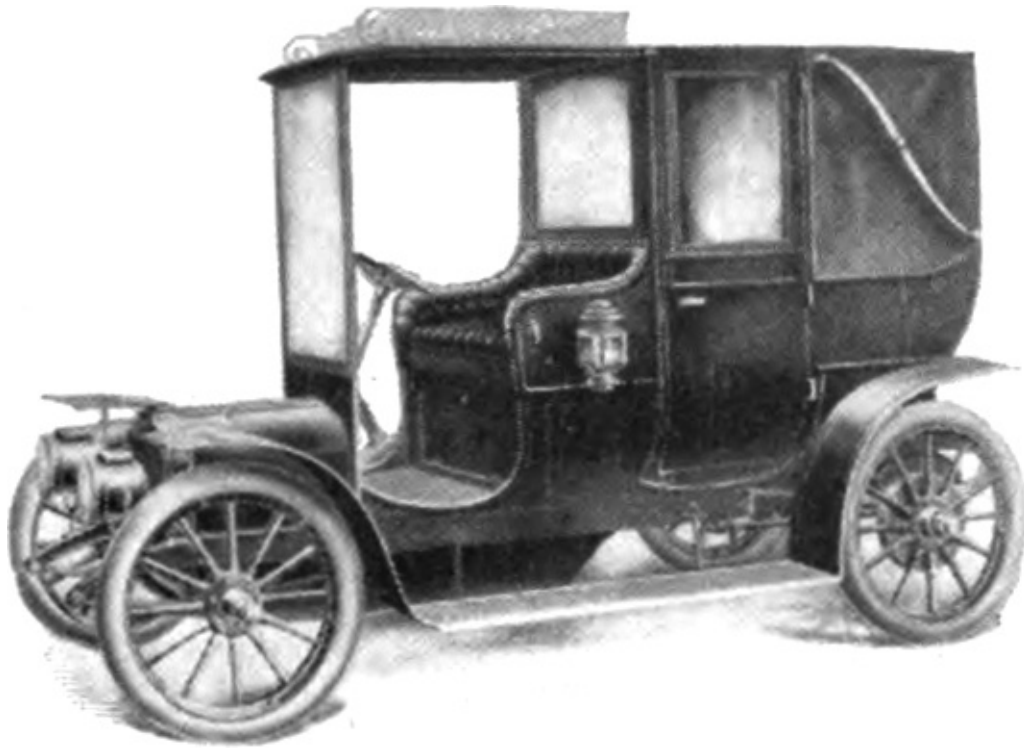
CURRENT SUPPLY: Storage battery

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: 34 × 3½ inches
TIRES, REAR: 34 × 3½ 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: 34 × 4 in.

TIRES, REAR: 34 × 4 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

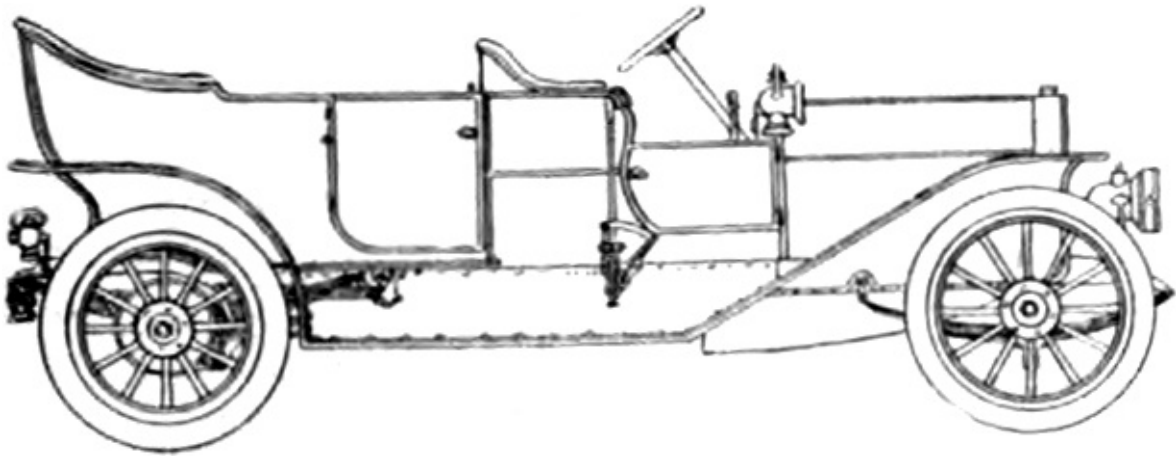
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Two side levers

DRIVE: Shaft, bevel gear

Belden, 30 H.P. Belden Auto Co., Pittsburgh, Pa.



PRICE: \$4,500

BODY: Side entrance tonneau

SEATS: 7 persons

WEIGHT: 2,450 pounds

WHEEL-BASE: 124 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 3½ inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: Two on rear hubs

SPRINGS: Semi-elliptical front; platform rear

FRAME: Pressed steel

BORE: 5⅞ 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

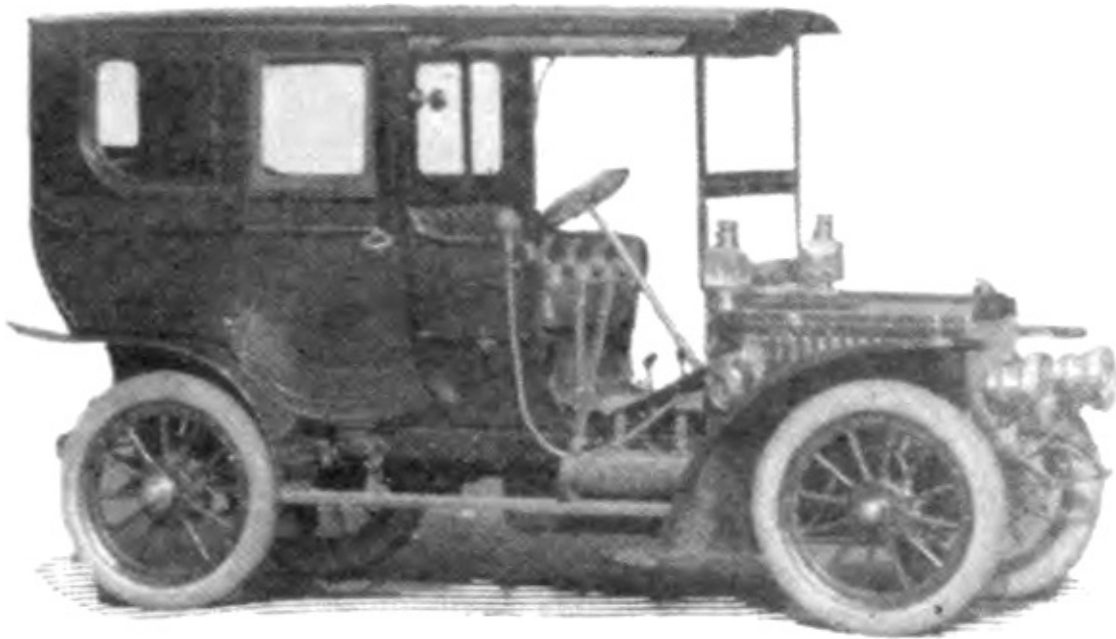
SPEEDS: 3 forward and reverse

CHANGE GEAR CONTROL: Shift

CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

**Cleveland Limousine, Model H, 30–35 H.P.
Cleveland, O.**

Cleveland Motor Car Co.,



PRICE: \$5,000

BODY: Limousine

SEATS: 7 persons

WEIGHT: 2,550 pounds

WHEEL-BASE: 104 inches

TREAD: 54 inches

TIRES, FRONT: 34 × 4 in.

TIRES, REAR: 34 × 4½ in.

STEERING: Screw and nut

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptical

FRAME: Pressed channel steel

BORE: 4½ 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

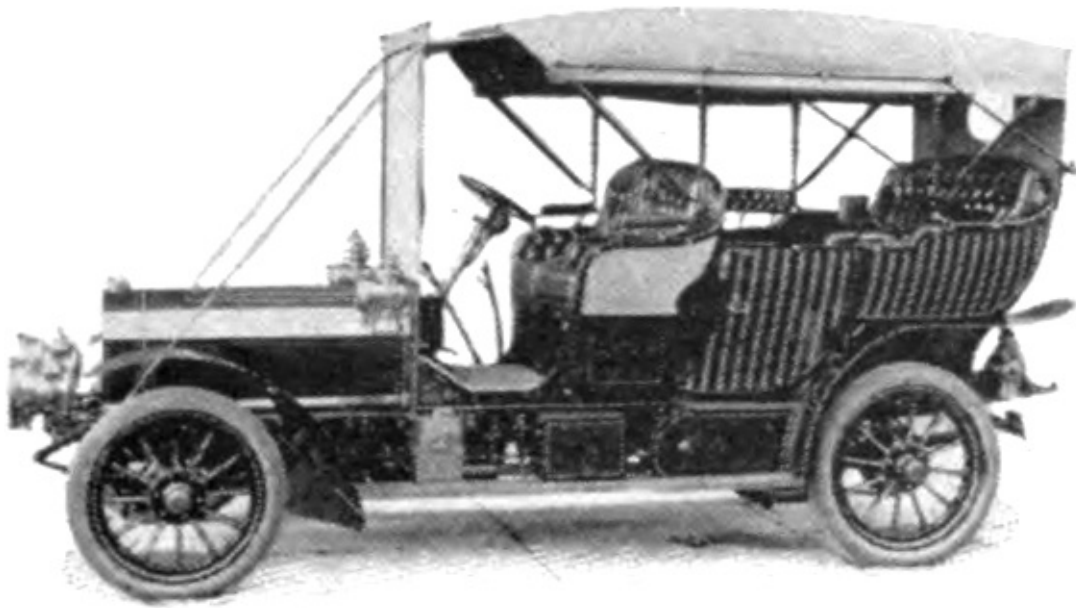
CARBURETER: Rotary balanced valve; automatic mixture regulator

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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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

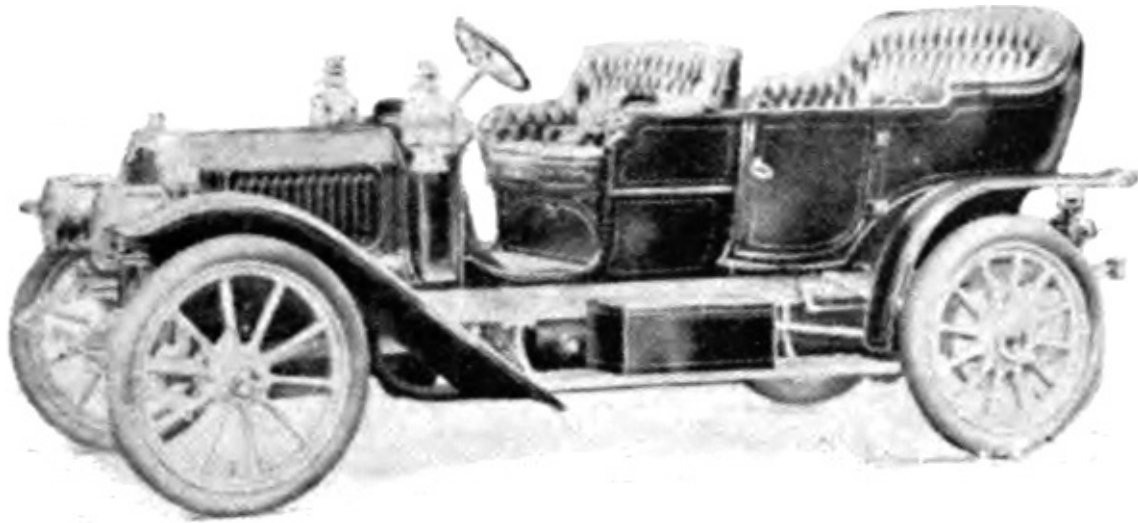
CHANGE GEAR: Sliding type

SPEEDS: 4 ahead and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Double chain

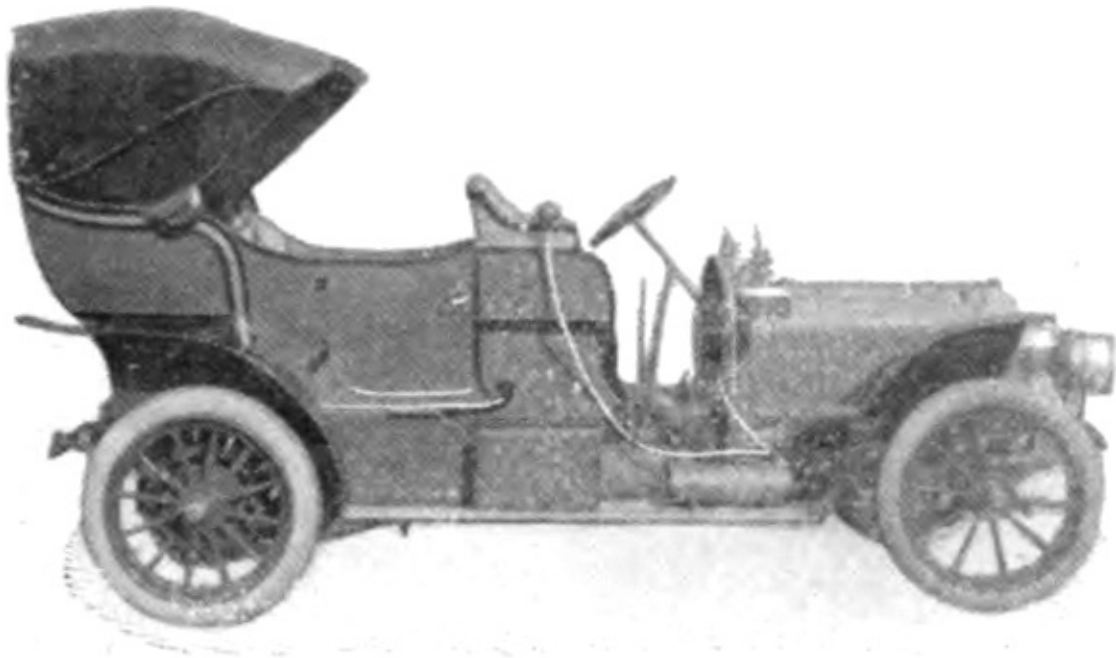
Car De Luxe, 50–60 H.P. De Luxe Motor Car Co., Detroit, Mich.



PRICE: \$4,750 (complete)
BODY: Side entrance tonneau
SEATS: 7 persons
WHEEL-BASE: 121 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4½ 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: 36 × 4½ inches
TIRES, REAR: 36 × 4½ 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

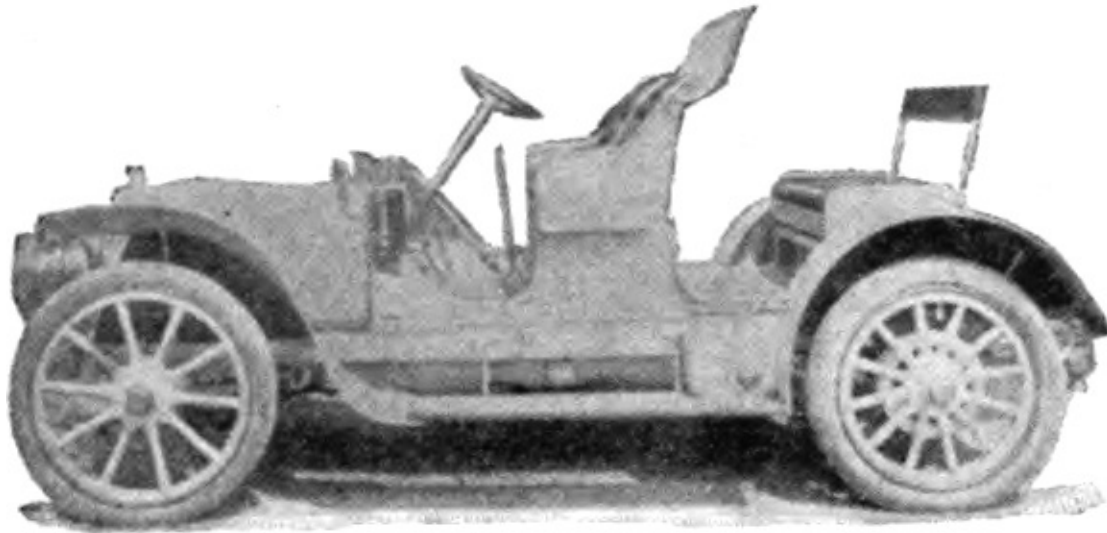
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Side chains

**S & M "Simplex" Runabout, 30–35 H.P.
New York**

Smith & Mabley M'f'g. Co.,



PRICE: \$4,950

BODY: Runabout

SEATS: 3 persons

WEIGHT: 2,200 pounds (chassis)

WHEEL-BASE: 106 inches

TREAD: 54 inches

TIRES, FRONT: 910 × 90 mm.

TIRES, REAR: 920 × 120 mm.

STEERING: Worm and sector

BRAKES: On counter shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4½ inches; STROKE: 5½ 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: D

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.

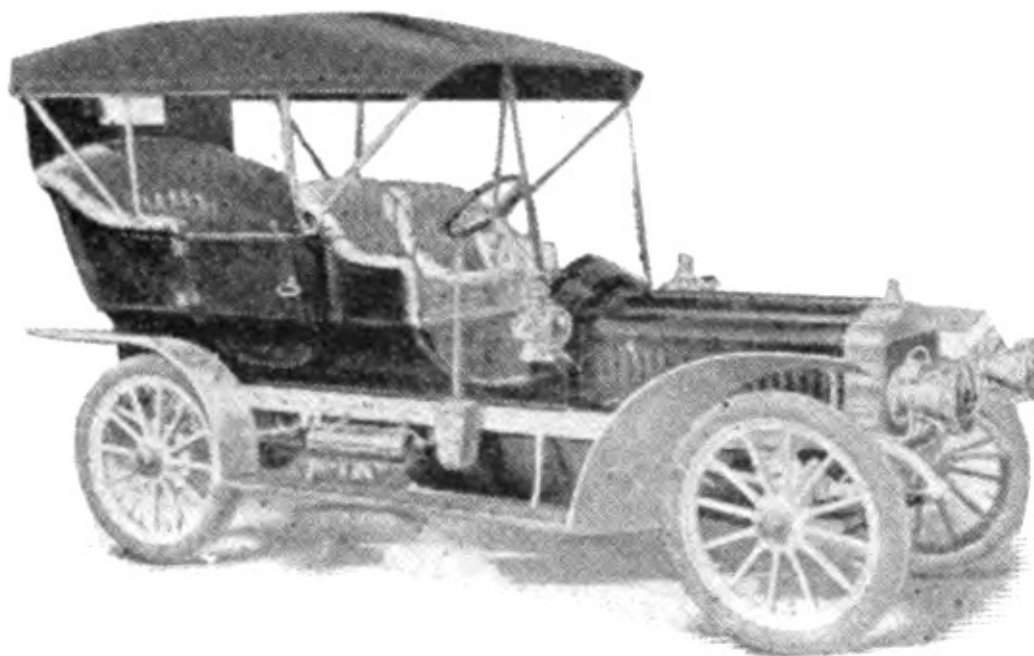
WHEEL-BASE: 127 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 5 inches
BORE: 4¾ in.; STROKE: 5¾ in.
CYLINDERS: 6 cast in a single piece
VALVE ARRANGEMENT: On opposite sides
COOLING: One continuous water jacket
IGNITION: Jump spark
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

GASOLINE CARS COSTING FROM \$5,000 TO \$5,500

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: 4 jaw expanding

CHANGE GEAR: Individual clutch system (special)

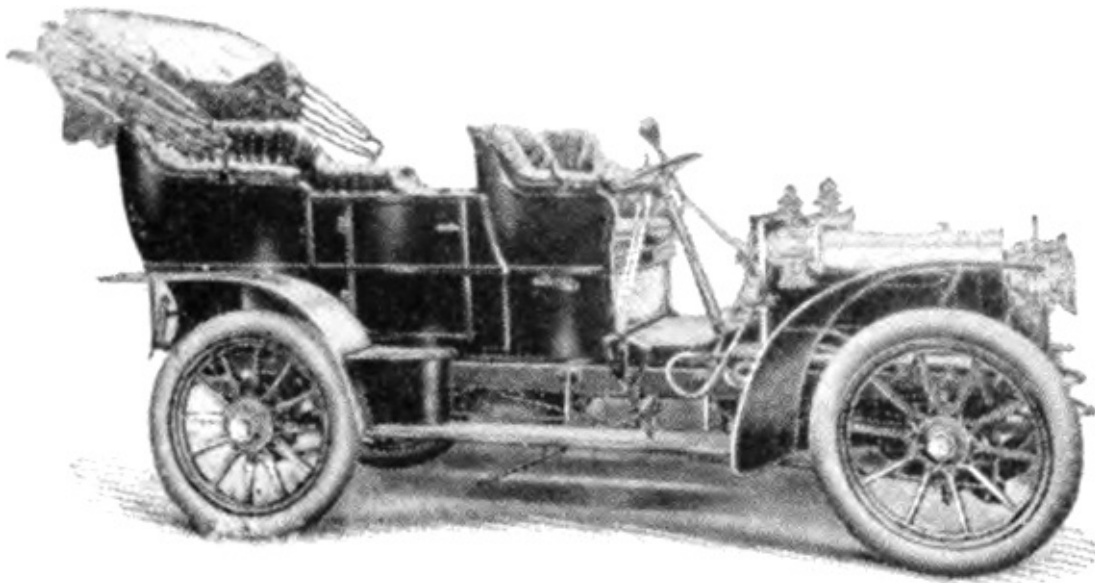
SPEEDS: 3 forward, 1 reverse

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: On differential shaft and internal expanding in rear hub drums

SPRINGS: Semi-elliptical front

FRAME: Pressed channel steel

BORE: 4⁵/₁₆ 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

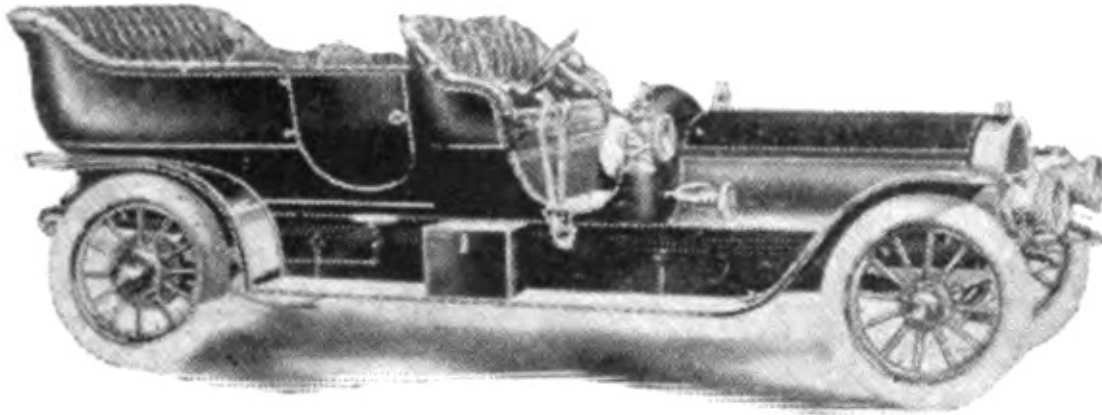
SPEEDS: Four forward and reverse

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 × 5 inches

TIRES, REAR: 36 × 5 inches

STEERING: Double screw and nut

BRAKES: Hub brakes; internal expanding

SPRINGS: Semi-elliptic

FRAME: Pressed channel steel

BORE: 4⅞ 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

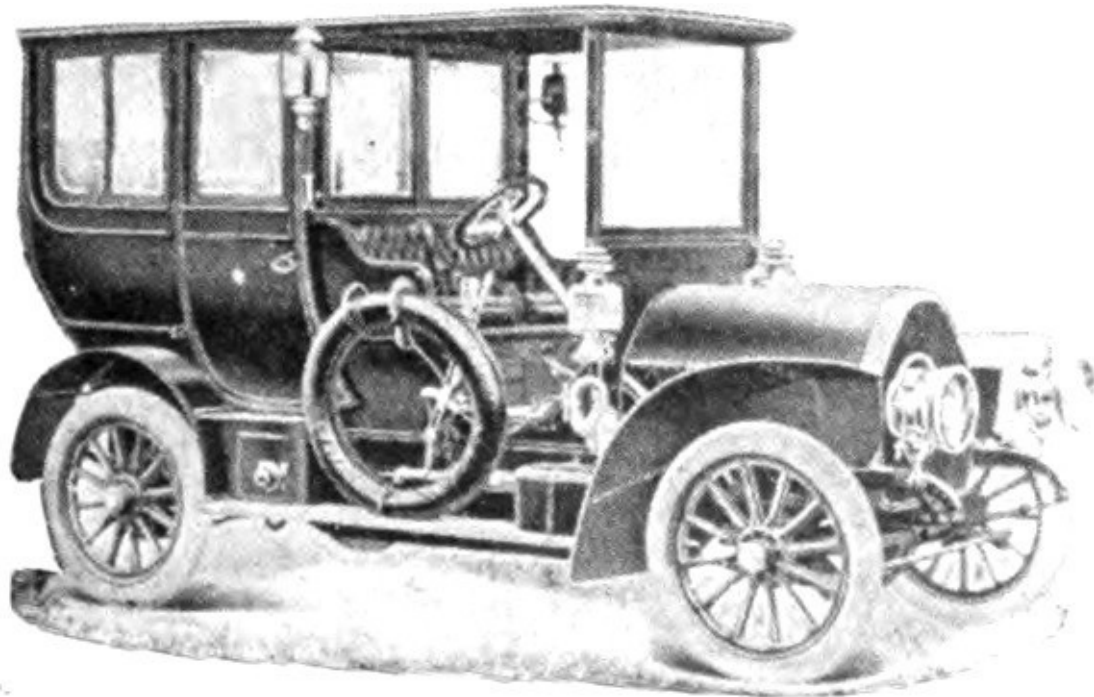
CLUTCH: Self-contained; leather-faced cone

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.**

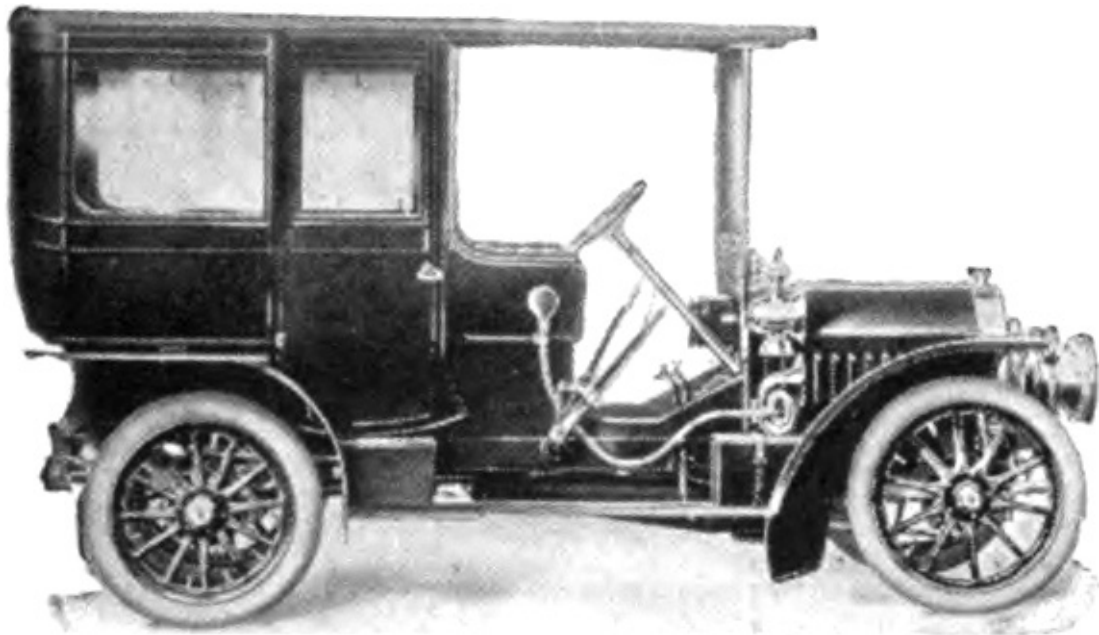


PRICE: \$5,000
BODY: Limousine
SEATS: 6 persons
WEIGHT: 3,200 Pounds
WHEEL-BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ inches
STEERING: Worm and nut
BRAKES: On differential and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¾ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical
VALVE ARRANGEMENT: In cylinder heads
MOTOR SUSPENSION: Direct from side members
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Magneto and drv 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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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: 4⅝ 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

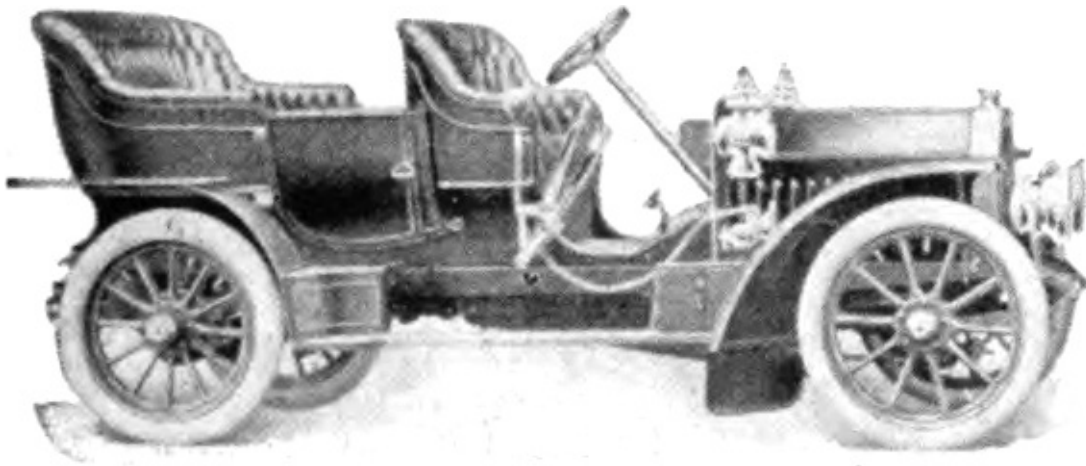
CHANGE GEAR: Sliding type

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 × 4 inches

TIRES, REAR: 34 × 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: 5¾ 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

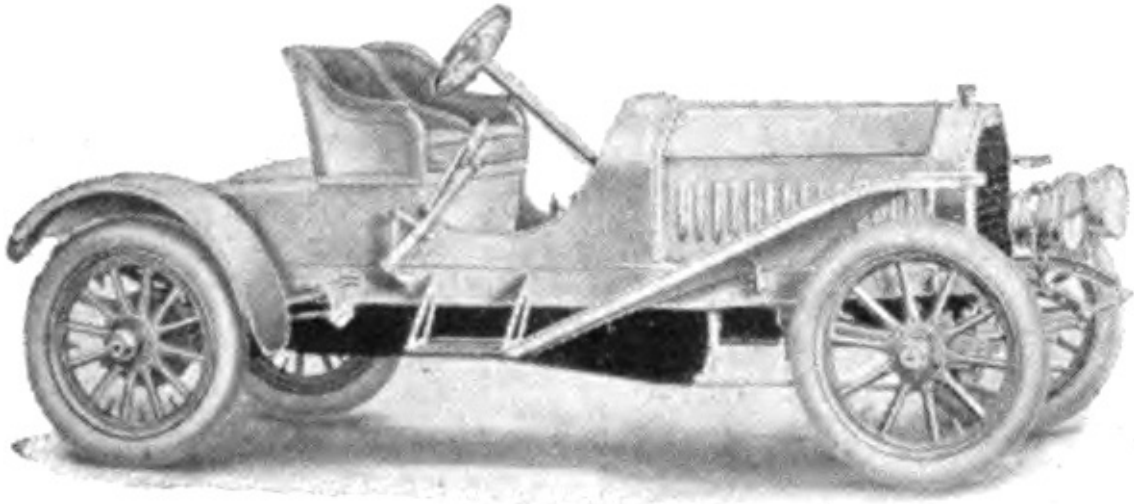
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft, bevel gear

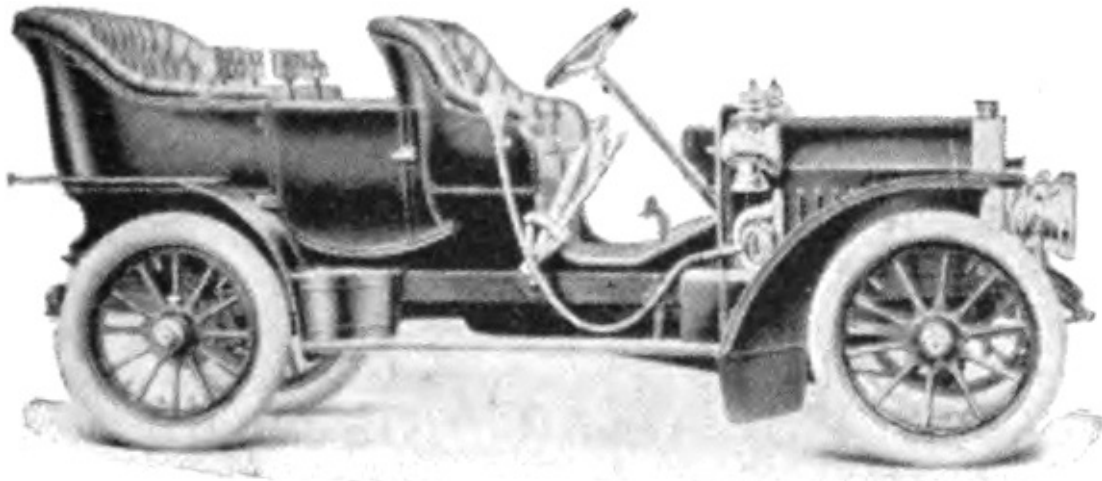
Peerless, Model 15, 45 H.P. Peerless Motor Car Co., Cleveland, Ohio



PRICE: \$5,000
BODY: Roadster
SEATS: 2 persons
WEIGHT: 2,800 pounds
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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: 5¾ 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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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:** 5¾ 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

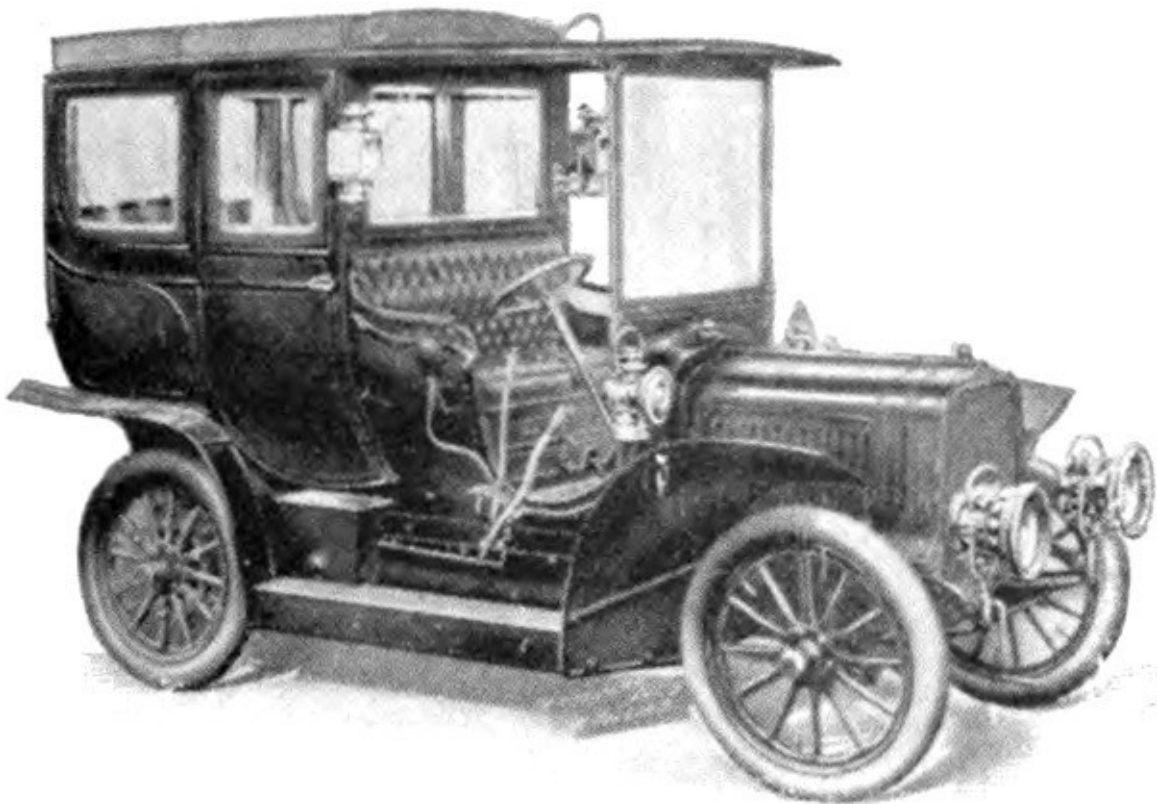
SPEEDS: 4 forward, 1 reverse

CHANGE GEAR CONTROL: Side lever, selective system

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: 34 × 4 in.

TIRES, REAR: 34 × 4½ in.

STEERING: Worm and segment

BRAKES: On driving shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Channel steel

BORE: 4¾ in.; STROKE: 5¼ in.

CYLINDERS: 4 vertical, individual

VALVE ARRANGEMENT: In cylinder heads

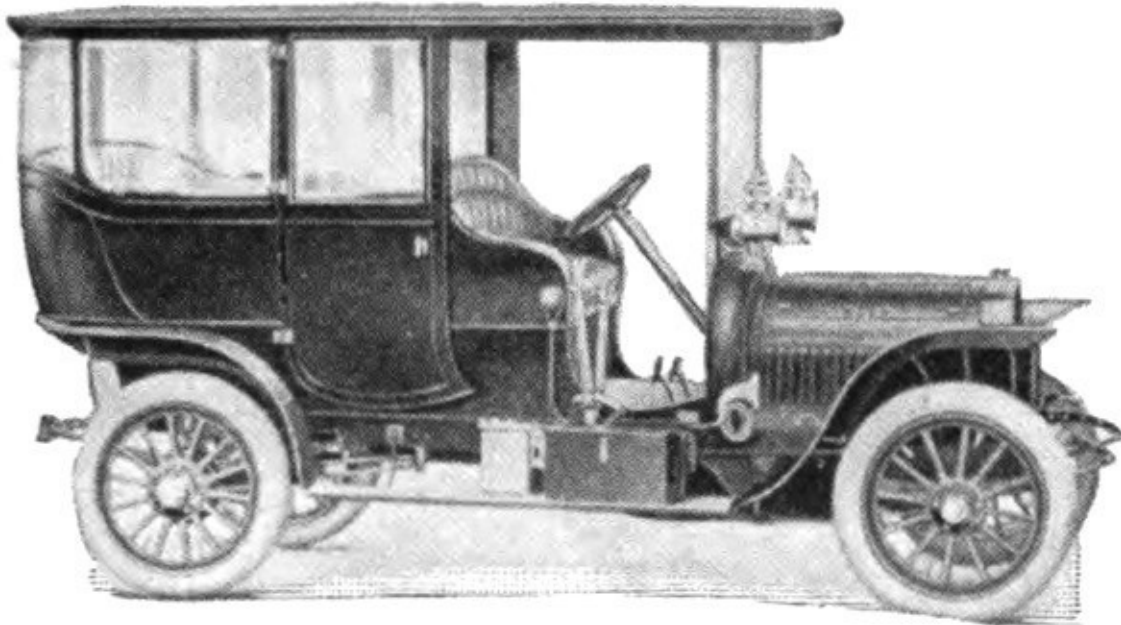
MOTOR SUSPENSION: On sub-frame

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Wheel, improved

BRAKES: On rear wheels and driving shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 5⅞ 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

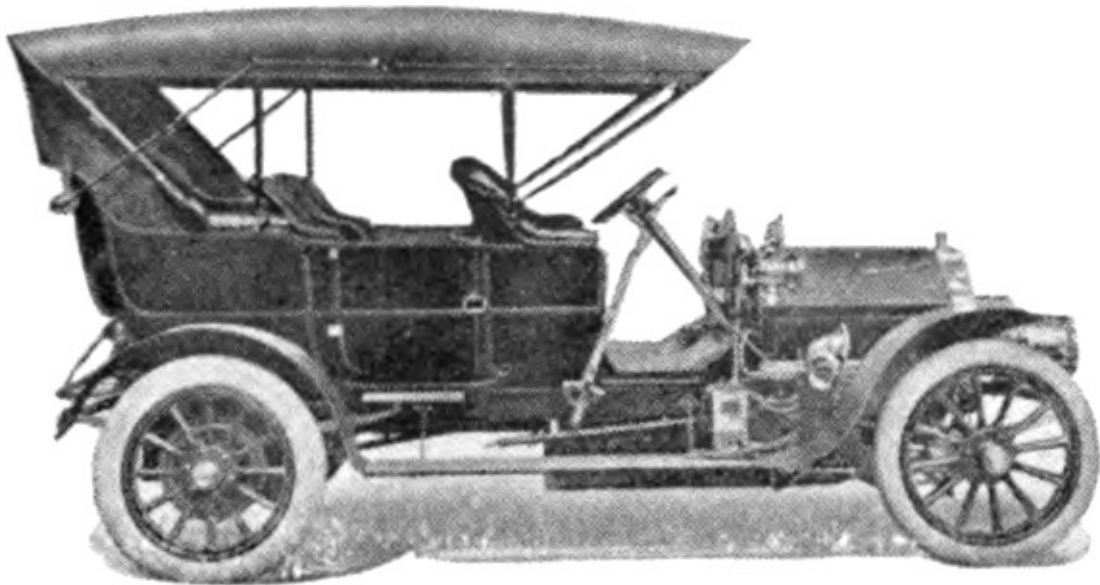
CARBURETER: Automatic

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 × 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: Cable

CLUTCH: Cone clutch

CHANGE GEAR: Sliding type

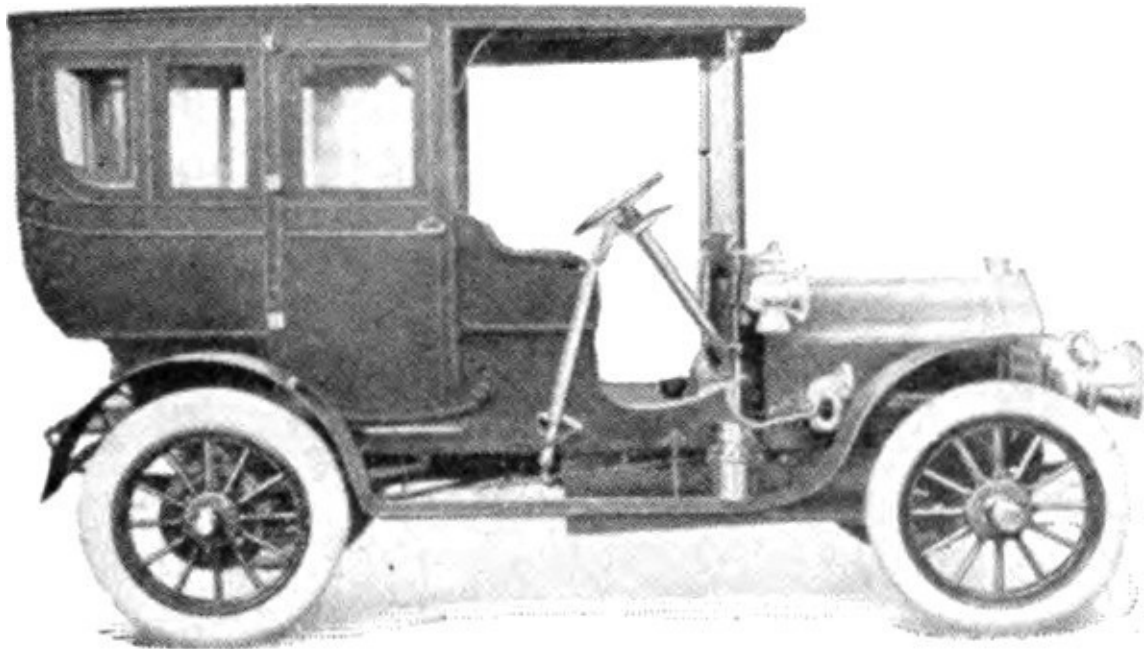
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Bevel gear

**Great Arrow Limousine, 30 H.P. Model
Y.**

Geo. N. Pierce Co., Buffalo, N.



PRICE: \$5,000

BODY: Limousine

SEATS: 7 persons

WEIGHT: 3,200 pounds

WHEEL-BASE: 112 inches

TREAD: 36 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4½ inches

STEERING: Screw and nut

BRAKES: Double on rear wheel drums

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4¼ 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, Landaulet, 30–35 H.P. Studebaker Automobile Co.,
South Bend, Ind.**



PRICE: \$5,000

BODY: Landaulet

SEATS: 5 persons

WEIGHT: 2,900 pounds

WHEEL-BASE: 104 inches

TREAD: 54 inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4½ inches

STEERING: Wheel and irreversible

BRAKES: Operating on rear hubs and transmission shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ in.; **STROKE:** 5¼ in.

CYLINDERS: 4 vertical, in front

VALVE ARRANGEMENT: Intake right-hand side; exhaust left-hand

MOTOR SUSPENSION: Sub-frame

COOLING: Water; cellular radiator

IGNITION: Make-and-break

CURRENT SUPPLY: Low-tension magneto

CARBURETOR: Float-feed

CARBURETOR: Flood-ICCU

LUBRICATION: Mechanical force feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Friction cone type

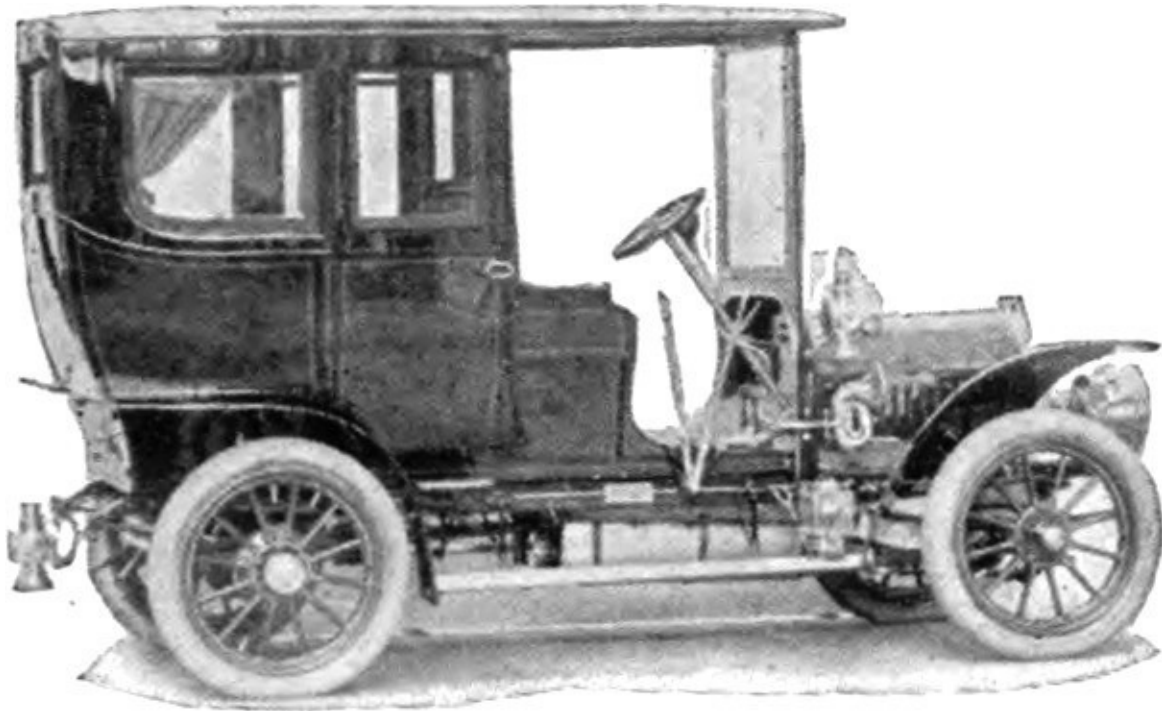
CHANGE GEAR: Sliding type, plain bearings

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: 34 × 4 inches

TIRES, REAR: 34 × 4½ inches

STEERING: Wheel and irreversible

BRAKES: Operating on rear hubs and transmission shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4⅞ in.; **STROKE:** 5¼ in.

CYLINDERS: 4 vertical, in front

VALVE ARRANGEMENT: Intake right-hand side; exhaust left-hand

MOTOR SUSPENSION: Sub-frame

COOLING: Water; cellular radiator

IGNITION: Make-and-break

CURRENT SUPPLY: Low-tension magneto

CURRENT SUPPLY: Low-tension magneto

CARBURETER: Float-feed

LUBRICATION: Mechanical force feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Friction cone type

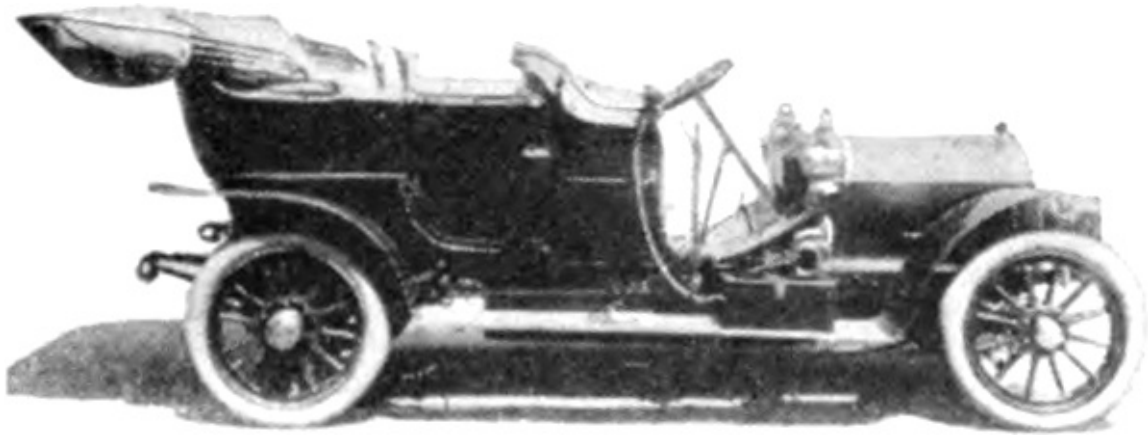
CHANGE GEAR: Sliding type, plain bearings

SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft with bevel gear

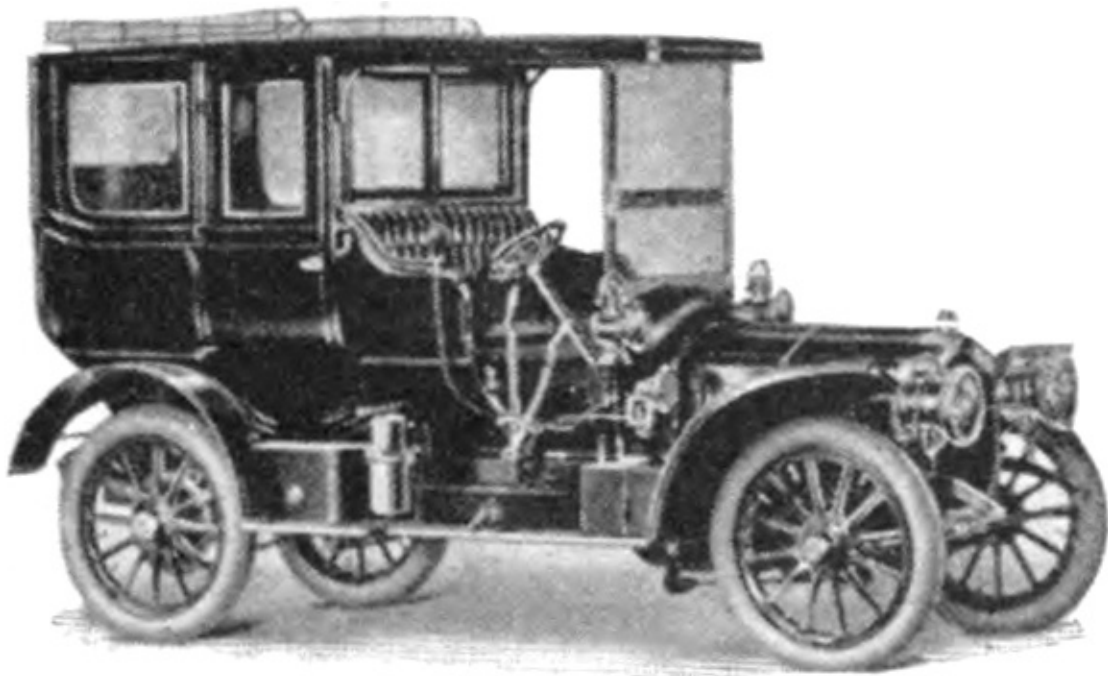
Walter, 40 H.P. Model Walter Automobile Co., New York



PRICE: \$5,000
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,800 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4½ inches
TIRES, REAR: 34 × 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: 3,800 pounds

WHEEL-BASE: 118½ inches

TREAD: 56½ inches

TIRES, FRONT: 34 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: 2 contracting on countershaft drums and 2 contracting on rear hubs

SPRINGS: Semi-elliptical front and rear

FRAME: Pressed channel steel

BORE: 5½ in.; STROKE: 5½ in.

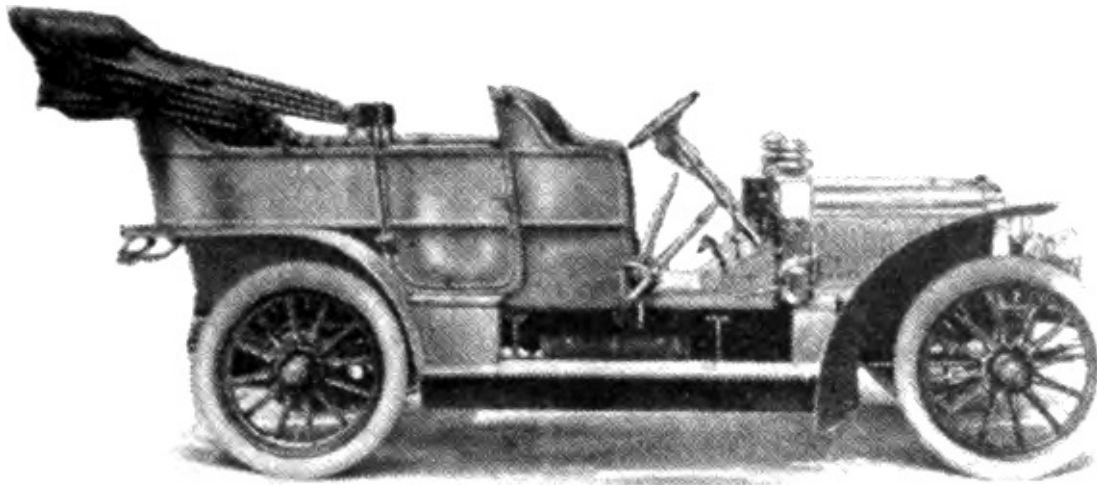
CYLINDERS: 4 vertical, in front

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 Hess-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: 4 × 36 inches

TIRES, REAR: 4½ × 36 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: 4⅝ 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: Slip joint, H. D. Bellows type

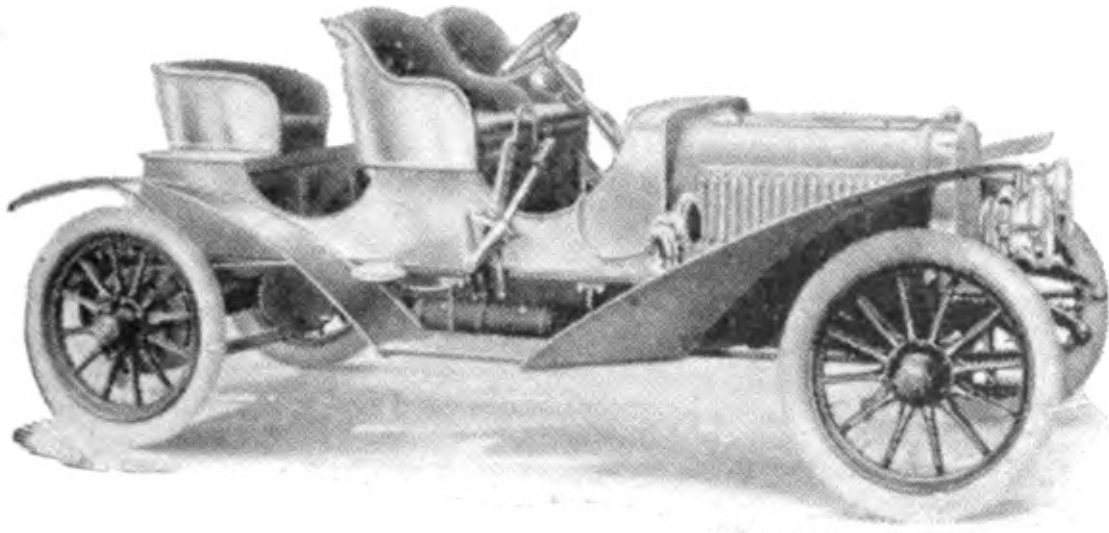
CHANGE GEAR: Sliding type, Hess-Bright bearings

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: $3\frac{1}{2} \times 36$ inches
TIRES, REAR: 4×36 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: $4\frac{5}{8}$ in.; STROKE: $5\frac{1}{2}$ 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

CHANGE GEAR. Sliding type, Hesse Dright bearings

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective hand lever

DRIVE: Double side chain

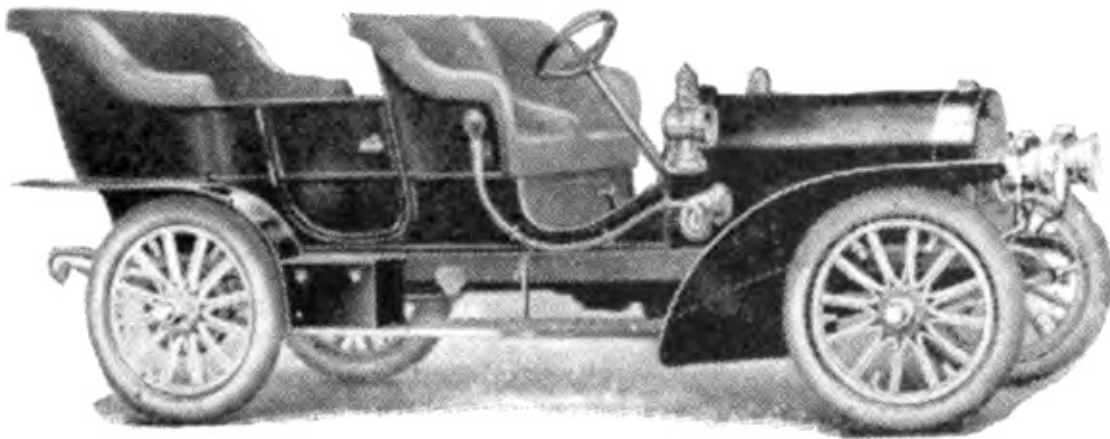
**Welch Runabout, Model E, 50 H.P. Welch Motor Car Co., Pontiac,
Mich.**

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

PRICE: \$5,000
BODY: Runabout
SEATS: 2 or 4 persons
WEIGHT: 2,050 pounds, chassis
WHEEL-BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ inches
TIRES, REAR: 36 × 4½ inches
STEERING: Worm and sector
BRAKES: On rear hubs
SPRINGS: Semi-elliptic, front; full elliptic, rear
FRAME: Pressed steel
BORE: 4⅝ 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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

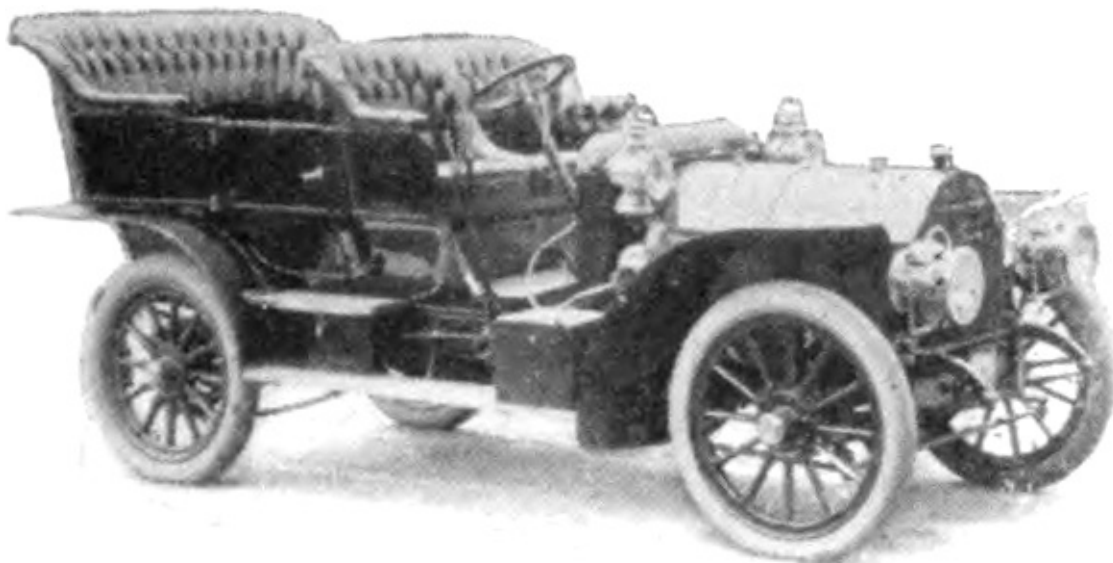
CHANGE GEAR: Automatic

SPEEDS: All speeds, 3 gear changes for power change and reverse

CHANGE-GEAR CONTROL: Automatic or by throttle lever on steering

CHANGE GEAR CONTROL: Automatic, or by pneumatic lever on steering wheel
DRIVE: Cardan shaft and gears

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: 34 × 4 inches

TIRES, REAR: 34 × 4½ 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

SECTION: 3010

CHANGE GEAR: Sliding type

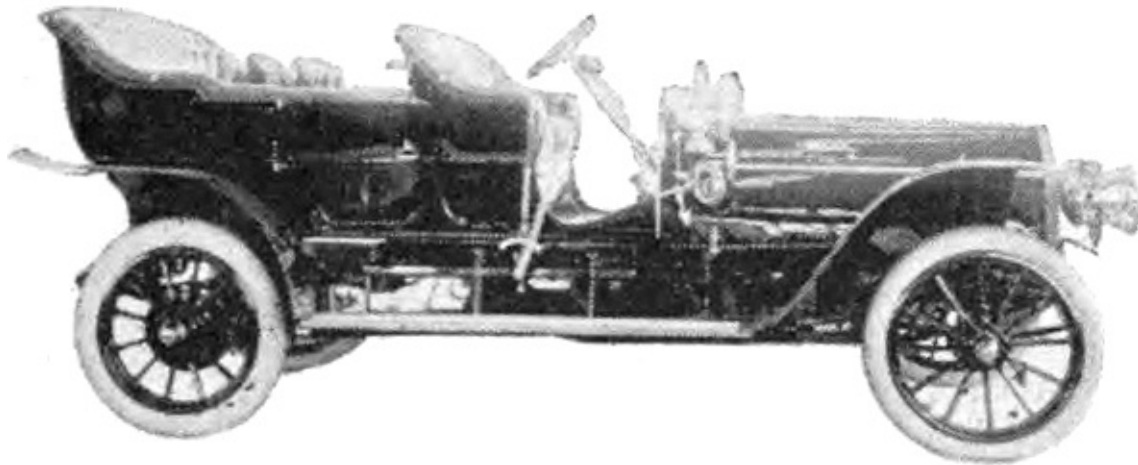
SPEEDS: 4 forward and reverse

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: 36 × 4 inches

TIRES, REAR: 36 × 5 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

Glide, Model H, Limousine, 50–60 H.P. Bartholomew Co., Peoria, Ill.

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

PRICE: \$5,000

BODY: Limousine

SEATS: 7 persons

WHEEL-BASE: 132 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4½ in.

TIRES, REAR: 36 × 4½ in.

STEERING: Worm and segment

SPRINGS: Semi-elliptic

CYLINDERS: 6, vertical

COOLING: Water

IGNITION: Jump spark

CARBURETER: Choice

LUBRICATION: Mechanical oiler

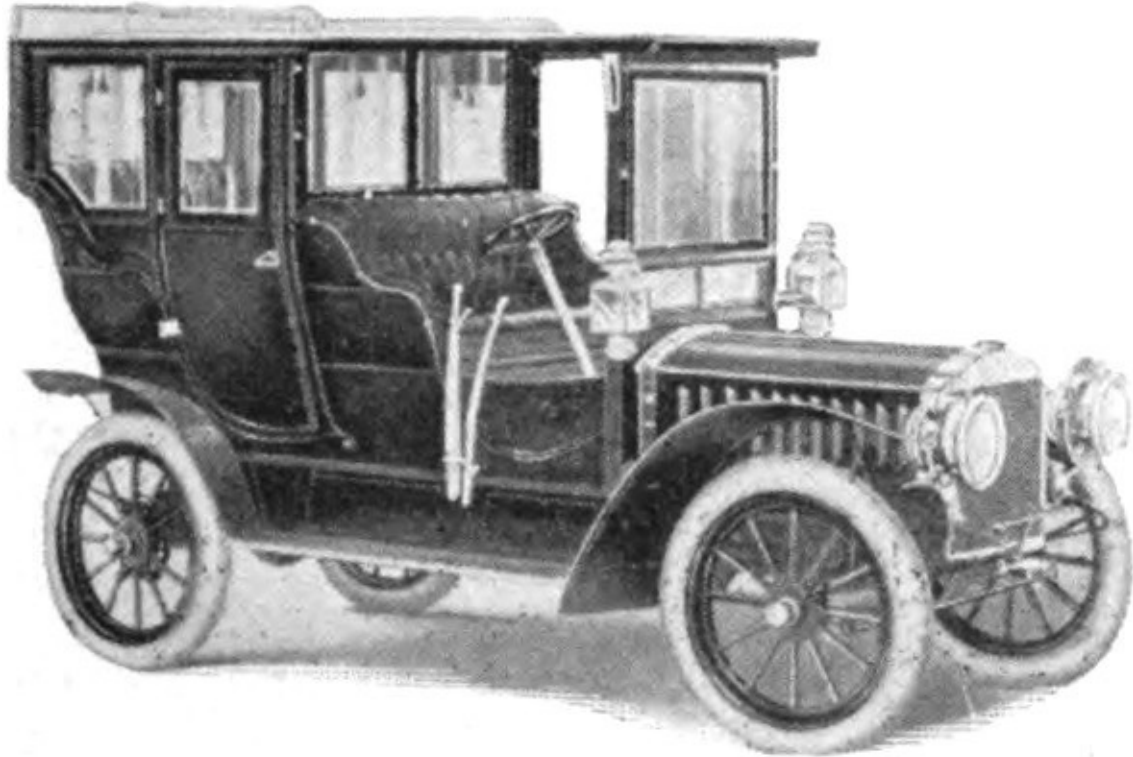
MOTOR-CONTROL: Spark and throttle

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

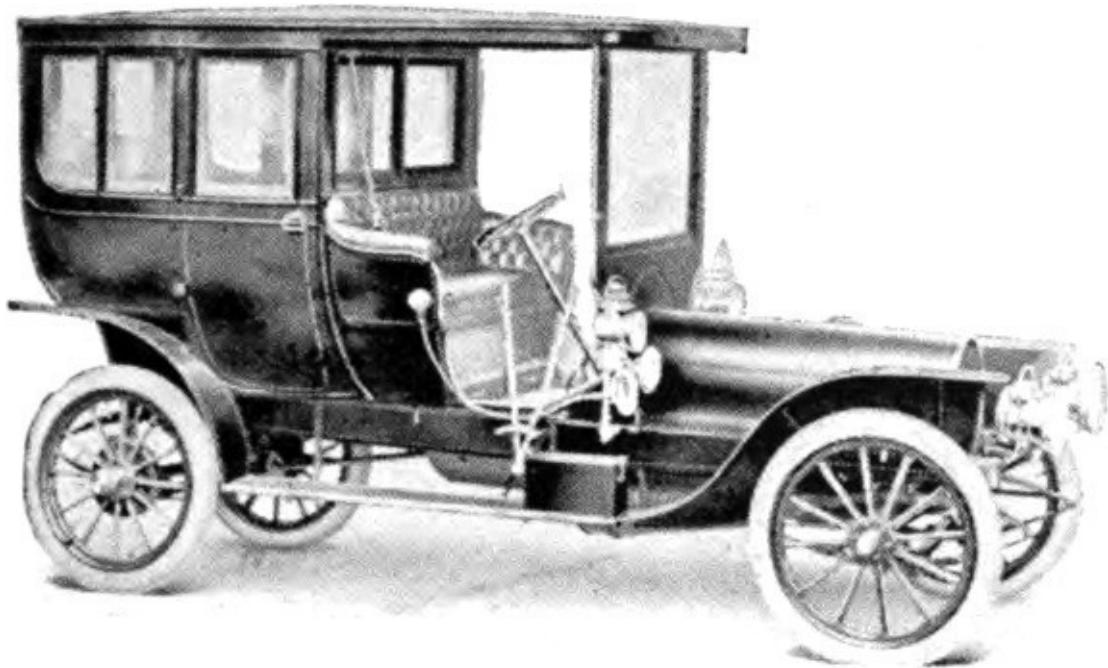
VALVE ARRANGEMENT: Inlet directly over exhaust

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: 36 × 3½ inches

TIRES, REAR: 36 × 4½ 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: .

CURRENT SUPPLY: Batteries

CARBURETER: Float-feed automatic

LUBRICATION: Mechanical force feed oiler, gear-driven

MOTOR-CONTROL: Throttle, spark and governor

CLUTCH: Multiple disc

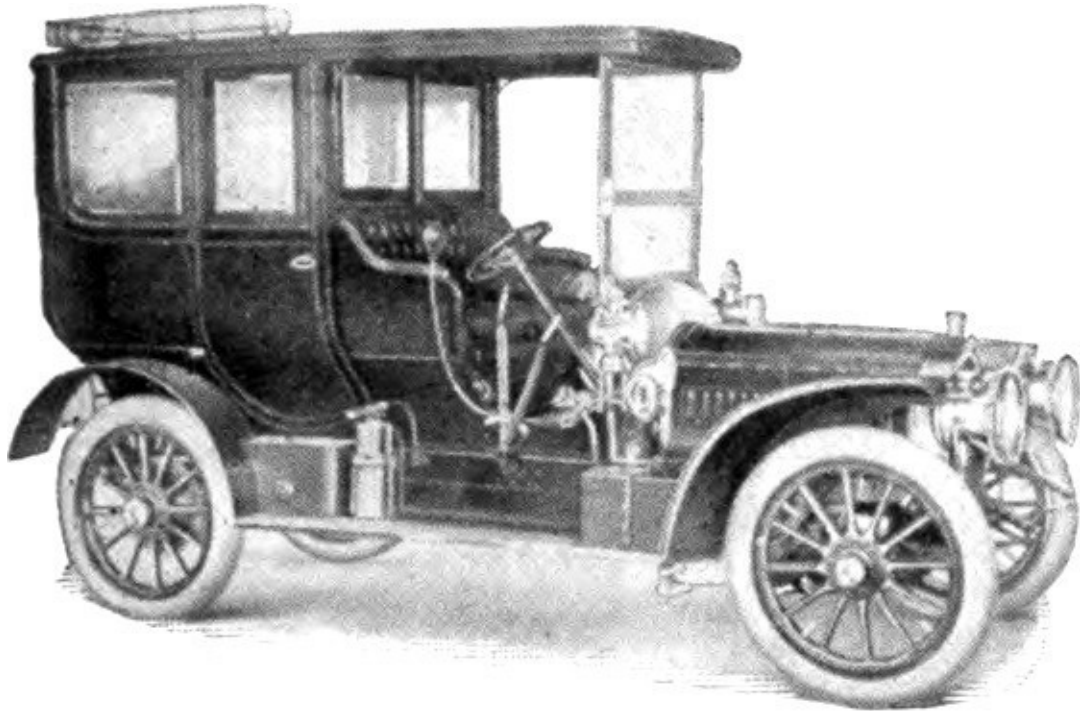
CHANGE GEAR: Sliding gear

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: 34 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: 2 contracting on countershaft 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

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

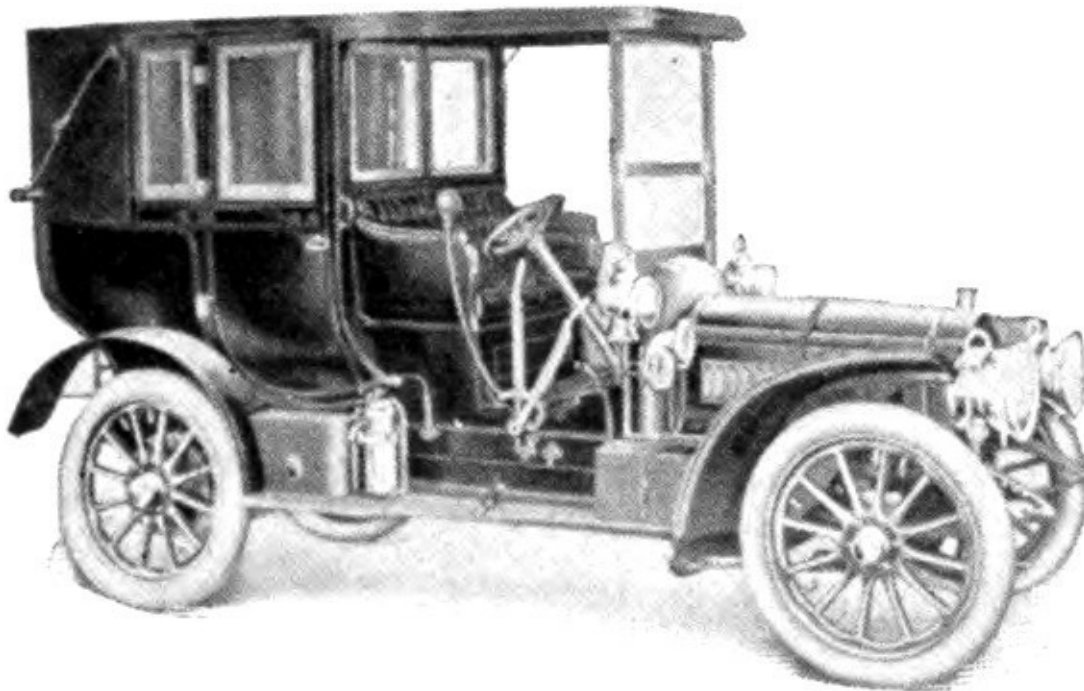
CHANGE GEAR: Sliding; all Hess-Bright bearings except main shaft, which is roller

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: 34 × 4 in.

TIRES, REAR: 36 × 5 in.

STEERING: Worm and sector

BRAKES: 2 contracting on countershaft 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-Kentspark 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 Hess-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.**

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

PRICE: \$5,000
BODY: Runabout
SEATS: 3 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 127 inches
TREAD: 56½ inches
TIRES, FRONT: 36 × 5 inches
TIRES, REAR: 36 × 5 inches
STEERING: Double screw and nut
BRAKES: Internal expanding hub brakes
SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4⅞ 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

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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

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

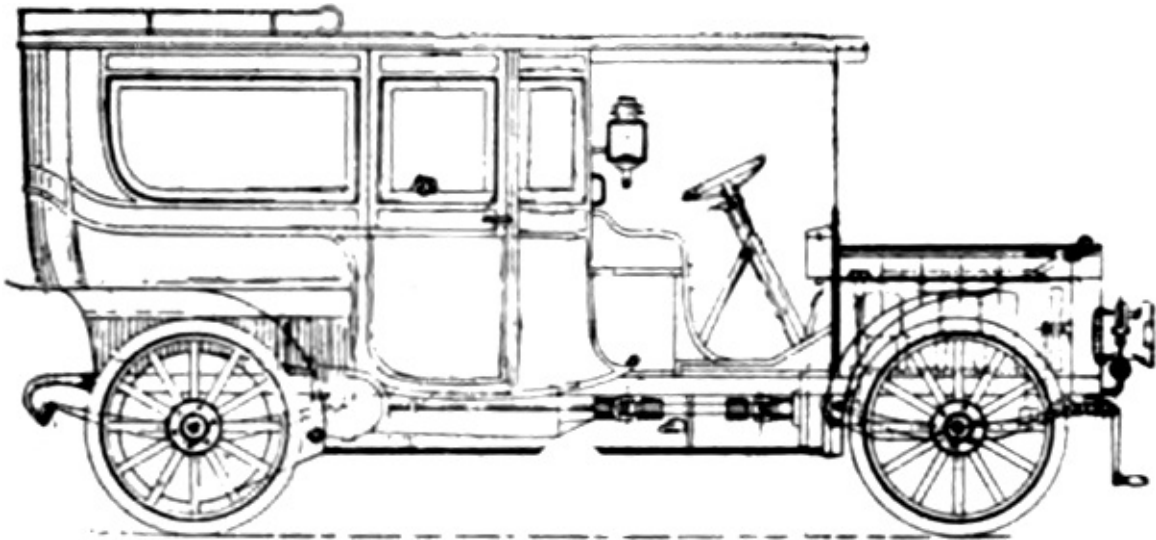
CHANGE GEAR: Sliding type, annular ball bearings

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: 36 × 3½ in.

TIRES, REAR: 36 × 4 in.

STEERING: Irreversible with worm gear

BRAKES: On counter shaft, and double-acting on rear hubs

SPRINGS: Semi-elliptic

FRAME: Oak and steel

BORE: 4¹¹/₁₆ 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

Welch, Model I, 50 H.P. Welch Motor Car Co., Pontiac, Mich.

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

PRICE, \$5,500

BODY: Pullman limousine

SEATS: 7 persons

WEIGHT: 2,700 pounds, chassis

WHEEL-BASE: 129 inches

TREAD: 56 inches

TIRES, FRONT: 4½ × 36 inches

TIRES, REAR: 4½ × 36 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: 4⅝ 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

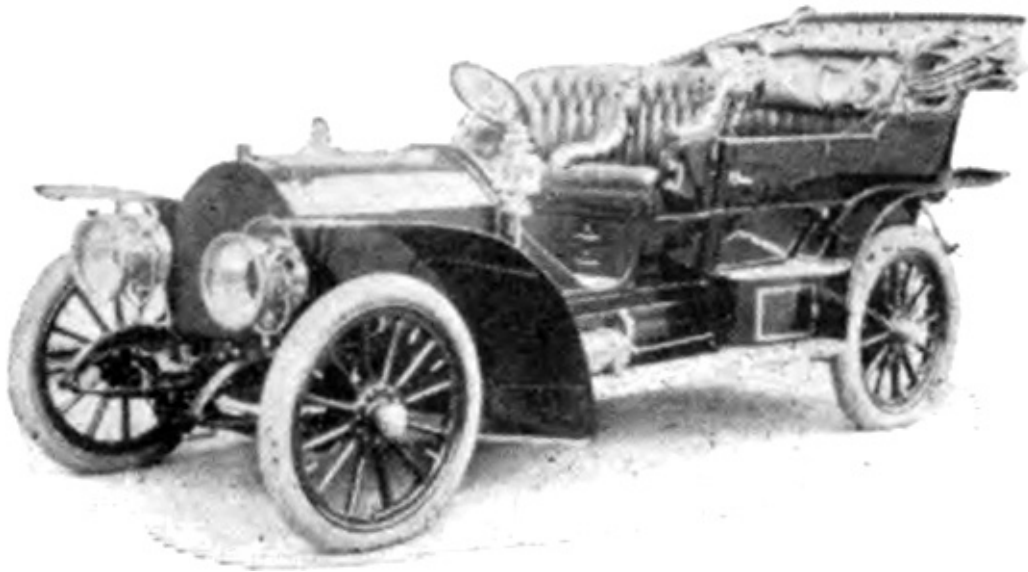
CHANGE GEAR: Welch pattern, individual clutches

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: 36 × 4 inches

TIRES, REAR: 36 × 5 inches

STEERING: Gemmer

BRAKES: 2 foot on differential, 2 emergency expending 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

GEAR: Multiple disc

CHANGE GEAR: Sliding gear

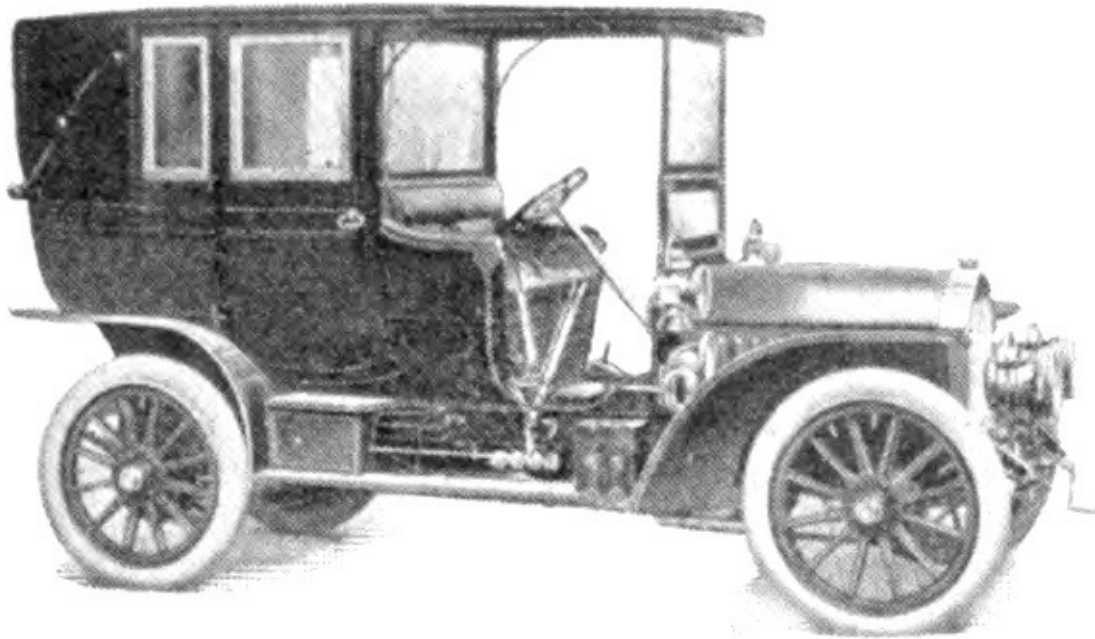
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Chains

**Columbia, Model XLIX, Landaulette, 40–45 H.P.
Hartford, Conn.**

Electric Vehicle Co.,



PRICE: \$5,500

BODY: Landaulette

SEATS: 7 persons

WEIGHT: 3,400 lbs.

WHEEL-BASE: 119½ inches

TREAD: 55 inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR: 36 × 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

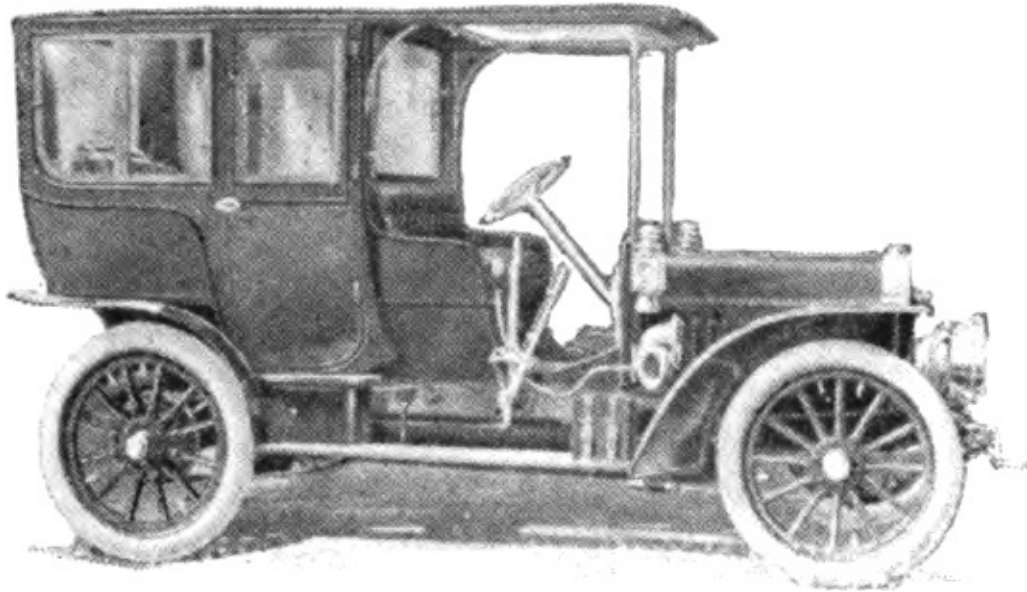
CURRENT SUPPLY: Storage battery

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

**Columbia, Model XLIX, Limousine, 40–45 H.P.
Hartford, Conn.**

Electric Vehicle Co.,



PRICE: \$5,500

BODY: Limousine

SEATS: 7 persons

WEIGHT: 3,500 lbs.

WHEEL-BASE: 119½ inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR: 36 × 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: 121 $\frac{3}{4}$ inches

TREAD: 56 $\frac{1}{2}$ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 $\frac{1}{2}$ 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: 5 $\frac{1}{2}$ 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

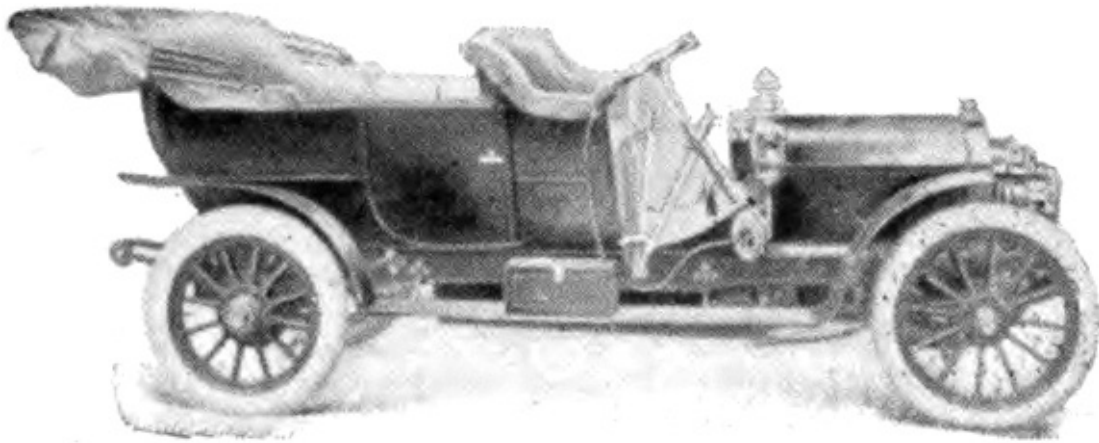
CARBURETER: "Packard"

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

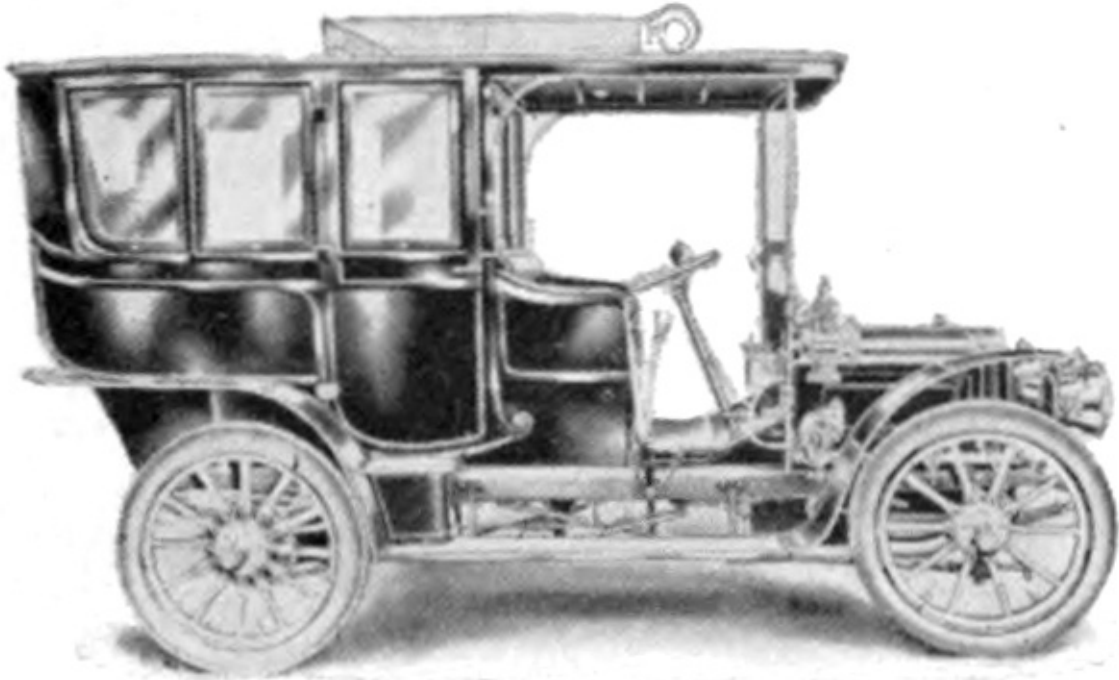


PRICE: \$5,500
BODY: Phaeton, side entrance
SEATS: 7 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 122 inches
TREAD: 56½ inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 5 inches
STEERING: Worm and sector
BRAKES: On rear hubs and on differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 in.; 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

CHANGE-GEAR CONTROL: Side lever; selective
DRIVE: Bevel gear

**American Mors, Type B Limousine, 24–32 H.P.
Louis, Mo.**

St. Louis Car Co., St.



PRICE: \$5,500 (complete)

BODY: Limousine

SEATS: 7 persons

WEIGHT: 3,500 pounds

WHEEL-BASE: 106 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4½ in.

TIRES, REAR: 36 × 4½ 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: 4⁵/₁₆ 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

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

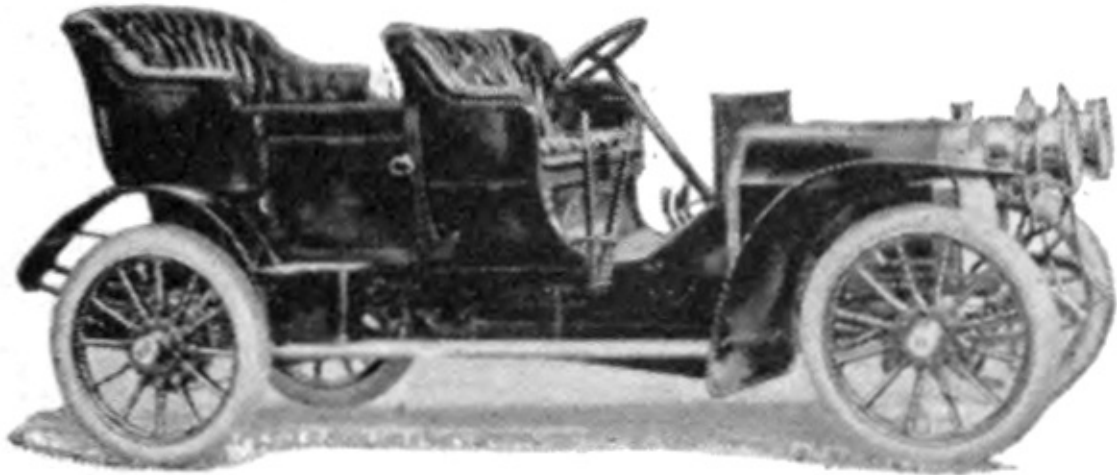
CHANGE GEAR: Sliding type

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: 36 × 3½ inches

TIRES, REAR: 36 × 4¾ inches

STEERING: Worm and segment

BRAKES: On differential shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel

BORE: 3¹⁶/₁₆ 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

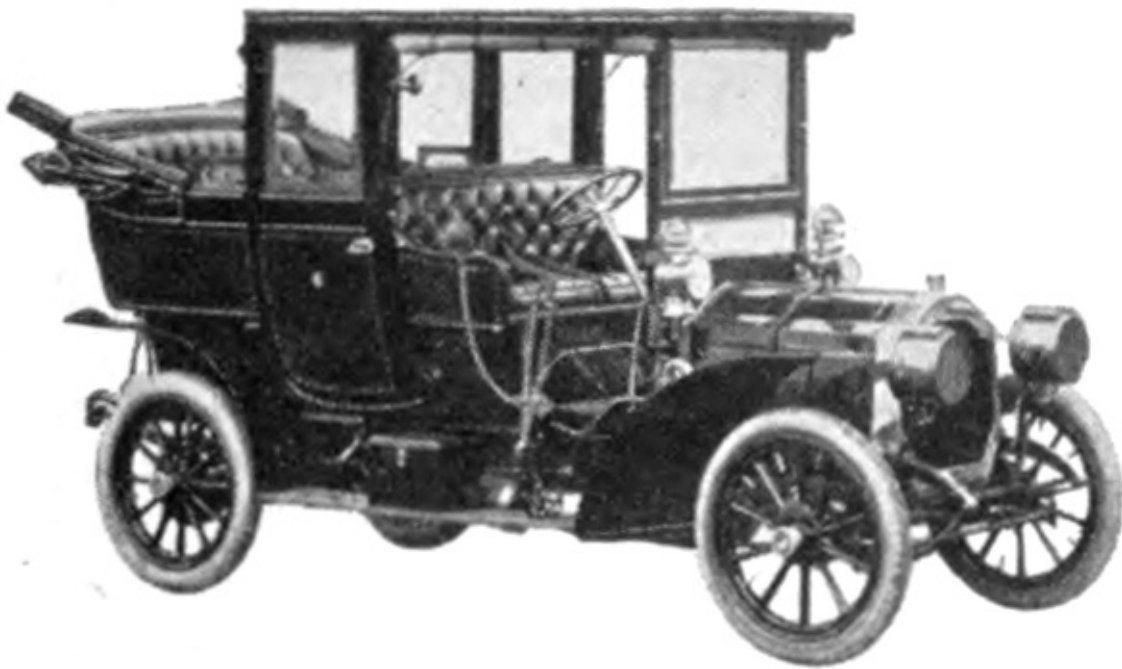
CHANGE GEAR: Sliding type

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: 121 $\frac{3}{4}$ inches

TREAD: 56 $\frac{1}{2}$ inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 $\frac{1}{2}$ 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: 5 $\frac{1}{2}$ 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

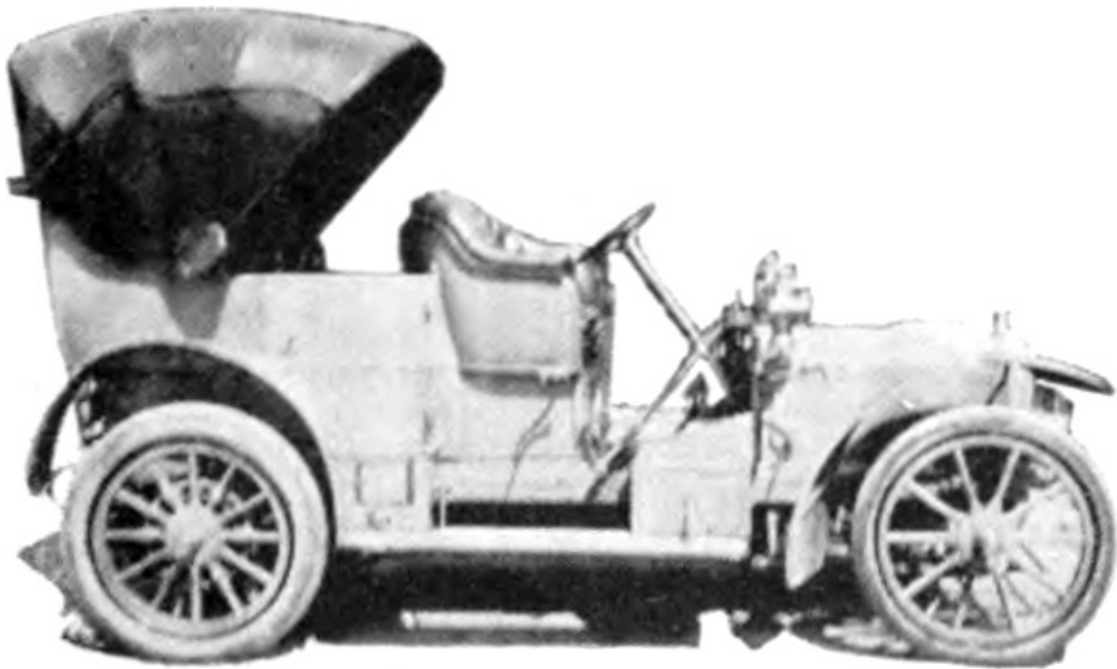
CARBURETER: "Packard"

LUBRICATION: Gravity

LUBRICATION: Splan
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'f'g. 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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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: Gravity feed

LUBRICATION: Pressure feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Reverse cone

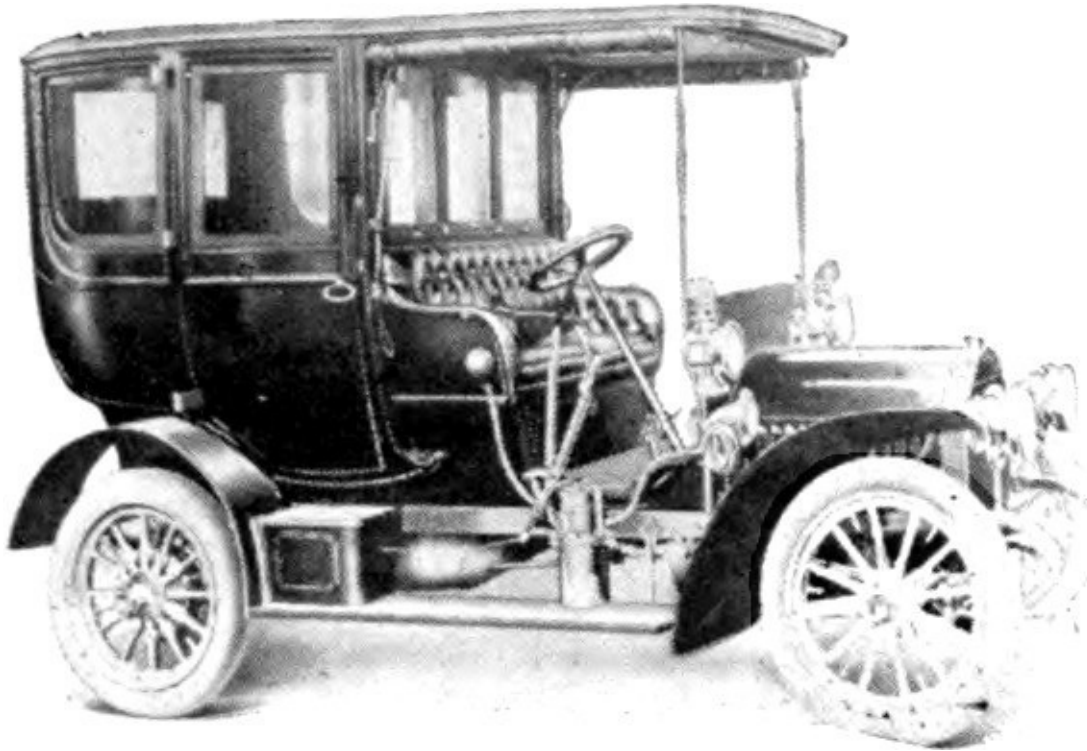
CHANGE GEAR: Sliding type

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: 34 × 4 inches
TIRES, REAR: 34 × 5 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

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



THE NATIONAL MAGAZINE OF MOTORING

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: 5 × 36 inches

TIRES, REAR: 5 × 36 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 $\frac{5}{8}$ 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

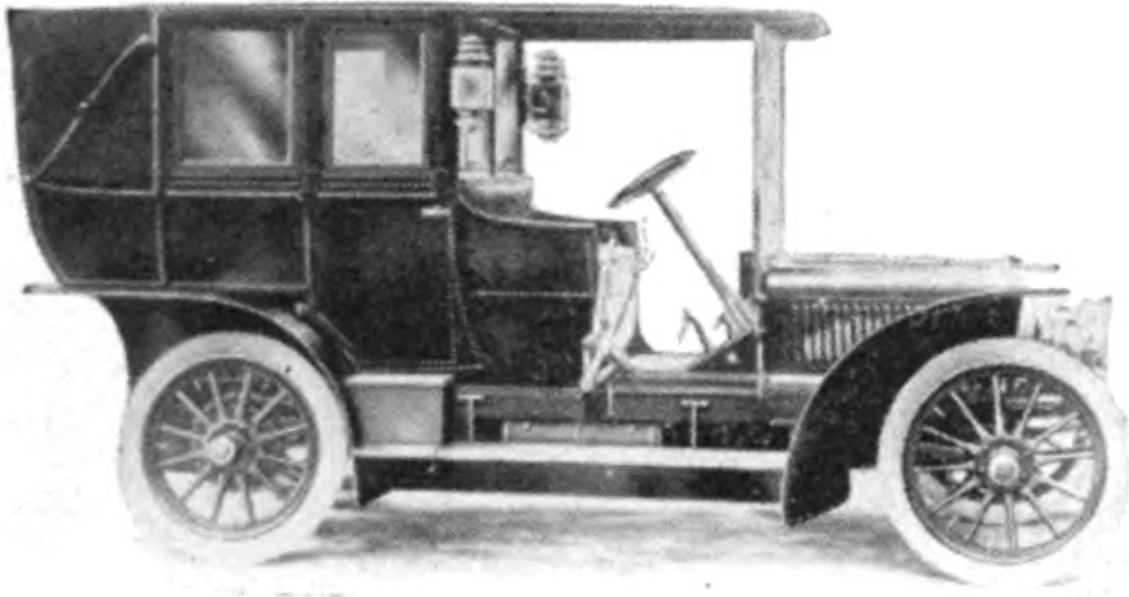
SPEEDS: 3 forward, 2 reverse

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 × 4 inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic, front; platform suspension, rear

FRAME: Gun carriage steel

BORE: 4⅝ in.; STROKE: 5½ 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

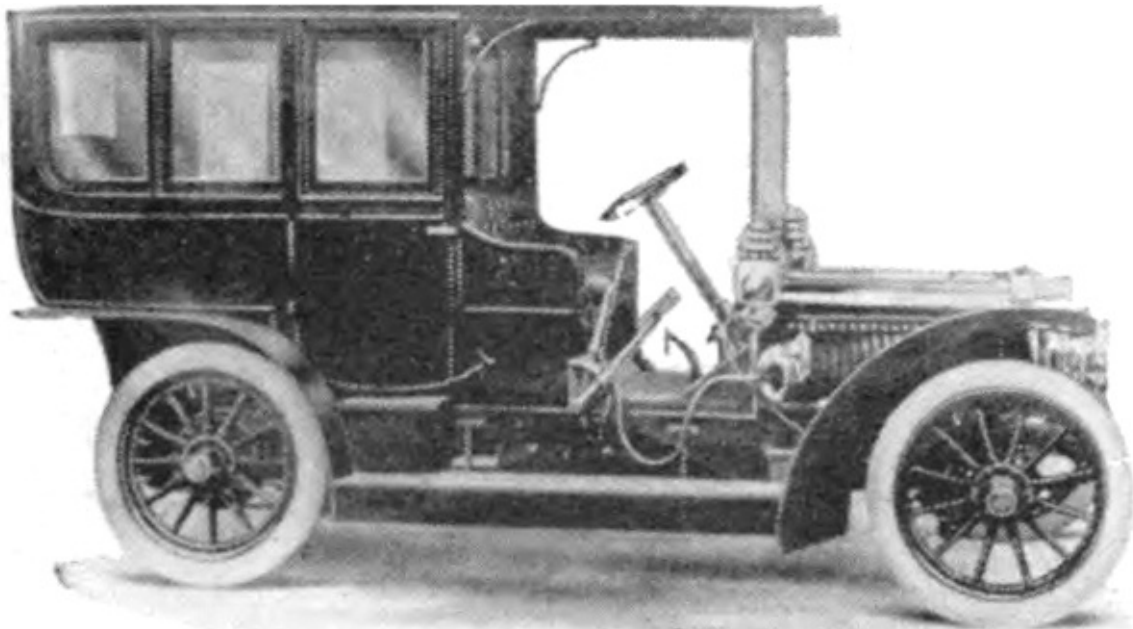
LUBRICATION: Mechanical oiler, splash system

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: 36 × 4 inches

TIRES, REAR: 36 × 4½–5 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: 4⅝ in.; **STROKE:** 5½ 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

CARBURETOR: Automatic float feed

CARBURETOR: Automatic, float-feed

LUBRICATION: Mechanical oiler, splash system

MOTOR-CONTROL: Spark, throttle and governor

CLUTCH: Multiple disc

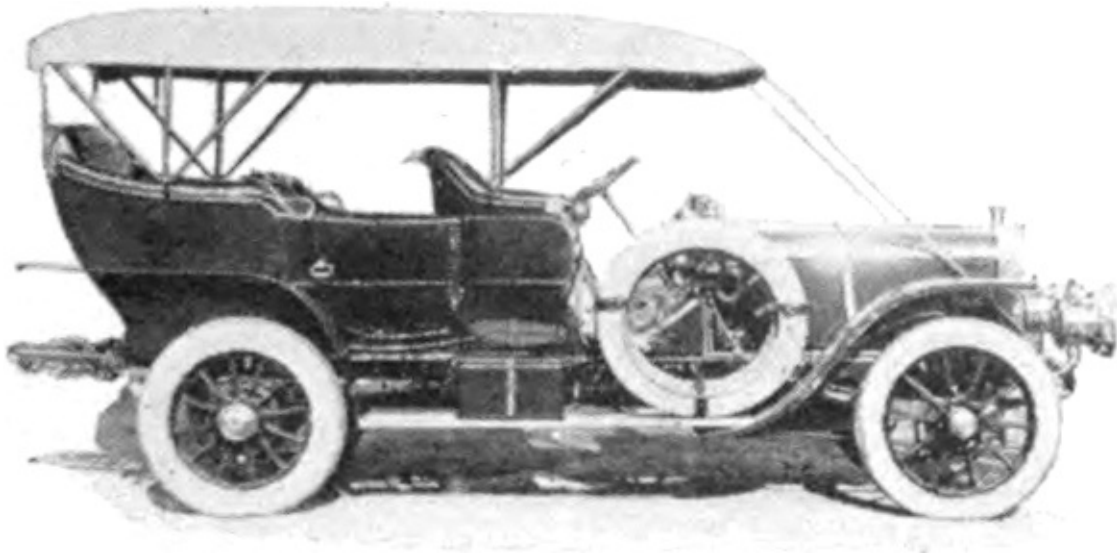
CHANGE GEAR: Sliding gear, Hess-Bright bearings

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: 36 × 4 inches

TIRES, REAR: 36 × 5 inches

STEERING: Worm and sector

BRAKES: External and internal on rear hubs

SPRINGS: Semi-elliptical all around

FRAME: Pressed steel channel

BORE: 4¾ in.; **STROKE:** 5¼ 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

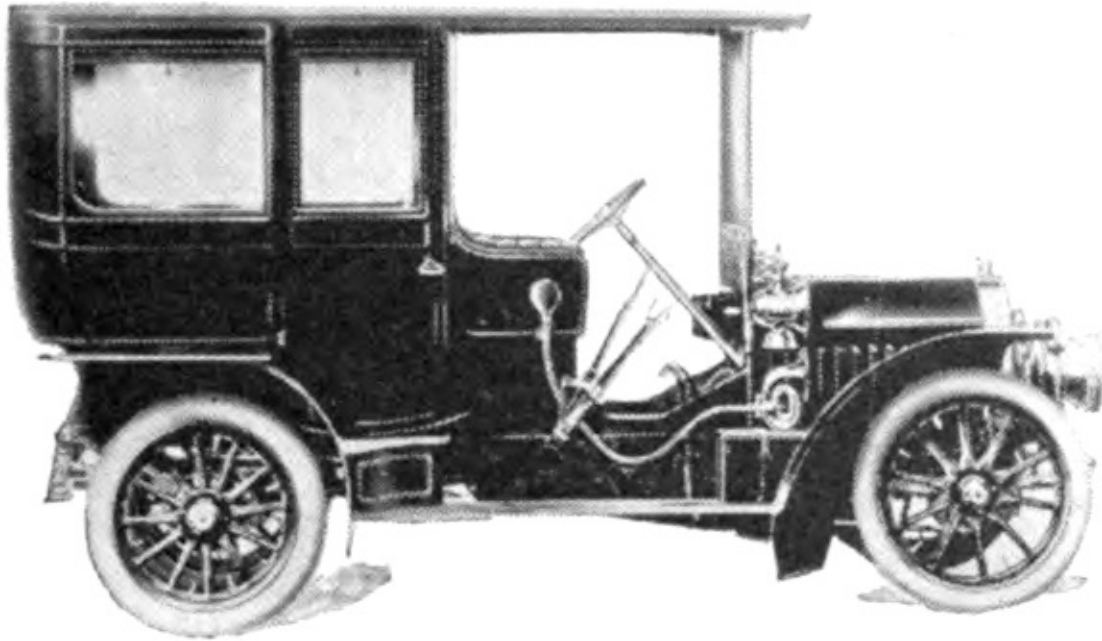
CHANGE GEAR: Sliding type

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 × 4 inches
TIRES, REAR: 34 × 4½ inches
STEERING: Worm and sector
BRAKES: Double on rear wheel drums
SPRINGS: Semi-elliptic, front; platform, rear
FRAME: Pressed steel
BORE, 5¼ in.; STROKE: 5¾ 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

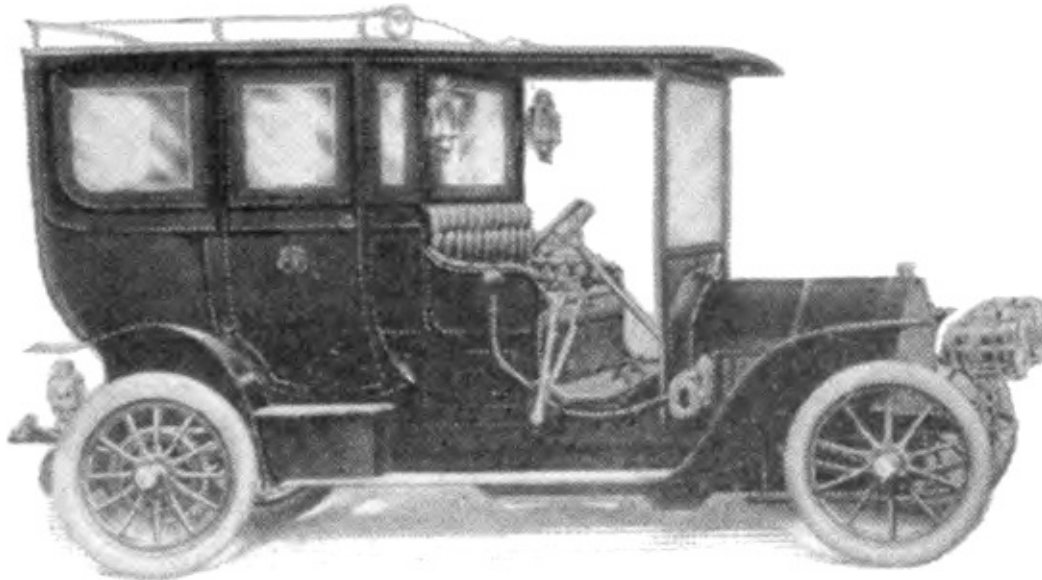
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft, bevel gear

**"Pope-Toledo," Type XV, Limousine, 50 H.P.
Toledo, Ohio**

Pope Motor Car Co.,



PRICE: \$6,000

BODY: Double side entrance

SEATS: 7 persons

WEIGHT: 3,200 pounds

WHEEL-BASE: 126 inches

TREAD: 56 inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR; 36 × 5 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 $\frac{7}{8}$ in.; STROKE: 5 $\frac{1}{4}$ 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: Magneto

IGNITION: Jump spark

CARBURETER: Float-feed compensating

LUBRICATION: Mechanical force feed oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Multiple disc

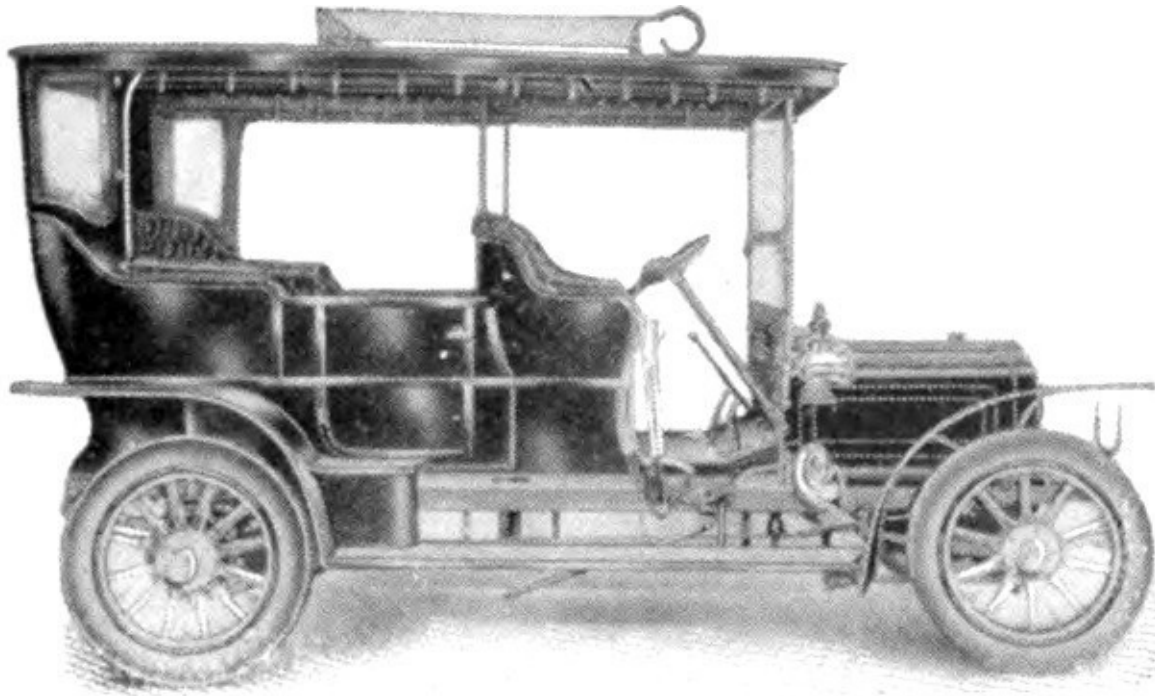
CHANGE GEAR: Sliding type—D. W. F. bearings

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: 34 × 5 inches
TIRES, REAR: 34 × 5 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

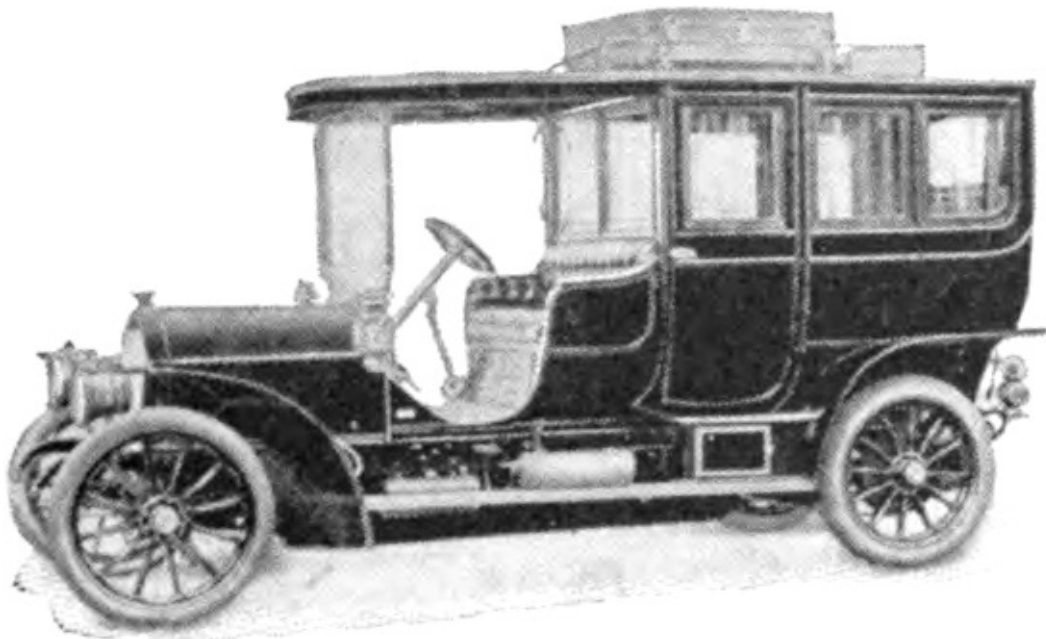
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and a reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Side chain

S & M "Simplex," 50-70 H.P. Smith & Mabley M'f'g. 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: 915 × 105 mm.
TIRES, REAR: 935 × 135 mm.
STEERING: Worm and sector gear
BRAKES: 3 emergency and 2 foot
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5½ inches; STROKE: 5½ 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

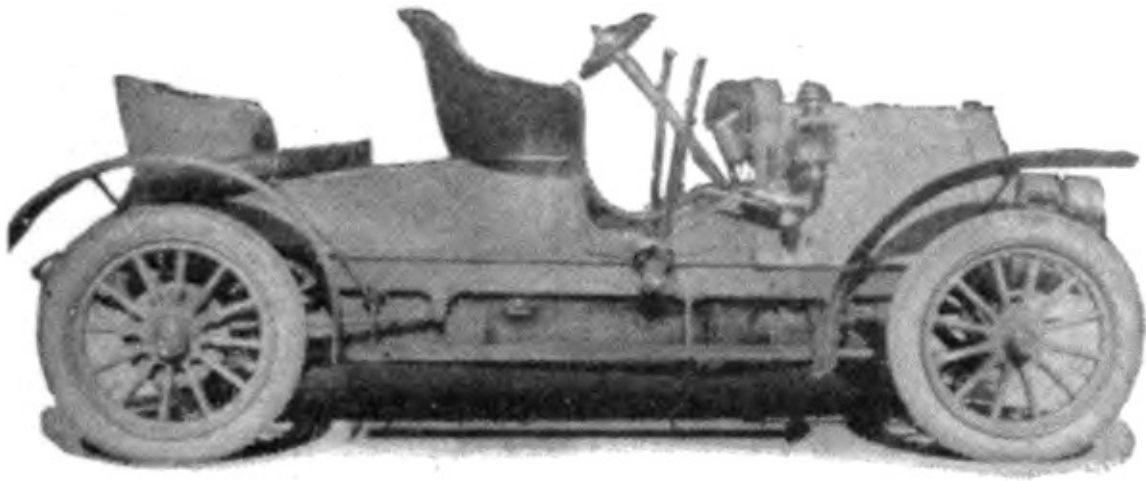
CHANGE GEAR: Selective system

SPEEDS: Four and reverse

CHANGE-GEAR CONTROL: Lever

DRIVE: Double chain

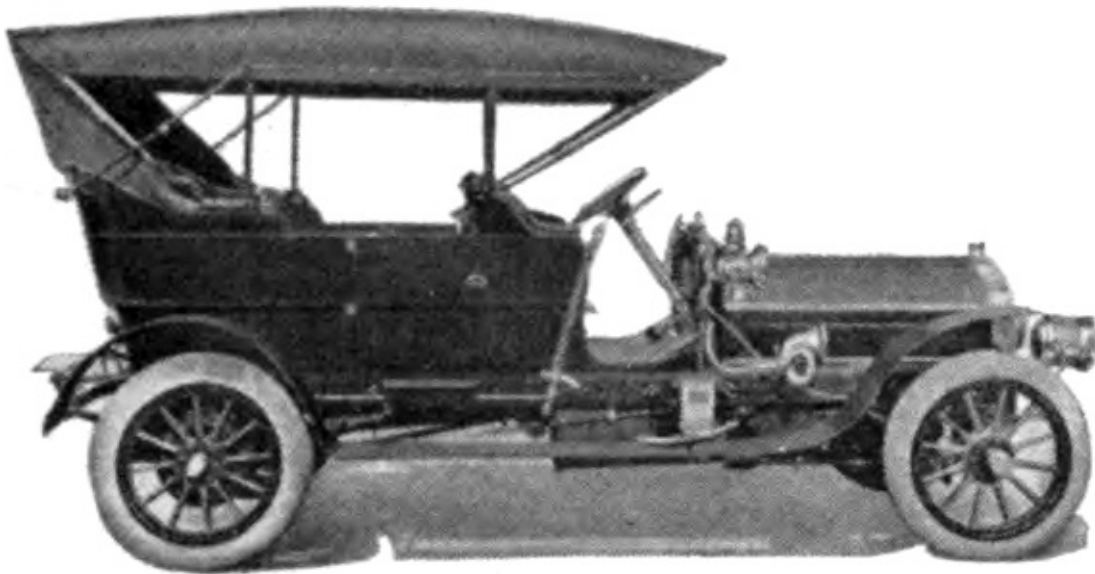
Moore, 40 H.P. Moore Auto Co., New York, N. Y.



PRICE: \$6,500
BODY: Runabout
SEATS: 3 persons
WEIGHT: 3,300 pounds
WHEEL-BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Screw and nut
SPRINGS: Semi-elliptic front; full elliptic rear
BORE: 4¾ in.; STROKE: 5½ 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.



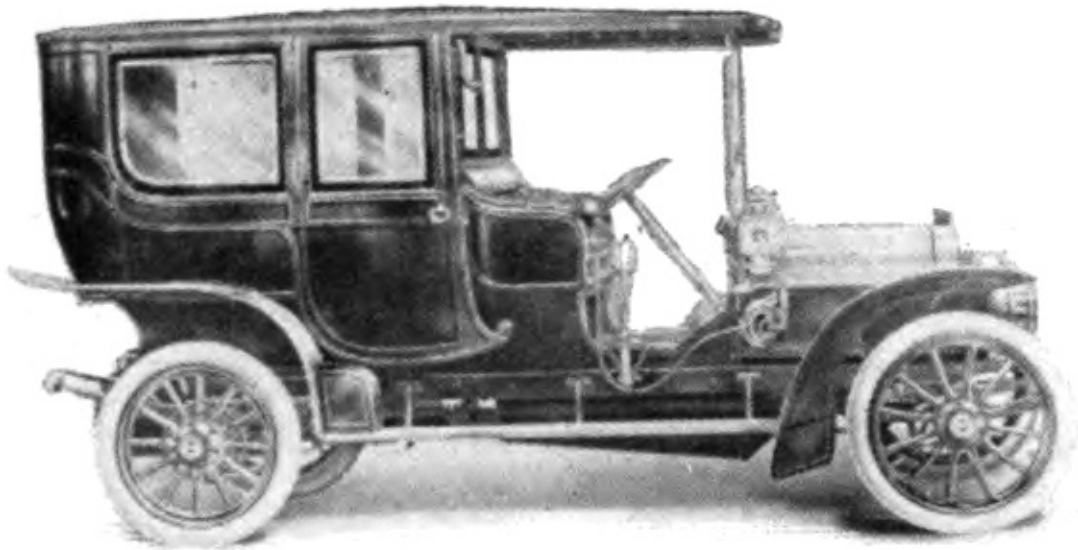
PRICE: \$6,500, without top
BODY: Side entrance tonneau
SEATS: 7 persons
WHEEL-BASE: 135 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ inches
TIRES, REAR: 36 × 5 inches
STEERING: Screw and nut
BRAKES: Double on rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 5½ in.
CYLINDERS: 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: 36 × 3½ in.

TIRES, REAR: 36 × 4¾ in.

STEERING: Worm and segment

BRAKES: On differential shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel

BORE: 3¹⁵/₁₆ in.; **STROKE:** 4¾ 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Metal-to-metal

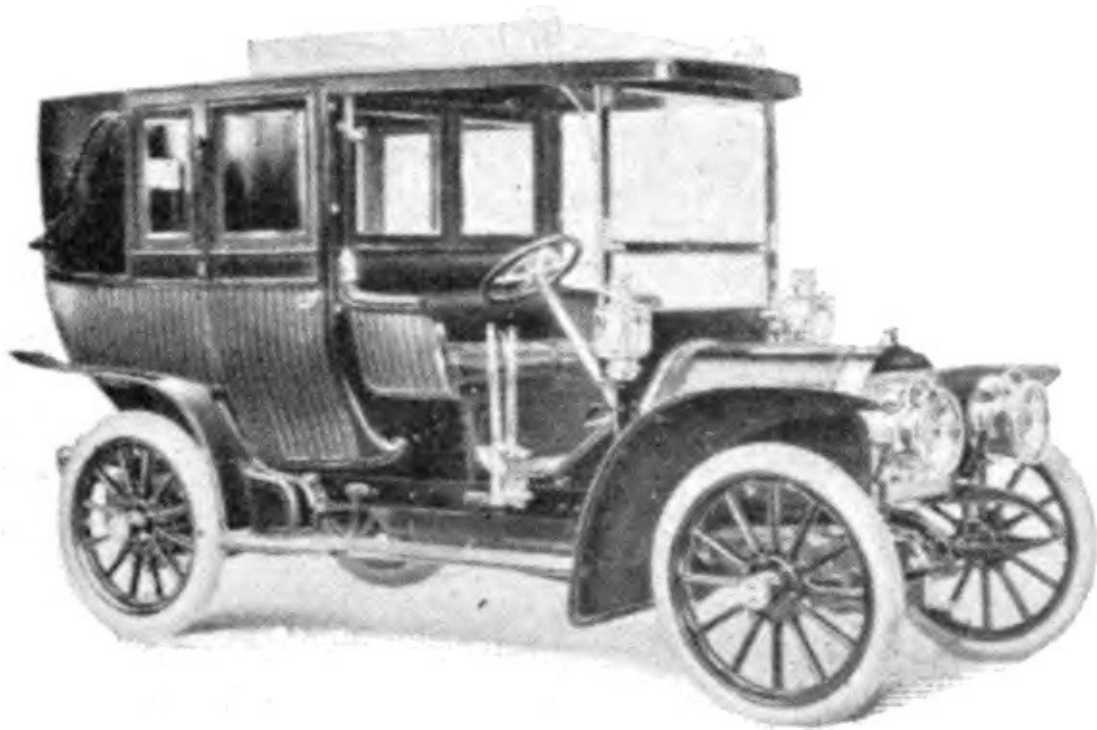
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Side chains

**Berliet Landalet, 24–30 H.P. American Locomotive Automobile Co.,
Providence, R.I.**



PRICE: \$6,500
BODY: Landalet
SEATS: 7 persons
WEIGHT: 1,870 pounds, chassis
WHEEL-BASE: 112 inches
TREAD: 55 inches
TIRES, FRONT: $36 \times 3\frac{1}{2}$ inches
TIRES, REAR: $36\frac{1}{4} \times 4\frac{3}{4}$ inches
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
BORE: $3\frac{15}{16}$ in.; STROKE: $4\frac{3}{4}$ in.
CYLINDERS: 4, vertical in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; honeycomb radiator
IGNITION: Make-and-break

IGNITION: Magneto and breaker

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

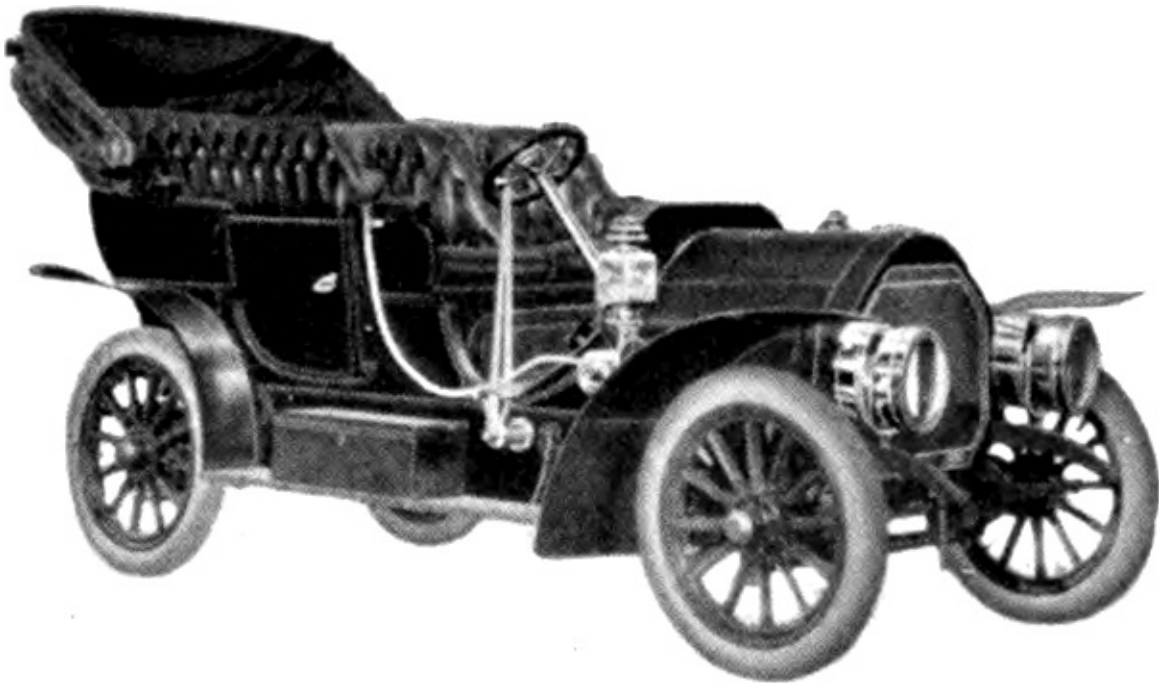
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Side chains

GASOLINE CARS COSTING FROM \$7,000 TO
\$7,999.

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: 920 × 120 mm.

TIRES, REAR: 920 × 120 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: 4¾ in.; STROKE: 5½ 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

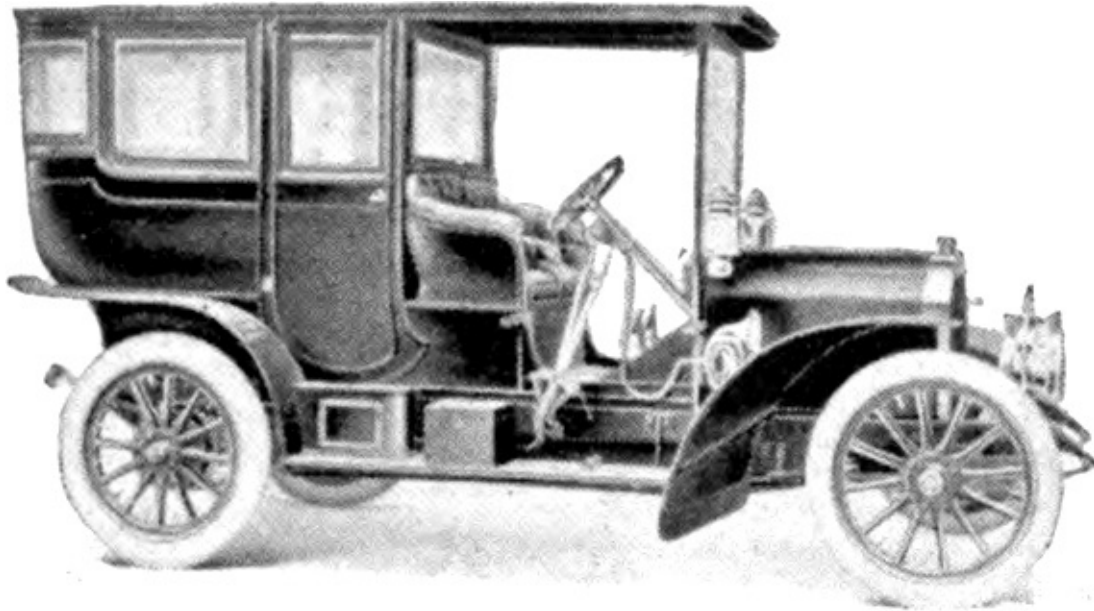
SPEEDS: 4 forward and reverse; annular ball bearings

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: 56½ inches

TIRES, FRONT: 36 × 4 inches

TIRES, REAR: 36 × 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

DESCRIPTION: 1933 1000

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: 36 × 4 inches

TIRES, REAR: 36 × 5 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: 5½ in.; **STROKE:** 6½ 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

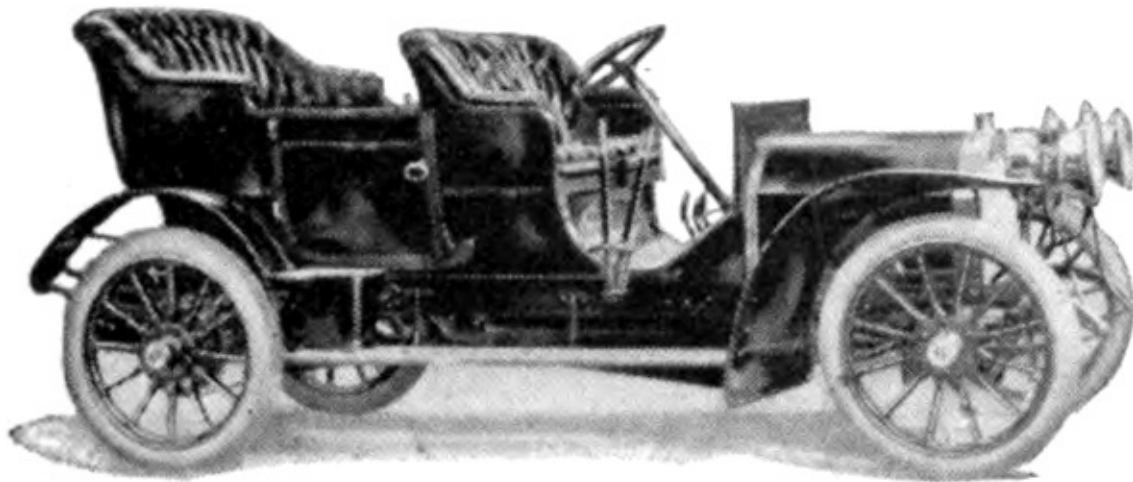
CHANGE GEAR: Sliding type, Hess-Bright bearings

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: 36 × 4 inches

TIRES, REAR: 36¼ × 4¾ inches

STEERING: Worm and segment

BRAKES: On differential shaft and rear wheels

SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel

BORE: 4¾ in.; **STROKE:** 5½ 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

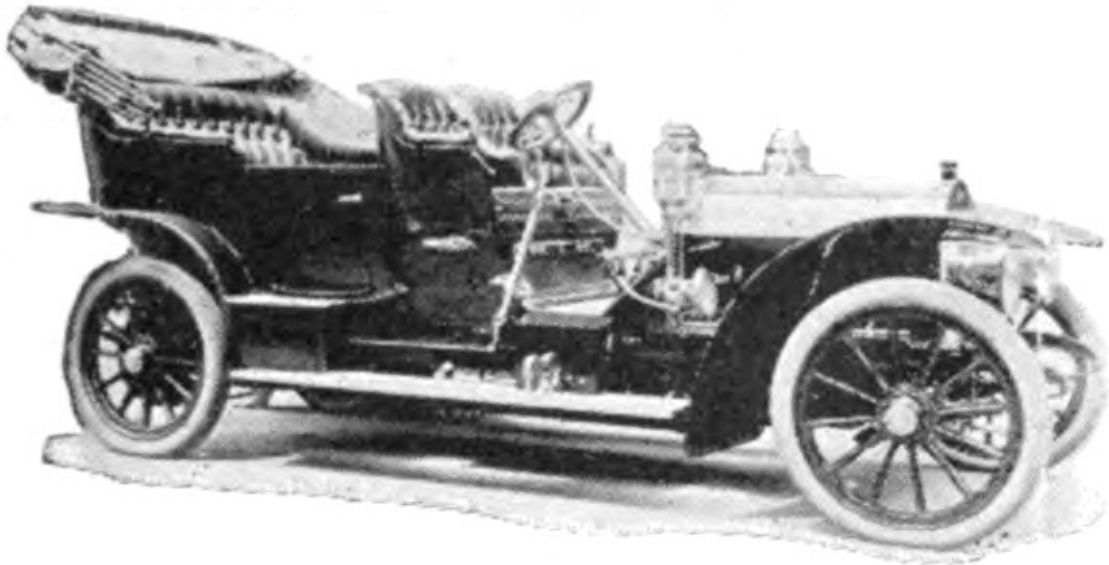
CHANGE GEAR: Sliding type

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: 910 × 100 mm.

TIRES, REAR: 920 × 120 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

MOTOR-CONTROL: Spark and throttle

CLUTCH: Mercedes coil spring

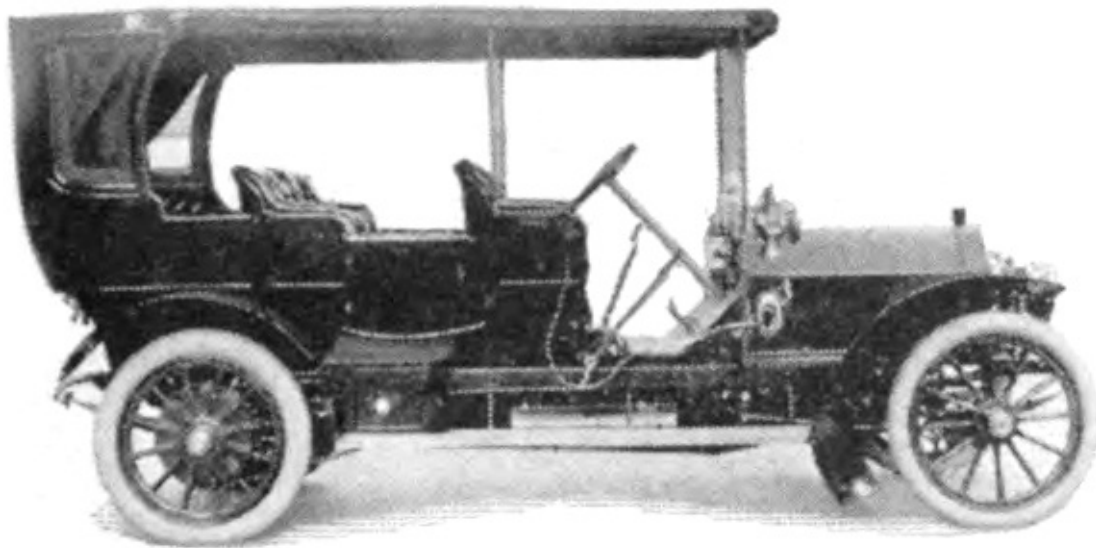
CHANGE GEAR: Sliding type

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: 910 × 100 mm.
TIRES, REAR: 920 × 120 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

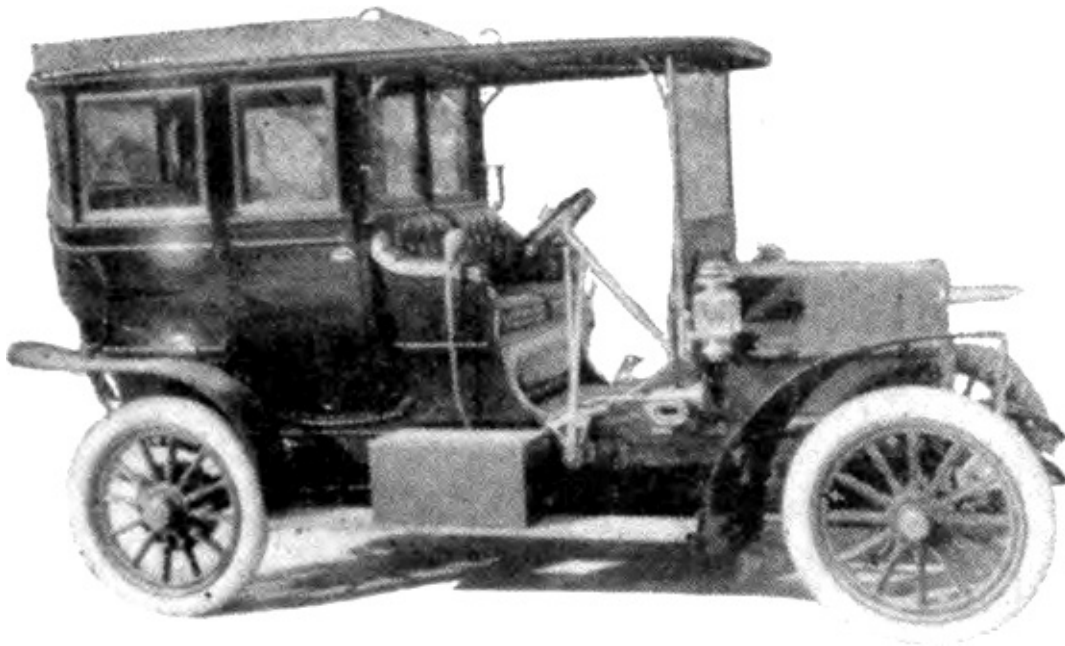
DRIVE: Side chains



THE NATIONAL MAGAZINE OF MOTORING

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: 920 × 120 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Screw and nut
SPRINGS: Semi-elliptic front; full elliptic rear
FRAME: Pressed steel
BORE: 4¾ in.; STROKE: 5½ 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

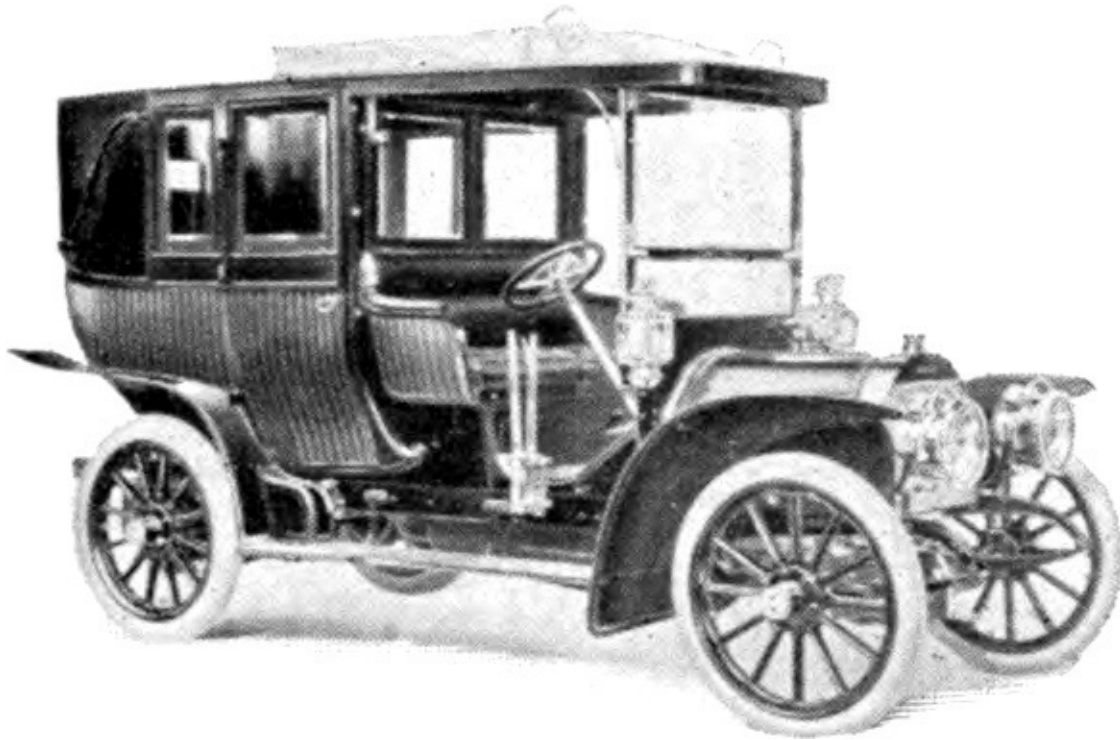
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft

"The Military," 60–70 H.P. V. L. Emerson, Cincinnati, Ohio

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

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: 3¼ inches
TIRES, REAR: 3½ inches
STEERING: Toggle movement
BRAKES: On transmission and rear rims
SPRINGS: Semi-elliptic
FRAME: Of spring steel
BORE: 5⅛ in.; STROKE: 5¼ 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

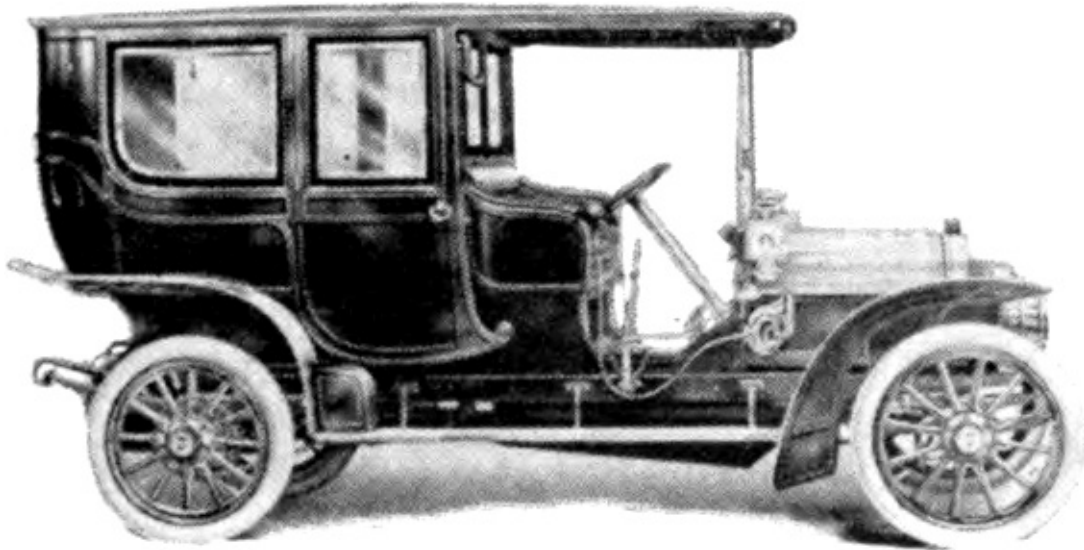
**Berliet Landalet, 40–50 H.P. American Locomotive Automobile Co.,
Providence, R.I.**



PRICE: \$8,500 (complete)
BODY: Landalet
SEATS: 7 persons
WEIGHT: 2,000 pounds, chassis
WHEEL-BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36 × 4 in.
TIRES, REAR: 36¼ × 4¾ in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
BORE: 4¾ in.; STROKE: 5½ 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: 36 × 4 in.
TIRES, REAR: 36¼ × 4¾ in.
STEERING: Worm and segment
BRAKES: On differential shaft and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
BORE: 4¾ 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
LUBRICATION: Exhaust pressure
MOTOR-CONTROL: Spark and throttle

CLUTCH: Metal-to-metal

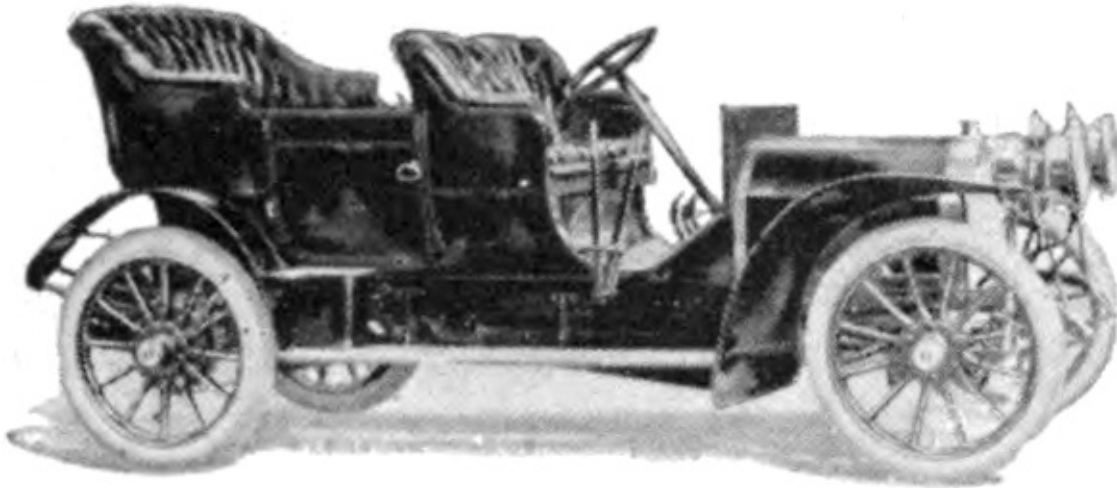
CHANGE GEAR: Sliding type

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: 36 × 4 inches
TIRES, REAR: 36¼ × 4¾ 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

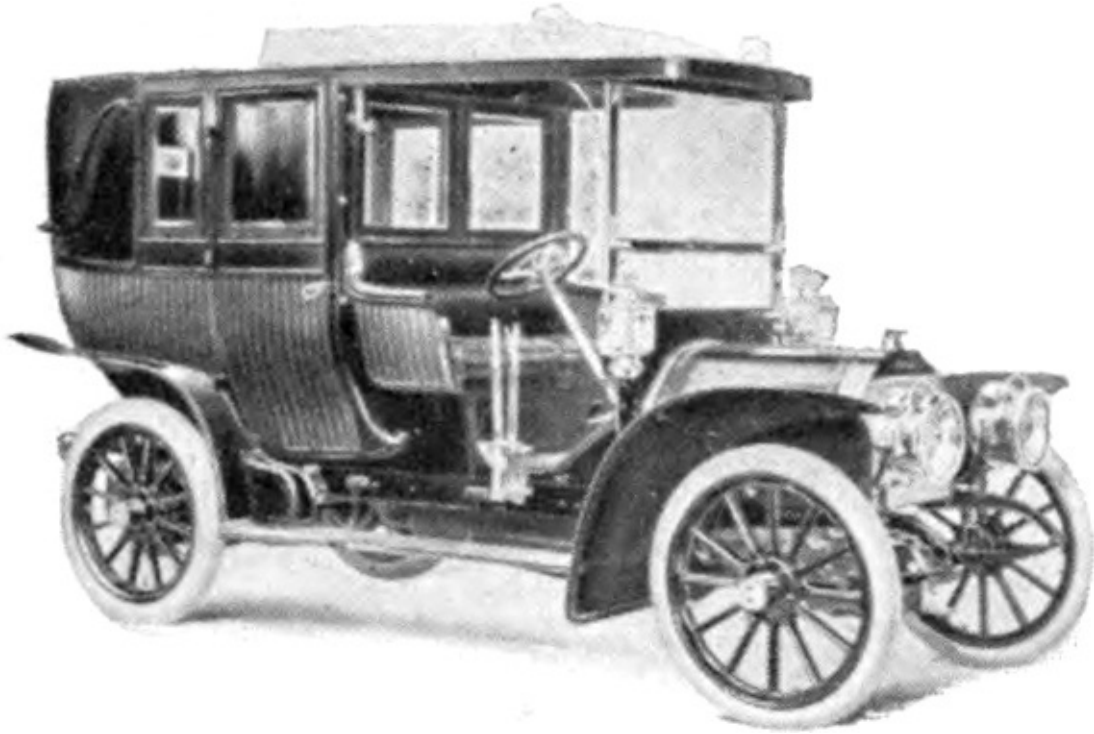
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Side chains

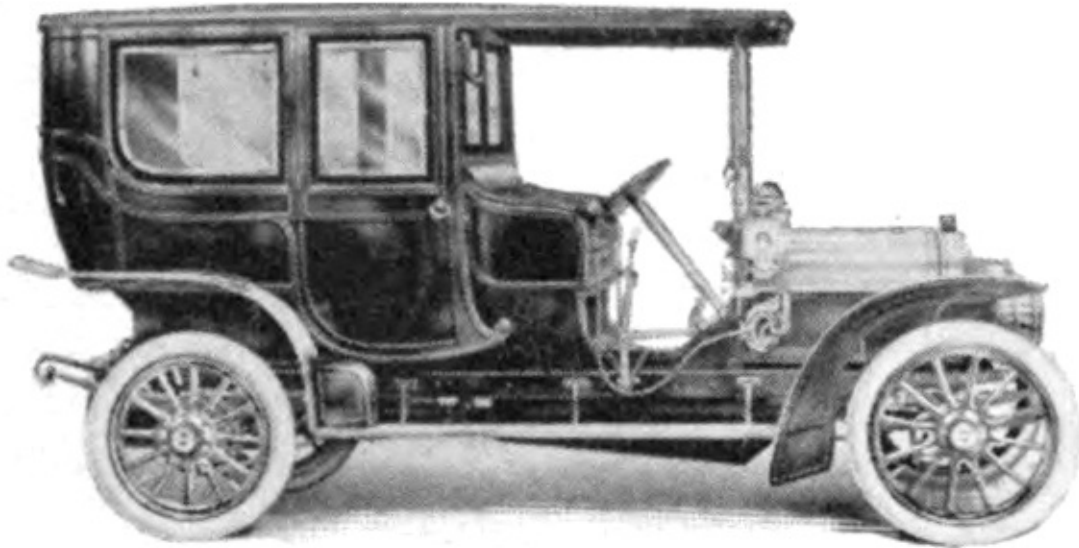
**Berliet Landalet, 60 H.P. American Locomotive Automobile Co.,
Providence, R. I.**



PRICE: \$10,000
BODY: Landalet
SEATS: 7 persons
WEIGHT: 2,200 pounds, chassis
WHEEL-BASE: 126 inches
TREAD: 55 inches
TIRES, FRONT: 36 × 4 in.
TIRES, REAR: 36¼ × 4¾ 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: 36 × 4 in.

TIRES, REAR: 36¼ × 4¾ 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

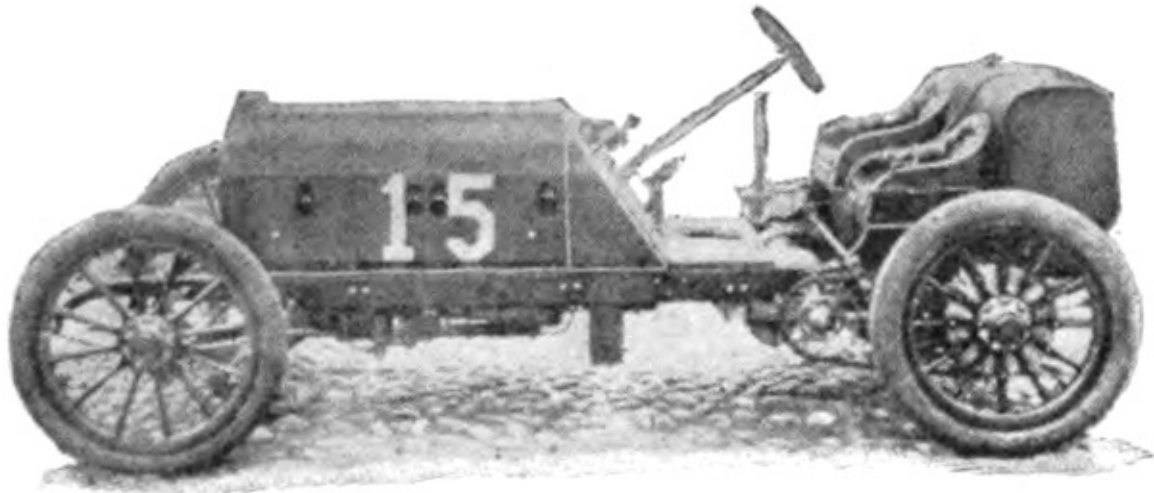
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

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 × 3½ inches (Removable rims)

TIRES, REAR: 34 × 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

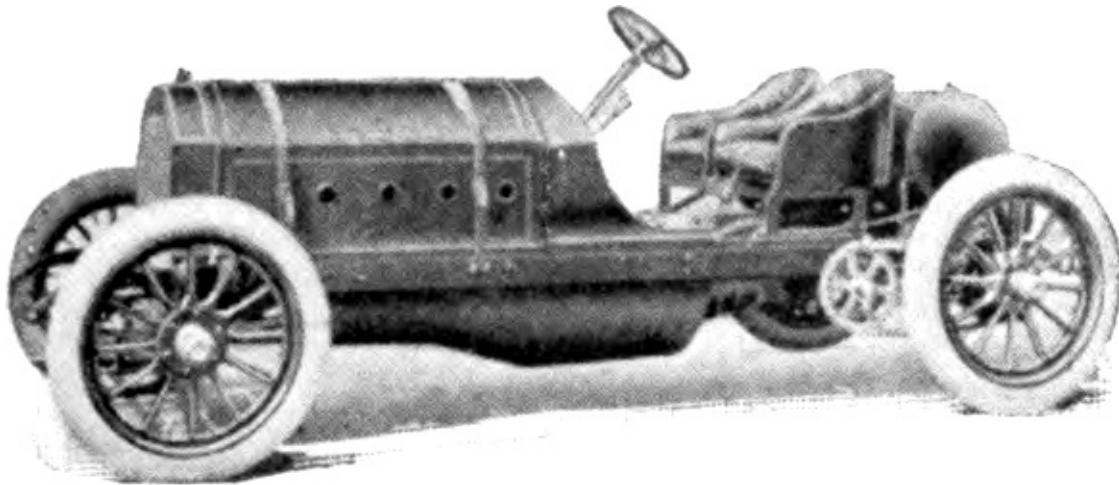
CHANGE GEAR: Two sliding sleeves

SPEEDS: Four forward and reverse

CHANGE-GEAR CONTROL: Selective

DRIVE: Chain

Apperson Special, 96 H.P. Apperson Bros. Auto Co., Kokomo, Ind.

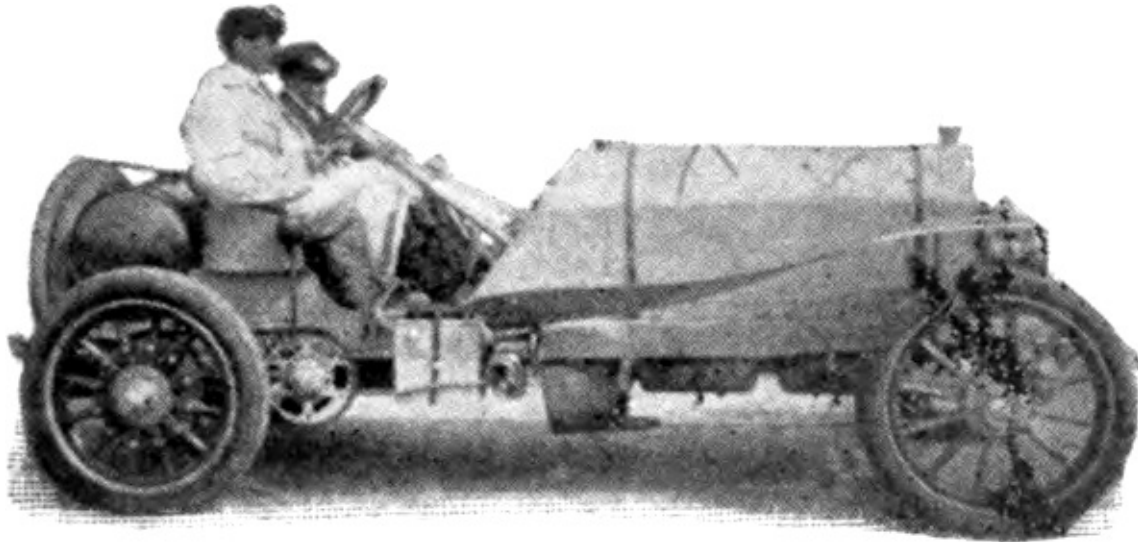


PRICE: \$15,000
BODY: Racing runabout
SEATS: 2 persons
WHEEL-BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 3½ inches
TIRES, REAR: 34 × 3½ inches
STEERING: Worm and segment
BRAKES: 3, external metal
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 6¼ in.; STROKE: 5½ in.
CYLINDERS: 4 vertical, 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

CHANGE GEAR CONTROL: Successive 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 × 3½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Adjustable worm gears

SPRINGS: Semi-elliptic

BRAKES: Metal-to-metal; double-acting

FRAME: Pressed steel

BORE: 7¼ 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

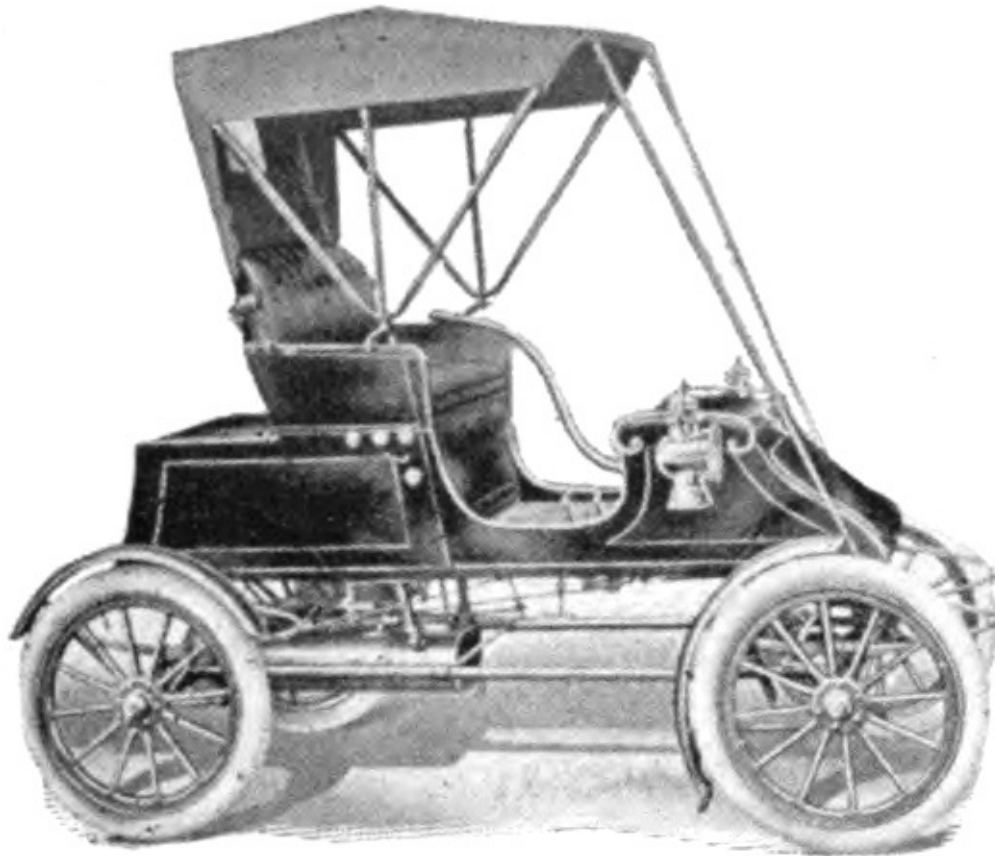
DRIVE: Double side chain



THE NATIONAL MAGAZINE OF MOTORING

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: 30 × 3 inches
TIRES, REAR: 30 × 3 inches
STEERING: Tiller
BRAKES: On differential
SPRINGS: Full elliptic
FRAME: Wood
HORSE-POWER: 10
BORE: 3 in.; STROKE: 4 in.
BURNER: Gasoline

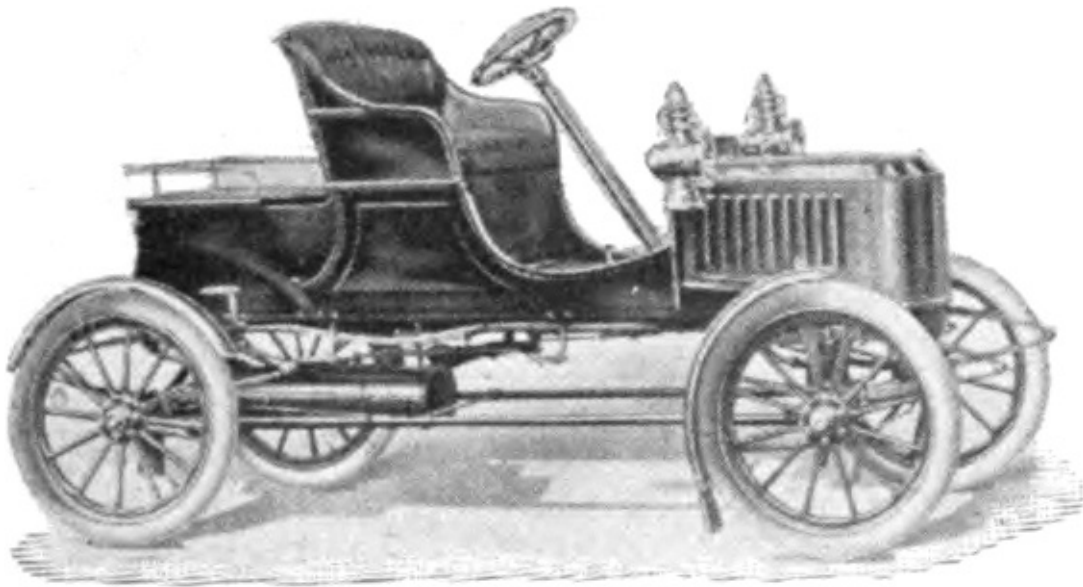
FUEL REGULATOR: Automatic by boiler pressure

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: 30 × 3 inches

TIRES, REAR: 30 × 3 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

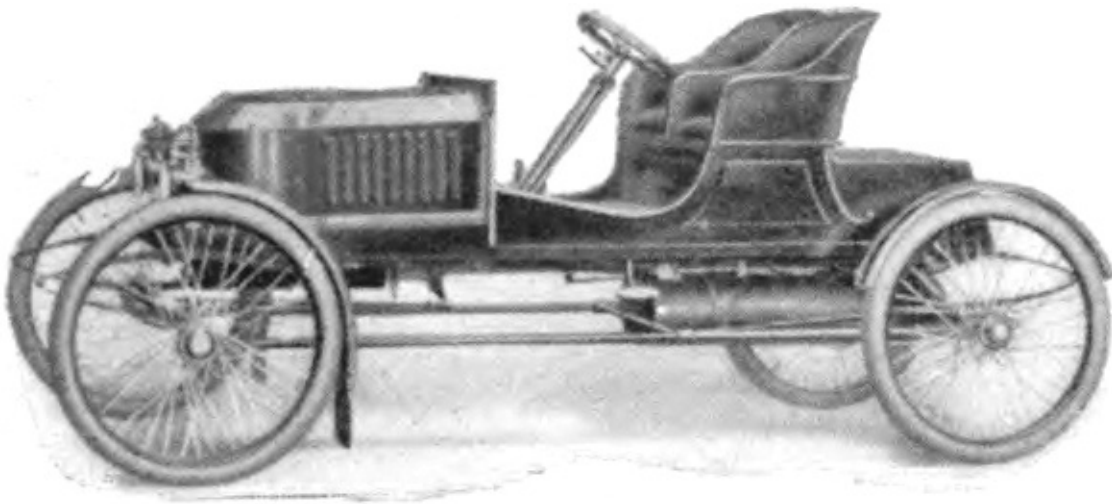
FUEL REGULATOR: Automatic by boiler pressure

BOILER: Fire tube

LUBRICATION: Mechanical

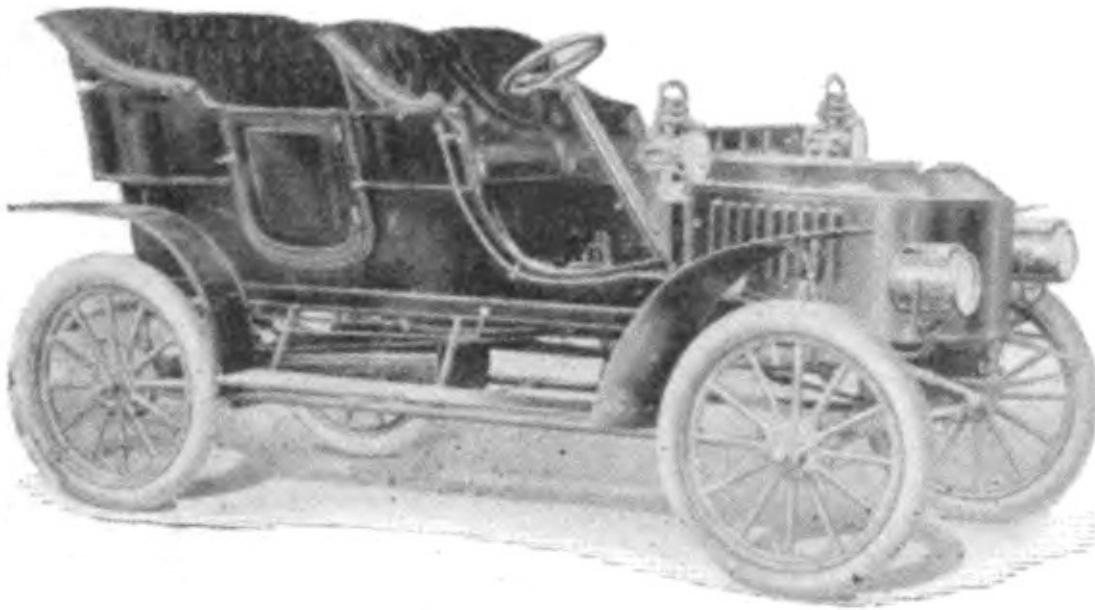
DRIVE: Direct spur gear

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: 34 × 3 in. wire wheels
TIRES, REAR: 34 × 3 in. wire wheels
STEERING: Sector and gear
BRAKES: Differential
SPRINGS: Full elliptical
FRAME: Wood
BORE: 3⅝ in.; STROKE: 5 in.
CYLINDERS: 2 vertical
BURNER: Gasoline
FUEL REGULATOR: Automatic by boiler pressure
BOILER: Fire tube
LUBRICATION: Mechanical
DRIVE: Direct spur gear

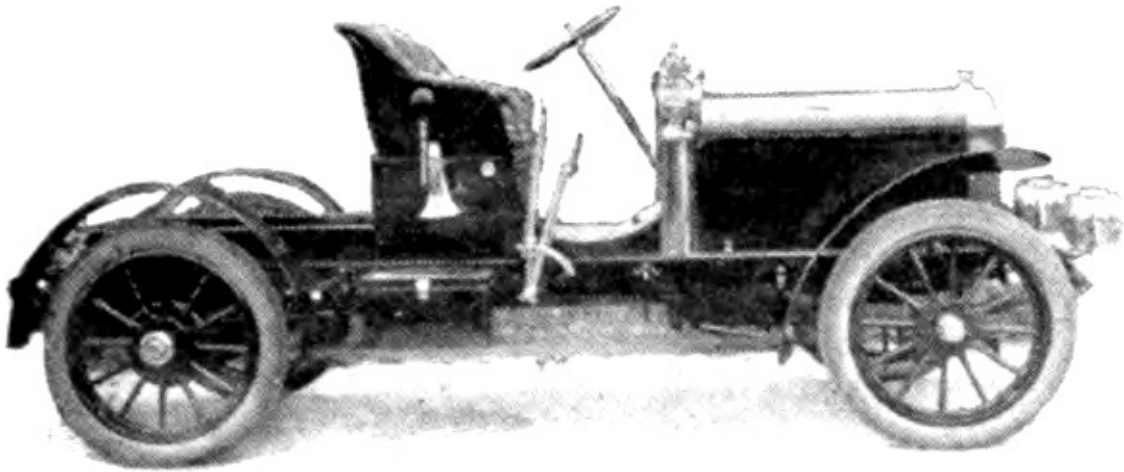
Stanley, Model F, 20 H.P. Stanley Motor Carriage Co., Newton, Mass.



PRICE: \$1,500
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL-BASE: 100 inches
TREAD: 54½ inches
TIRES, FRONT: 34 × 3½ in.
TIRES, REAR: 34 × 3½ in.
STEERING: Sector and gear
BRAKES: Hub and differential
SPRINGS: Full elliptical
FRAME: Wood
BORE: 3⅝ 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: 34 × 3½ in.

TIRES, REAR: 34 × 3½ in.

STEERING: Worm and sector

BRAKES: 2 sets

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4 in.; STROKE: 5 in.

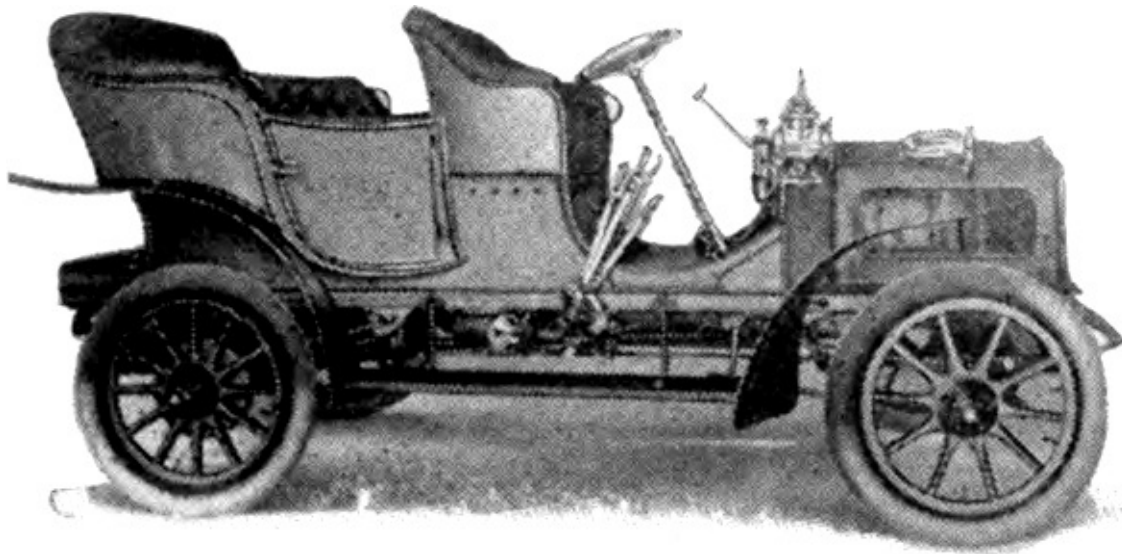
CYLINDERS: Two, in front

MOTOR SUSPENSION: Main frame

BOILER: 24 in. diam.

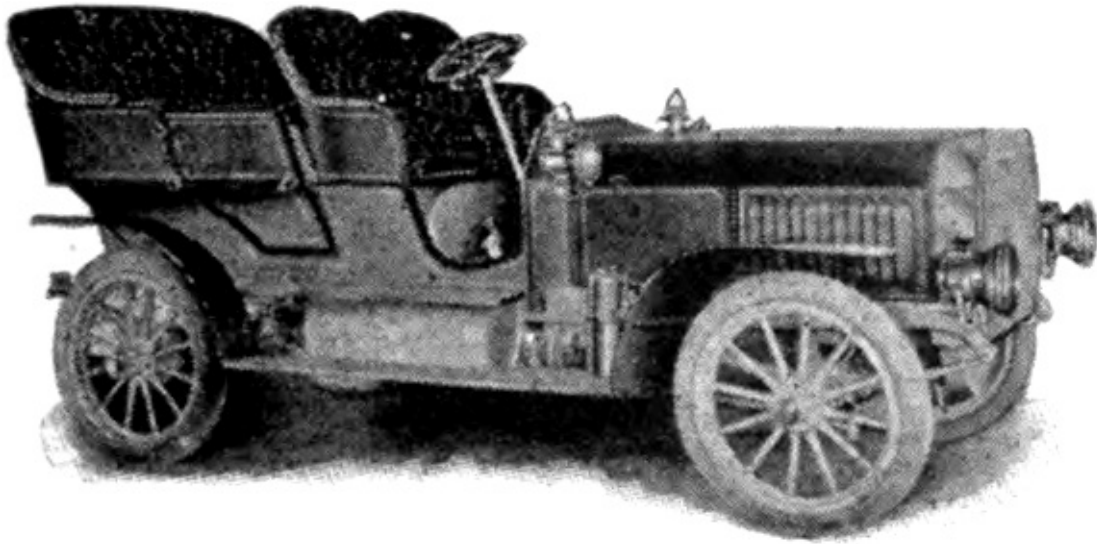
DRIVE: Shaft

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: 34 × 4 inches
TIRES, REAR: 34 × 4 inches
STEERING: Worm and segment
BRAKES: 1 set on rear wheels, 1 set on flywheel
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: 34 × 4 inches
TIRES, REAR: 34 × 4 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, super-heated steam
LUBRICATION: Splash
CHANGE GEAR: Sliding

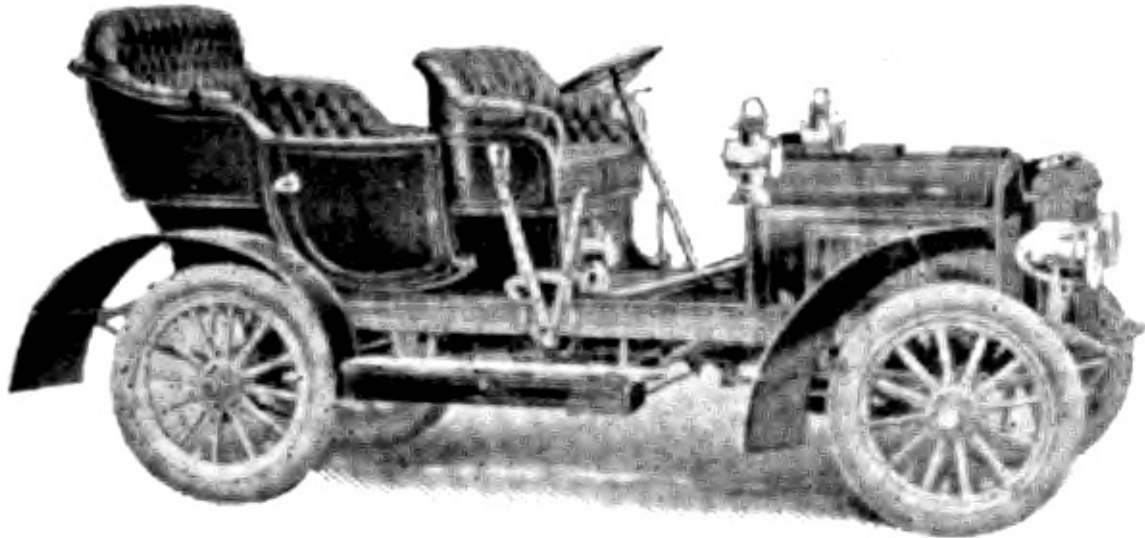
SPEEDS: 2 changes

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic

FRAME: Steel

BORE: 3¼ and 5¼ in.

STROKE: 3½ 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

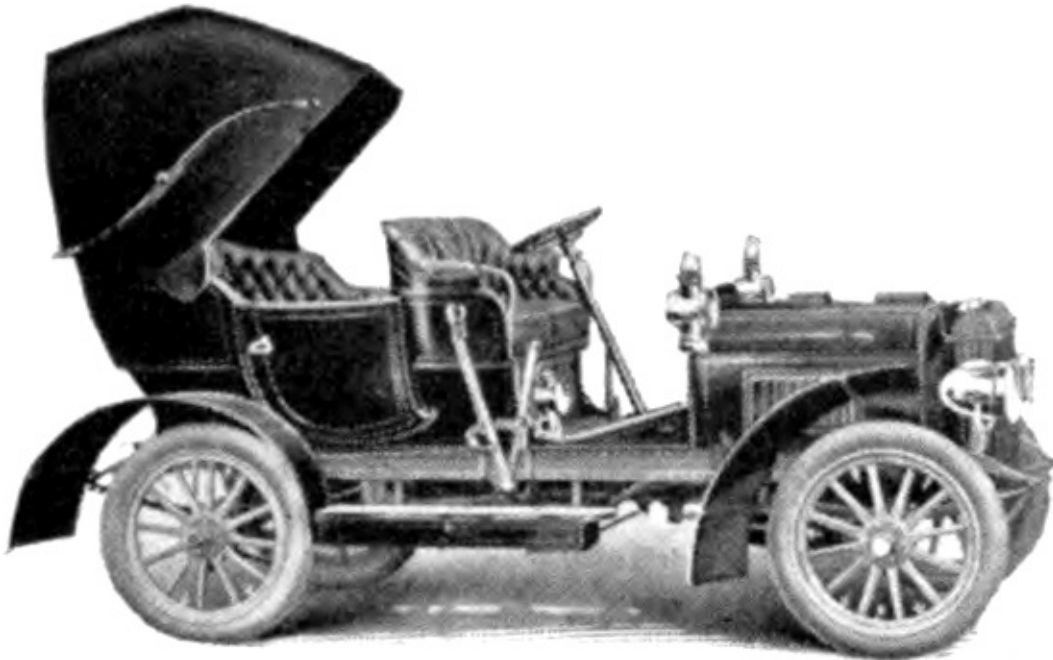
MOTOR-CONTROL: Throttle lever

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: 32 × 4 inches

TIRES, REAR: 32 × 4 inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic

FRAME: Steel

BORE: 3¼ and 5¼ in.; STROKE: 3½ 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

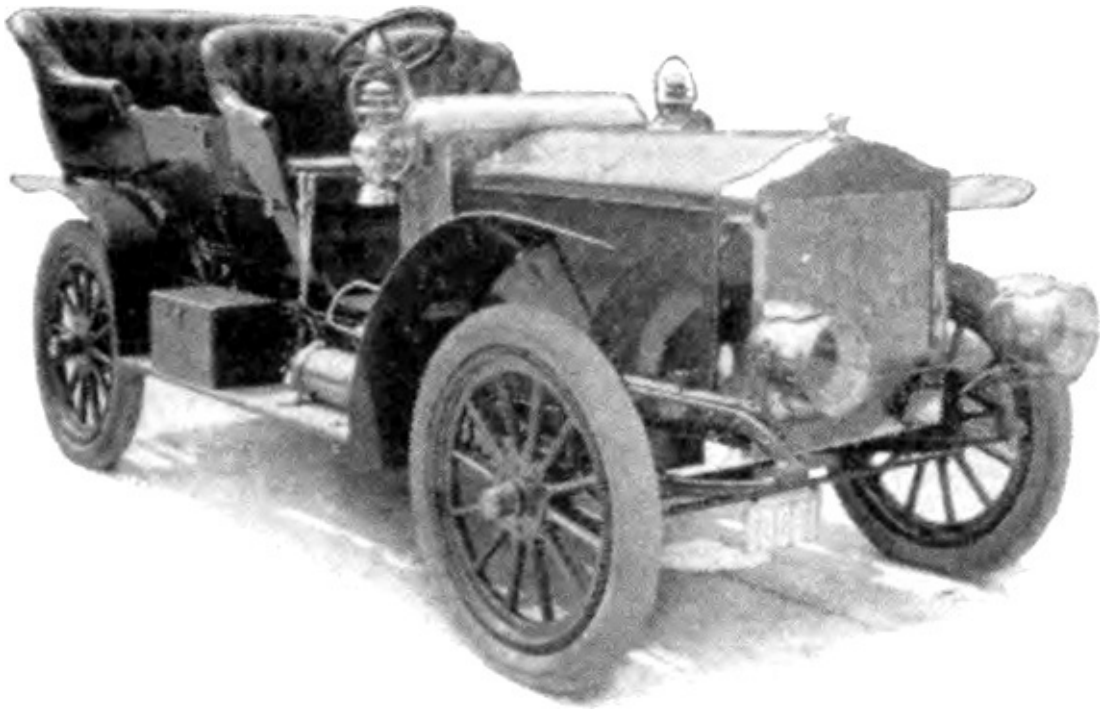
MOTOR-CONTROL: Throttle level

BOILER: Combination flash and fire tube

CHANGE-SPEED CONTROL: Regulated by throttle

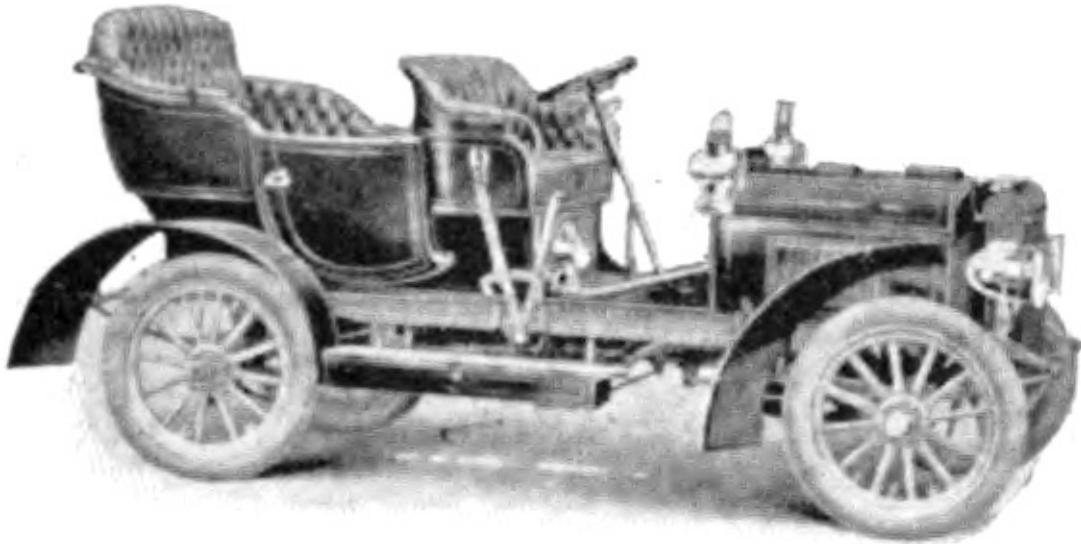
DRIVE: Center chain

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: 34 × 4 in.
TIRES, REAR: 34 × 4 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: 36 × 4 inches

TIRES, REAR: 36 × 4½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Semi-elliptic

FRAME: Steel

BORE: 3⅞ and 6⅜ 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

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

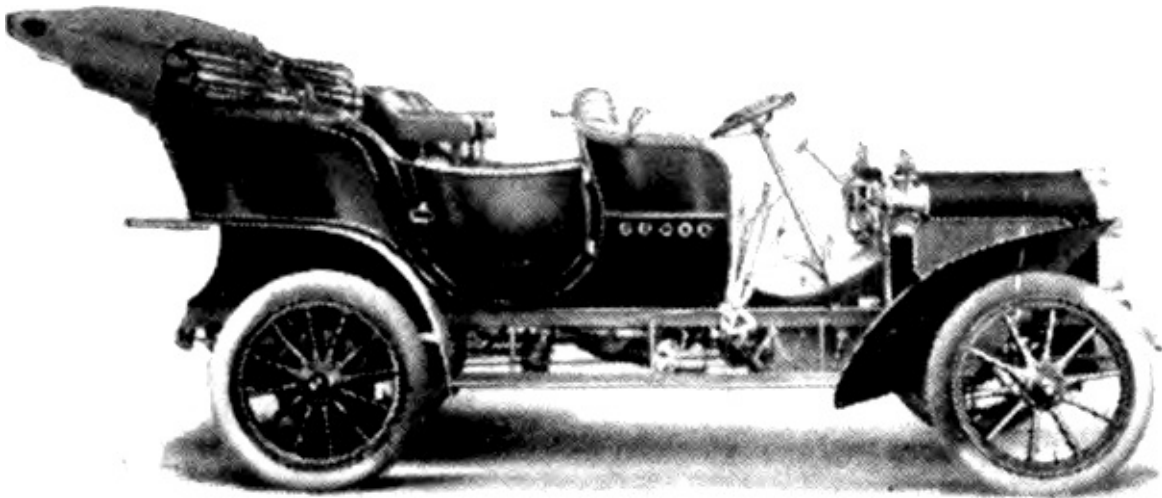
White Steamer, Model G, 30 H.P. The White Co., Cleveland, Ohio



PRICE: \$3,500
BODY: Touring
SEATS: 5 persons
WHEEL-BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 5 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: 4½ 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

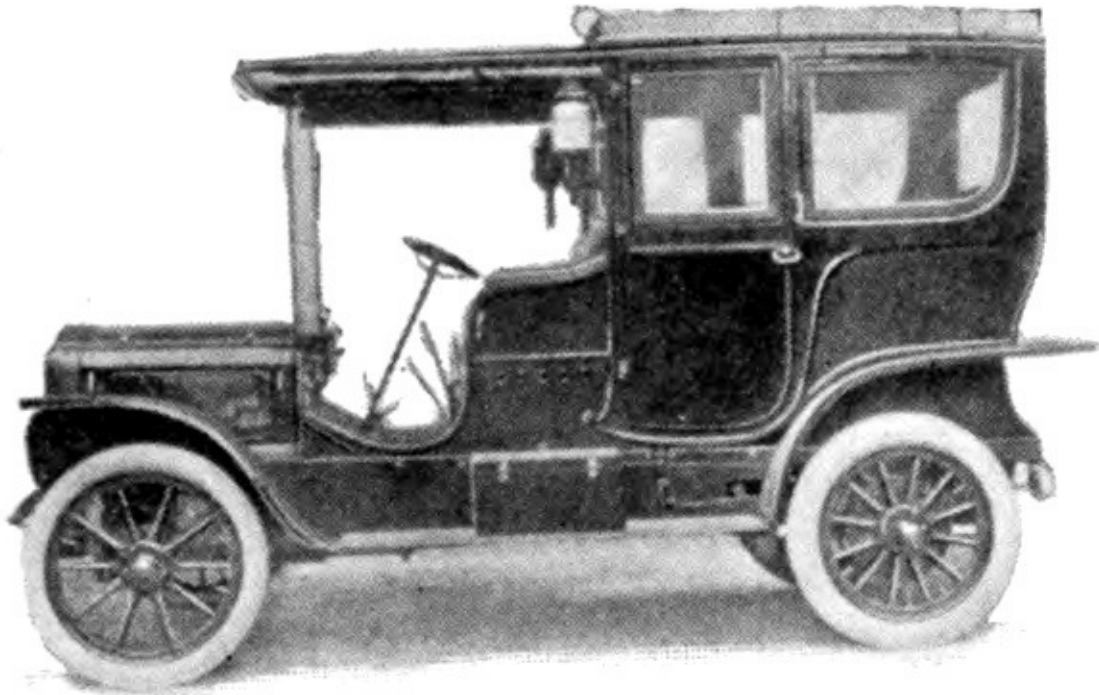


PRICE: \$3,700
BODY: Pullman
SEATS: 7 persons
WHEEL-BASE: 115 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 5 inches
STEERING: Worm and segment
BRAKES: Contracting on rear wheels, and expanding in rear wheels
SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: High pressure, 3 in.; 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: 36 × 4 in.

TIRES, REAR: 36 × 5 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

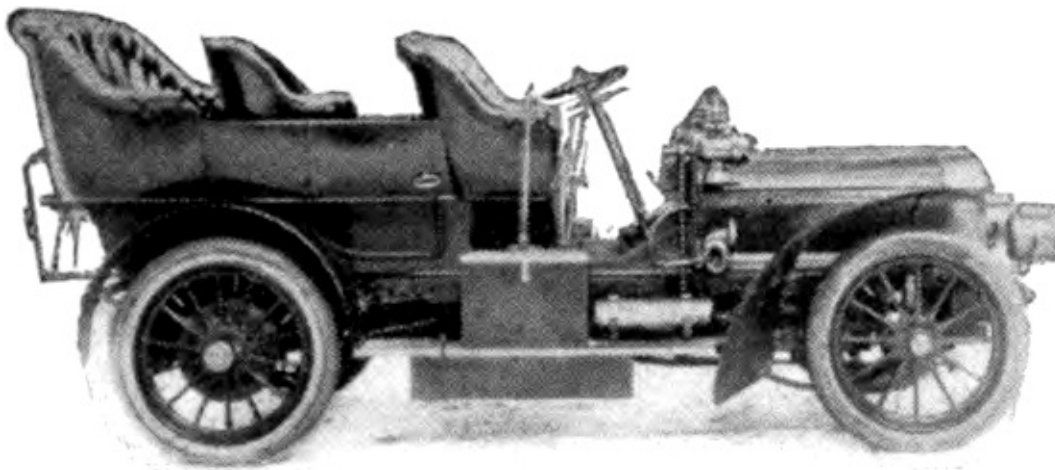
REGULATION: Automatic

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: 36 × 4½ inches

TIRES, REAR: 36 × 4½ 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.



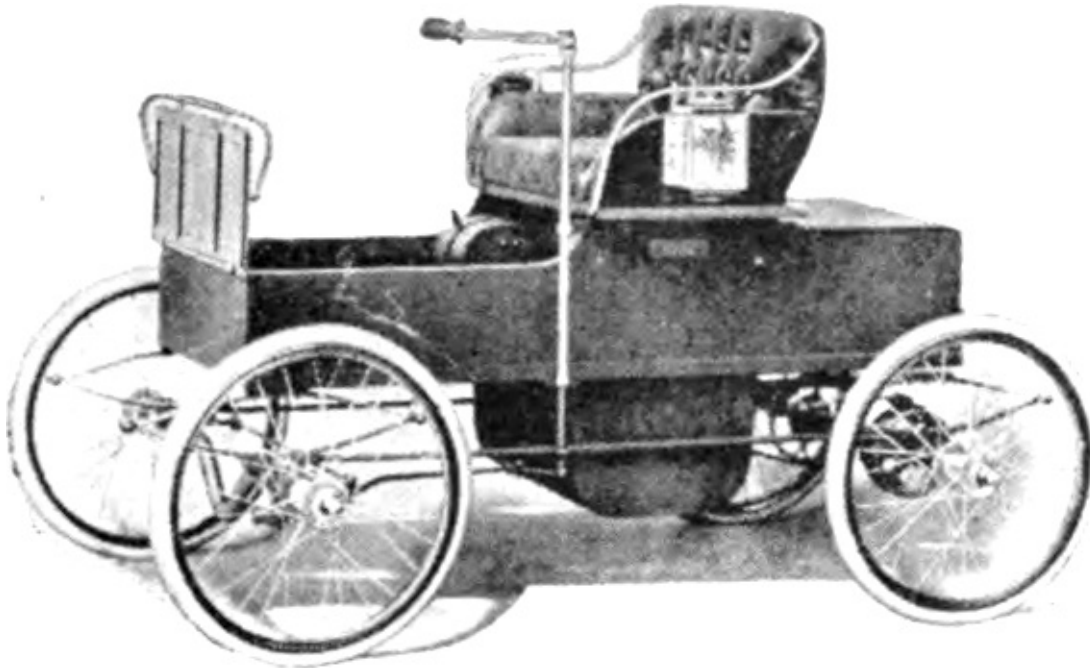
BODY: Runabout
SEATS: 2 persons
WEIGHT: 1,250 pounds
WHEEL-BASE: 75 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3 inches
TIRES, REAR: 30 × 3 inches
STEERING: Side lever
BRAKES: On driving shaft
SPRINGS: Full elliptic
HORSE-POWER: 10
ENGINE SUSPENSION: Under body
BURNER: Kerosene

BOILER: 18-inch flash
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft

ELECTRIC PLEASURE CARS COSTING LESS THAN
\$1,600.

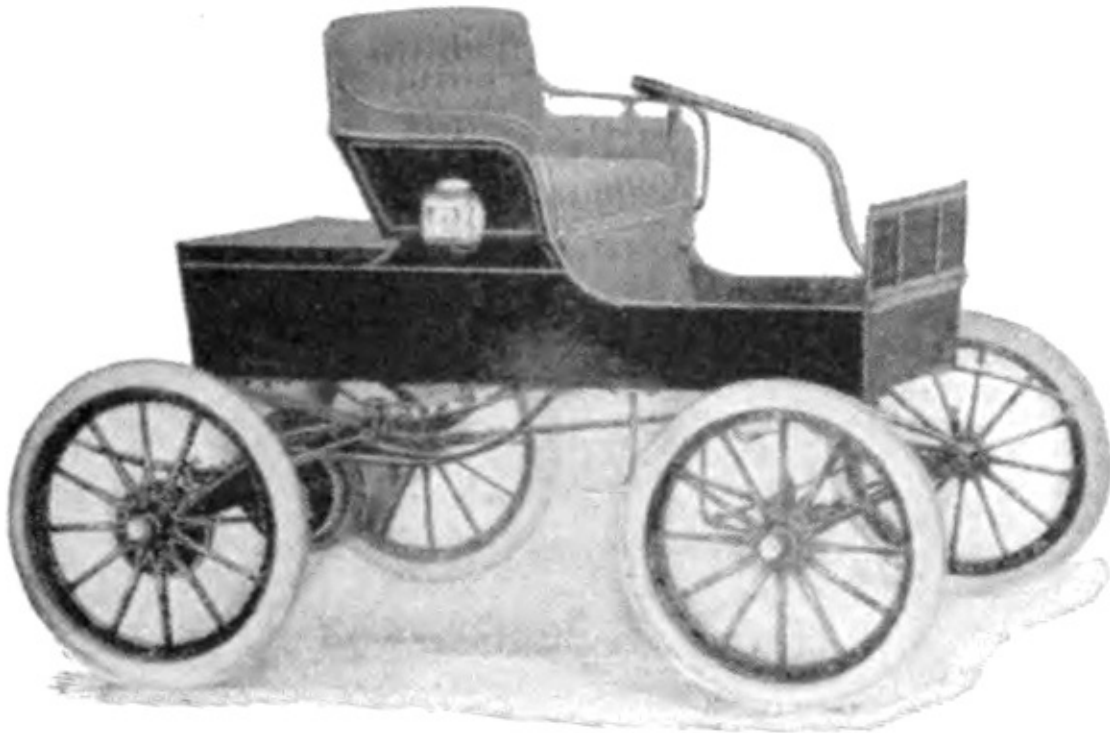
Juvenile Electric Runabout.

**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: 30 × 2½ in.

TIRES, REAR: 30 × 3 in.

STEERING: Center lever

BRAKES: Two foot and one electric

SPRINGS: Full elliptic

MOTOR SUSPENSION: Rear axle

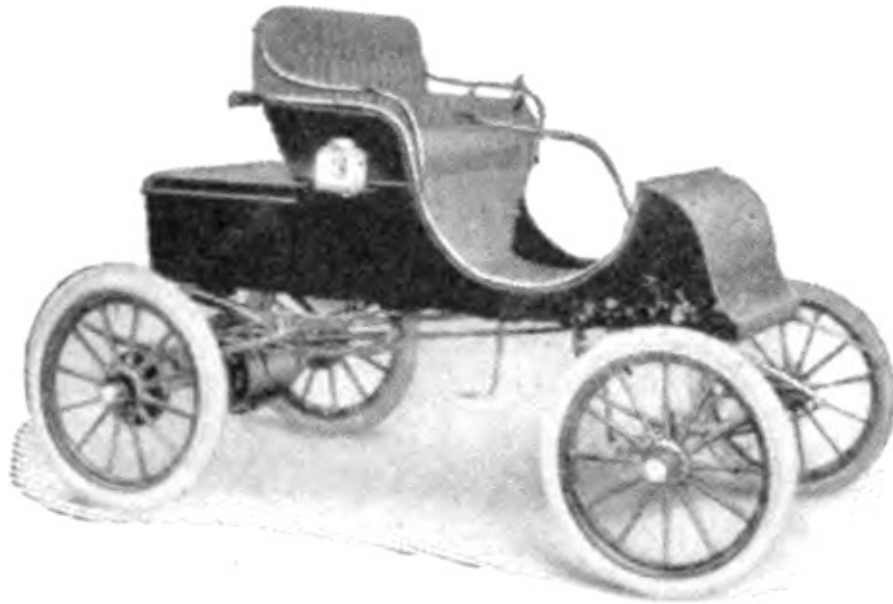
CURRENT SUPPLY: 24 cells of 9 P. V. exide

GEARING: Herringbone type

SPEED: 5 to 15 m. p. h.

DRIVE: Direct

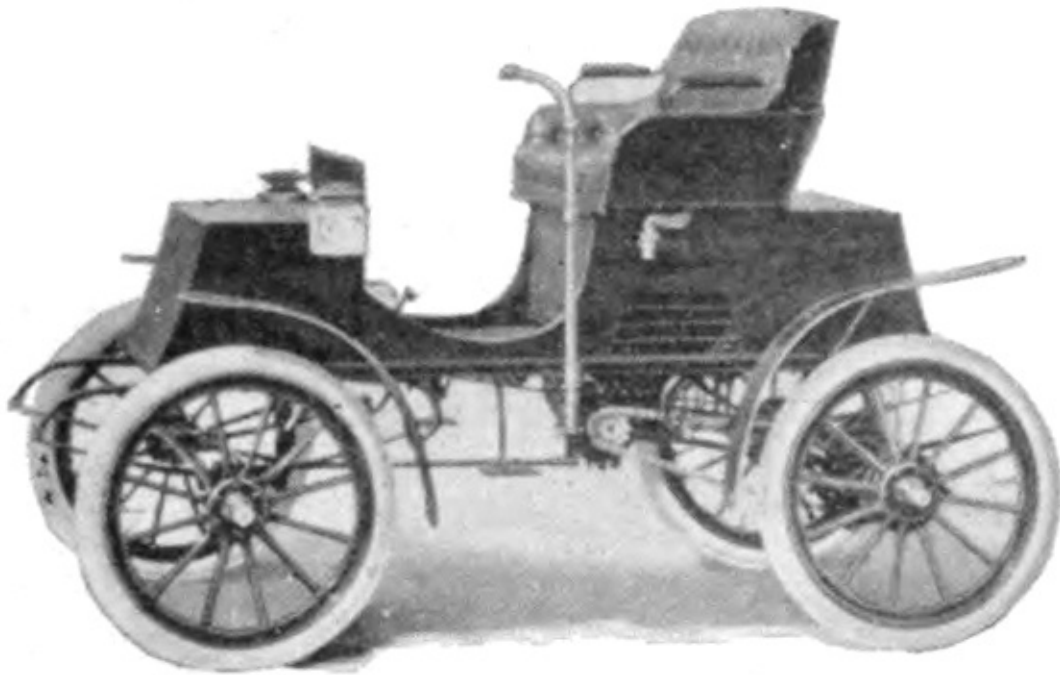
Pope-Waverley, Model 36. Pope Motor Car Co., Indianapolis, Ind.



PRICE: \$900
BODY: Road wagon
SEATS: 2 persons
WHEEL-BASE: 72 inches
TREAD: 54 inches
TIRES, FRONT: 30 × 2½ in.
TIRES, REAR: 30 × 3 in.
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR: One, special
CURRENT SUPPLY: 24 cells, 9 P. V. exide
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: 30 × 2½ inches

TIRES, REAR: 30 × 2½ 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. exide

BATTERY ARRANGEMENT: In two trays

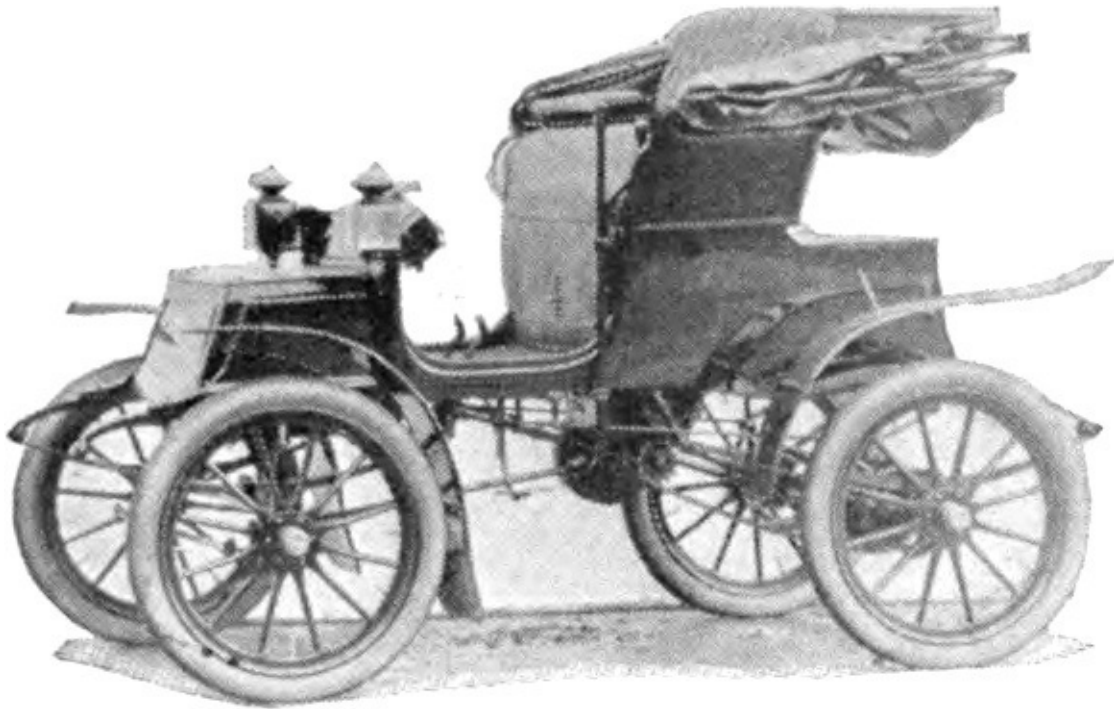
CAPACITY: 120 amp. hours at 30 amp. rate

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: 30 × 3 inches

TIRES, REAR: 30 × 3 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.
Indianapolis, Ind.**

Pope Motor Car Co.,



PRICE: \$1,150

BODY: Straight sill

SEATS: 2 persons

WHEEL-BASE: 72 inches

TREAD: 54 inches

TIRES, FRONT: 30 × 3 in.

TIRES, REAR: 30 × 3½ in.

STEERING: Center lever

BRAKES: Two foot and one electric

SPRINGS: Full elliptic

MOTOR: One, special

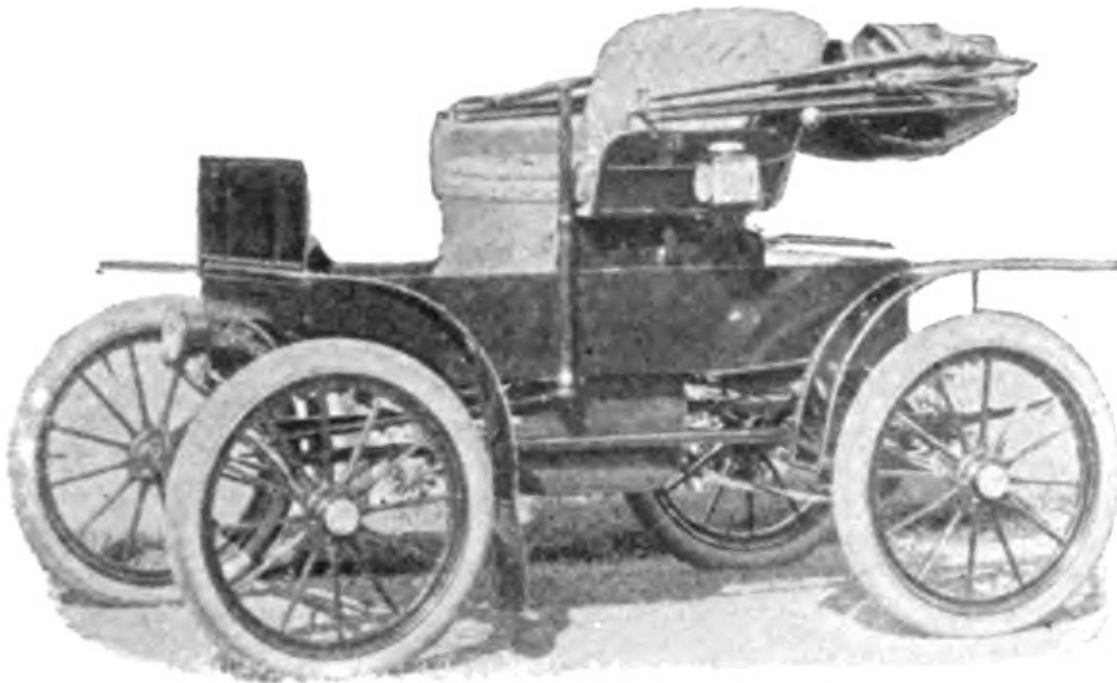
CURRENT SUPPLY: 30 cells of 9 P. V. exide

GEARING: Herringbone type

SPEEDS: 5 to 16 m. p. h.

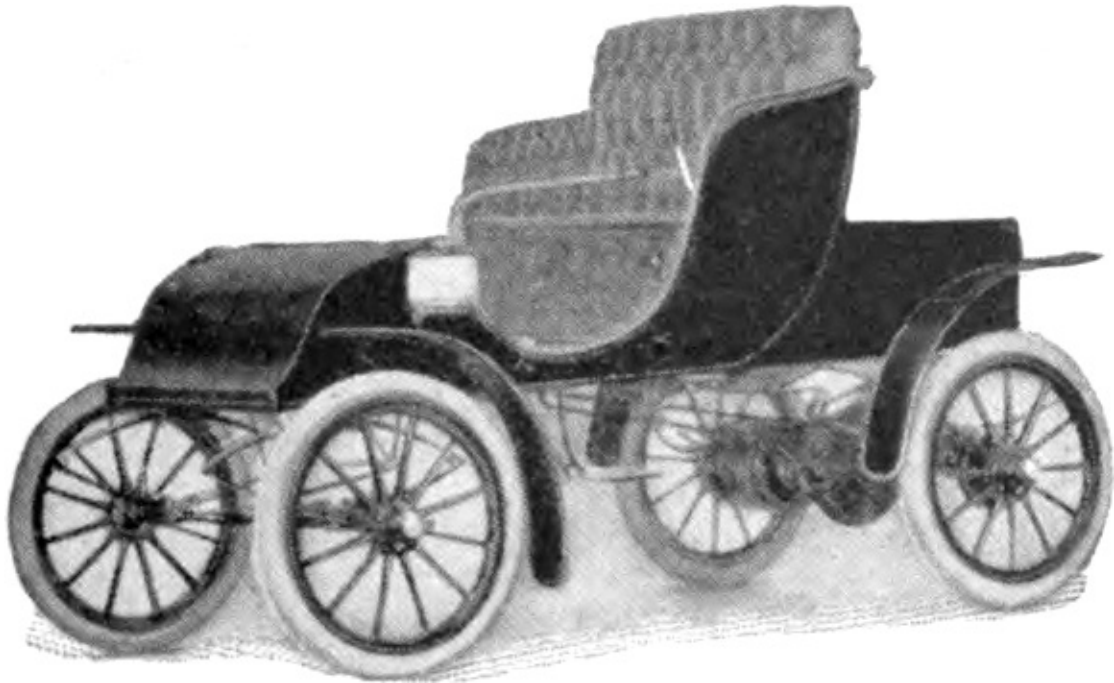
DRIVE: Direct

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 × 3½ inches
TIRES, REAR: 30 × 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: 30 × 3 inches
TIRES, REAR: 30 × 3½ inches
STEERING: Center lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTOR: One, special
CURRENT SUPPLY: 30 cells, 9 P. V. exide
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: 30 × 3 in.
TIRES, REAR: 30 × 3½ 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. exide
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: 30 × 3 inches

TIRES, REAR: 30 × 3 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

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.
Indianapolis, Ind.**

Pope Motor Car Co.,



PRICE: \$1,250

BODY: Straight sill, with removable canopy top

SEATS: 2 persons

WHEEL-BASE: 72 inches

TREAD: 54 inches

TIRES, FRONT: 30 × 3 in.

TIRES, REAR: 30 × 3½ in.

STEERING: Center lever

BRAKES: Two foot and one electric

SPRINGS: Full elliptic

MOTOR: One, special

CURRENT SUPPLY: 30 cells of 9 P. V. exide

GEARING: Herringbone type

SPEED: 5 to 16 m. p. h.

DRIVE: Direct

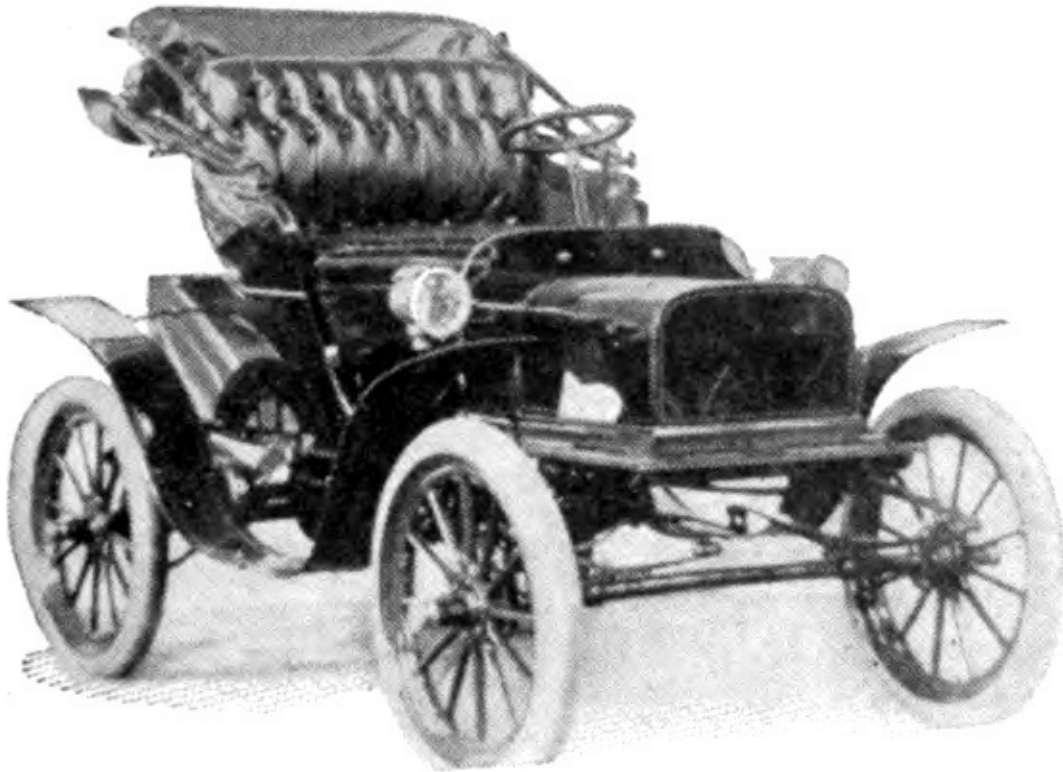
Pope-Waverley, Model 65. Pope Motor Car Co., Indianapolis, Ind.



PRICE: \$1,400
BODY: Stanhope
SEATS: 2 persons
WHEEL-BASE: 70 inches
TREAD: 54 inches
TIRES, FRONT: 30 × 3 in.
TIRES, REAR: 30 × 3½ in.
STEERING: Center lever
BRAKES: Two foot, 1 electric
SPRINGS: Full elliptic
MOTOR: One, special
CURRENT SUPPLY: 30 cells of 11 P. V. exide
GEARING: Herring bone 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: 1½ H.P. normal

MOTOR SUSPENSION: From chassis under seat

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ inches

STEERING: Wheel

BRAKES: Hub and electric

SPEED: 6 to 30 M.P.H.

SPRINGS: Full elliptic

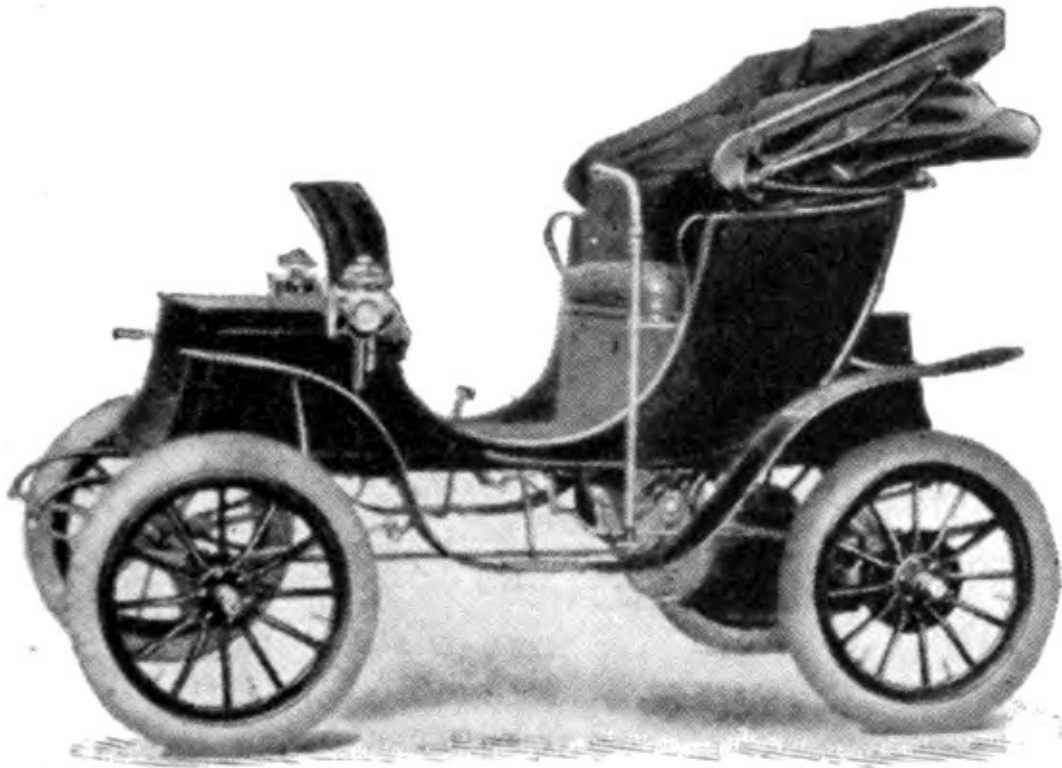
FRAME: Armored wood

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 × 3½ inches

TIRES, REAR: 30 × 3½ 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

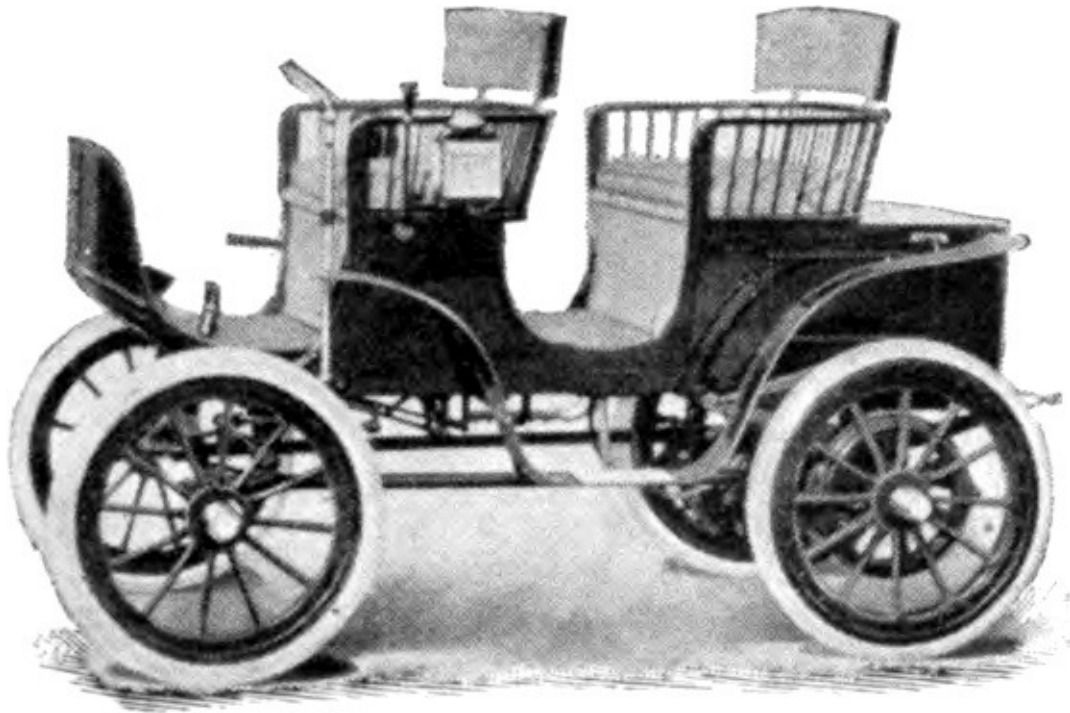
BATTERY: Divided exide battery of 24 cells

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, 80 V., 16 Amp.
BATTERY: 40 cells, 9 MV. exide
MILEAGE: 40 miles per charge
SPEEDS: 3 forward and 3 reverse
DRIVE: Internal gearing



THE NATIONAL MAGAZINE OF MOTORING

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, 32 × 3 inches

TIRES, REAR: Pneumatic, 32 × 3 inches

STEERING: Wheel

BRAKES: 2 band brakes on hubs

MOTOR: 1½ H.P. normal

SPEED: 6 to 25 m. p. h.

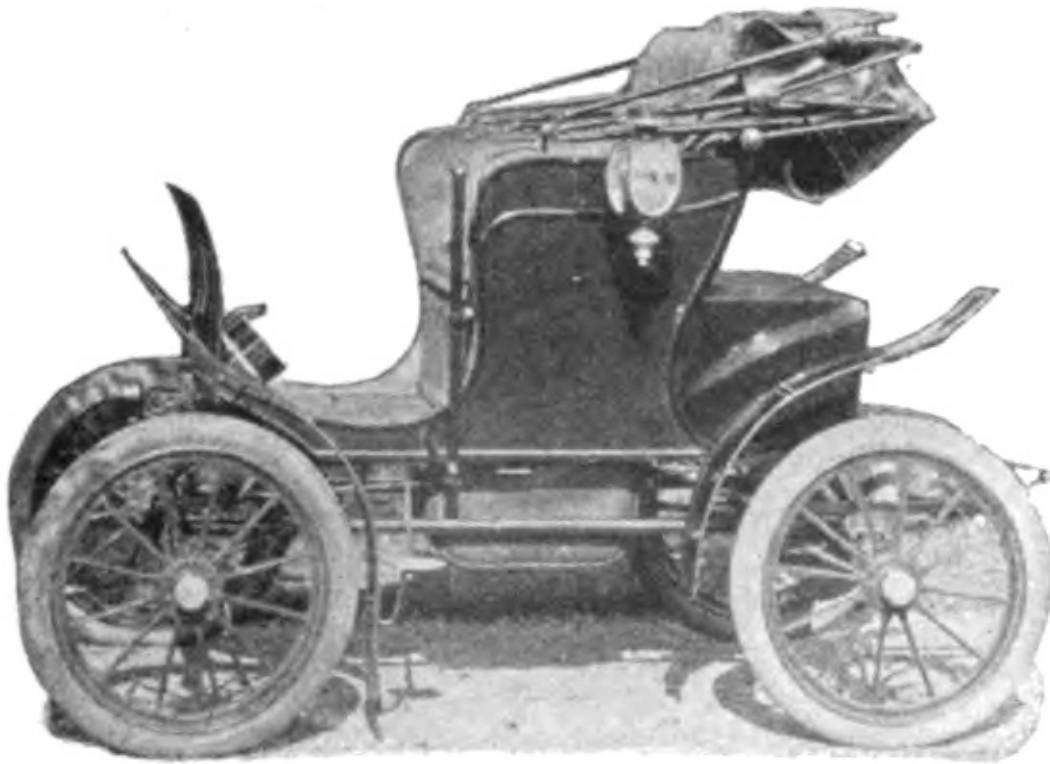
SPRINGS: Front, one-half platform; rear, full elliptic

FRAME: Armored wood

SPEEDS: 6 forward and reverse

DRIVE: Double chain

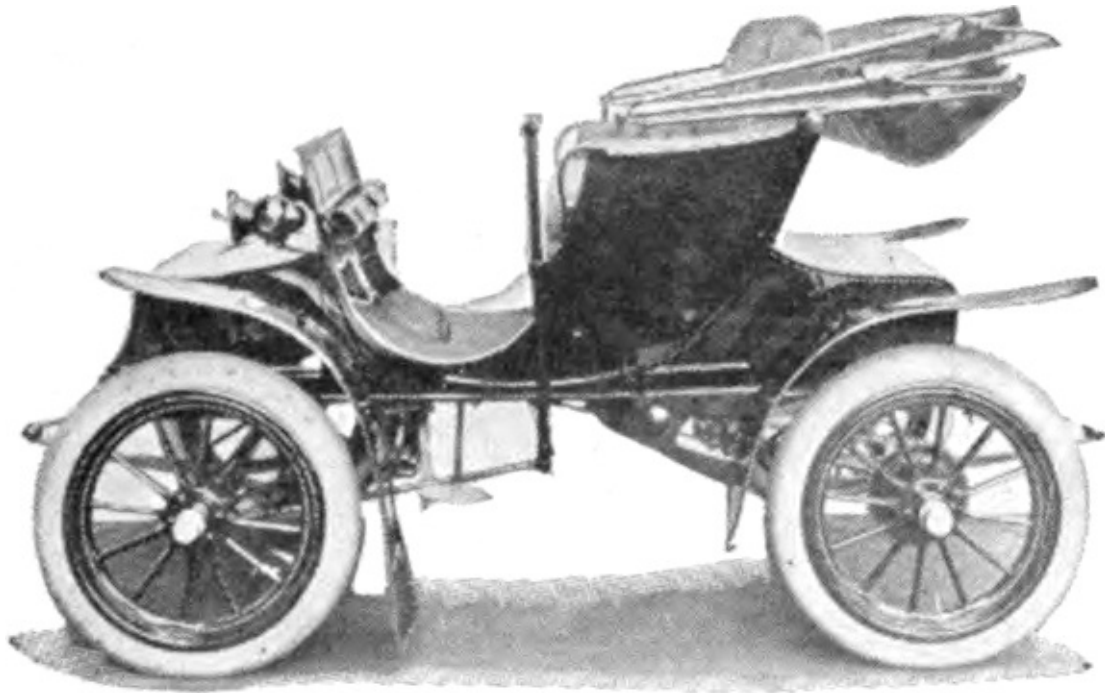
Baker Stanhope. Baker Motor Vehicle Co., Cleveland, O.



PRICE: \$1,600
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,050 pounds
WHEEL-BASE: 68 inches
TREAD: 48½ inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 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. h.
DRIVE: Center chain

**Columbus Electric, Stanhope, Model 1000, 1½ H.P.
Co., Columbus, Ohio**

Columbus Buggy



PRICE: \$1,600

BODY: Stanhope, phaeton

SEATS: 2 persons

WEIGHT: 1,650 pounds

WHEEL-BASE: 69 inches

TREAD: 50½ inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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.

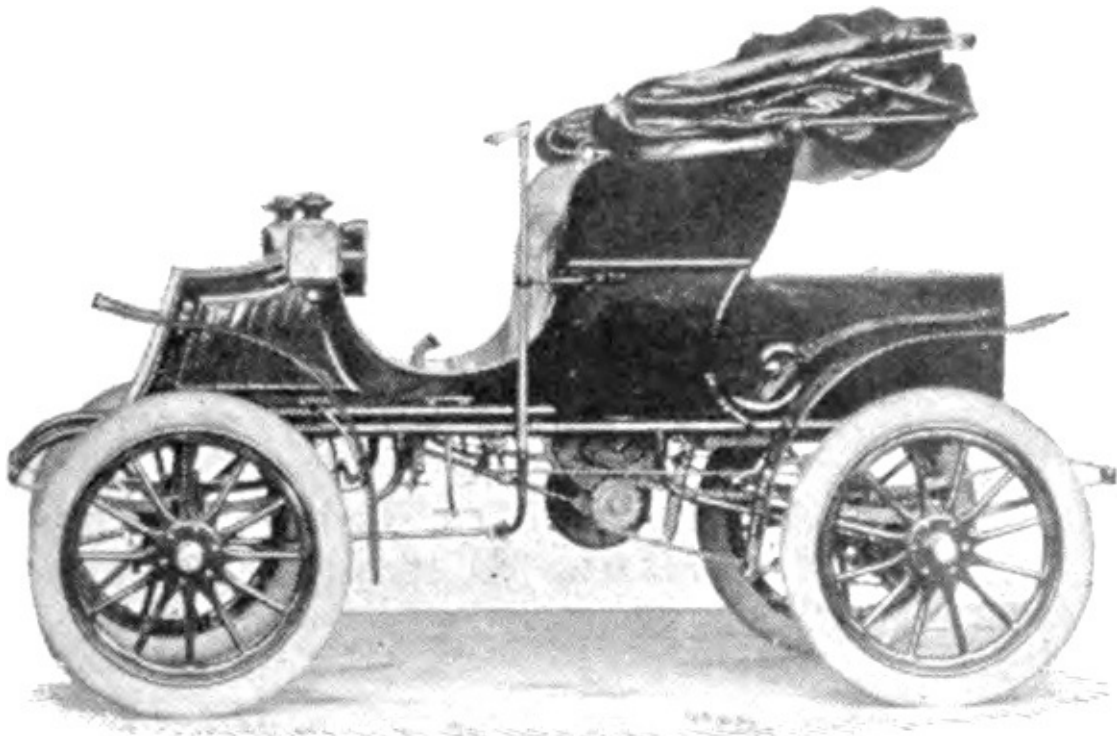


PRICE: \$1,650
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,900 pounds
WHEEL-BASE: 66 inches
TREAD: 53 inches
TIRES, FRONT: 32 × 1¾ ins., solid
TIRES, REAR: 36 × 2 ins., solid
STEERING: Wheel
BRAKES: Electric and band
SPRINGS: Full elliptic
FRAME: Wood
MOTOR: 3 H.P. normal
BATTERY: 40 cells
CAPACITY: 50 miles
CONTROLLER: 3 forward and 2 reverse speeds
DRIVE: Gear direct

XXXXXXXXXXXX

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

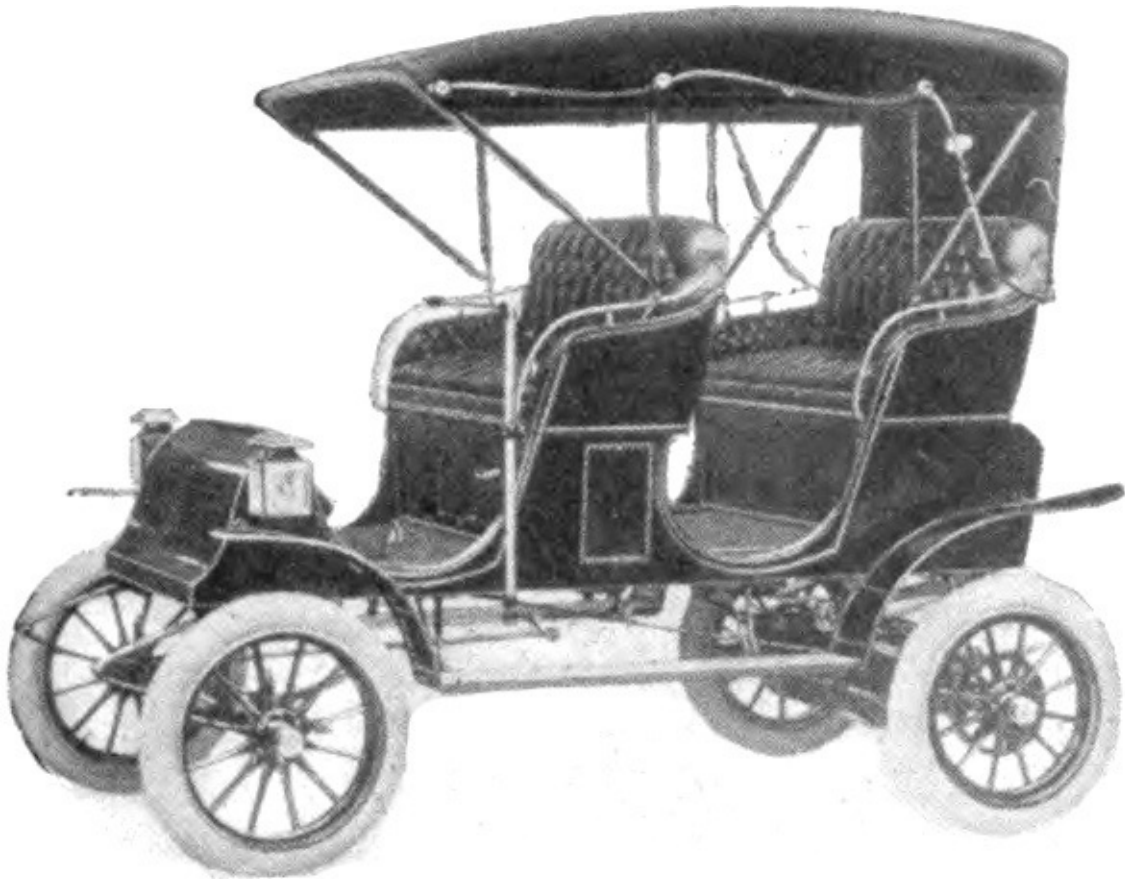
MOTOR-CONTROL: By controller located left side of seat

DRIVE: Through medium of chain and sprockets

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2

**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: 30 × 3½ in.
TIRES, REAR: 30 × 4 in.
STEERING: Side lever
BRAKES: Two foot and one electric
SPRINGS: Full elliptic
MOTORS: Two, special
CURRENT SUPPLY: 42 cells of 9 P. V. exide
GEARING: Herringbone type
SPEED: 5 to 15 m. p. h.
DRIVE: Direct

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**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: 30 × 3 in.

TIRES, REAR: 30 × 4 in.

STEERING: Center lever

BRAKES: Two foot and one electric

SPRINGS: Full elliptic

MOTOR: One, special

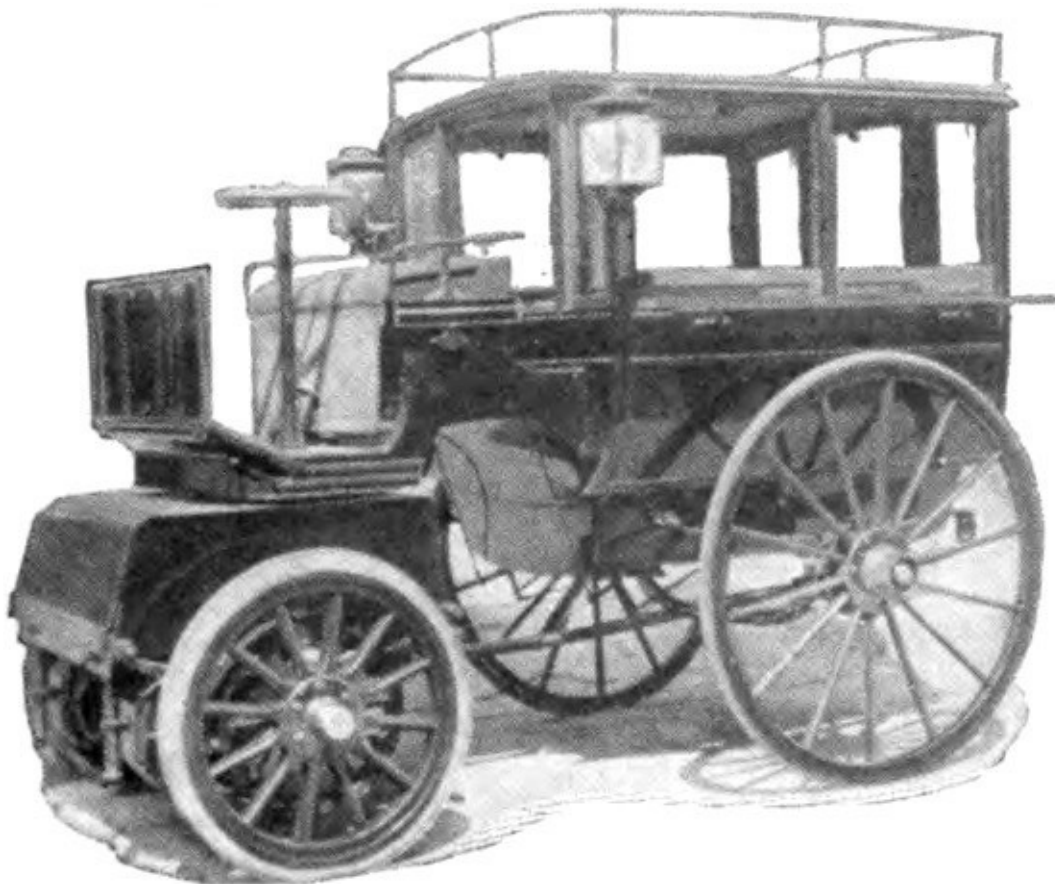
CURRENT SUPPLY: 30 cells of 11 P. V. exide

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: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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

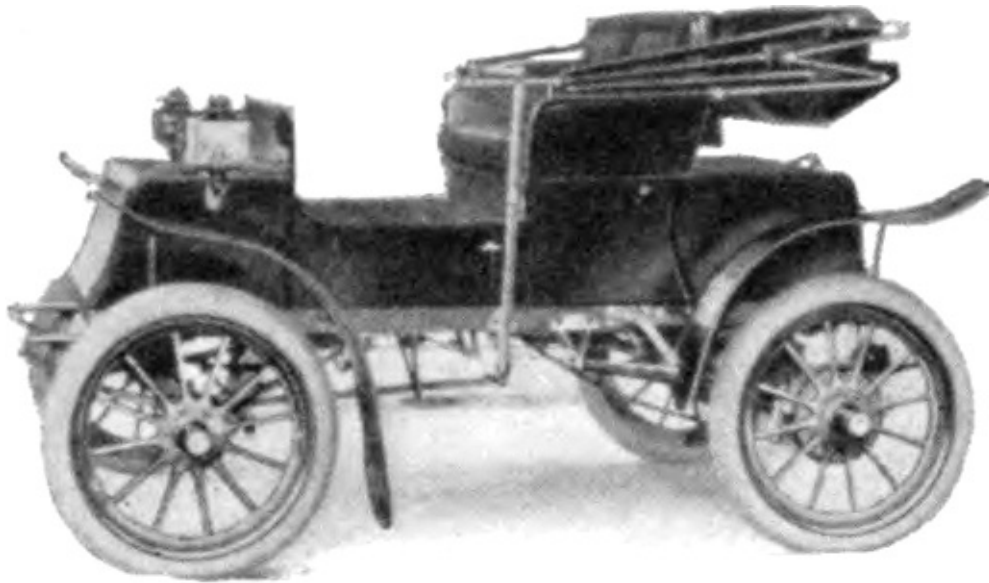
DRIVE: through medium of chain and sprockets

**Babcock, Model I, Stanhope Special. Babcock Electric Carriage Co.,
Buffalo, N. Y.**



PRICE: \$1,800
BODY: Stanhope
SEATS: 2 persons
WEIGHT: 1,000 pounds
WHEEL-BASE: 66 inches
TREAD: 53 inches
MOTOR: 3 H.P., normal
TIRES, FRONT: Solid, 32 × 1¾ in.
TIRES, REAR: Solid, 36 × 2 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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

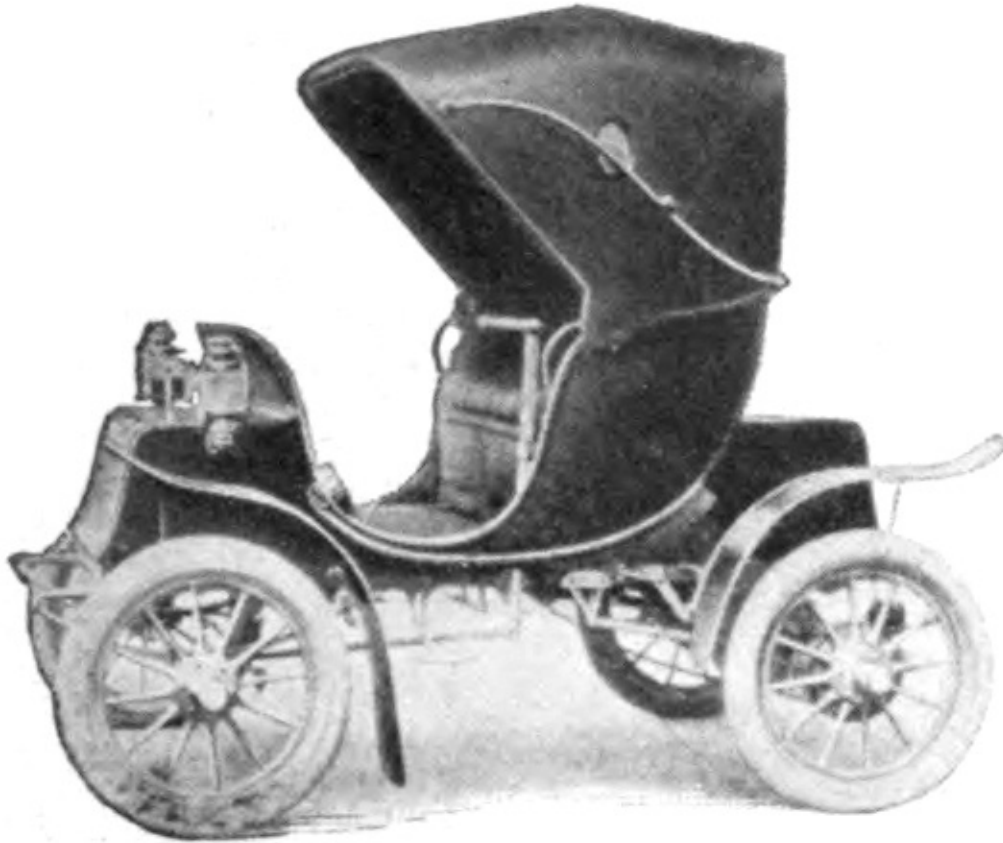
BATTERY: 24 cells, 9 m. v.

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

CRUISE: 60 miles per hour

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: 34 × 3 inches

TIRES, REAR: 34 × 3 inches

STEERING: Side lever

BRAKES: Motor and rear hubs

SPRINGS: Elliptic

FRAME: Cold-pressed steel

CURRENT SUPPLY: 24-cell storage battery

CONTROLLER: Automatic

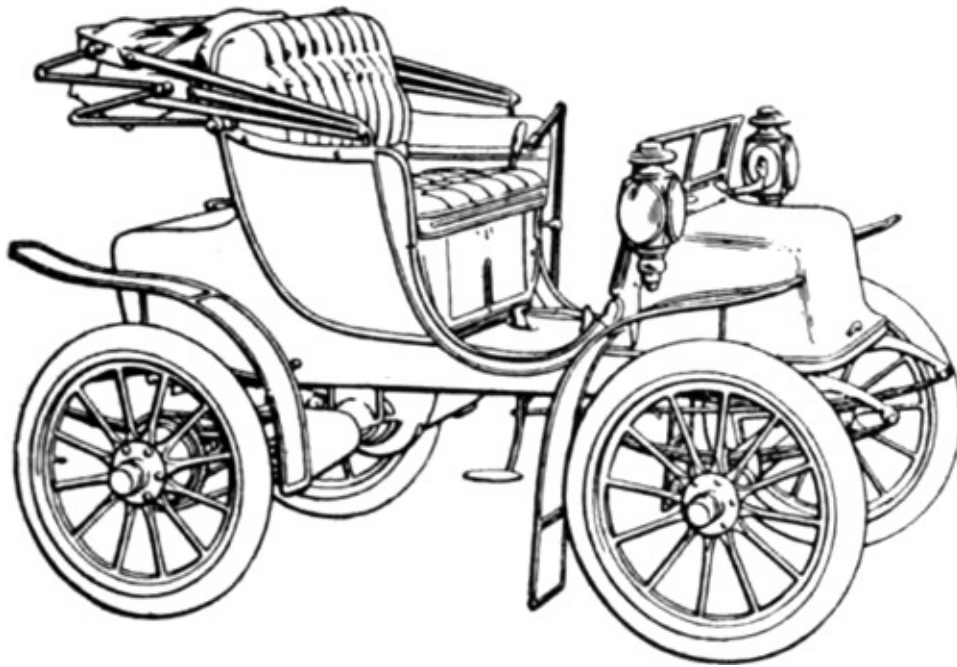
SPEED: 16 m.p.h.

SPEEDS: 4 forward and reverse

SPEED CONTROL: Side lever

DRIVE: Side chains

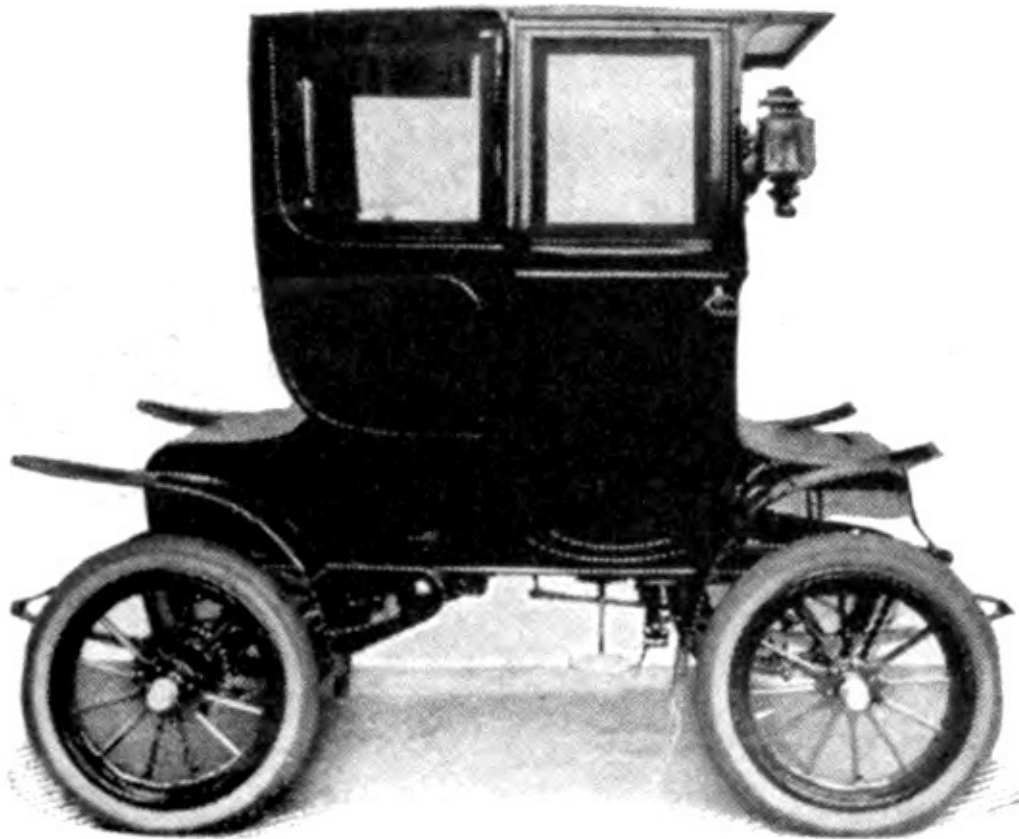
R & L Stanhope. Rauch and Lang Carriage Co., Cleveland, Ohio



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 countershaft

**Columbus Electric, Coupe, Model 1002, 1½ H.P.
Columbus, O.**

Columbus Buggy Co.,



PRICE: \$1,900

BODY: Coupe

SEATS: 2 persons

WEIGHT: 1,650 pounds

WHEEL-BASE: 69 inches

TREAD: 50½ inches

TIRES, FRONT: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

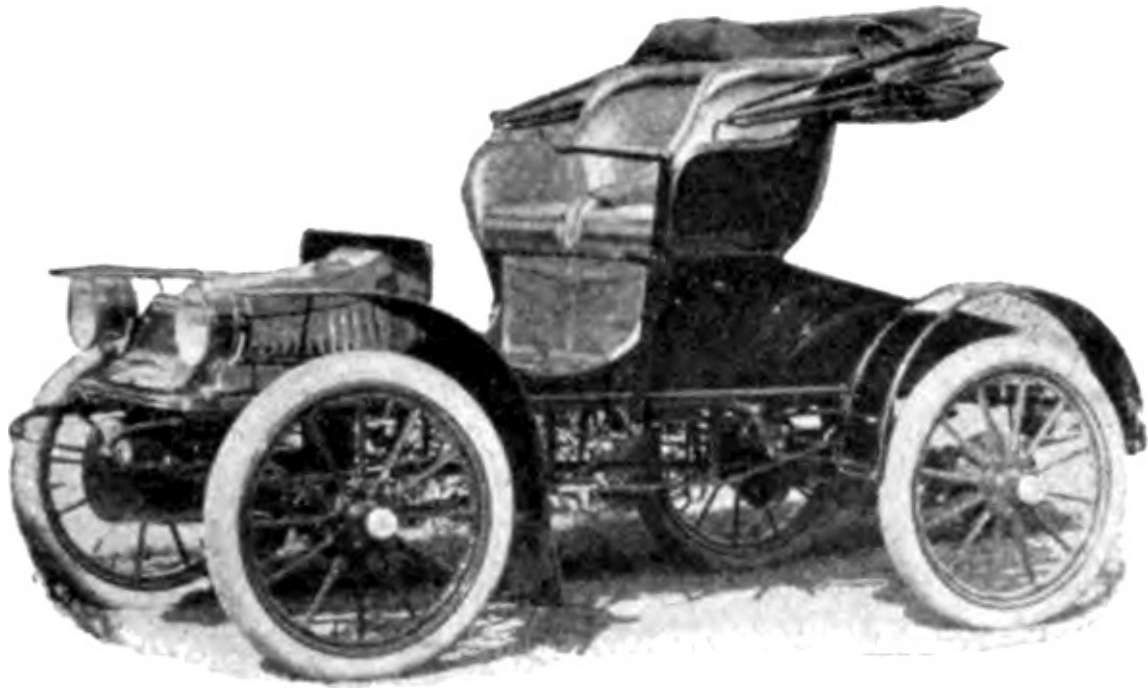
MOTOR CONTROL: Radial type with reverse and speed changes

MOTOR-CONTROL: radial type with reverse and speed changes
combined

SPEEDS: 4 forward and reverse

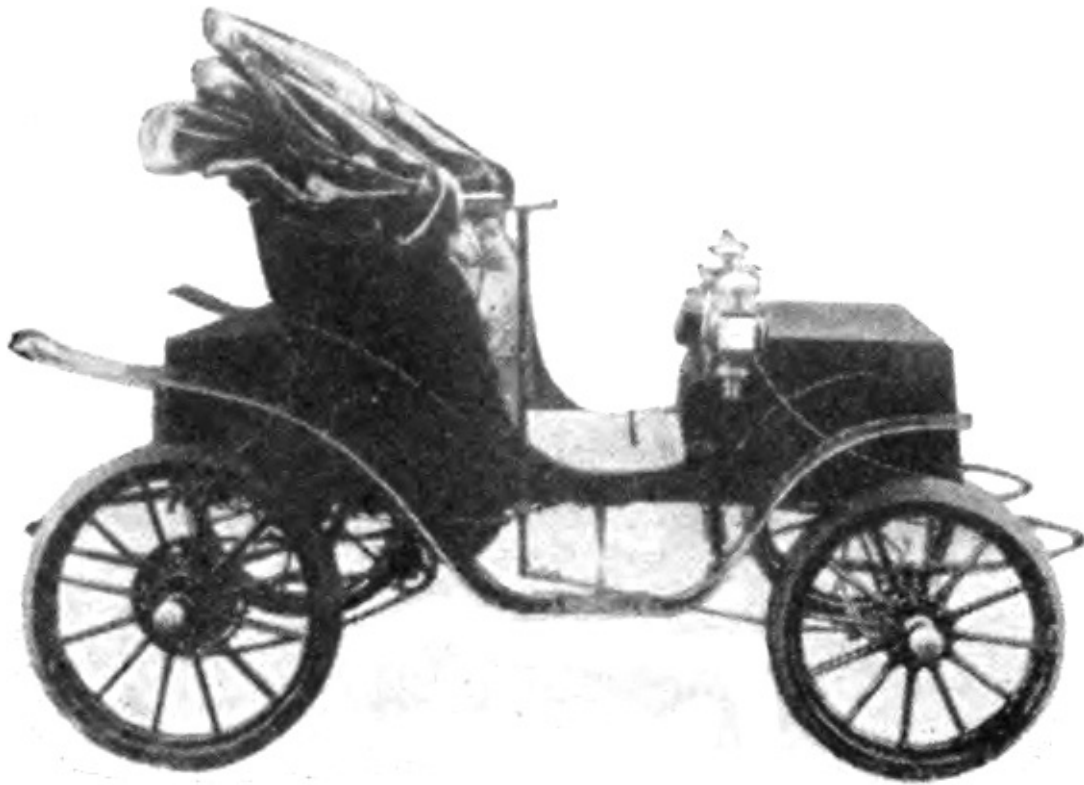
DRIVE: Double chain

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 × 3½ inches
TIRES, REAR: 34 × 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: 32 × 2½ in. (solid)
TIRES, REAR: 34 × 2½ 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

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**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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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: 32 × 3½ in.

TIRES, REAR: 32 × 4 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. exide

GEARING: Herringbone type

SPEED: 5 to 18 miles per hour
DRIVE: Direct

Electric Phaeton, Model I. 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 × 3 inches

TIRES, REAR: 34 × 3 inches

STEERING: Wheel

BRAKES: Band to motor and rear wheels

SPRINGS: Half elliptic

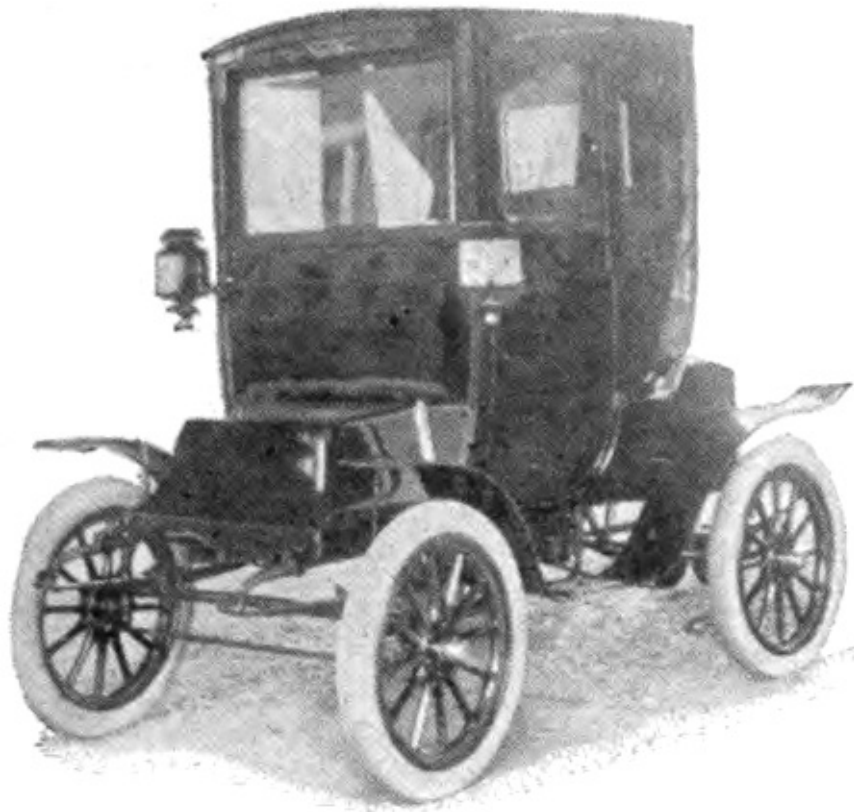
FRAME: Pat. angle and tee steel

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: 30 × 3 inches

TIRES, REAR: 30 × 3 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: 32 × 3½ inches

TIRES, REAR: 32 × 4 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. exide

GEARING: Herringbone type

SPEED: 5 to 18 m. p. h.

DRIVE: Direct

**Pope-Waverley, Model 30, Station Wagon.
Indianapolis, Ind.**

Pope Motor Car Co.,



PRICE: \$2,250

BODY: Swelled panels

SEATS: 4 persons

WHEEL-BASE: 77½ inches

TREAD: 54 inches

TIRES, FRONT: 30 × 4 in.

TIRES, REAR: 30 × 4 in.

STEERING: Side lever

BRAKES: Two foot, one electric

SPRINGS: Full elliptic

MOTOR SUSPENSION: Rear axle

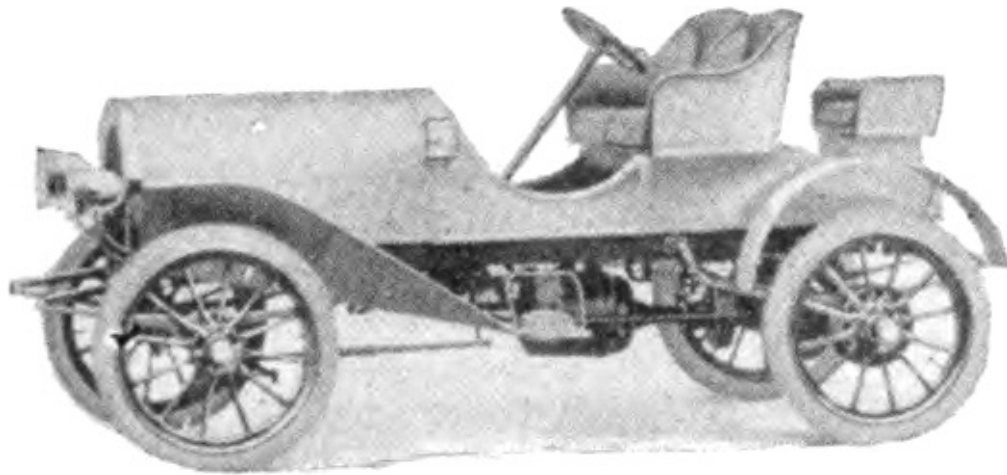
CURRENT SUPPLY: 41 cells of 11 P. V. exide

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: 34 × 3½ inches

TIRES, REAR: 34 × 4 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.

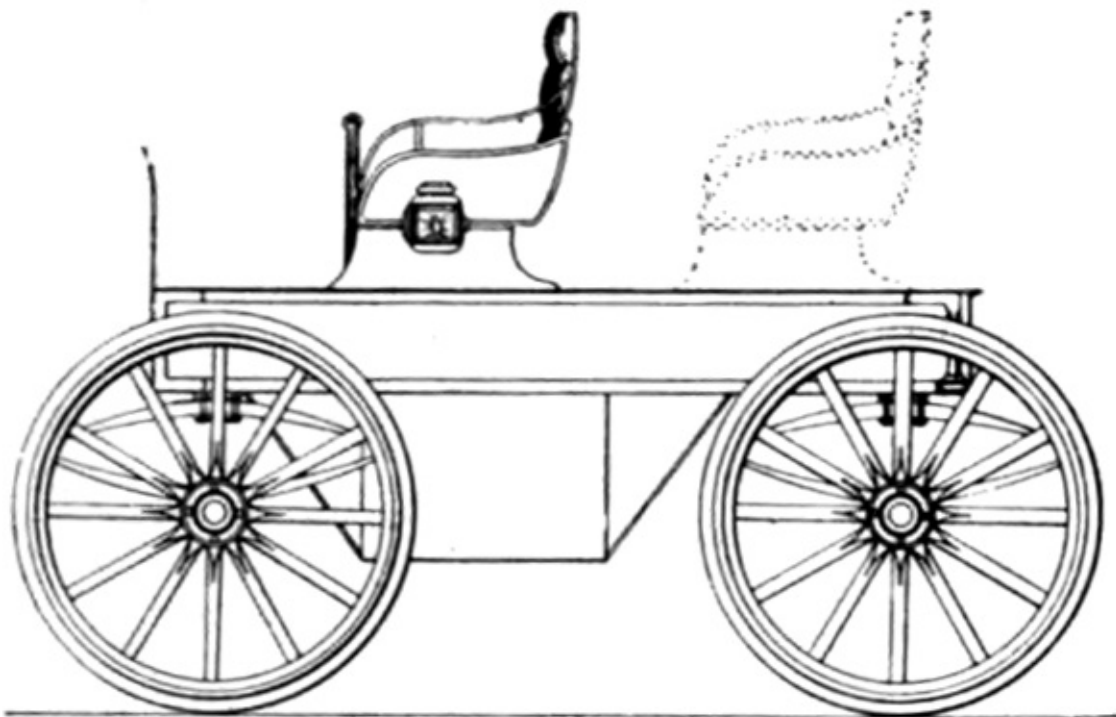
DISTANCE: 75 miles

DISTANCE: 75 miles

MOTOR-CONTROL: Lever at left of seat

DRIVE: Double chain from countershaft

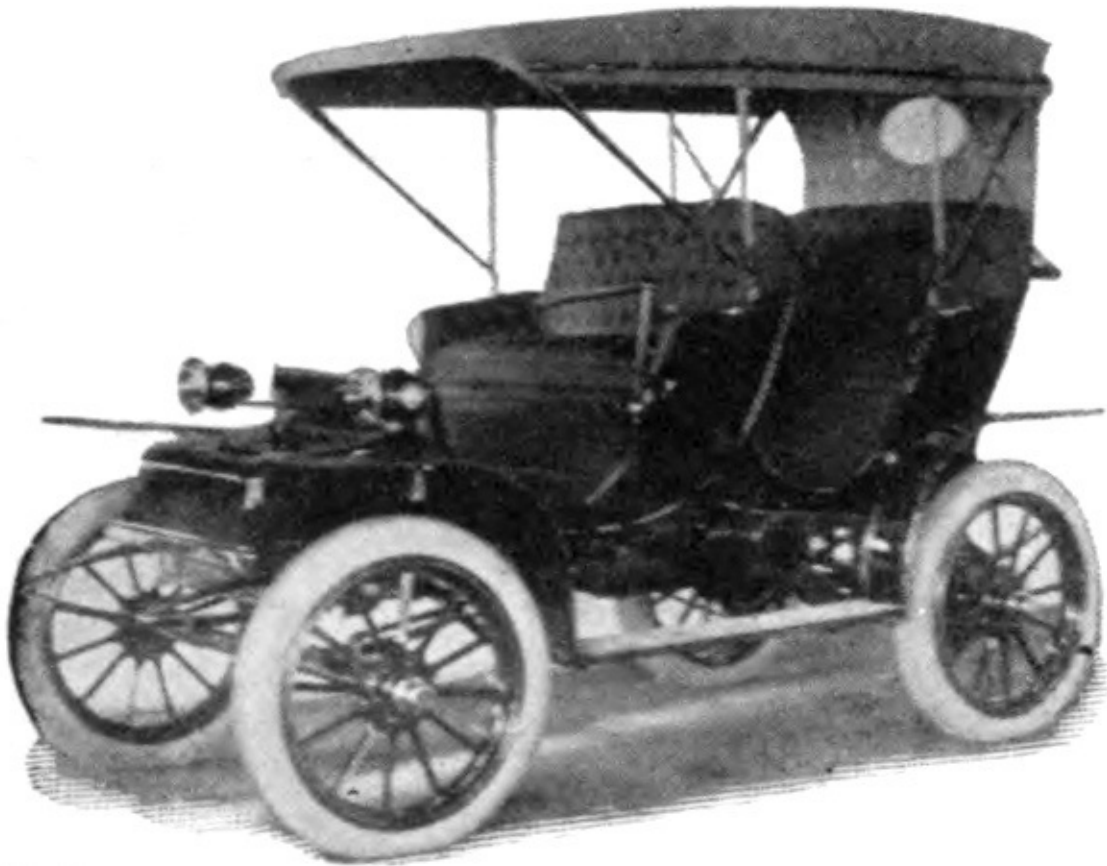
"Hercules," Model 140. James Macnaughtan Co., Buffalo, N. Y.



PRICE: \$2,350
BODY: Piano box
SEATS: 2 or 4 persons
CAPACITY: 1,500 pounds
WEIGHT: 3,300 pounds
TIRES, FRONT: 36 × 3 inches
TIRES, REAR: 39 × 3½ 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, 2½ H.P.
Columbus, O.**

Columbus Buggy Co.,



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: 34 × 4 inches

TIRES, REAR: 34 × 4 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

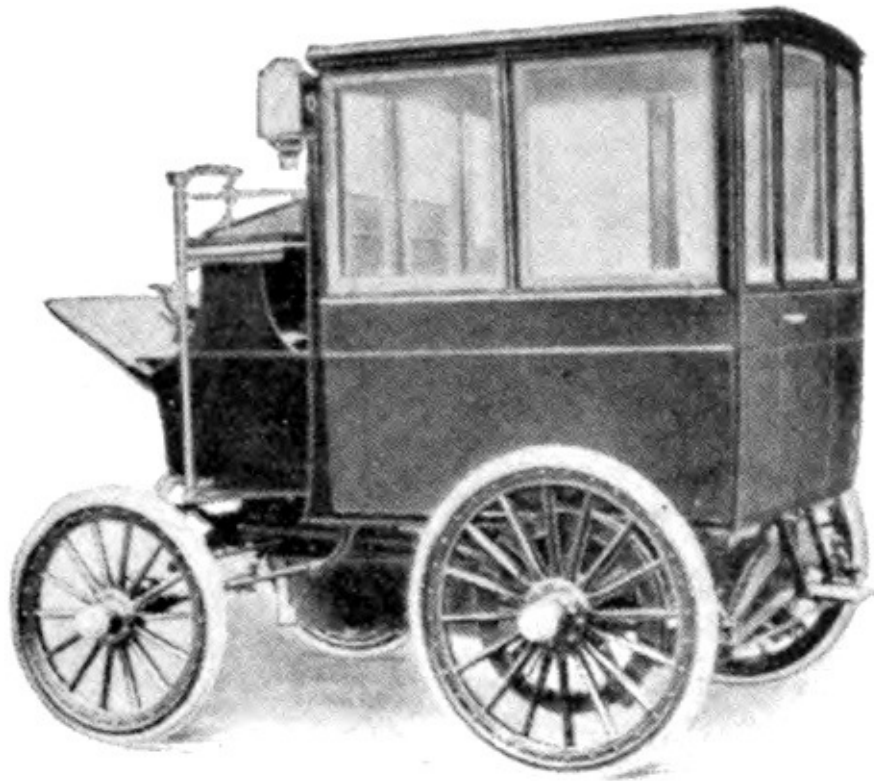
DRIVE: Side chains



THE NATIONAL MAGAZINE OF MOTORING

ELECTRIC PLEASURE CARS COSTING \$2,500 AND
OVER.

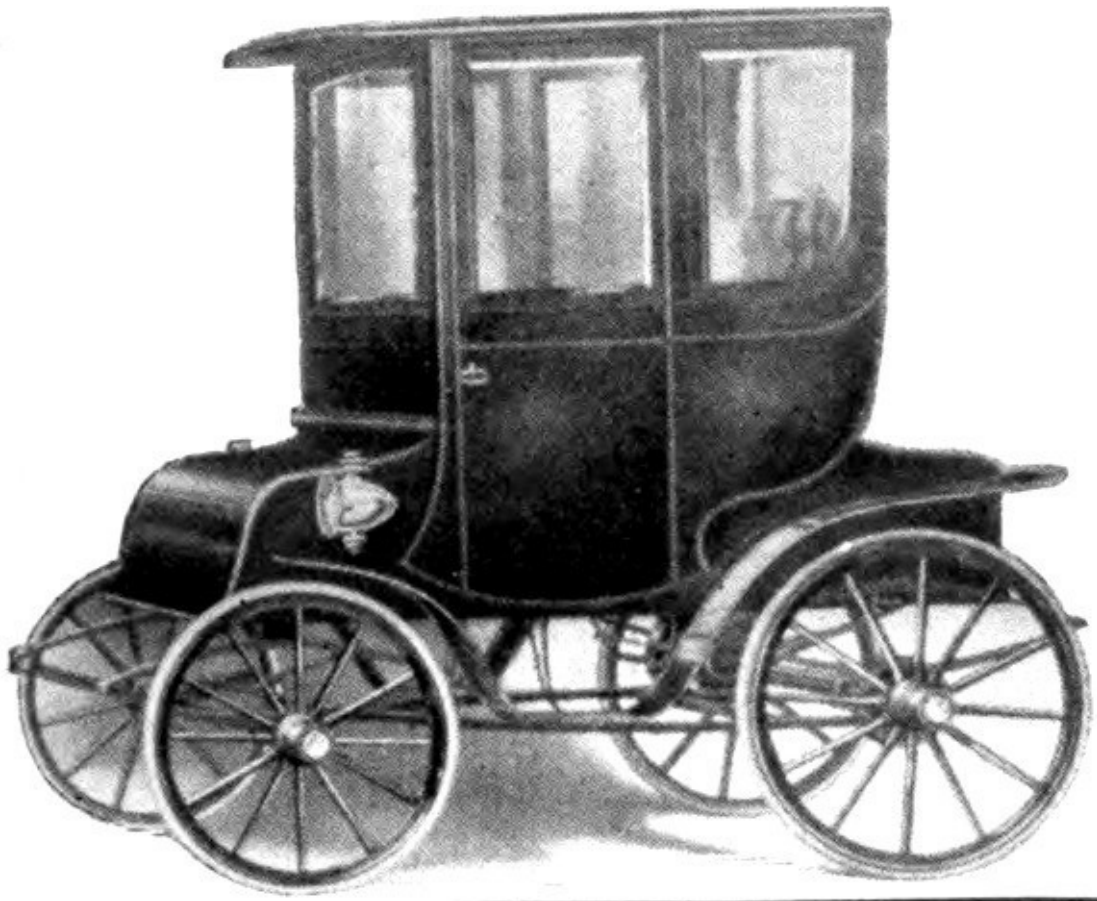
Columbia Opera Bus, Mark XI. Electric Vehicle Co., Hartford, Conn.



PRICE: \$2,500
BODY: Rear entrance bus
SEATS: 6 persons inside
WEIGHT: 5,330 pounds
WHEEL-BASE: 69 inches
TREAD: 67 inches
TIRES, FRONT: 36 × 3½ in. solid
TIRES, REAR: 42 × 3½ 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: 32 × 3 inches

TIRES, REAR: 36 × 3½ inches

STEERING: Tilting wheel

BRAKES: In rear hub drums and electric by controller handle

SPRINGS: Full elliptic

MOTOR: 3 H.P. normal

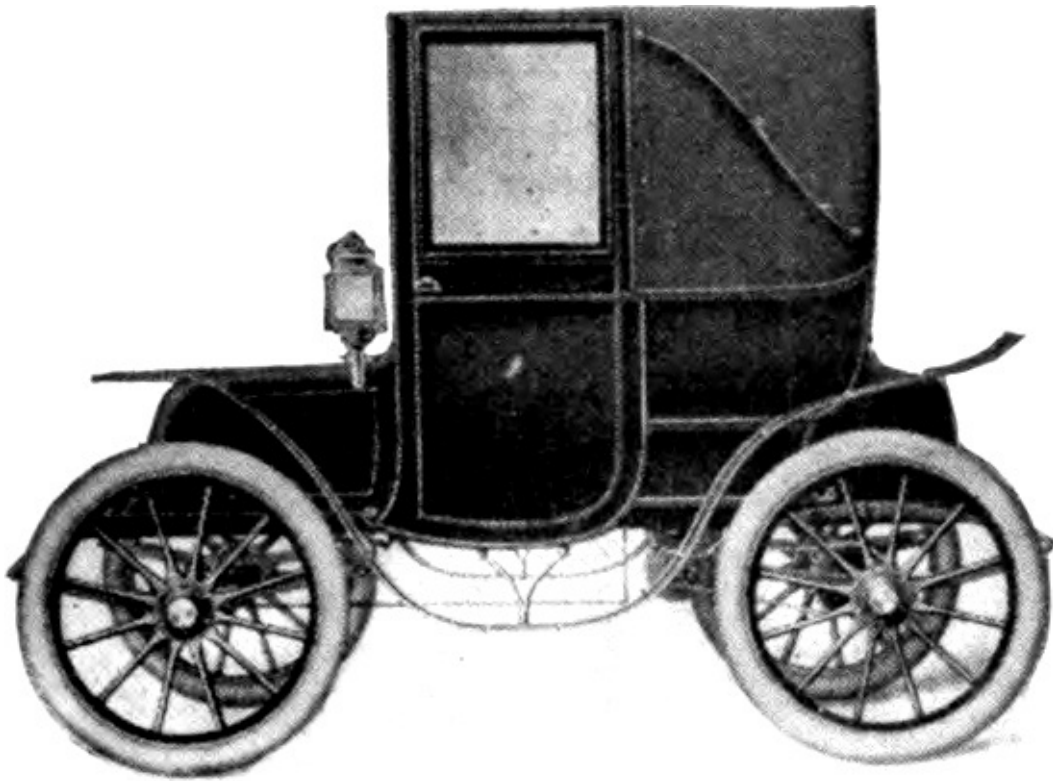
BATTERY: Divided; half in front and half in rear

CAPACITY: 50 miles

CONTROLLER: 3 forward and 2 reverse speeds

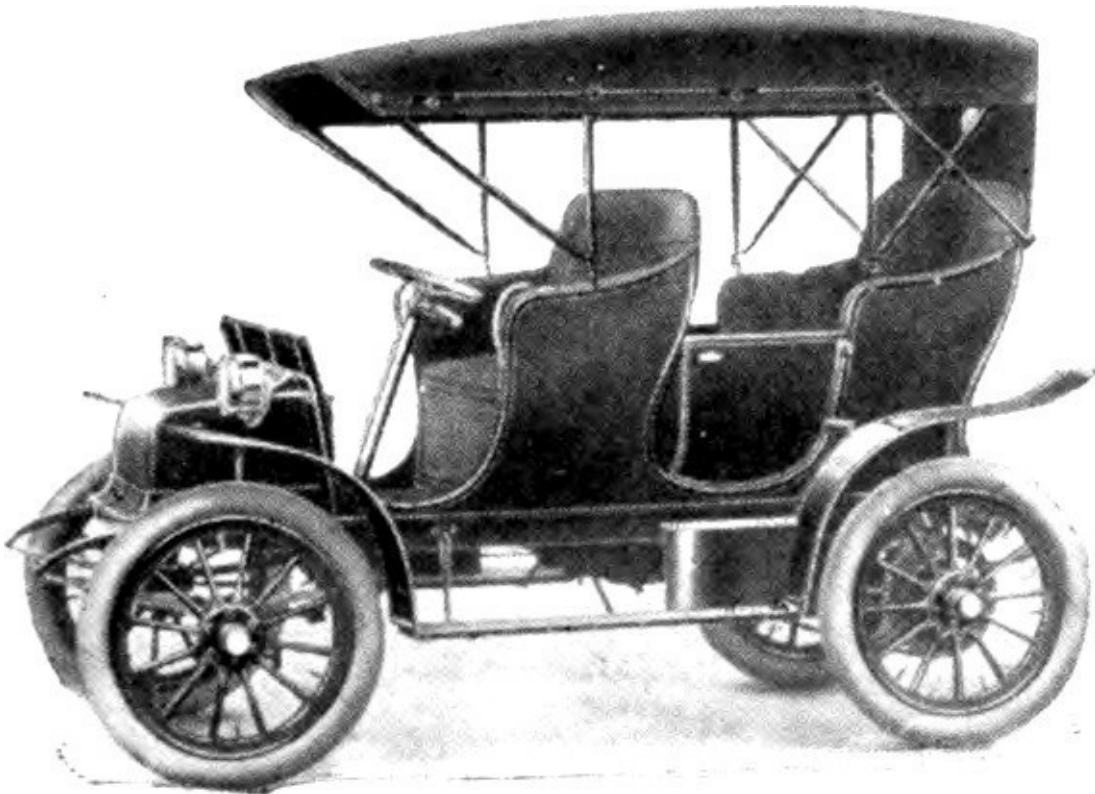
DRIVE: Direct by gear

"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: 36 × 3½ inches
TIRES, REAR: 36 × 3½ 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 countershaft

DRIVE: DOUBLE CLIMB FROM COUNCILSHEET

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: 32 × 2½ solid

TIRES, REAR: 34 × 2½ 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

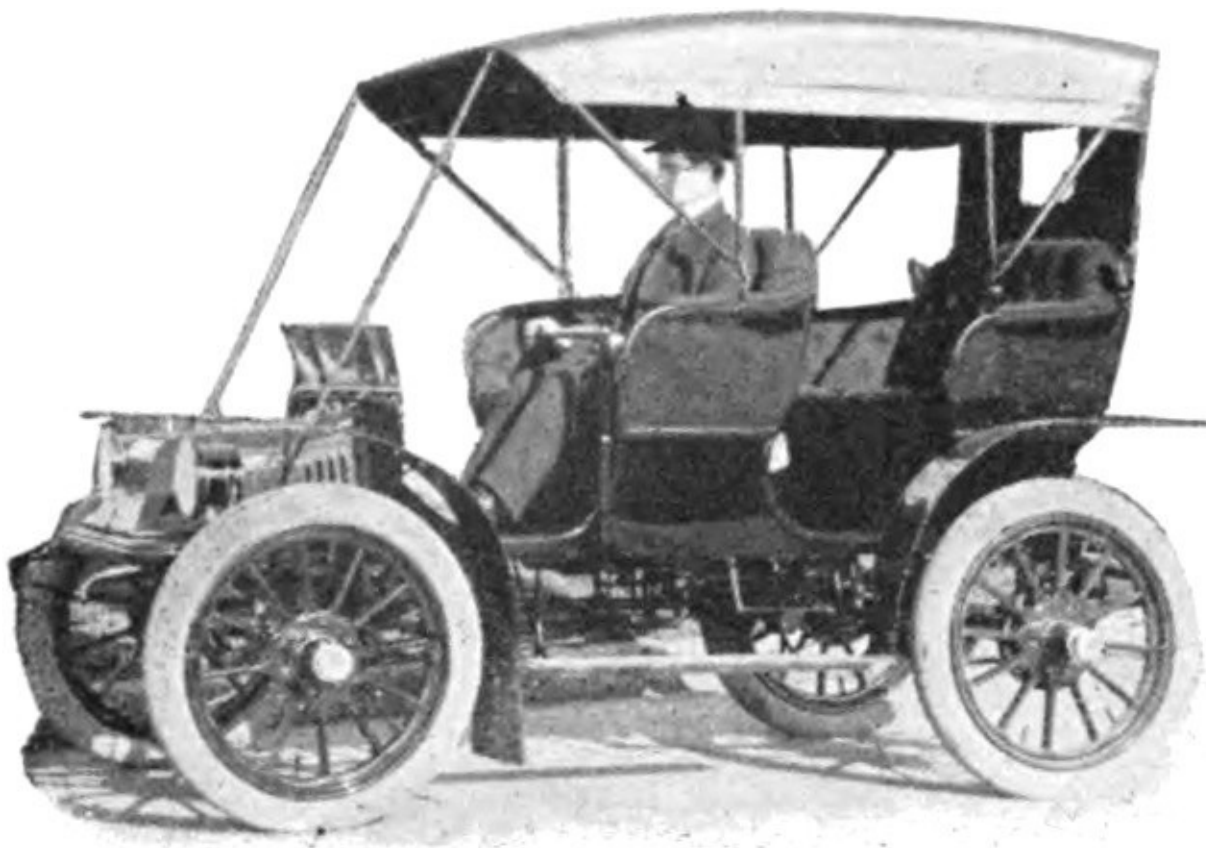
TRANSMISSION: Annular ball bearings all over

GEARS: 10

SPEED: 18 miles an hour

DRIVE: Side chain

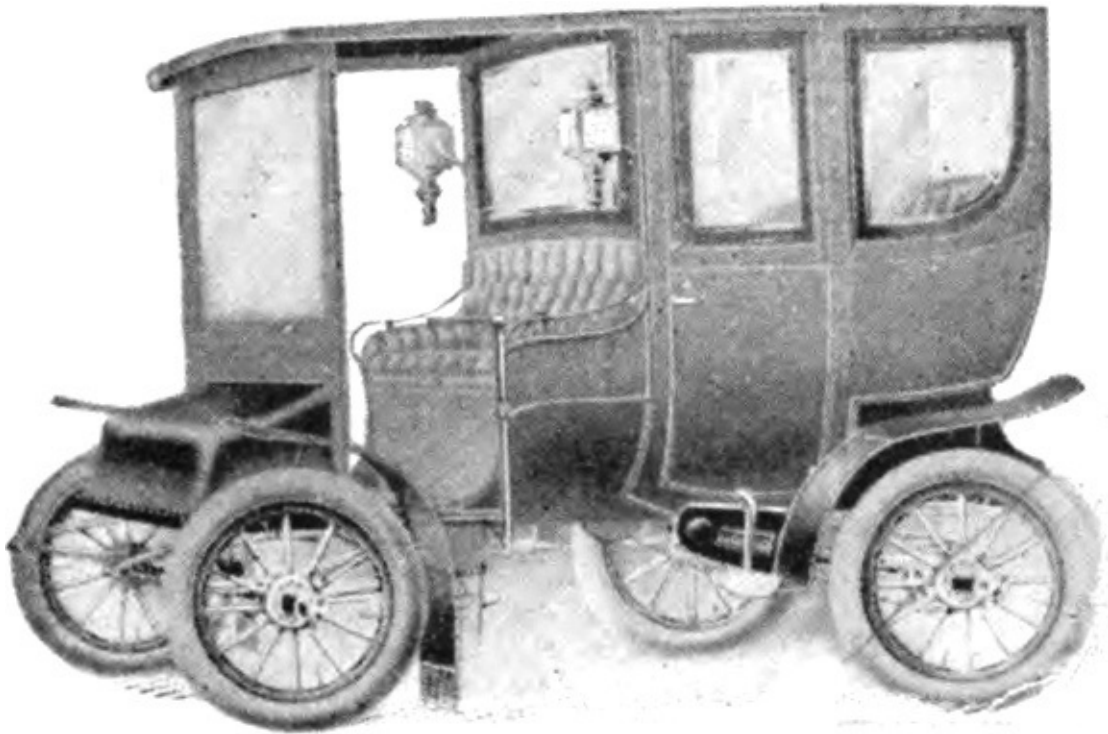
Baker Surrey. Baker Motor Vehicle Co., Cleveland, O.



PRICE: \$2,650 (complete)
BODY: Surrey
SEATS: 4 persons
WEIGHT: 2,100 pounds
WHEEL-BASE: 86½ inches
TREAD: 53 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 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: Rear wheel

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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ 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

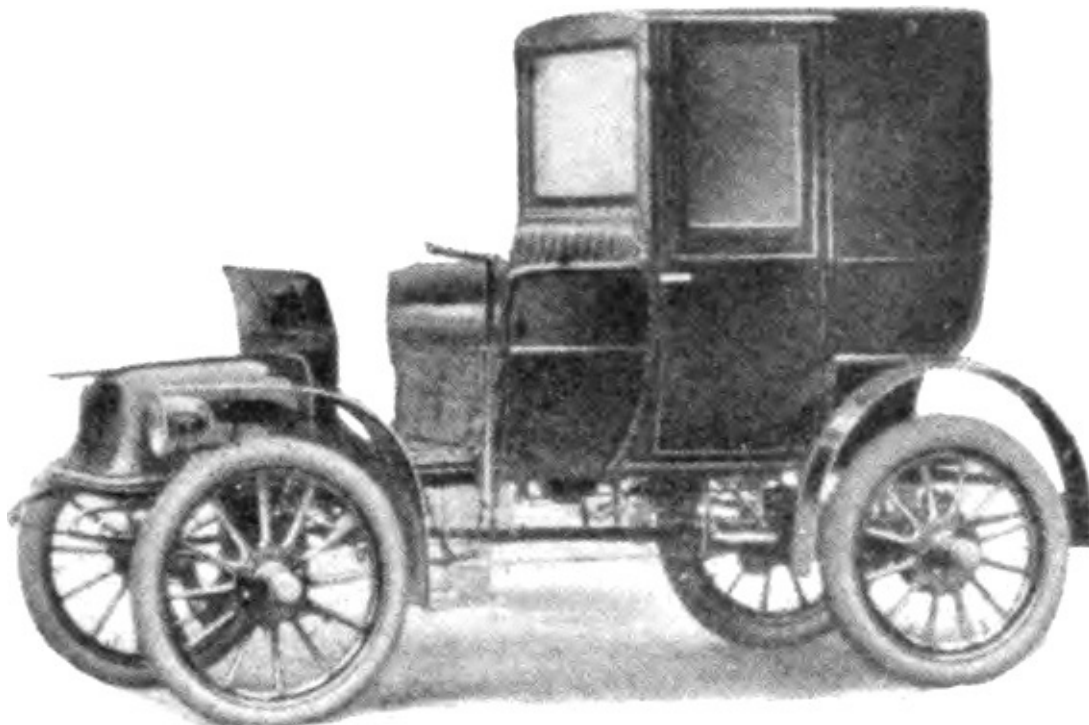
DRIVE: Side chain

Baker Depot Carriage. Baker Motor Vehicle Co., Cleveland, O.



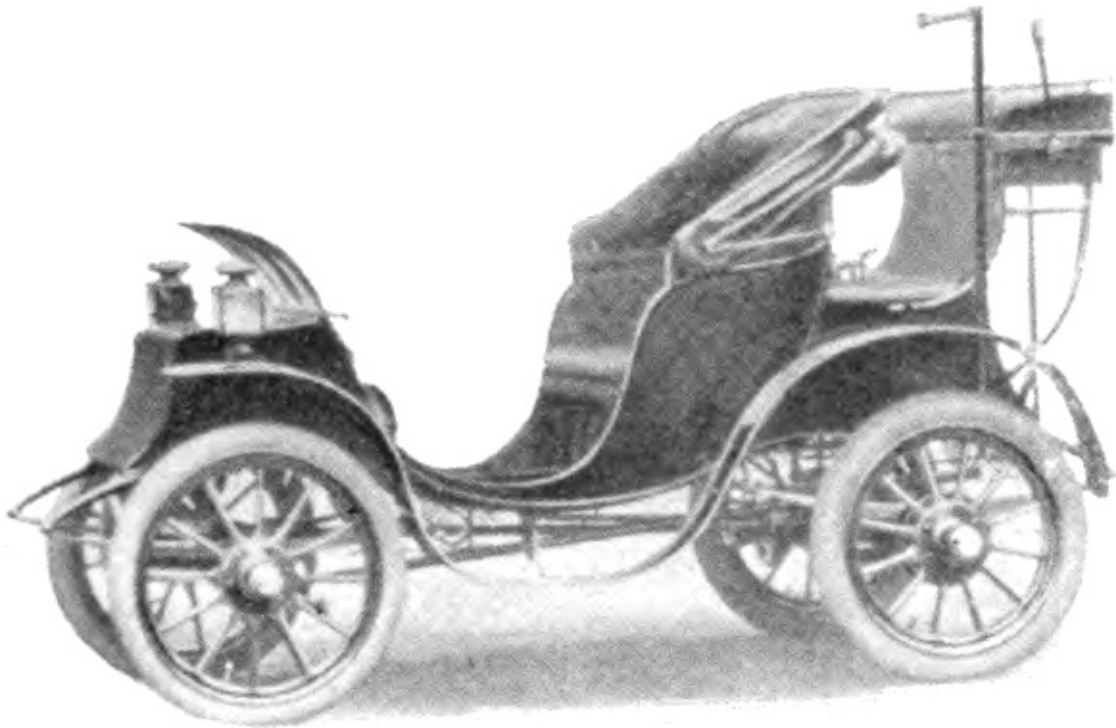
PRICE: \$3,000
BODY: Closed
SEATS: 4 persons
WEIGHT: 2,375 pounds
WHEEL-BASE: 92½ inches
TREAD: 56 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4½ inches
STEERING: Side lever
BRAKES: On rear wheel drums
SPRINGS: Semi-elliptic
FRAME: Pressed steel
MOTOR SUSPENSION: In front, under hood
CURRENT 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



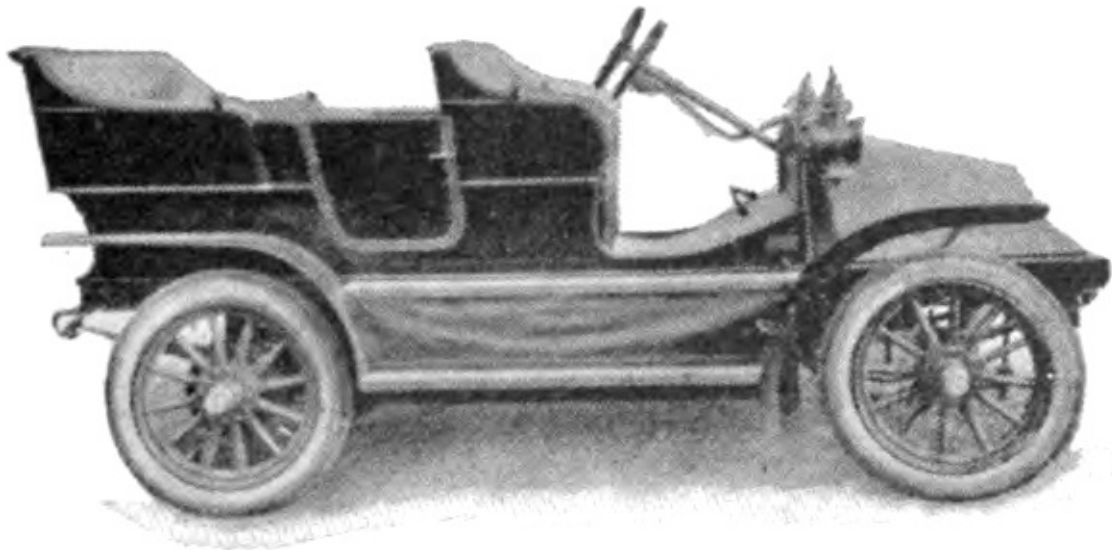
PRICE: \$3,000
SEATS: 2 inside
WEIGHT: 2,400 pounds
WHEEL-BASE: 92½ inches
TREAD: 56 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4½ inches
STEERING: Side lever
BRAKES: On rear axle and transmission shaft
SPRINGS: Semi-elliptic
FRAME: Pressed steel
MOTOR: 2½ H.P., 300% overload
BATTERY: 28 cells, 9 P. V.
CAPACITY: 40 miles
SPEEDS: 6 forward and 3 reverse
DRIVE: Shaft and bevel gear

Baker Victoria. Baker Motor Vehicle Co., Cleveland, Ohio



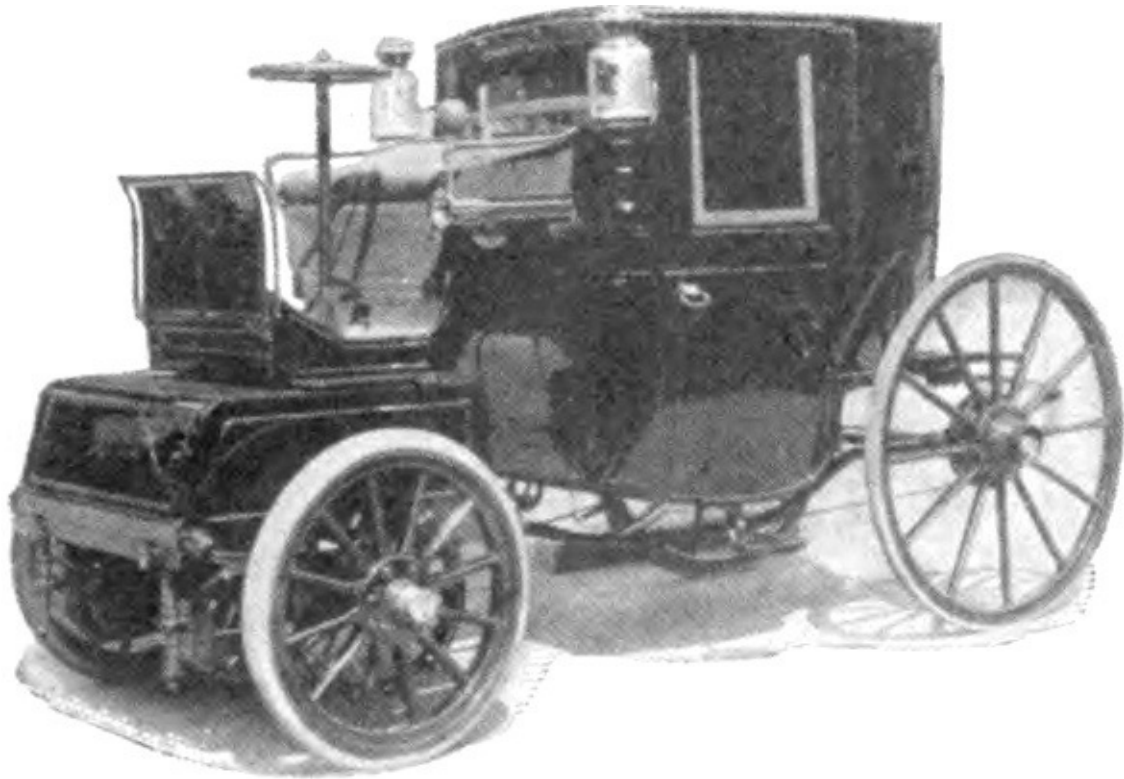
PRICE: \$3,000
BODY: Victoria
SEATS: 2 persons
WEIGHT: 2,400 pounds
WHEEL-BASE: 86½ inches
TREAD: 56 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4½ inches
STEERING: Side lever
BRAKES: On rear wheels and transmission shaft
SPRINGS: Semi-elliptic
FRAME: Pressed steel
MOTOR: 2½ H.P., 300% overload
BATTERY: 28 cells, 9 P. V.
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: 32 × 4½ inches
TIRES, REAR: 32 × 4½ 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

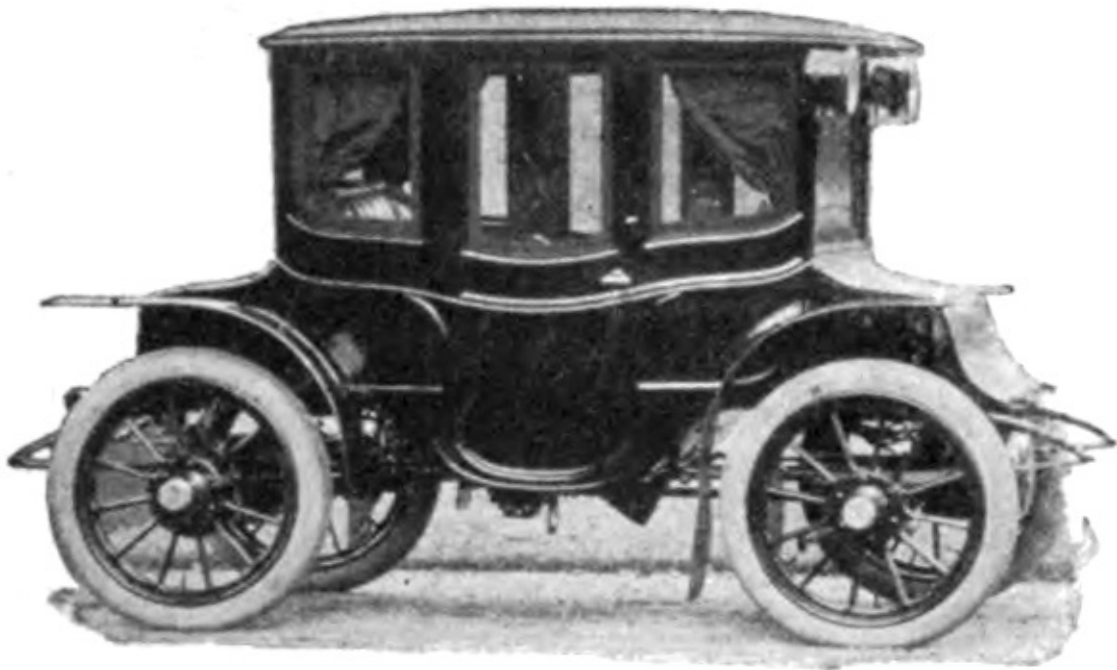
Cantono Brougham. Cantono Electric Fore Carriage Co., New York



PRICE: \$3.500
BODY: Extension brougham
SEATS: 4 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 84 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 2½ Inches
TIRES, REAR: 46 × 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

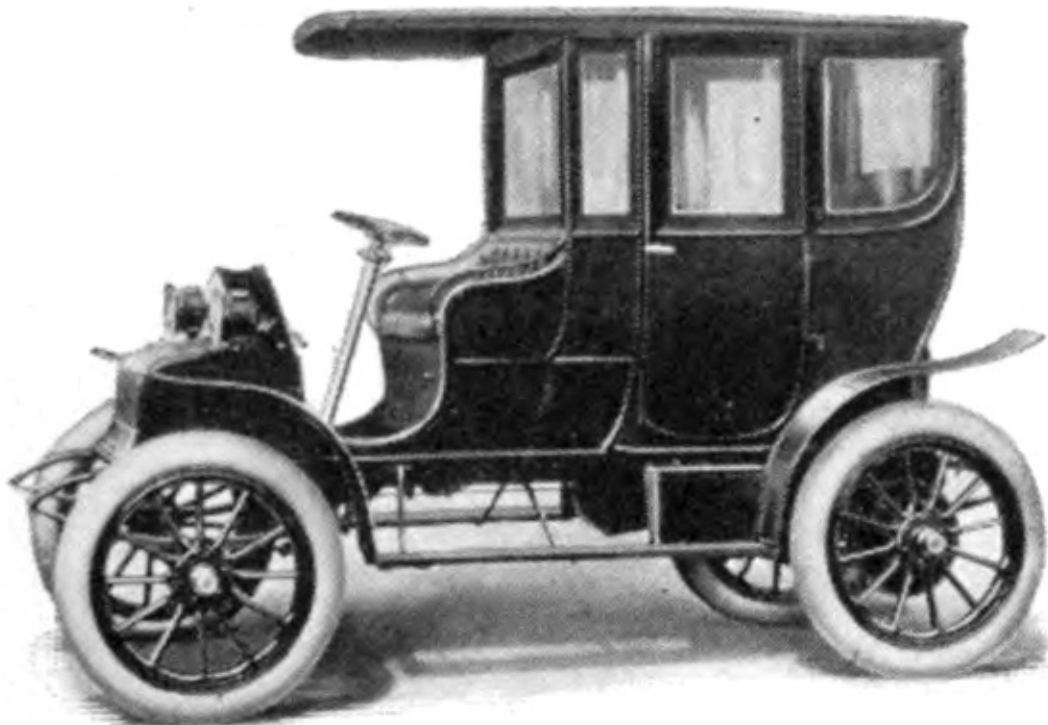
DRIVE: Direct, on front wheels

**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 × 3½ inches
TIRES, REAR: 36 × 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

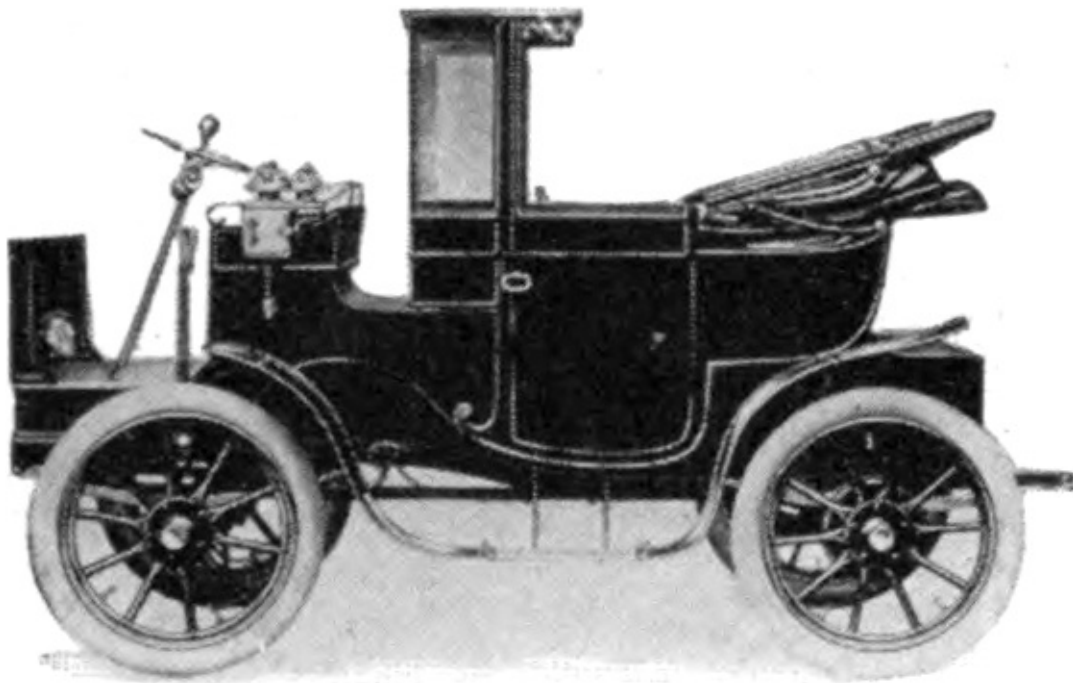
R & L Depot Wagon. Rauch and Lang Carriage Co., Cleveland, Ohio



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 Landalet.

Baker Motor Vehicle Co., Cleveland, Ohio



PRICE: \$4,000

BODY: Landalet

SEATS: 6 persons

WEIGHT: 4,000 pounds

WHEEL-BASE: 89 inches

TREAD: 56 Inches

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 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

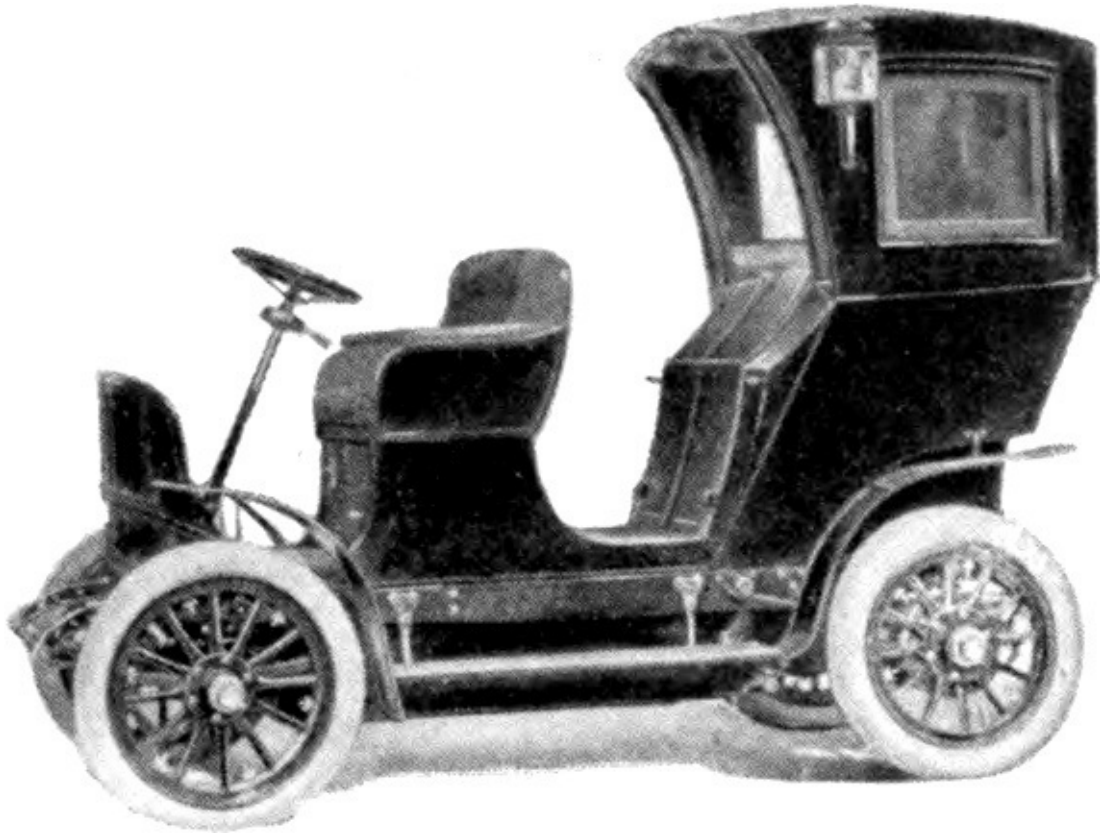
DRIVE: Shaft

Baker Brougham, Model I. Baker Motor Vehicle Co., Cleveland, Ohio



PRICE: \$4,000
BODY: Wood (front driven)
SEATS: 6 persons
WEIGHT: 4000 pounds
WHEEL-BASE: 89 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 4½ 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 MV.
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: 3,900 pounds

WHEEL-BASE: 86 inches

TREAD: 52 inches

TIRES, FRONT: 805 × 105 mm.

TIRES, REAR: 820 × 120 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.

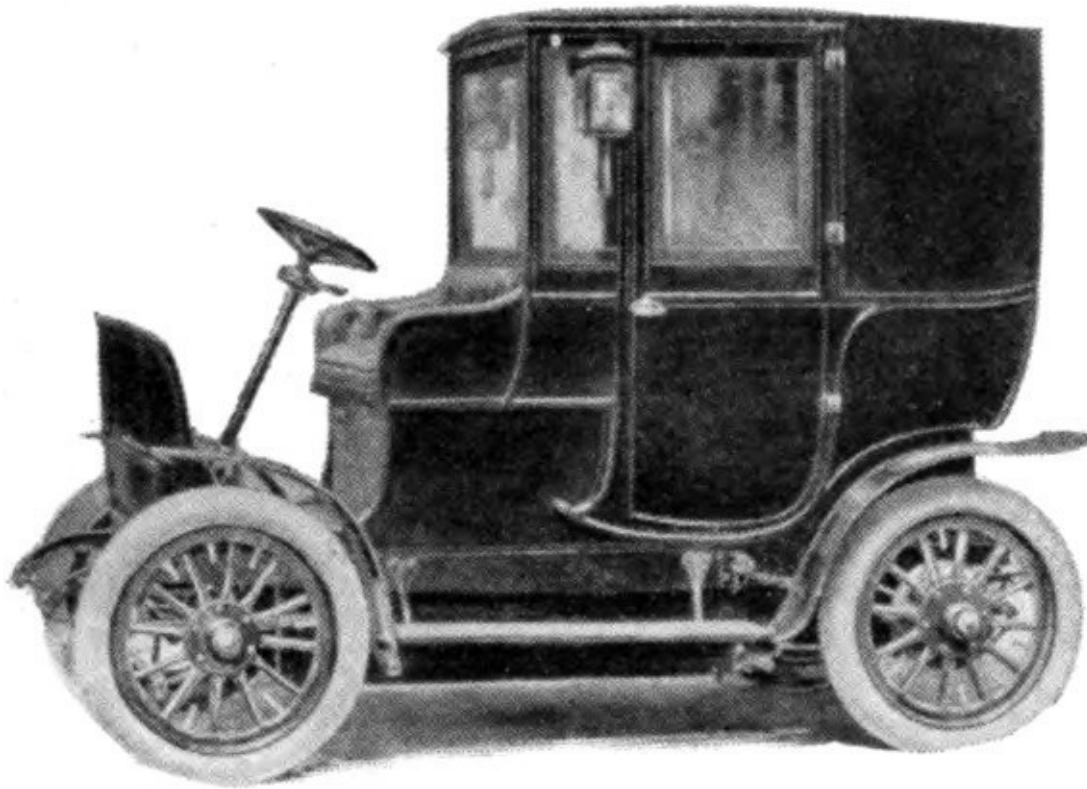
BATTERY: 44 cells, 13 M.V., Exide special

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: 805 × 105 mm.

TIRES, REAR: 820 × 120 mm.

STEERING: Wheel

BRAKES: On rear wheels and electric 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., Exide, carried in single tray under body

CAPACITY: 40 miles

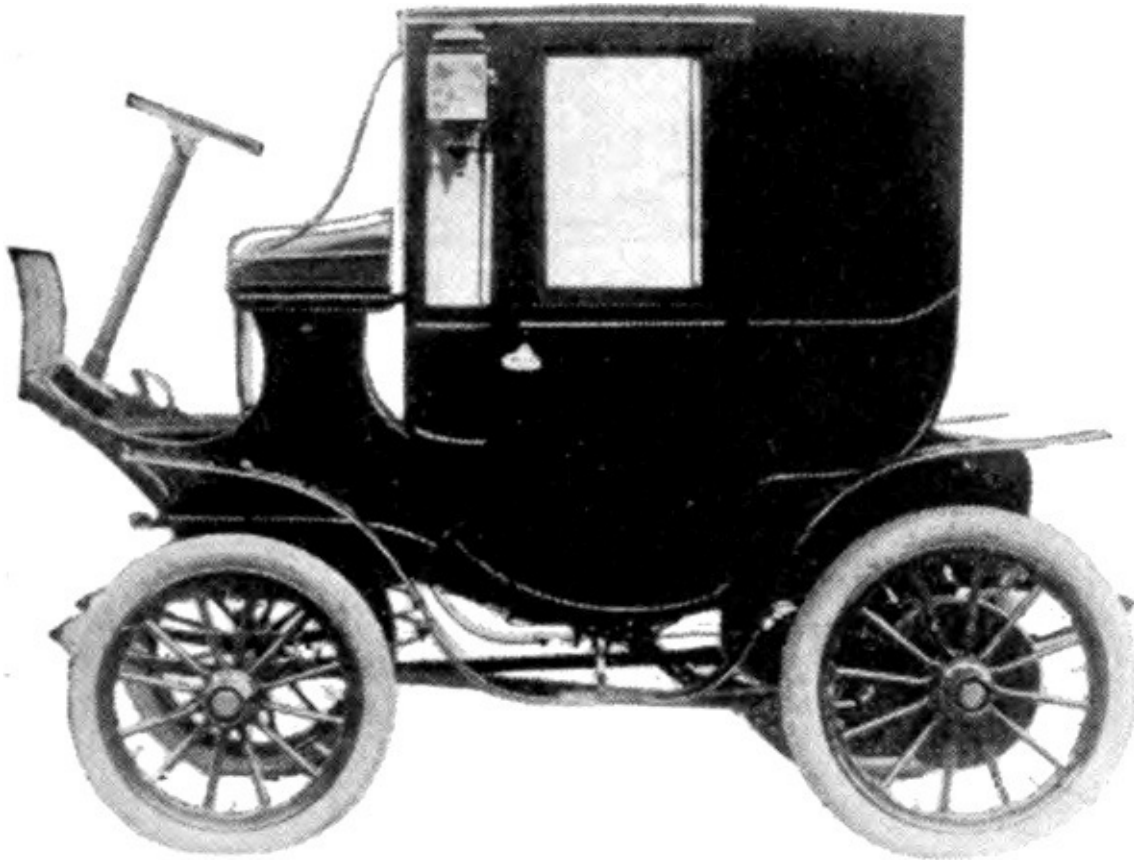
SPEEDS: 5 forward and 3 reverse

SPEEDS: 5 Forward and 5 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 × 3 inches
TIRES, REAR: 36 × 3½ 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

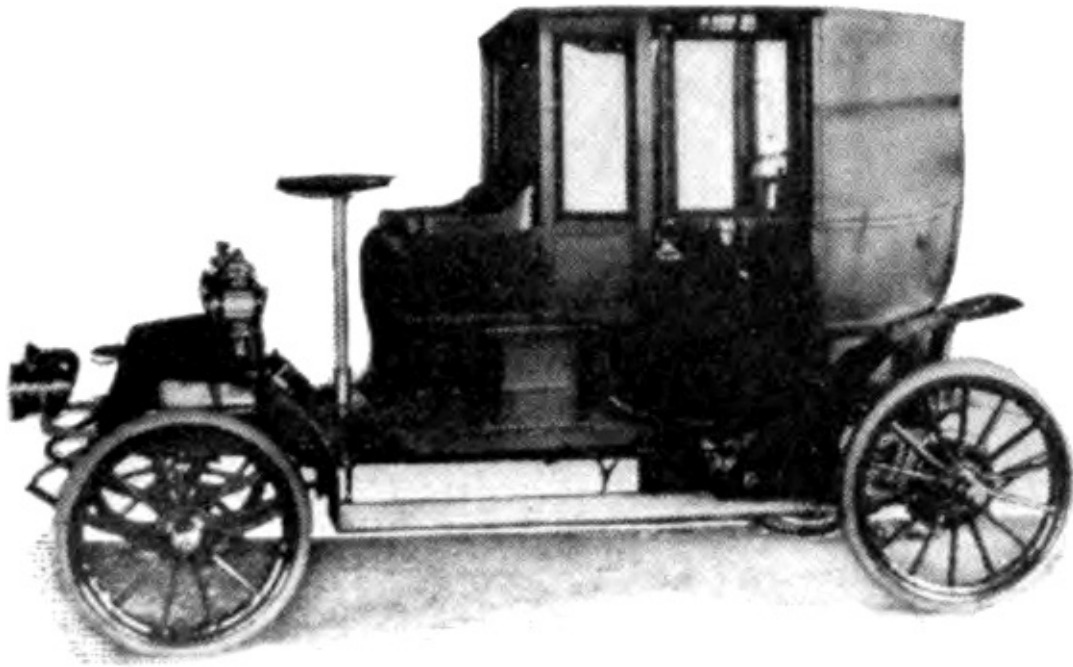
CURRENT SUPPLY: 40 cells, 15 plate

SPEED: 20 m. p. h.

CHANGE GEARS: 4 forward and 4 reverse

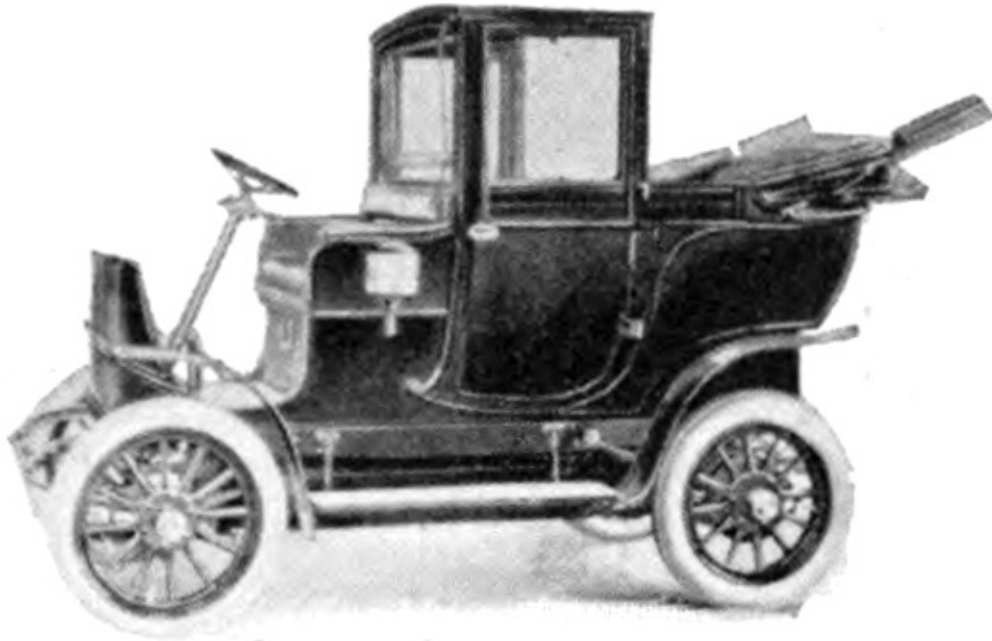
CONTROLLER: Operated by handle under steering wheel

Woods Brougham. Woods Motor Vehicle Co., Chicago, Ill.



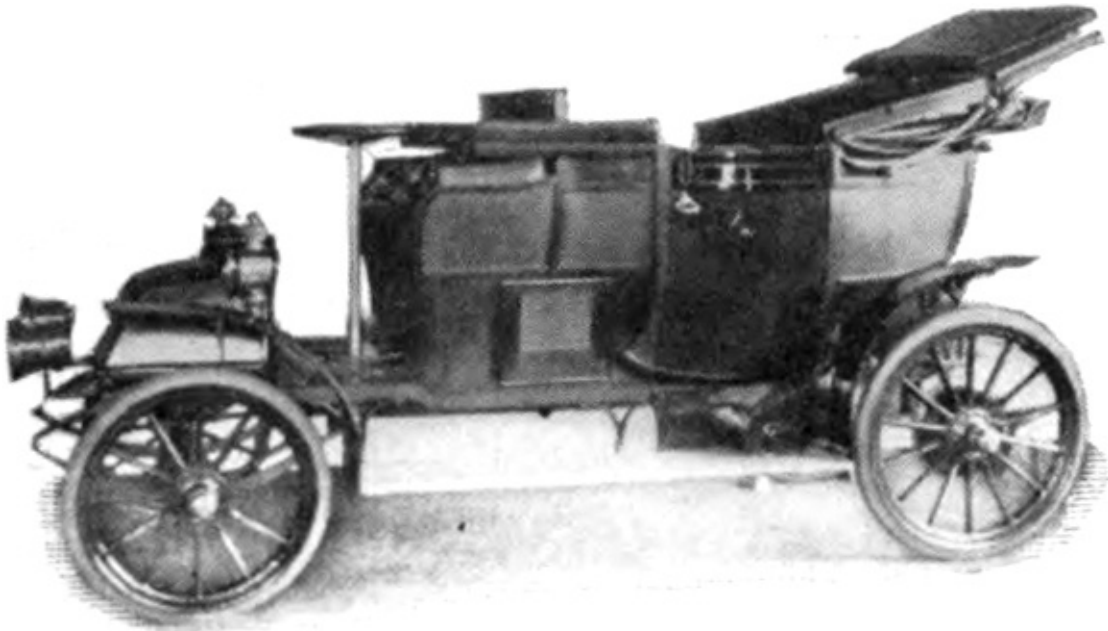
PRICE: \$4,000
BODY: Extension brougham
SEATS: 4 persons
WEIGHT: 3,500 pounds
WHEEL-BASE: 106 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches solid
TIRES, REAR: 36 × 3 inches solid
STEERING: Irreversible wheel
BRAKES: On countershaft and rear wheels
SPRINGS: Platform type
FRAME: Wood with steel armor
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 Landalet Mark LXVIII. Electric Vehicle Co., Hartford,
Conn.**



PRICE: \$4,000
BODY: Landalet
SEATS: 4 persons inside
WEIGHT: 3,900 pounds
WHEEL-BASE: 86 inches
TREAD: 52 inches
TIRES, FRONT: 805 × 105 mm.
TIRES, REAR: 820 × 120 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 Landauette. Woods Motor Vehicle Co., Chicago, Ill.



PRICE: \$4,000

BODY: Extension landauette

SEATS: 2 inside, and 2 outside

WEIGHT: 3,500 pounds

WHEEL-BASE: 106 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3 in. solid

TIRES, REAR: 36 × 3 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

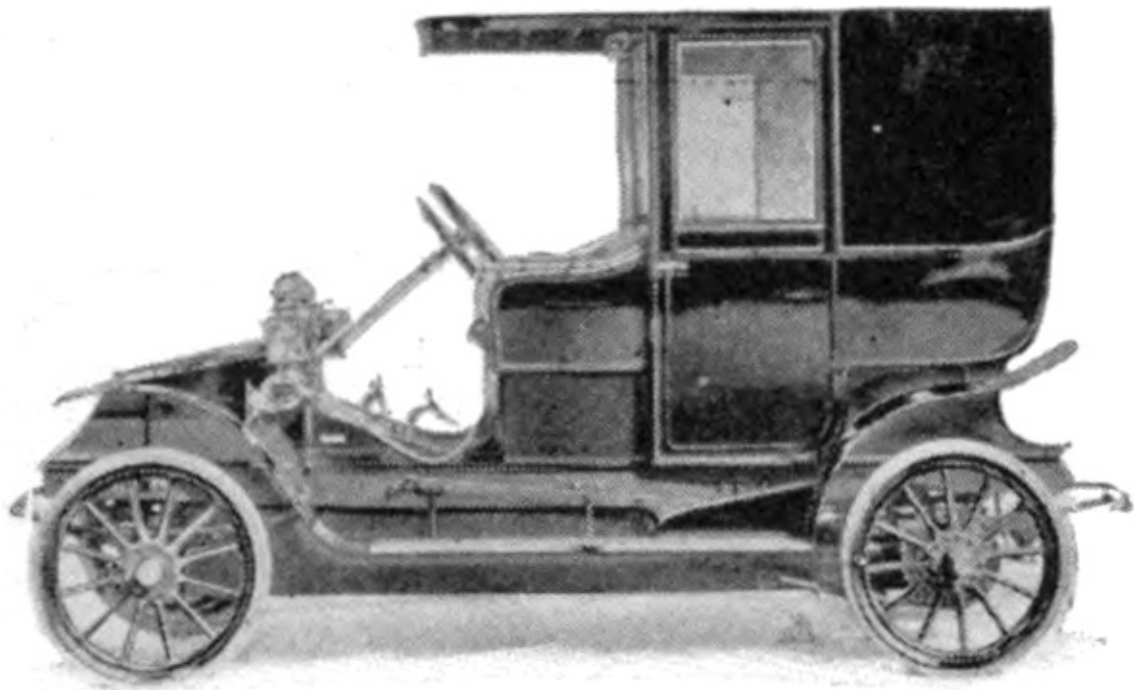
DISTANCE: 50 miles on one charge

MAXIMUM SPEED: 17 m. p. h.

SPEEDS: 4 forward and reverse

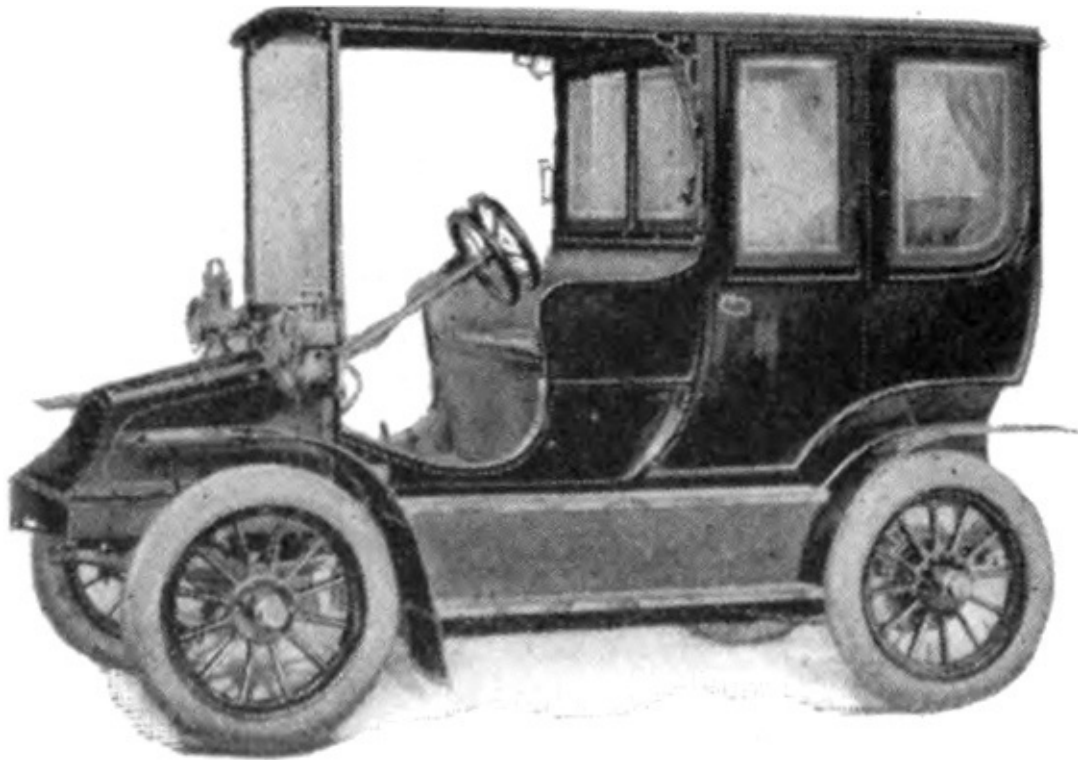
DRIVE: Double chain

Lansden, Type 98CC. The Lansden Co., Newark, N. J.



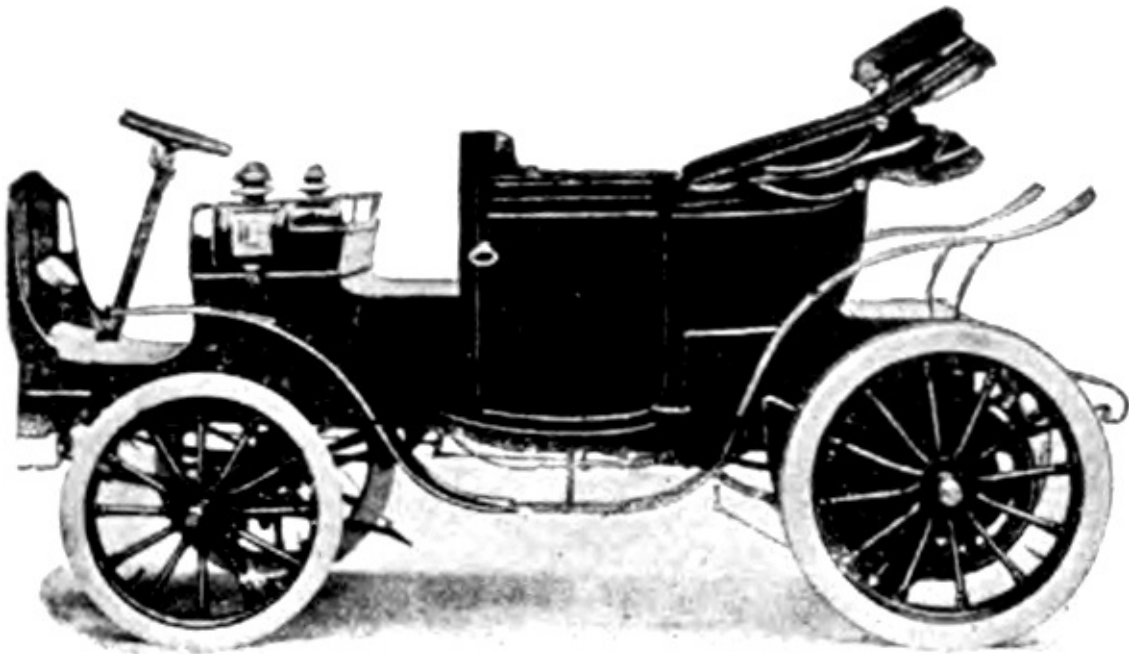
PRICE: \$4,000
BODY: Limousine
SEATS: 4 inside
WEIGHT: 3,500 pounds
WHEEL-BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches, solid rubber
TIRES, REAR: 32 × 3 inches, solid rubber
STEERING: Wheel
BRAKES: On countershaft and rear hub drums
SPRINGS: Semi-elliptical
FRAME: Armored wood
MOTOR 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: 32 × 4½ inches
TIRES, REAR: 32 × 4½ 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: 870 × 90 mm.

TIRES, REAR: 1020 × 120 mm.

STEERING: Worm and sector

BRAKES: 5, electrical and mechanical

SPRINGS: Semi-elliptic, front; full elliptic, rear

FRAME: Pressed steel

MOTORS: Compound

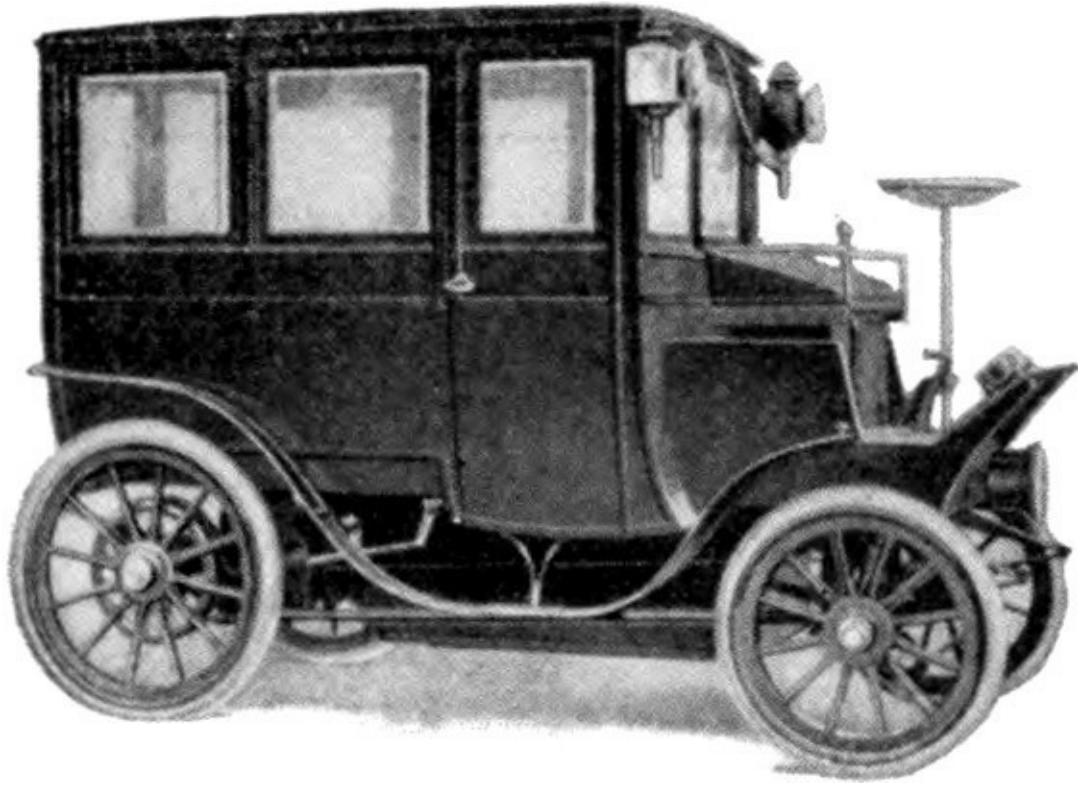
BATTERY: Capacity, 240 to 250 ampere hours

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: 36 × 3½ in. solid

TIRES, REAR: 42 × 3½ in. solid

STEERING: Wheel

BRAKES: Two sets on rear wheels

SPRINGS: Full elliptic, front; ¾ elliptic, rear

FRAME: Steel

BATTERY: Exide

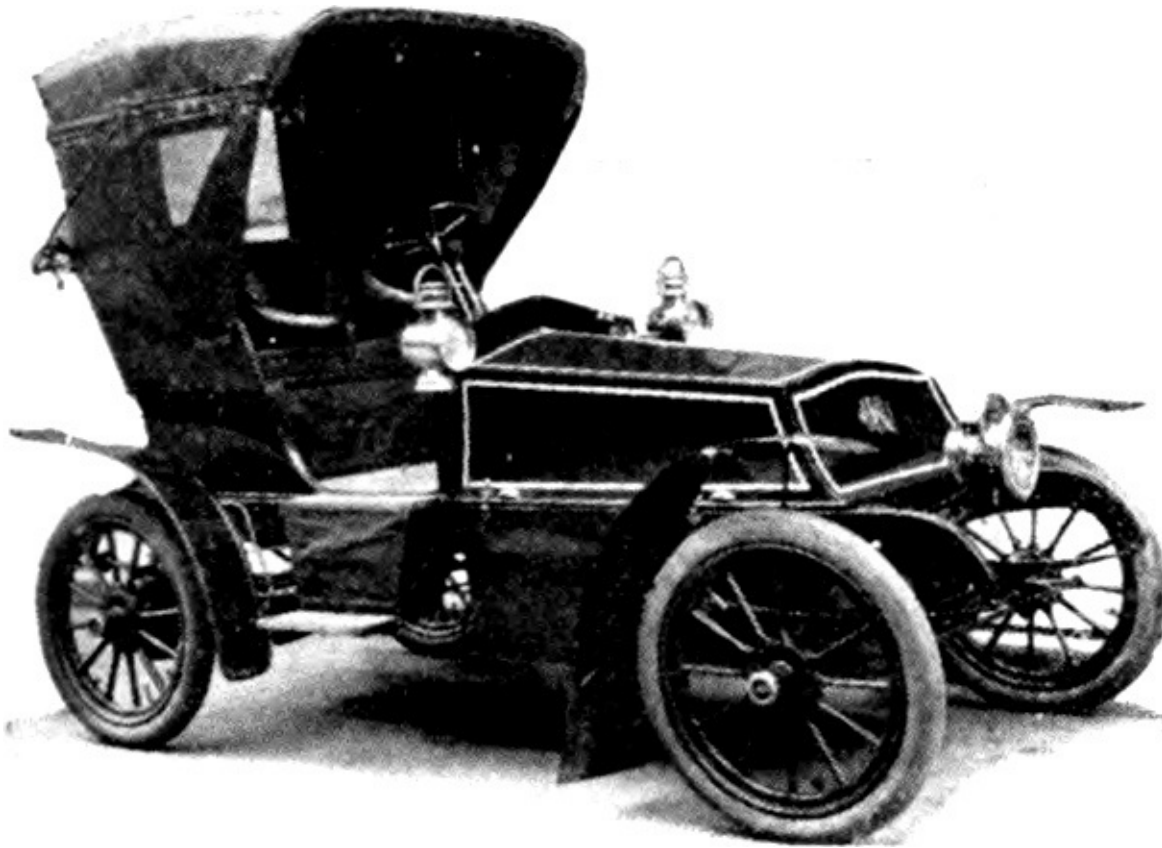
CONTROL: From steering column

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: $3\frac{1}{2} \times 30$, pneumatic

TIRES, REAR: $3\frac{1}{2} \times 30$, pneumatic

STEERING: Irreversible

BRAKES: Band on countershaft; internal expanding on rear hubs

SPRINGS: $1\frac{1}{2} \times 36$ in. semi-elliptic

FRAME: Wood, armored

MOTOR SUSPENSION: Single motor on frame

SPEEDS: 3 forward, 2 back

DRIVE: Chain

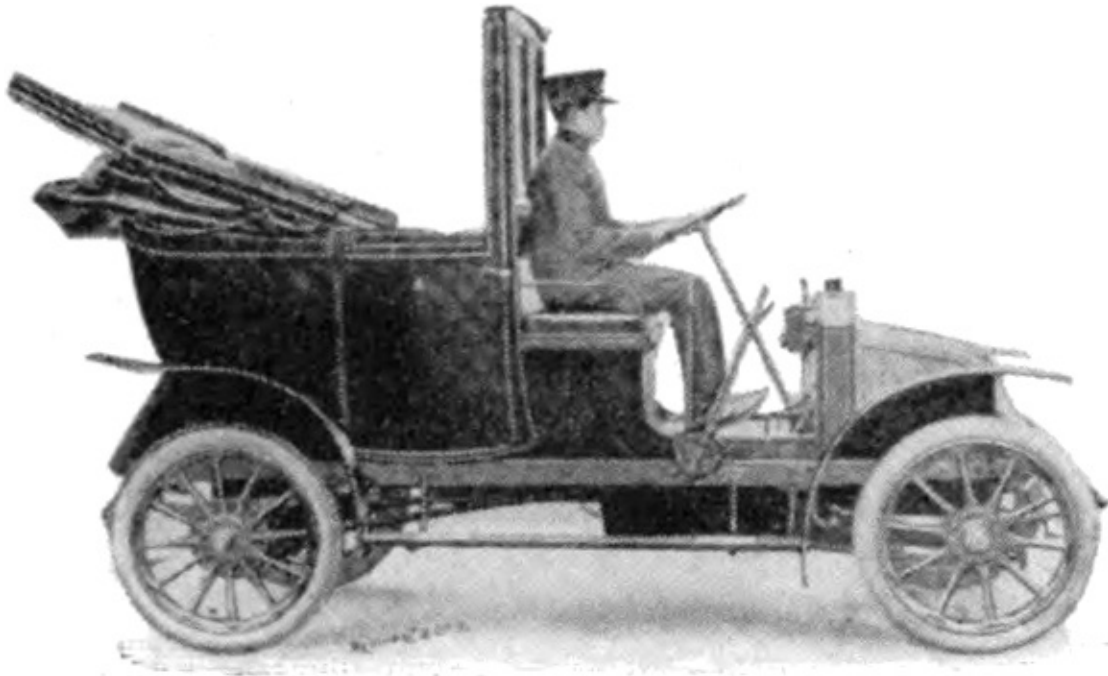


THE NATIONAL MAGAZINE OF MOTORING

IMPORTED GASOLINE PLEASURE CARS COSTING
LESS THAN \$5,000.

Renault, Model I, 8-9 H.P.

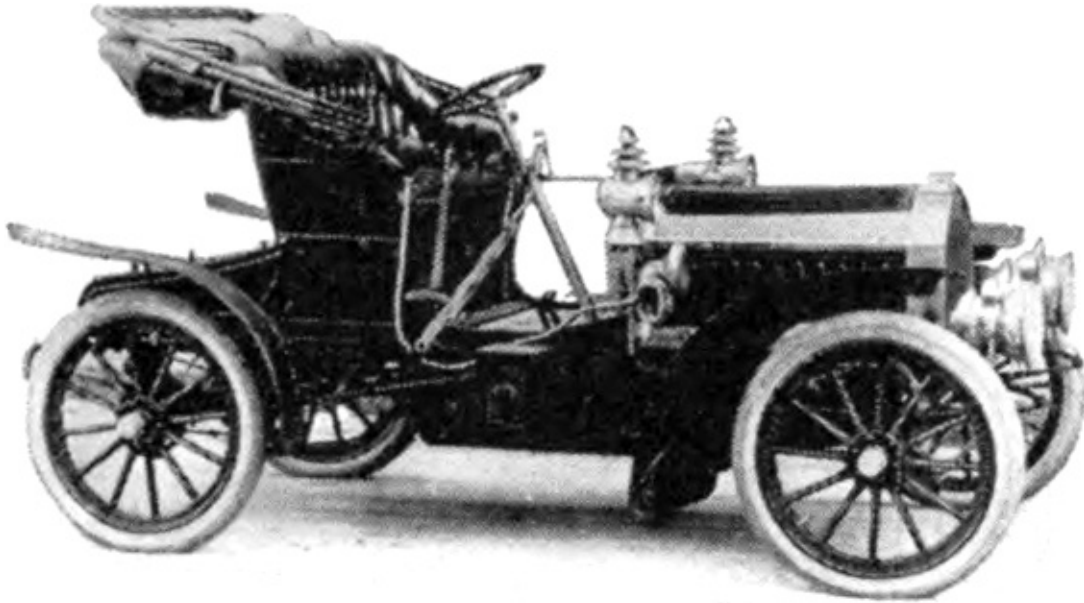
**The Renault Freres Selling Branch, New
York**



PRICE: \$2,100 (chassis)
BODY: To order
WEIGHT: 1,250 pounds
WHEEL-BASE: 100 inches
TREAD: 50 inches
TIRES, FRONT: 800 × 85 mm.
TIRES: REAR: 800 × 85 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: 32 × 3½ inches
TIRES, REAR: 32 × 3½ inches
STEERING: Worm and sector
BRAKES: Transmission and rear hub
SPRINGS: Semi-elliptical
FRAME: Angle steel
BORE: 3½ 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

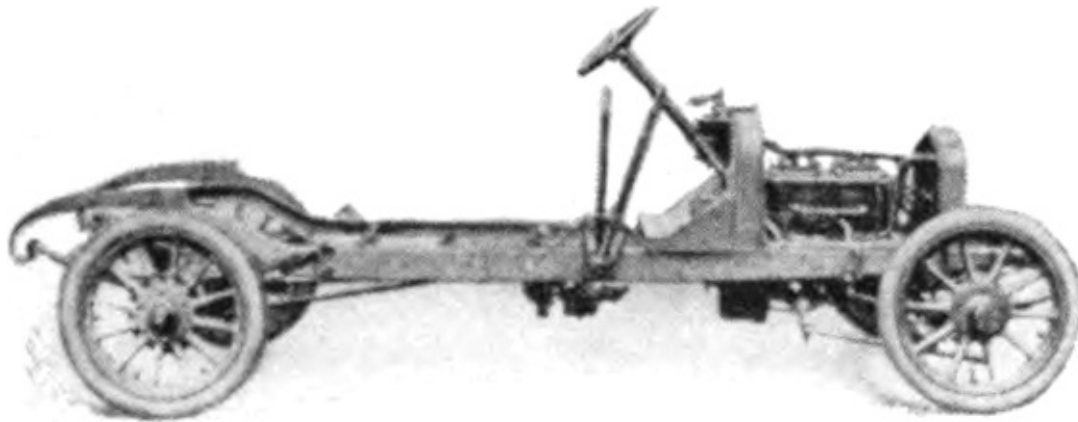
CHANGE GEAR: Sliding type

SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Sliding lever

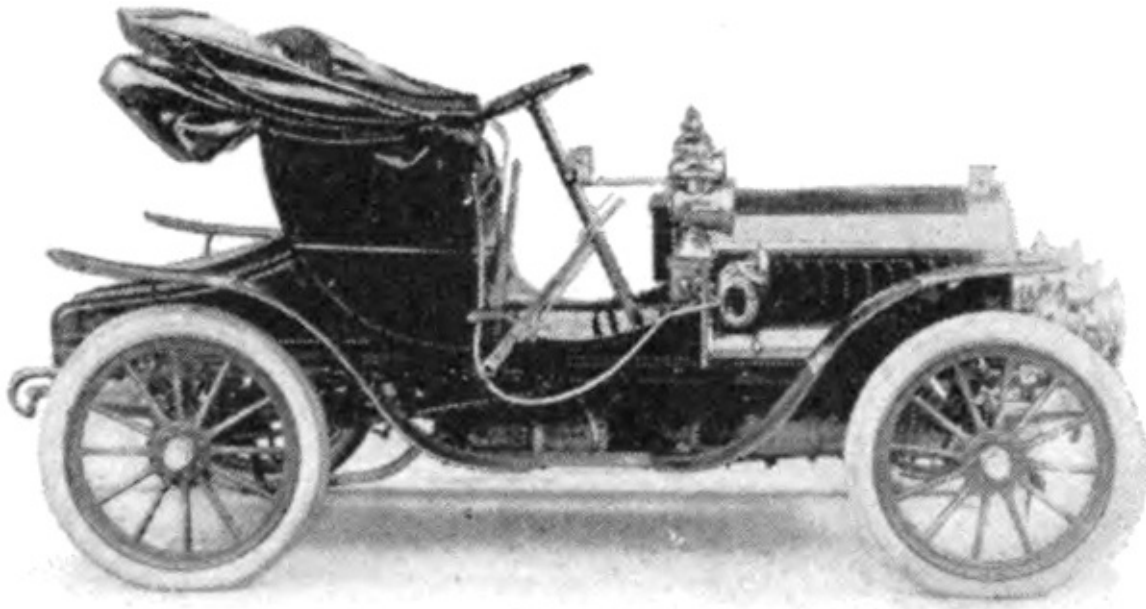
DRIVE: Shaft

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: 86½ inches
TREAD: 56 inches
TIRES, FRONT: 810 × 90 mm.
TIRES, REAR: 810 × 90 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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hub

SPRINGS: Semi-elliptical

FRAME: Angle steel

BORE: 3½ 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 synchronised ignition

CURRENT SUPPLY: Storage battery

CARBURETER: Float-feed, automatic regulator

LUBRICATION: Mechanical force feed; gear pump

LUBRICATION: Mechanical force feed, gear pump

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone; metal-to-metal

CHANGE GEAR: Sliding type; direct on high

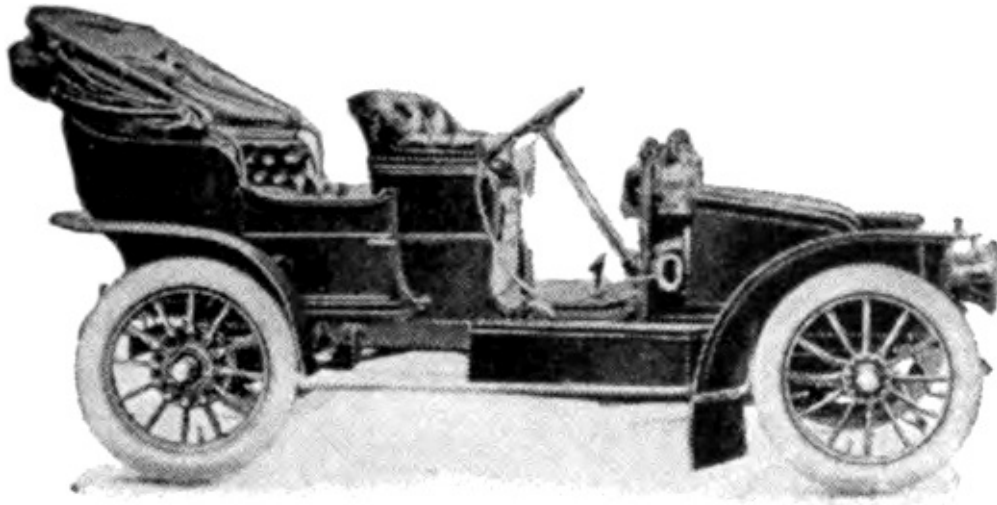
SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Sliding lever

DRIVE: Shaft

Renault, Model 2, 10–14 H.P.

The Renault Freres Selling Branch, New York



PRICE: \$2,700 (chassis)
BODY: To order
WEIGHT: 1,500 pounds
WHEEL-BASE: 106 inches
TREAD: 50 inches
TIRES, FRONT: 800 × 85 mm.
TIRES, REAR: 810 × 90 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

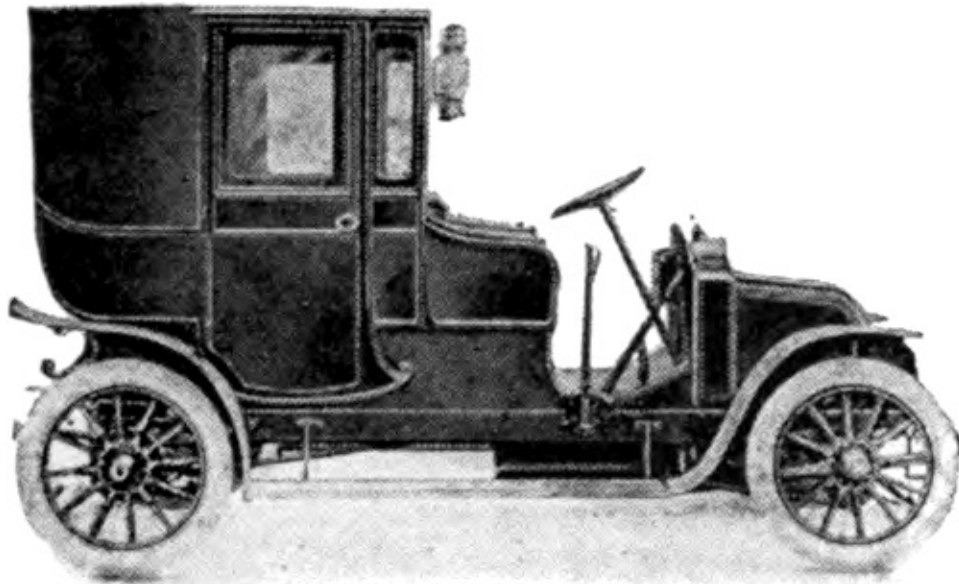
SPEEDS: 3 forward and reverse

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: 800 × 85 mm.
TIRES, REAR: 810 × 90 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

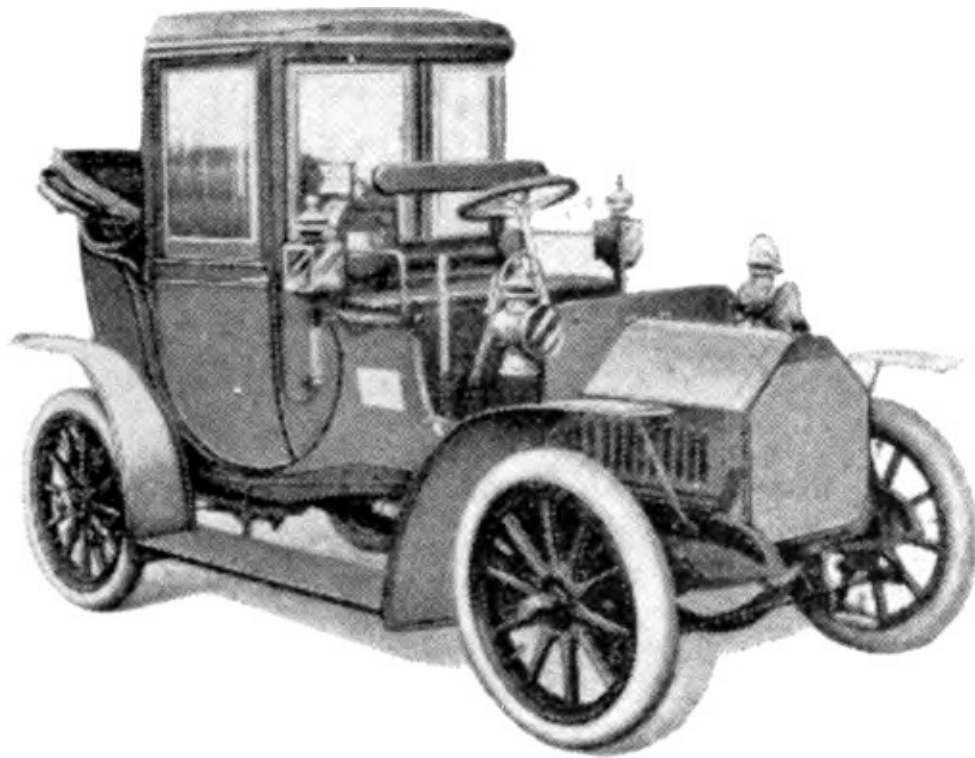
CHANGE GEAR: Sliding type

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: 810 × 100 mm.
TIRES, REAR: 810 × 100 mm.
STEERING: Worm and gear
BRAKES: Expanding type
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 104 mm.; STROKE: 110 mm.
CYLINDERS: 4. vertical
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Frame
COOLING: Water
IGNITION: Make-and-break
CURRENT SUPPLY: Bosch magnets

CURRENT SUPPLY: BOSCH magneto

LUBRICATION: Pressure feed

MOTOR-CONTROL: Throttle and spark, foot accelerator

CLUTCH: Leather cone

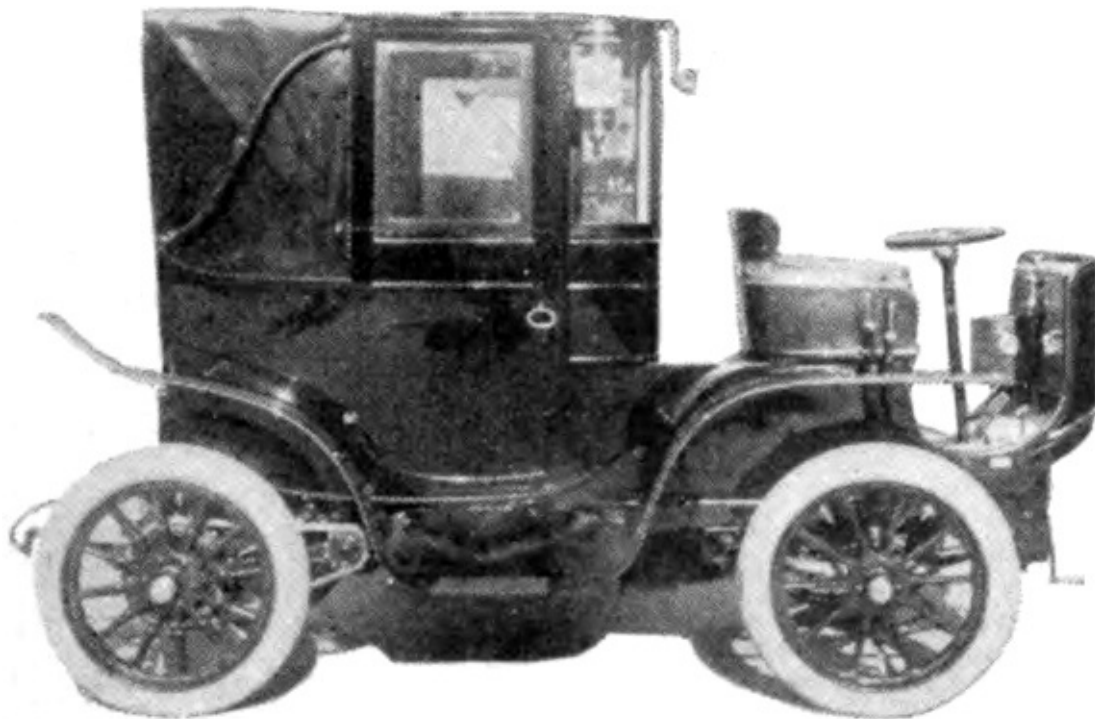
CHANGE GEAR: Sliding type

SPEEDS: 3 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Shaft

French Mors, Model 2, 15 H.P. Cryder & Co., New York

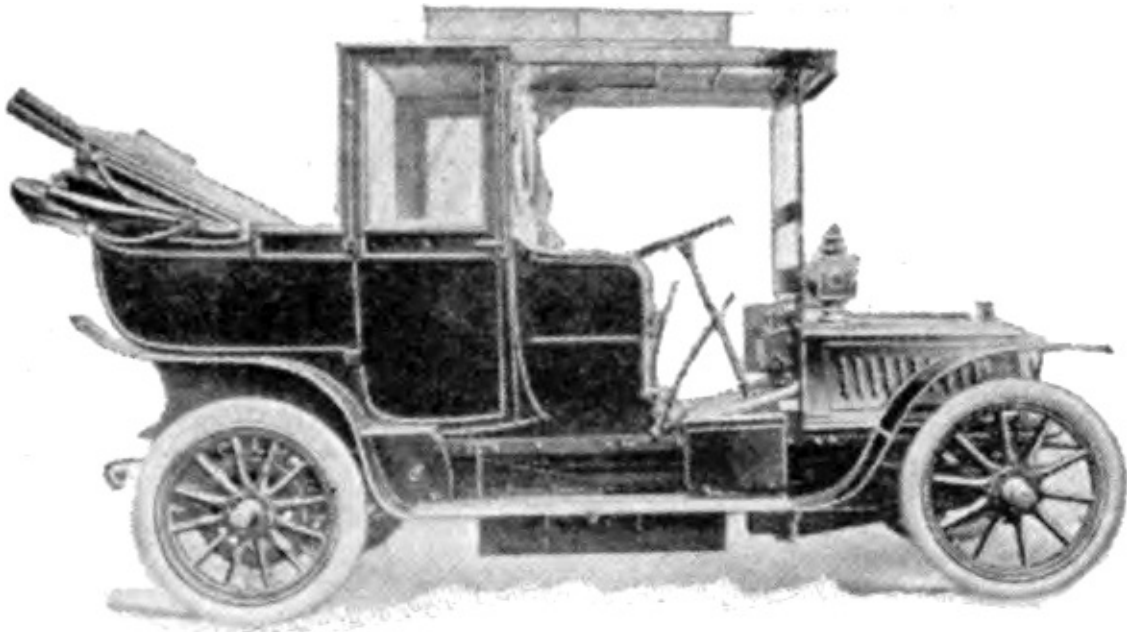


PRICE: \$3,550 (chassis)
BODY: Town or touring
SEATS: 4 or 5 persons
WEIGHT: 1,650 pounds
WHEEL-BASE: 128 inches
TREAD: 56 inches
TIRES, FRONT: 810 × 90 mm.
TIRES, REAR: 810 × 90 mm.
STEERING: Irreversible
BRAKES: On differential and rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed nickel steel
CYLINDERS: 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: Landalette-limousine
SEATS: 5 persons
WHEEL-BASE: 109 inches
TREAD: 54 inches
TIRES, FRONT: 34 × 3½ inches
TIRES, REAR: 34 × 4½ 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

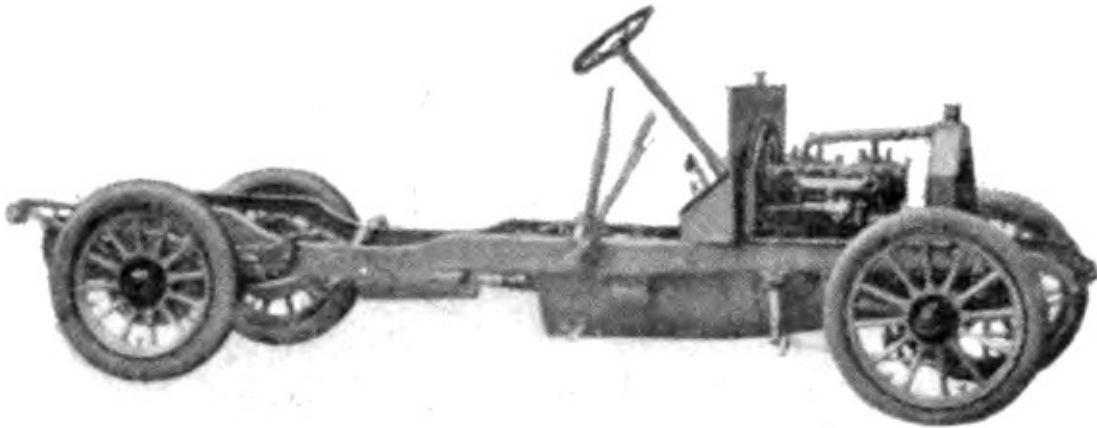
SPEEDS: 4 forward and reverse

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: 810 × 90 mm.

TIRES, REAR: 820 × 120 mm.

STEERING: Worm and sector

BRAKES: On transmission and rear wheels

SPRINGS: Semi-elliptical

FRAME: Pressed steel

BORE: 3 $\frac{5}{8}$ in.; STROKE: 4 $\frac{13}{16}$ 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

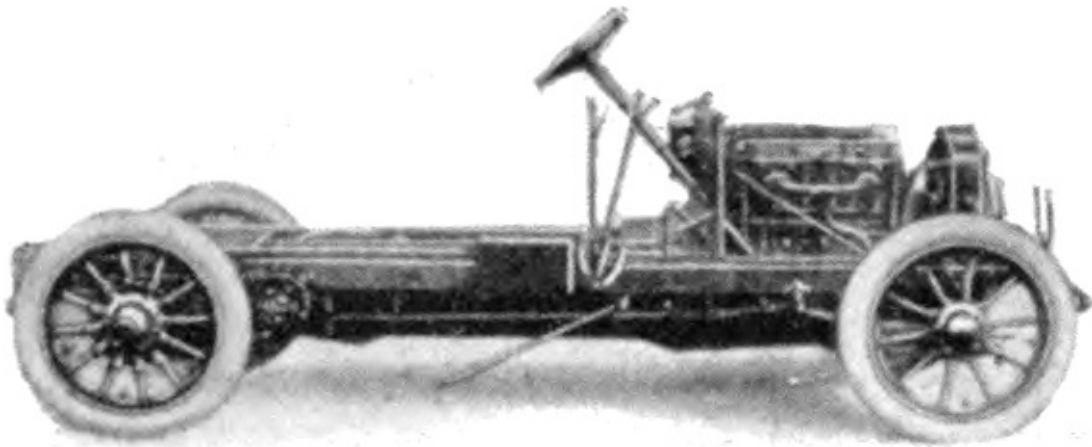
SPEEDS: 4 forward and 1 reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft

DRIVE. SHARU

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: 56 inches
TIRES, FRONT: 880 × 120 mm.
TIRES, REAR: 880 × 120 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

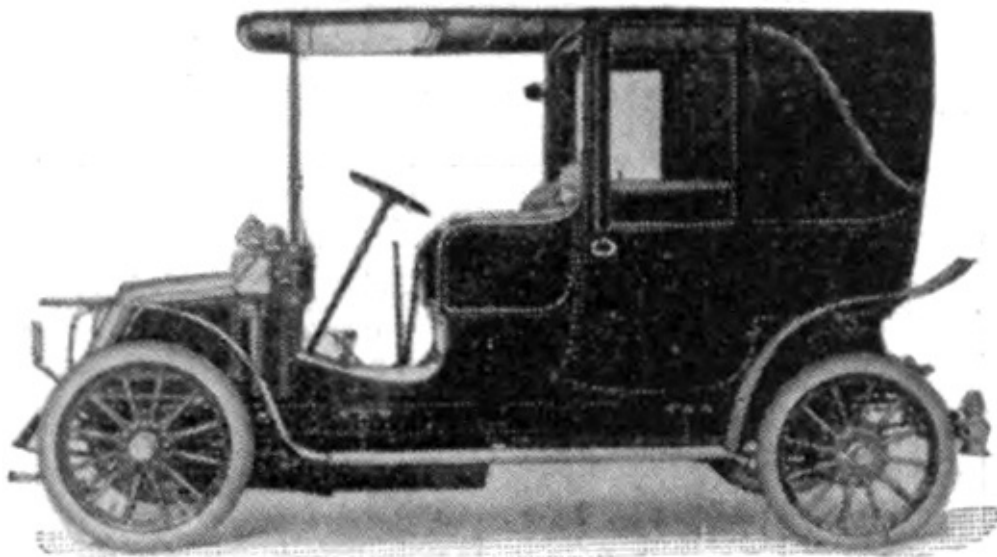
Darracq, 15–20 H.P. Darracq Motor Car Co., New York



PRICE: \$4,250
BODY: With runabout body
WHEEL-BASE: 112 inches
TREAD: 52 inches
TIRES, FRONT: 810 × 90 mm.
TIRES, REAR: 820 × 120 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: 875 × 105 mm.
TIRES, REAR: 875 × 105 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

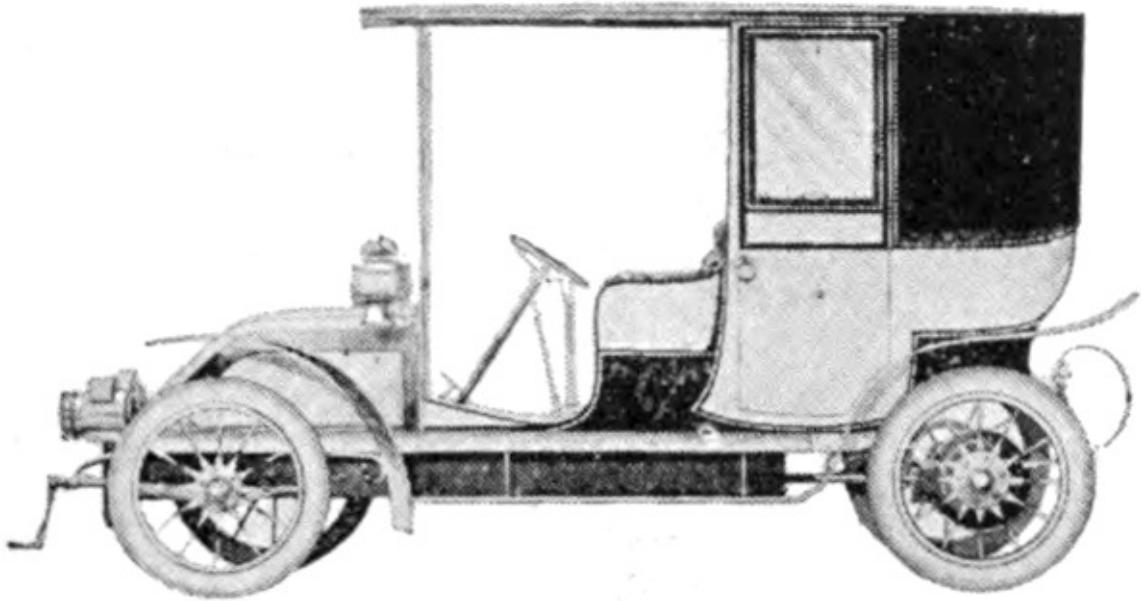
SPEEDS: 3 forward and reverse (for town); 4 forward and reverse (touring

type)

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Shaft

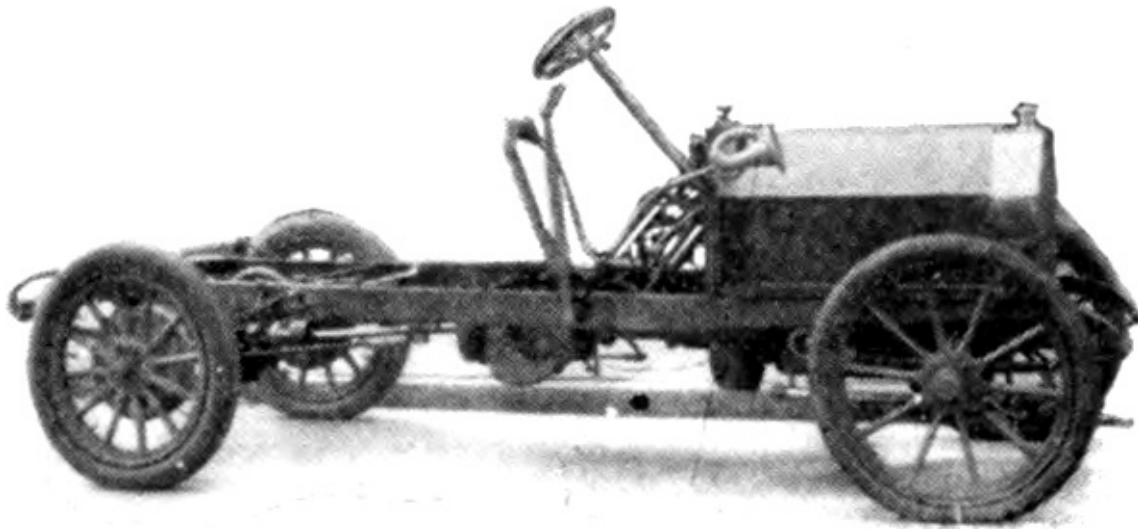
C. G. V., 14-18 H.P. Charron, Girardot & Voigt, 1849 B'way, N. Y.



PRICE: \$4,500 (chassis)
BODY: Coupe or town car
SEATS: 4 persons
TIRES, FRONT: 900 × 120 mm.
TIRES, REAR: 900 × 120 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: From main frame
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: Selective 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: 910 × 90 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Worm and segment
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 3¾ in.; STROKE: 5½ 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 oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cone, leather-faced
CHANGE GEAR: Sliding type

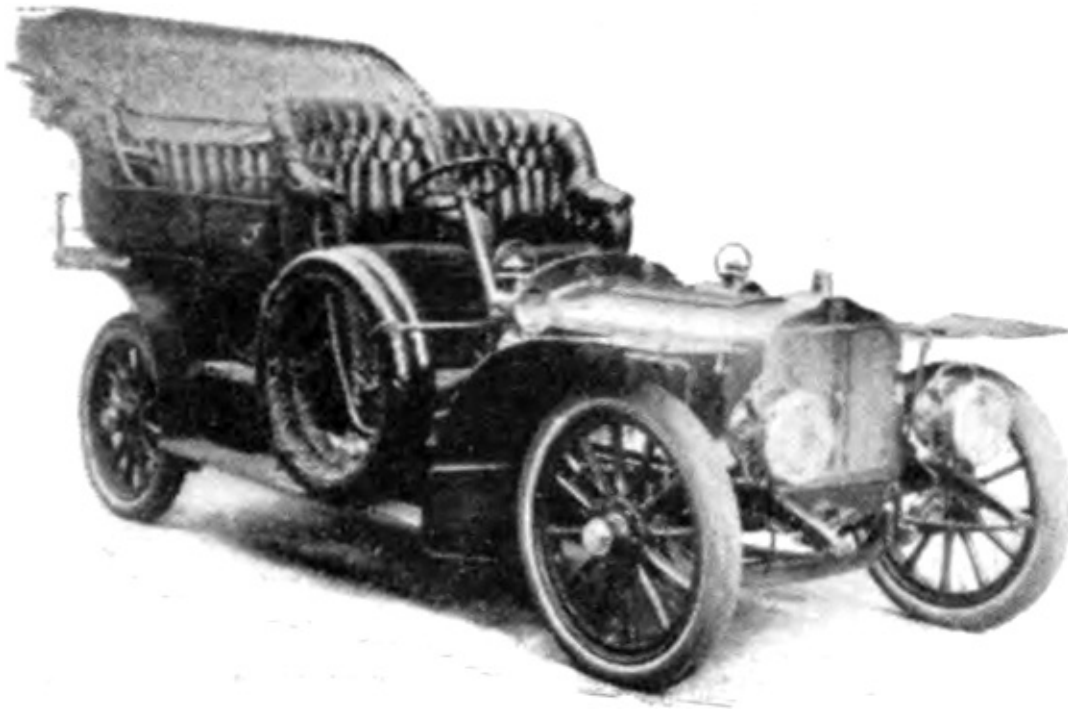
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Progressive system
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

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: 870 × 90 mm.
TIRES, REAR: 875 × 105 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

MOTOR-CONTROL: By motor

CLUTCH: Clement disc type

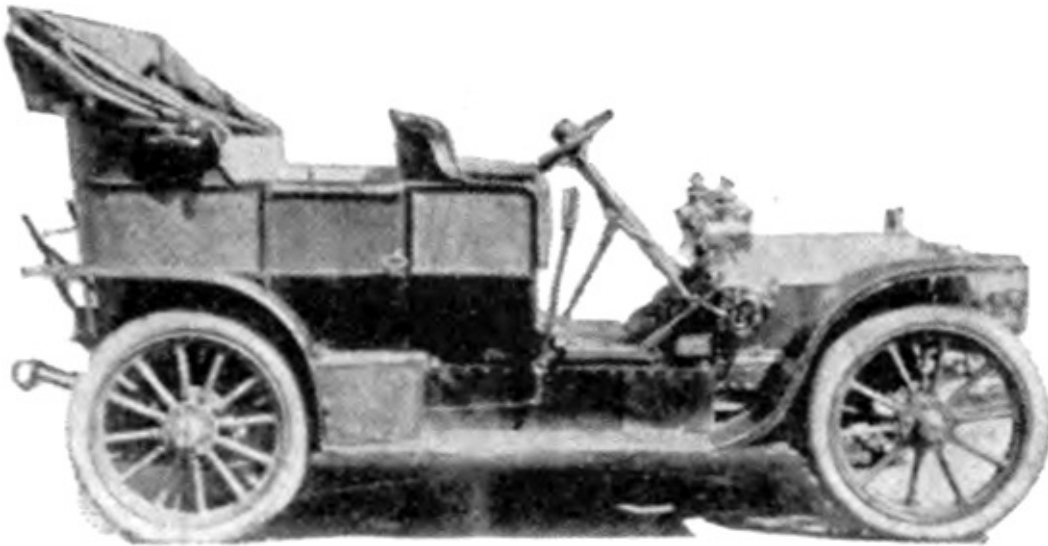
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and 1 reverse

CHANGE-GEAR CONTROL: By side lever

DRIVE: Shaft

Bianchi, 20–30 H.P. Percy Owen, Inc., New York

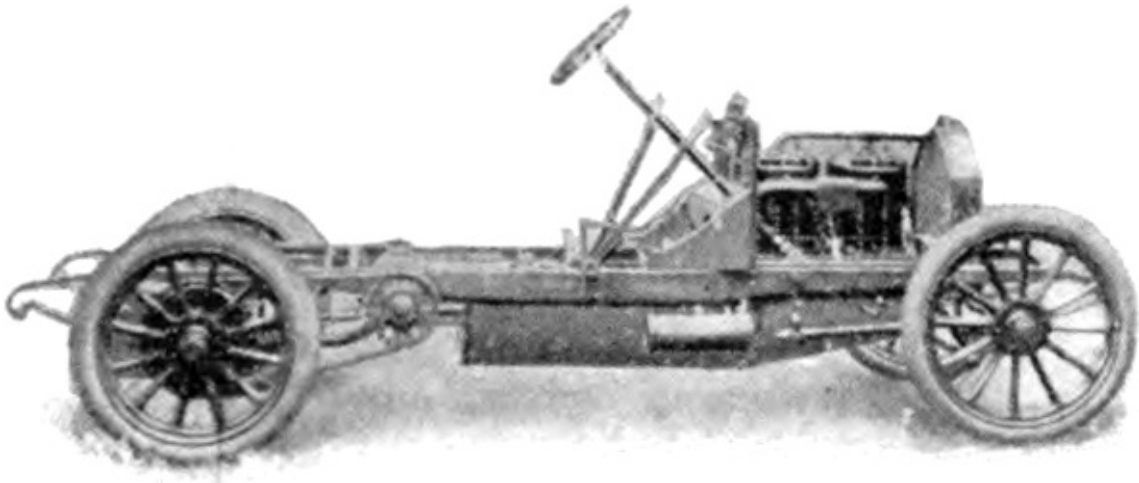


PRICE: \$5,000 (chassis)
BODY: To order
SEATS: 2 to 7 persons
WEIGHT: 1,800 pounds (chassis)
WHEEL-BASE: 120 inches
TREAD: 55 inches
TIRES, FRONT: 875 × 105 mm.
TIRES, REAR: 875 × 105 mm.
STEERING: Worm and gear
BRAKES: On transmission, countershaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed 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 5 persons

WEIGHT: 1,760 pounds (chassis)

WHEEL-BASE: 118 inches

TREAD: 55 inches

TIRES, FRONT: 870 × 90 mm.

TIRES, REAR: 880 × 120 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

SPEEDS: Forward and Reverse

CHANGE-GEAR CONTROL: Selective system

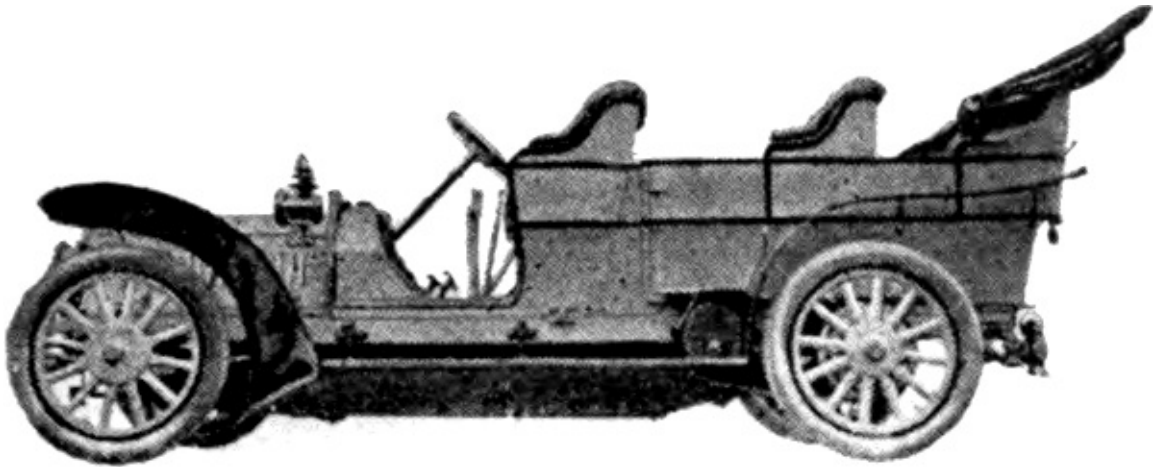
DRIVE: Side chains

Brasier, 15–20 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: \$3,300 (chassis)
BODY: To order
SEATS: 5 persons
WEIGHT: 1,750 pounds (chassis)
WHEEL-BASE: 106 inches
TREAD: 52½ inches
TIRES, FRONT: 815 × 105 mm.
TIRES, REAR: 815 × 105 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

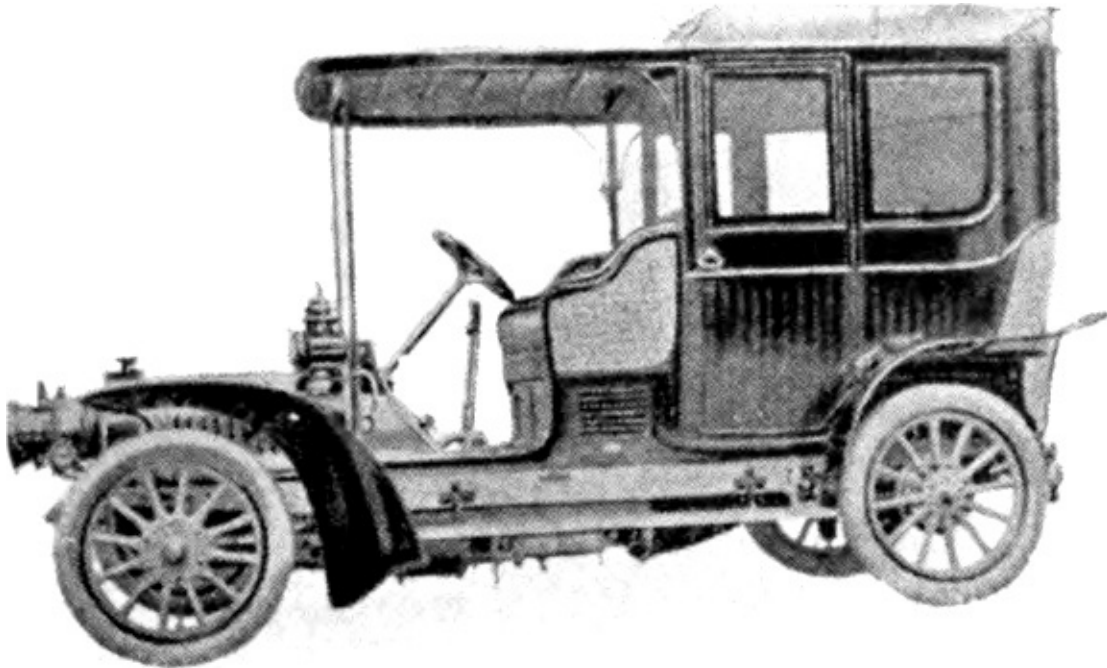
**Delaunay-Belleville, 20 H.P. Palais de L'Automobile, 1778 Broadway,
New York**



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: 34 × 4 inches
TIRES, REAR: 34 × 4 inches
STEERING: With double-threaded screw
BRAKES: Expansion brakes
SPRINGS: 37 inches in front and 35 inches, rear
FRAME: Pressed steel
BORE: 3¾ 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: 34 × 4 inches

TIRES, REAR: 34 × 4 inches

STEERING: With double-threaded screw

BRAKES: Expansion brakes

SPRINGS: 37 inches front and 35 inches rear

FRAME: Pressed steel

BORE: 3¾ 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

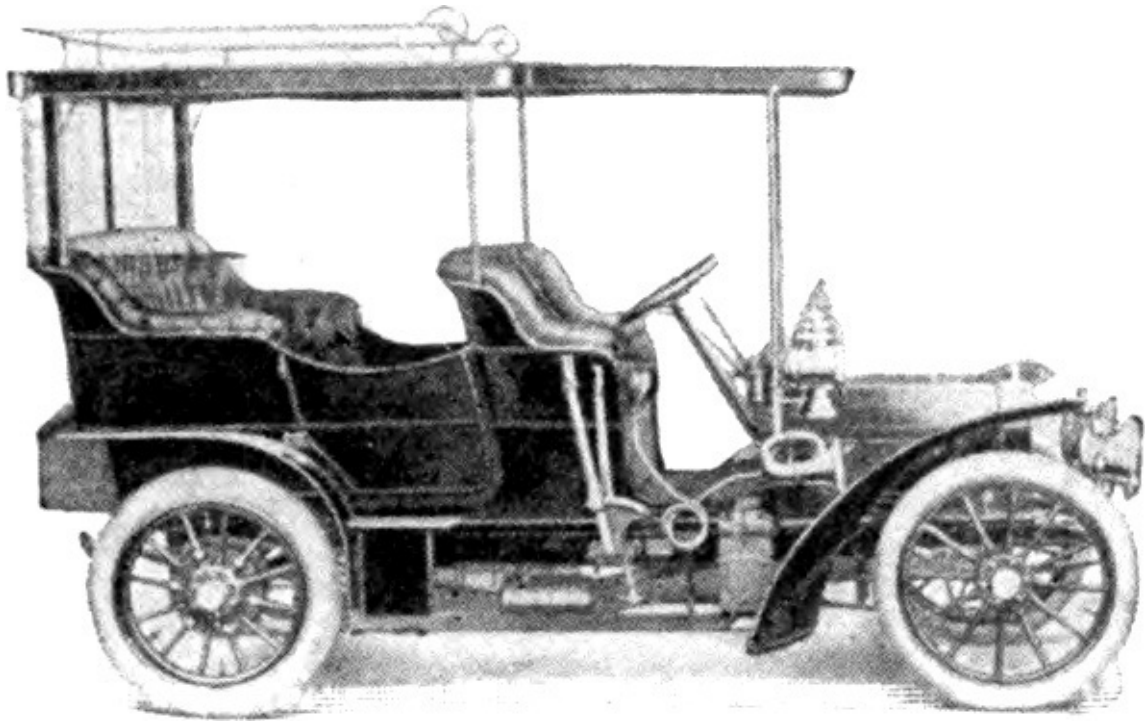
IGNITION: Make-and-break

CURRENT SUPPLY: Magneto

CARBURETOR: With automatic mixture regulation

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 × 90 mm.
TIRES, REAR: 810 × 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: Oil

LUBRICATION: Geared pump

MOTOR-CONTROL: Spark and gas on wheel and foot accelerator

CLUTCH: Leather cone

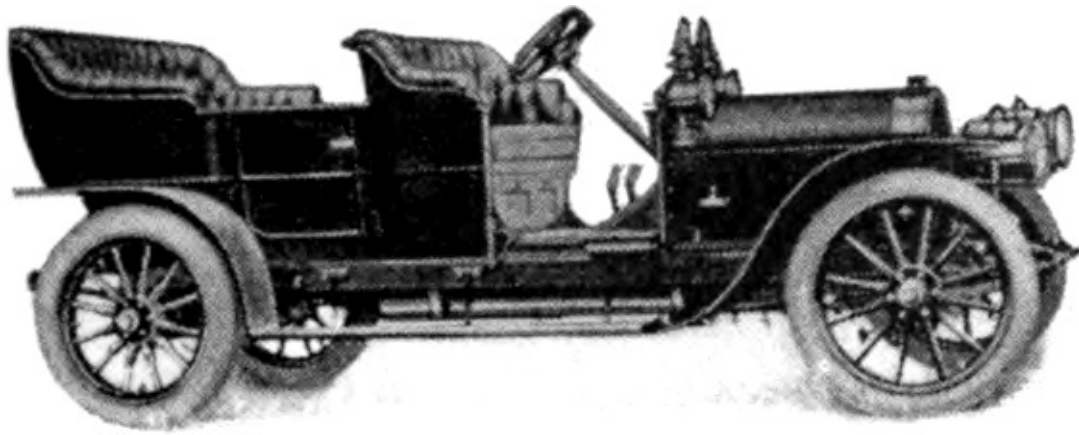
CHANGE GEAR: Sliding type

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: 2,950 pounds

WHEEL-BASE: 120 inches

TREAD: 53 inches

TIRES, FRONT: 880 × 120 mm.

TIRES, REAR: 880 × 120 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

2



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: 910 × 90 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Worm and segment
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4¼ in.; STROKE: 5½ 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
CARBURETOR: Float feed type

CARBURETOR: Float-feed type

LUBRICATION: Mechanical force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone, leather-faced

CHANGE GEAR: Sliding type

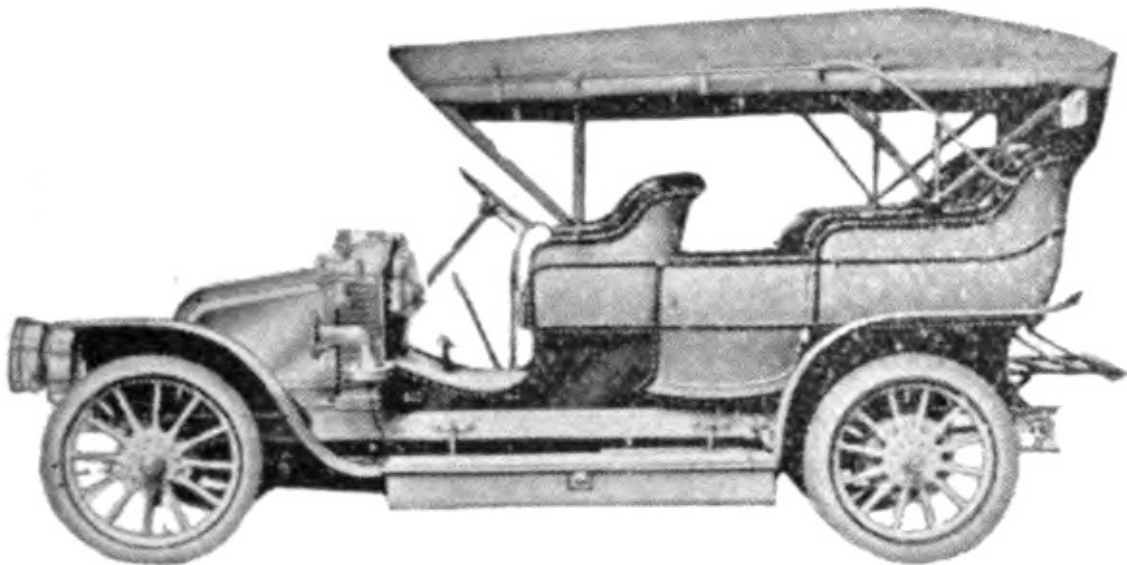
SPEEDS: 4 forward and reverse

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: 875 × 105 mm.
TIRES, REAR: 880 × 120 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

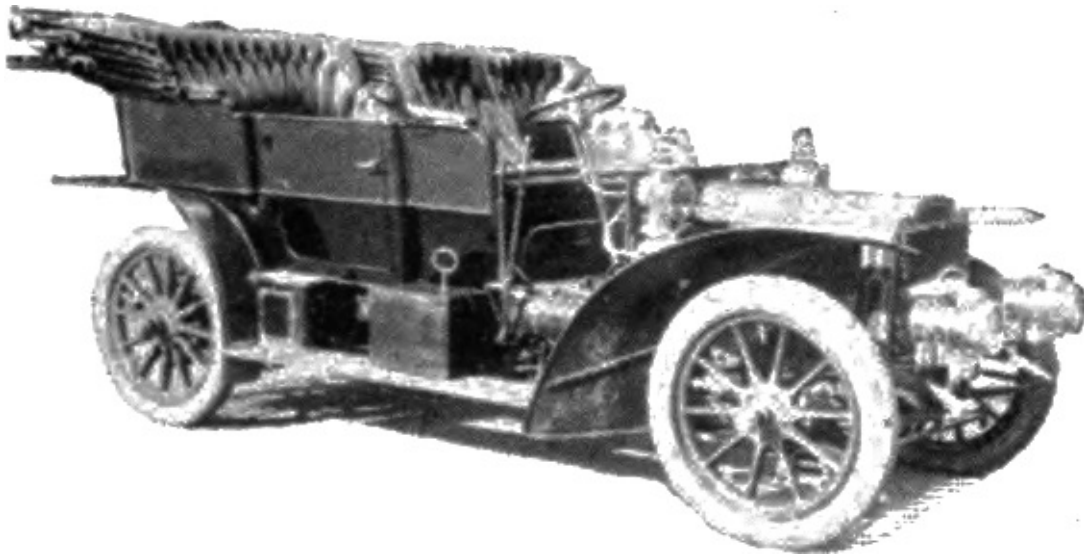
CHANGE GEAR: Sliding type

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: 880 × 120 mm.
TIRES, REAR: 880 × 120 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

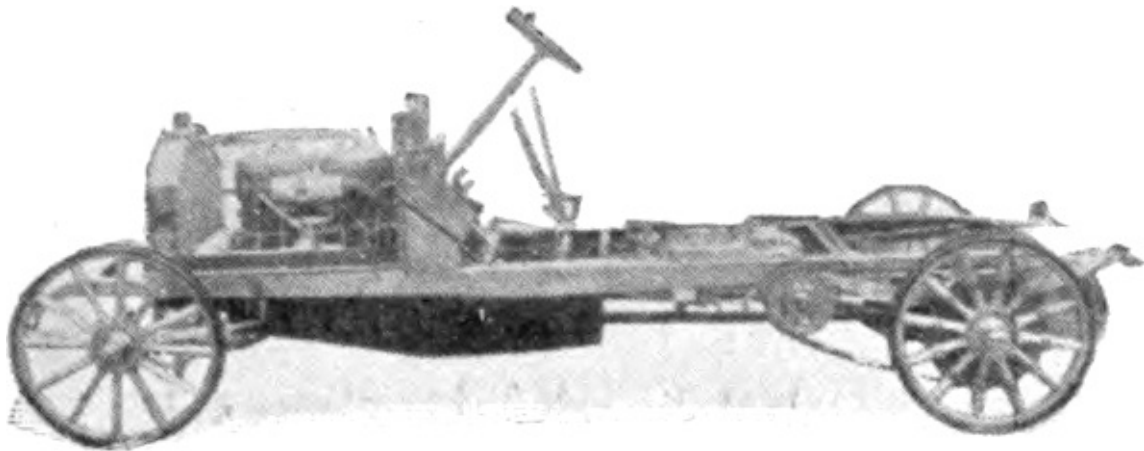
C. G. V., 20–25 H.P. Charron, Girardot & Voigt, New York



PRICE: \$5,500 (complete)
BODY: Landaulette or coupe
SEATS: 4 persons
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 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

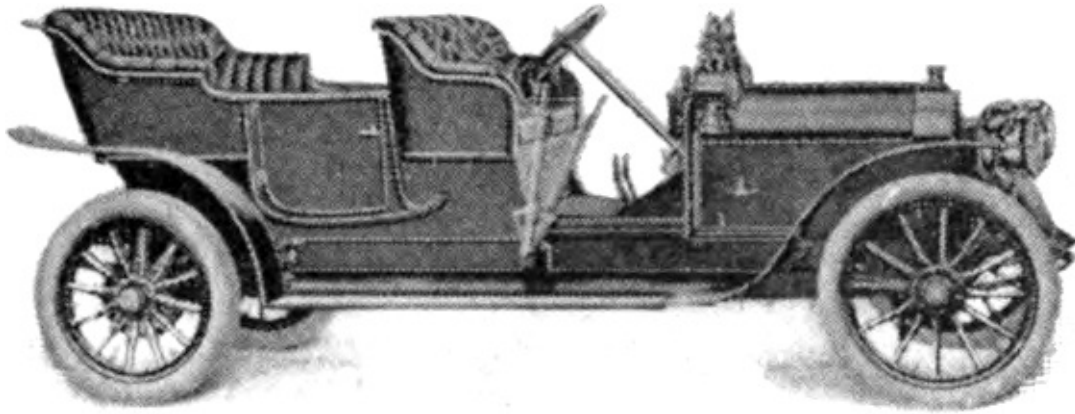
Fiat, 20 H.P. Chassis. The Hol-Tan Co., New York



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 × 90 mm.
TIRES, REAR: 920 × 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

CHANGE-GEAR CONTROL: selective system
DRIVE: Double side chain

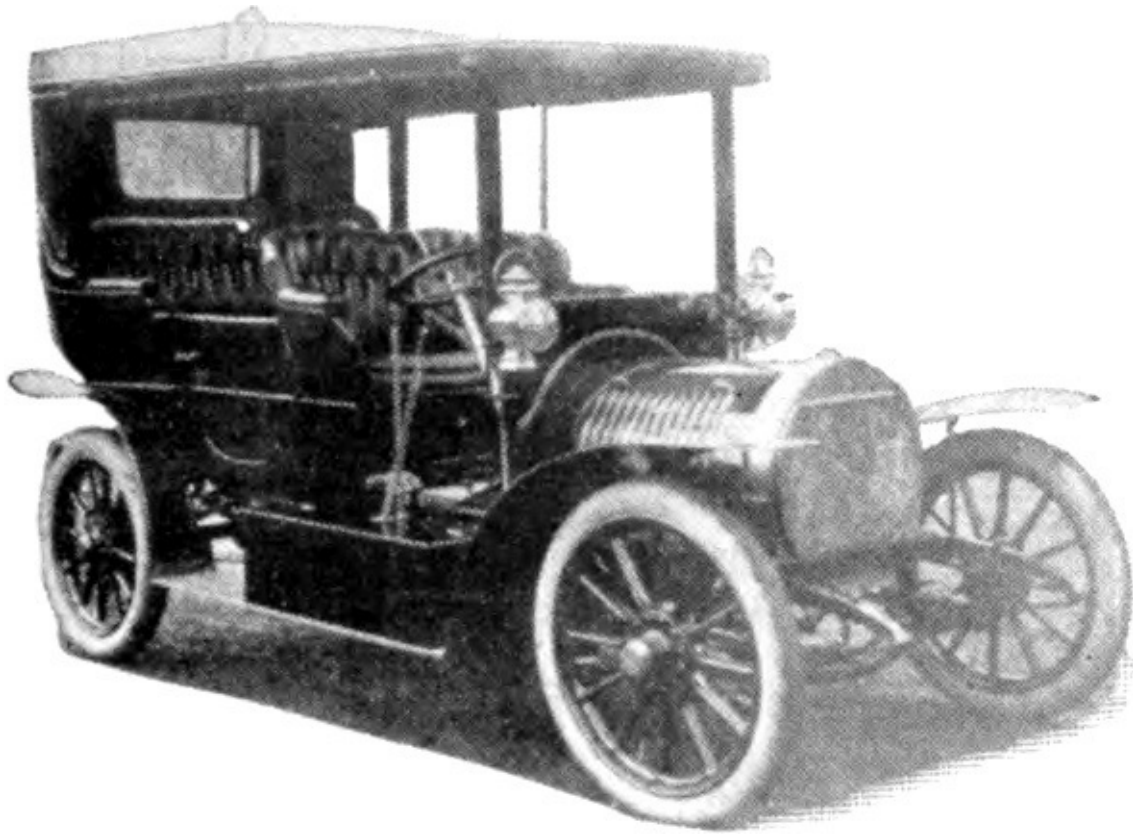
Darracq, 20–32 H.P. Darracq Motor Car Co., New York



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 × 120 mm.
TIRES, REAR: 880 × 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. Archer & Co., New York



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: 875 × 105 mm.

TIRES, REAR: 880 × 120 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: Sliding type

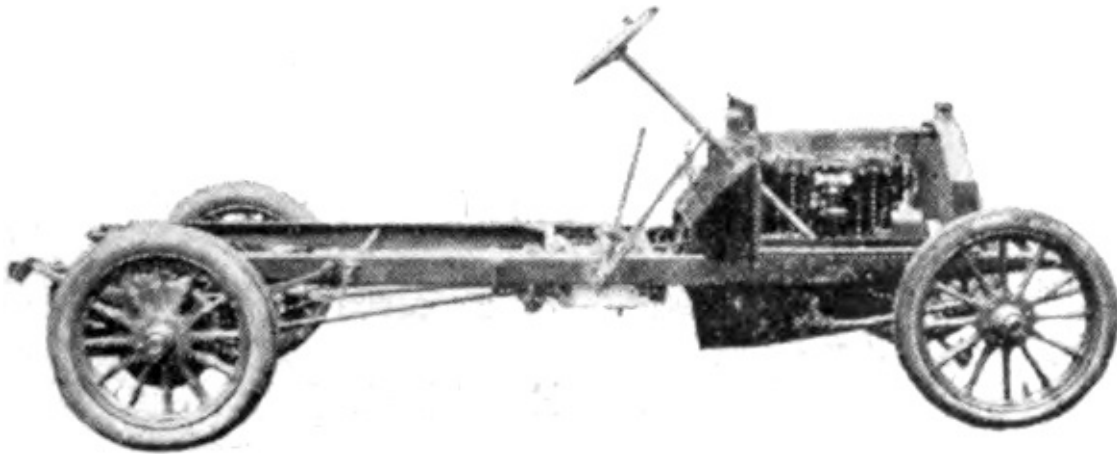
SPEEDS: 4 and reverse

CHANGE-GEAR CONTROL: Selective type

DRIVE: Direct

Itala, 22 H.P. Chassis.

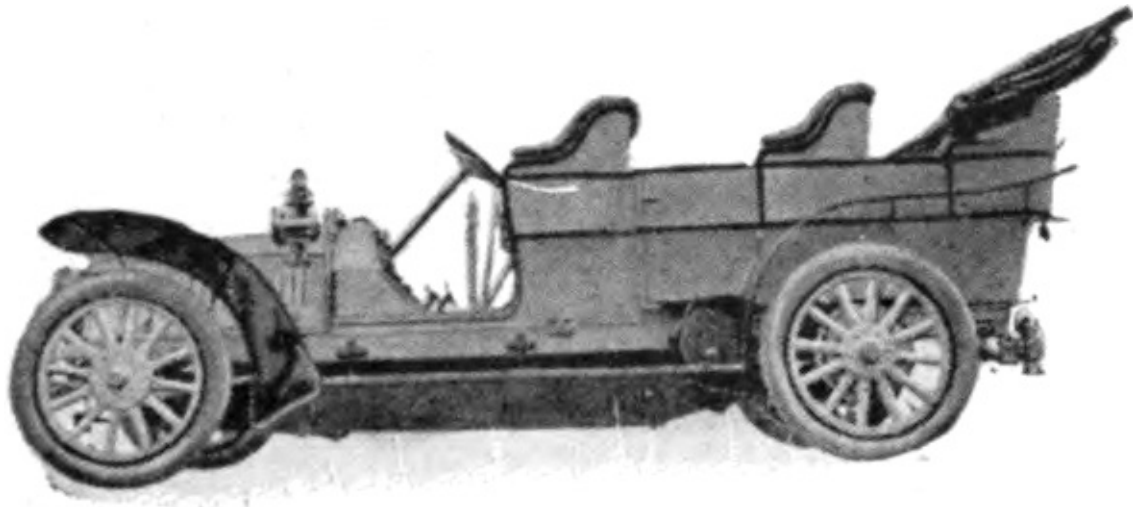
Itala Import Co., New York



PRICE: \$6,000 (chassis)
WEIGHT: 2,200 pounds
WHEEL-BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 4½ in.; STROKE: 5½ 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

Delaunay-Belleville 28–32 H.P.
New York

Palais de L'Automobile, 1778 Broadway,

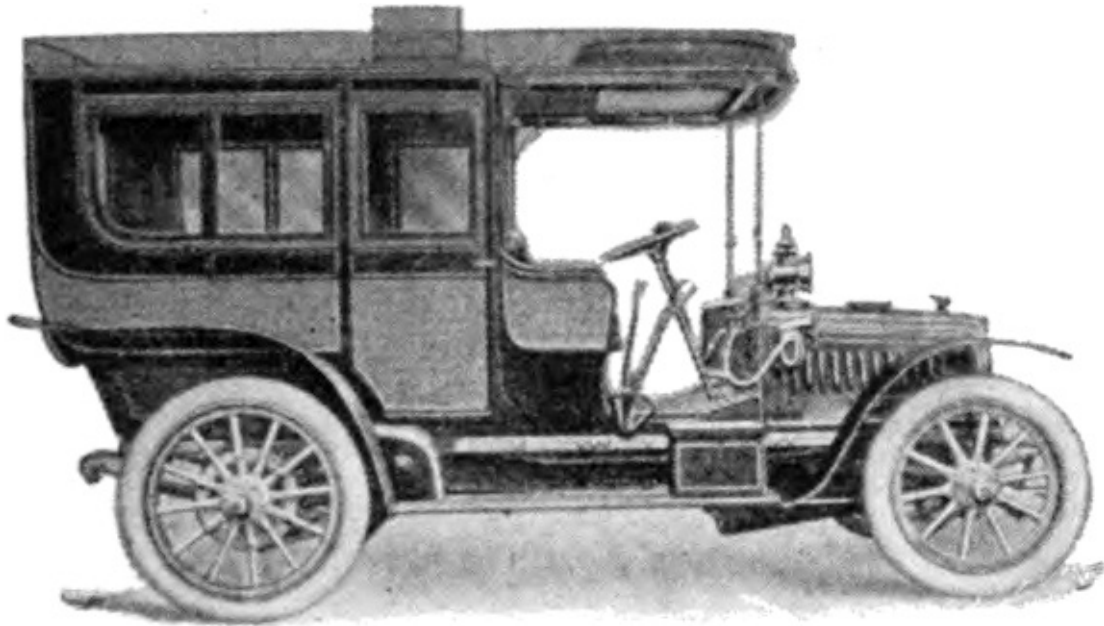


PRICE: \$6,000 (touring)
DEMI-LIMOUSINE: \$6,500 complete with top
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 3,700 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 5 inches
TIRES, REAR: 34 × 5 inches
STEERING: Worm and sector
BRAKES: Three. Band on differential; expanding 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.
York**

Panhard & Levassor, New



PRICE: \$6,000 (chassis)
BODY: Grand Limousine
SEATS: 7 persons
WHEEL-BASE: 124 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ inches
TIRES, REAR: 36 × 4½ 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: C. 1. 1. 1. 1. 1.

MOTOR-CONTROL: Spark and throttle

CLUTCH: Steel

CHANGE GEAR: Sliding, annular ball bearings

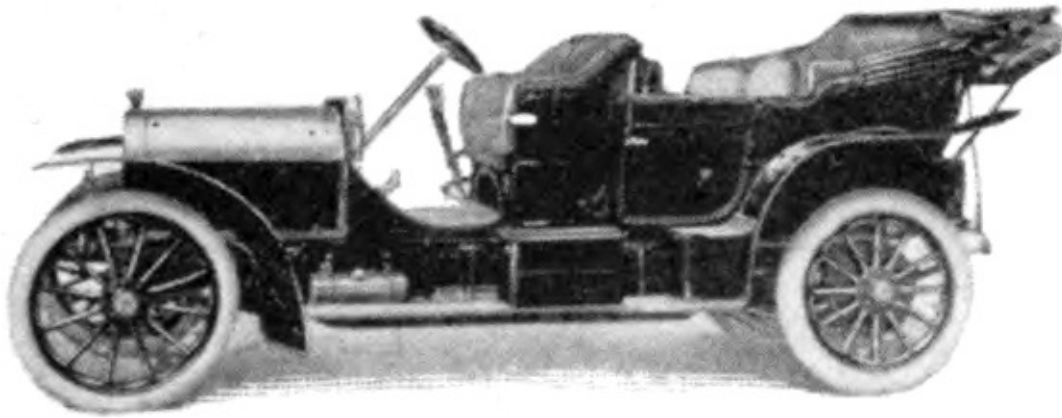
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Speed lever and brake lever

DRIVE: Side chains

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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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

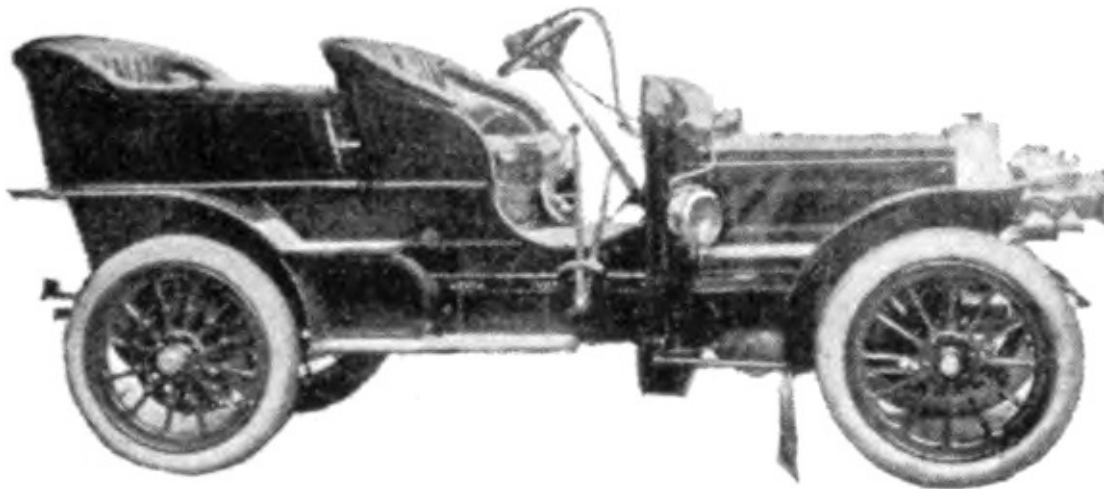
CHANGE GEAR: Sliding type

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



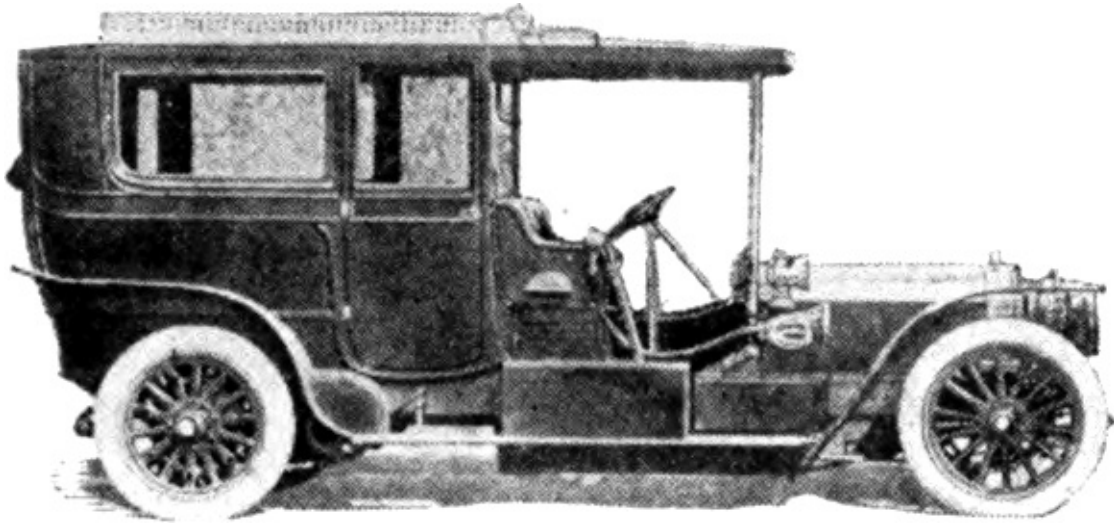
PRICE: \$6,300 (chassis)
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 2,240 pounds
WHEEL-BASE: 114 inches
TREAD: 56 inches
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Wheel
BRAKES: 4 external
SPRINGS: Semi-elliptic
FRAME: Steel
BORE: 130 mm.; STROKE: 150 mm.
CYLINDERS: 4 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

CHANGE-GEAR CONTROL. Selective
DRIVE: Double chain

IMPORTED GASOLINE PLEASURE CARS COSTING
FROM \$6,500 TO \$7,999.

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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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

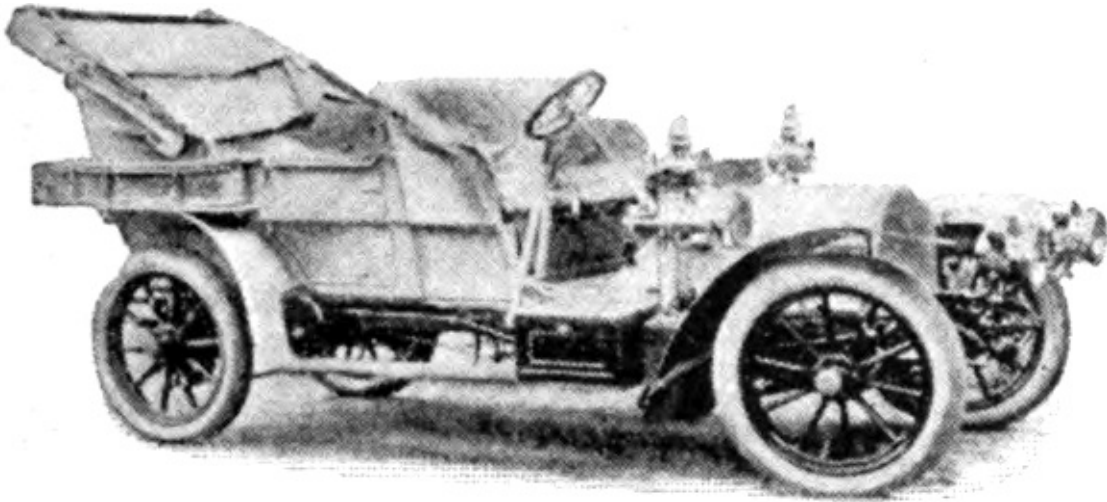
CLUTCH: Detachable special

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



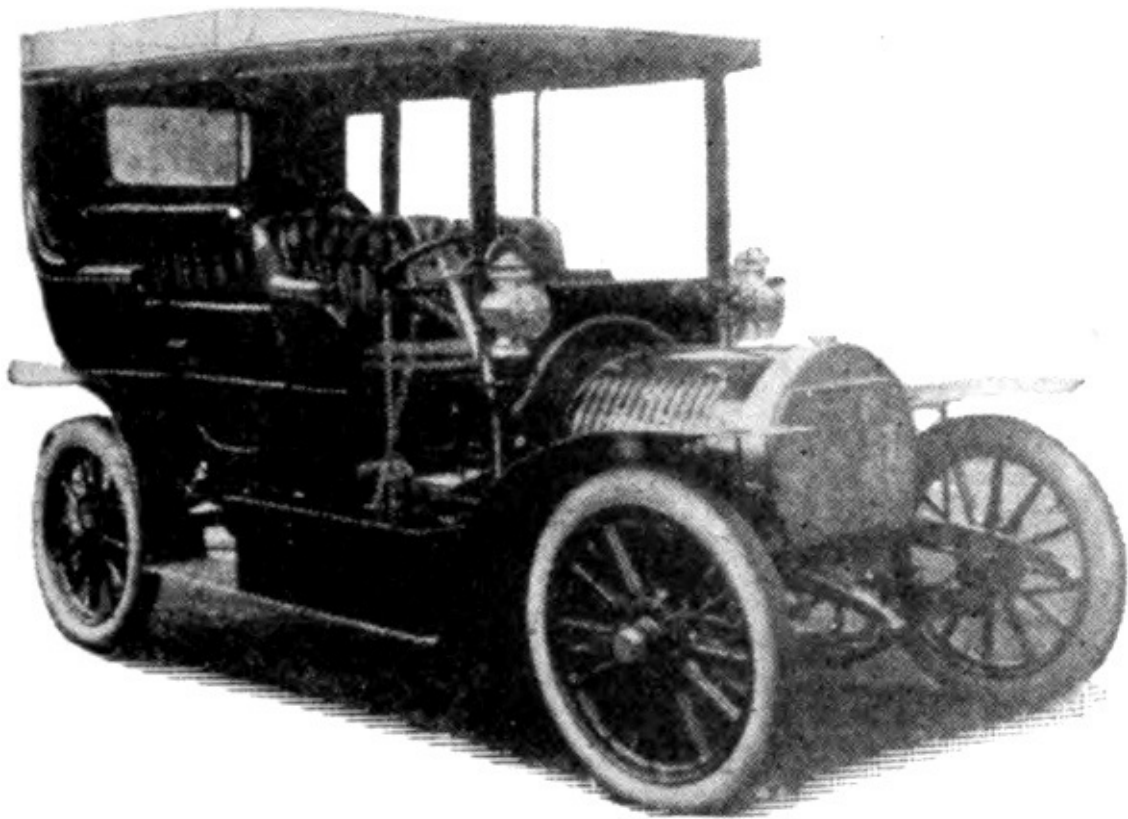
PRICE: \$6,750 (chassis)
BODY: Made to order
SEATS: 2 to 8 persons
WEIGHT: 1,870 pounds (chassis)
WHEEL-BASE: 112 inches
TREAD: 53 inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Rack and worm
BRAKES: On countershaft and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed chrome nickel 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: 875 × 105 mm.

TIRES, REAR: 880 × 120 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

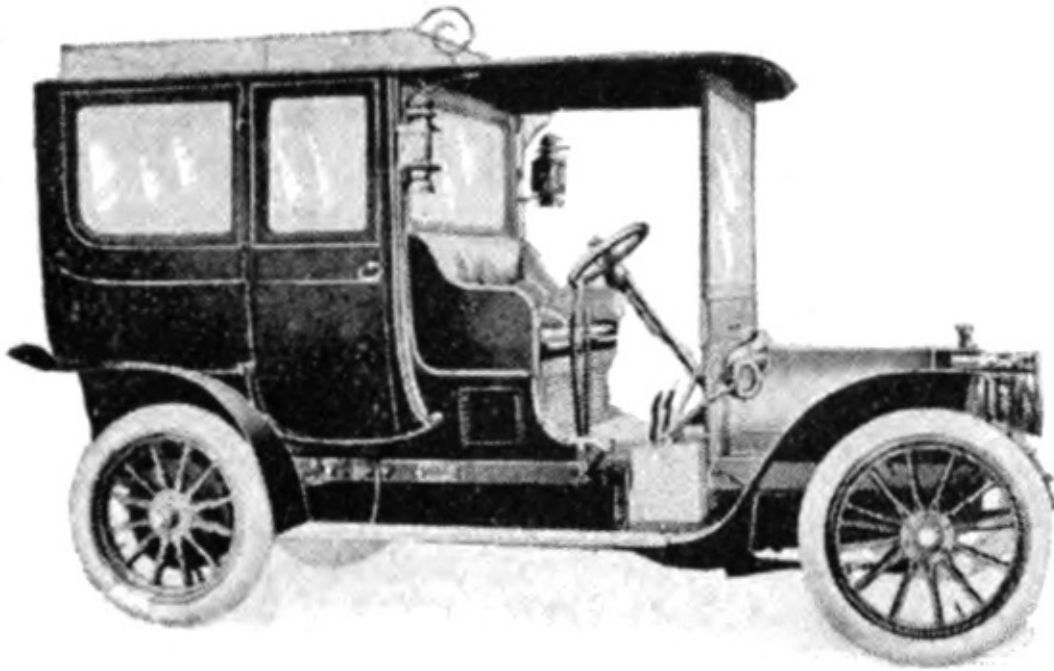
IGNITION: Jump spark
CARBURETER: Hotchkiss
CURRENT SUPPLY: Eisemann magneto
LUBRICATION: Mechanical
MOTOR-CONTROL: Throttle
CLUTCH: Cone, with universal joint
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective type
DRIVE: Direct

Brasier, 16, 26, 32, 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: \$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: 875 × 105 mm.
TIRES, REAR: 875 × 105 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. De Barre's Automobile Co., N. Y.



PRICE: \$7,000 (chassis)
BODY: To order
WEIGHT: 1,800 pounds
WHEEL-BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 910 × 90 mm.
TIRES, REAR: 910 × 120 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: Special

MOTOR-CONTROL: Throttle

CLUTCH: Metal-to-metal segment

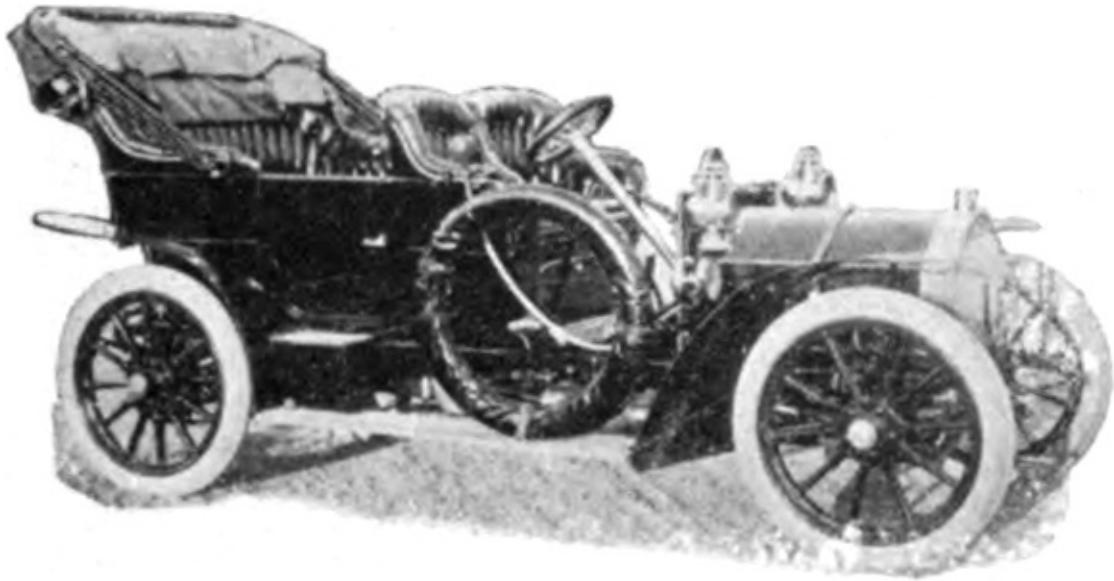
CHANGE GEAR: Double cogs, giving direct, on 3rd–4th speeds

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Sliding side lever

DRIVE: Spur gear

Martini, 28–32 H.P. Palmer & Christie, New York



PRICE: \$7,000
BODY: To order
SEATS: Five or seven
WEIGHT: 2,800 pounds
WHEEL-BASE: 116 inches
TREAD: 56 inches
TIRES, FRONT: 875 × 105 mm.
TIRES, REAR: 875 × 105 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

CLUTCH: Leather

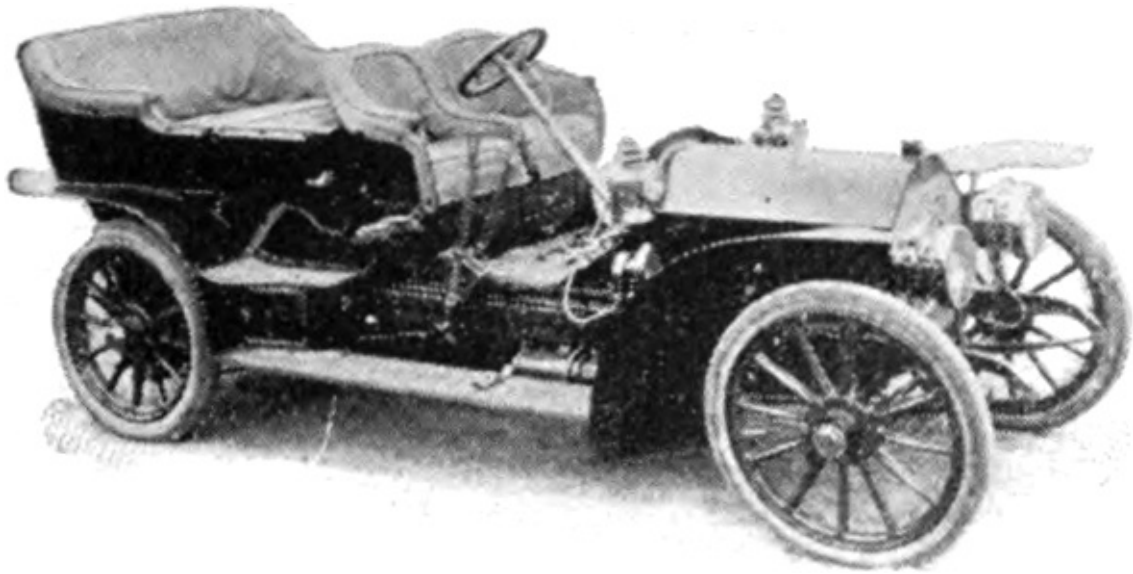
CHANGE GEAR: Sliding

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Chain

Isotta Fraschini, 35 H.P. Smith & Mabley, Inc., New York



PRICE: \$7,000
BODY: Optional
SEATS: 5-7 persons
WEIGHT: 1,870 pounds (chassis)
WHEEL-BASE: 120 inches
TREAD: 55 Inches
TIRES, FRONT: 910 × 90 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Worm and gear
BRAKES: 3, on transmission and countershaft 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

MOTOR CONTROL: Foot accelerator and spark and throttle

CLUTCH: Multiple disc

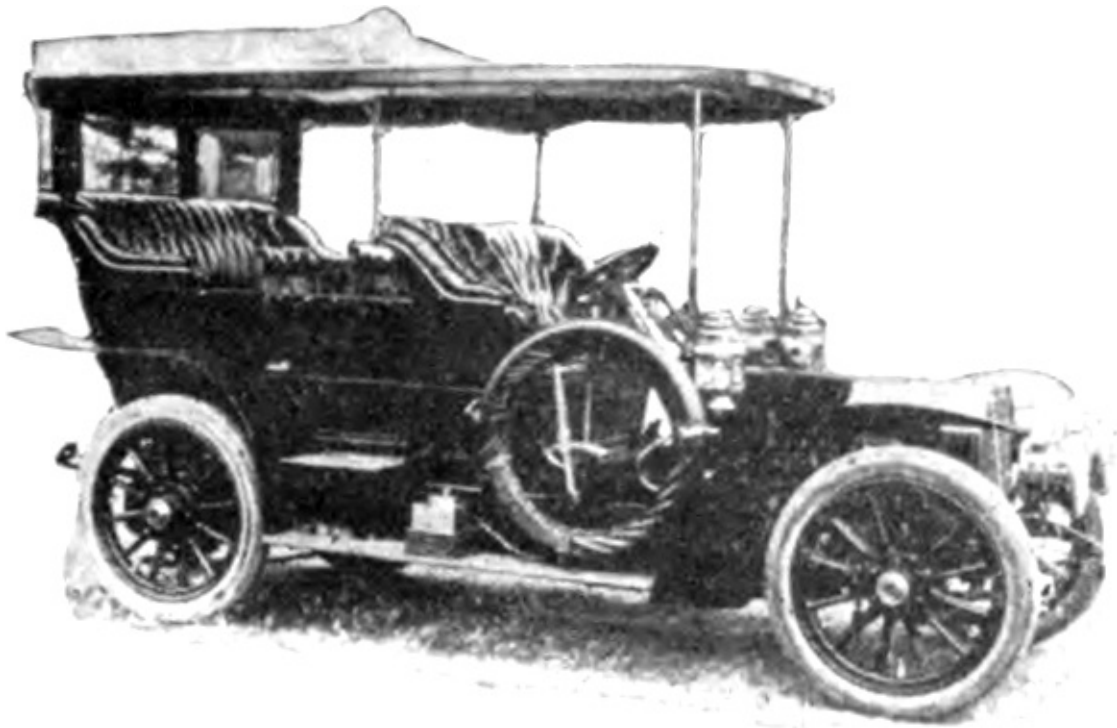
CHANGE GEAR: Sliding type

SPEED: 4 forward, 1 reverse

CHANGE-GEAR CONTROL: Lever; selective system

DRIVE: Double chain

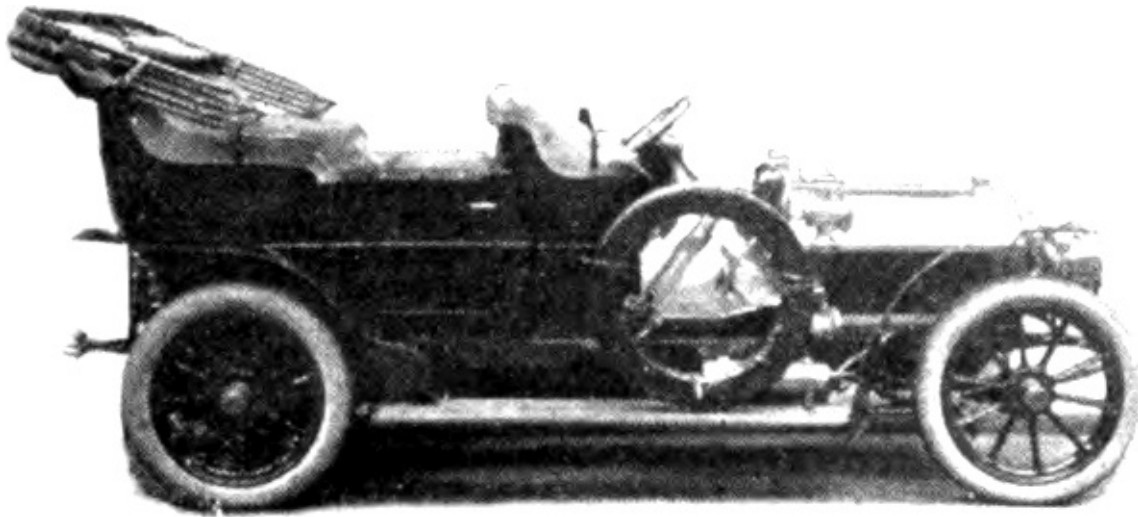
Rochet-Schneider, 30–35 H.P. Auto Import Co., New York



PRICE: \$7,000 (runabout)
BODY: Optional
SEATS: 2 to 7 persons
WHEEL-BASE: 118 inches
TREAD: 57 inches
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 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

De La Buire, 35–50 H.P. E. Lillie, New York



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: 920 × 120 mm.
TIRES, REAR: 935 × 135 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

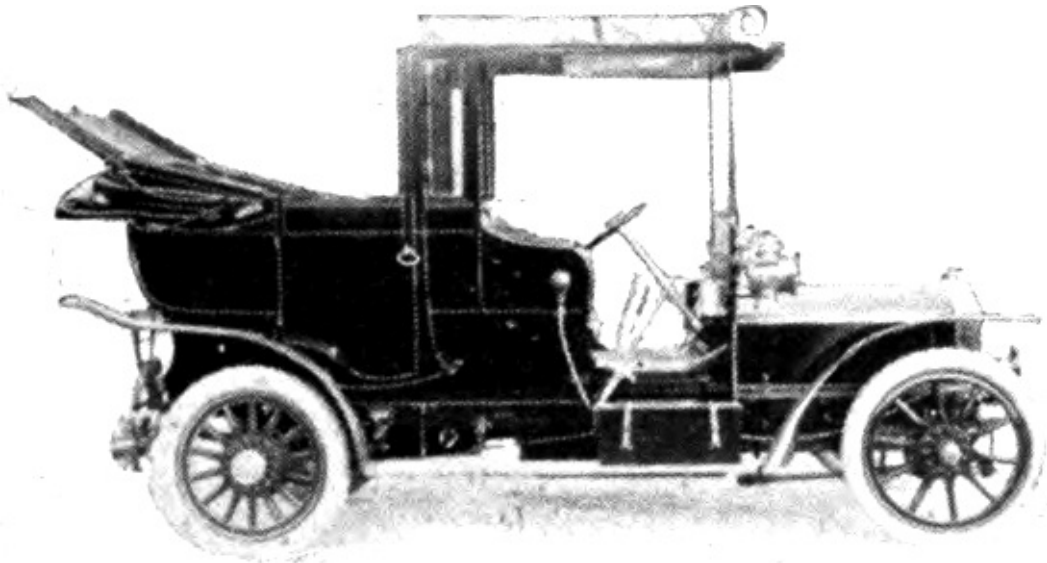
Itala, 35 H.P. Chassis

Itala Import Co., New York



PRICE: \$7,000 (chassis)
WEIGHT: 2,600 pounds
WHEEL-BASE: 124 inches
TREAD: 55 inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Worm and sector
BRAKES: Two on transmission and rear hubs
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5½ in.; STROKE: 5¾ 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
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

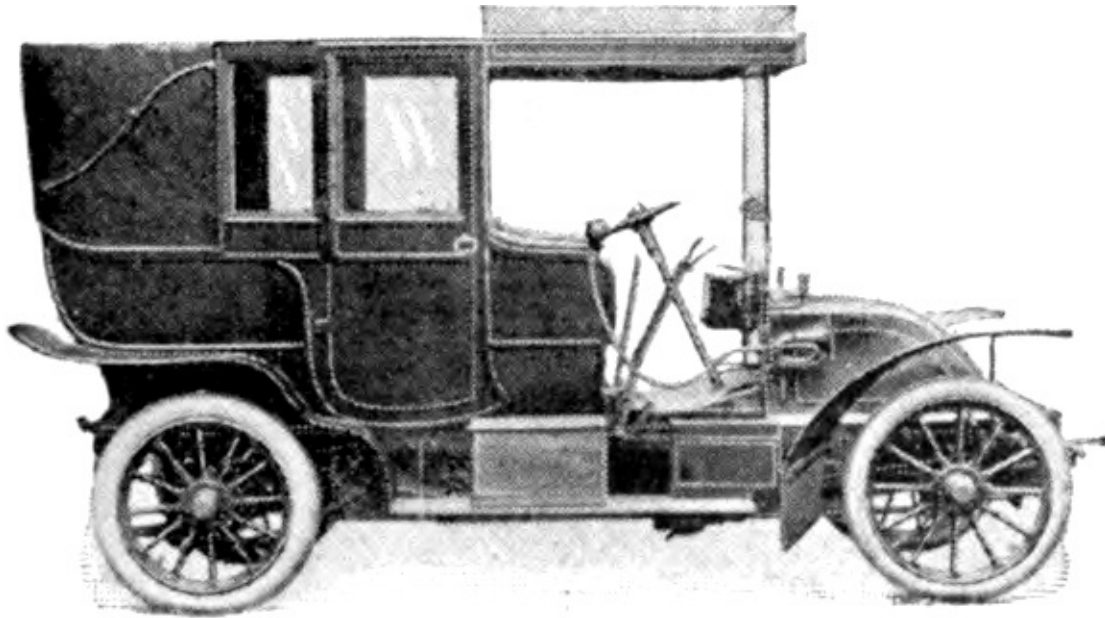
Rolls Royce, 30–40 H.P. Cadillac Co. of New York



PRICE: \$7,000 (chassis)
BODY: To order
WEIGHT: 1,900 pounds (chassis)
WHEEL-BASE: 110 inches
TREAD: 56 inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 895 × 135 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
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

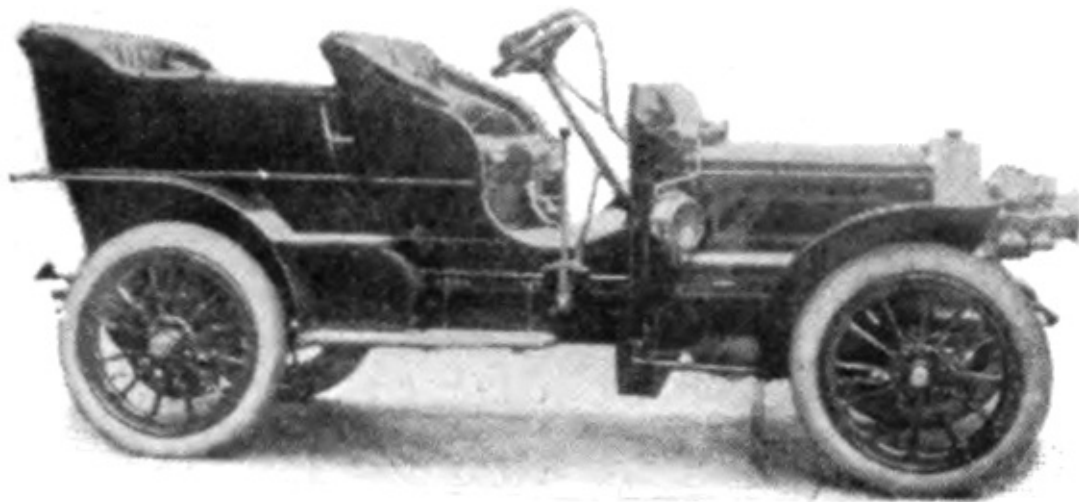
C. G. V., 30–35 H.P. Charron, Girardot & Voigt, New York



PRICE: \$7,100 (chassis)
BODY: Optional
SEATS: 5 to 7 persons
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 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
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

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: 36 × 5 inches
TIRES, REAR: 36 × 5 inches
BRAKES: 4 external
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 140 mm.; STROKE: 150bmm.
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

Mieusset, 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: 55½ inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 880 × 120 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

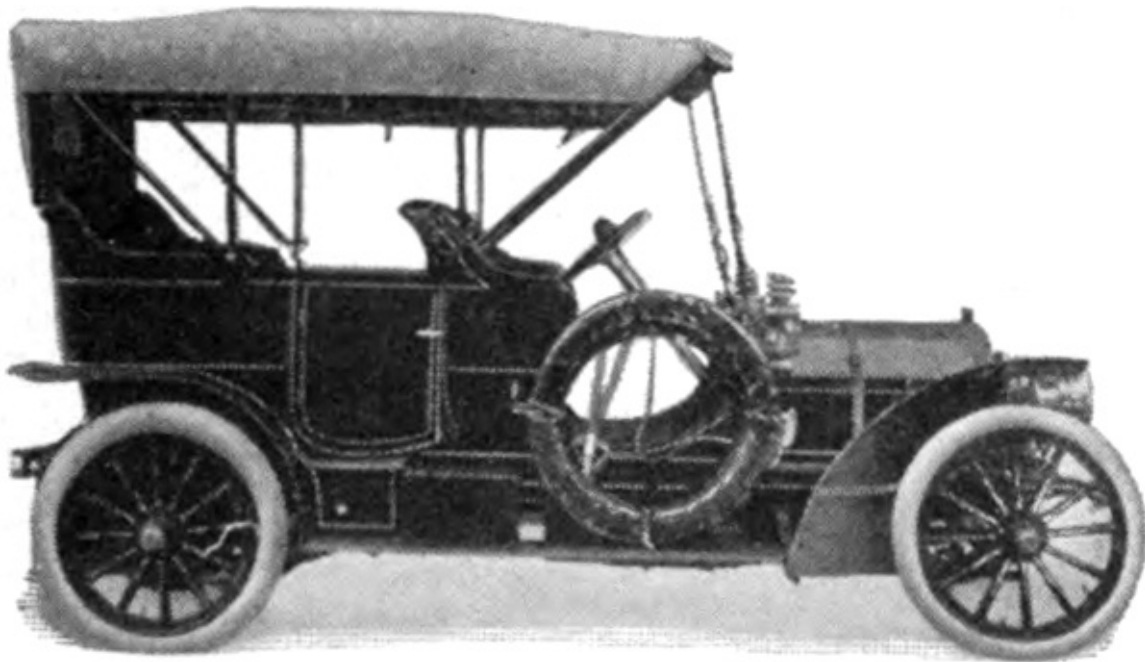
CHANGE GEAR: Sliding type

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 × 90 mm.
TIRES, REAR: 920 × 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

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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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

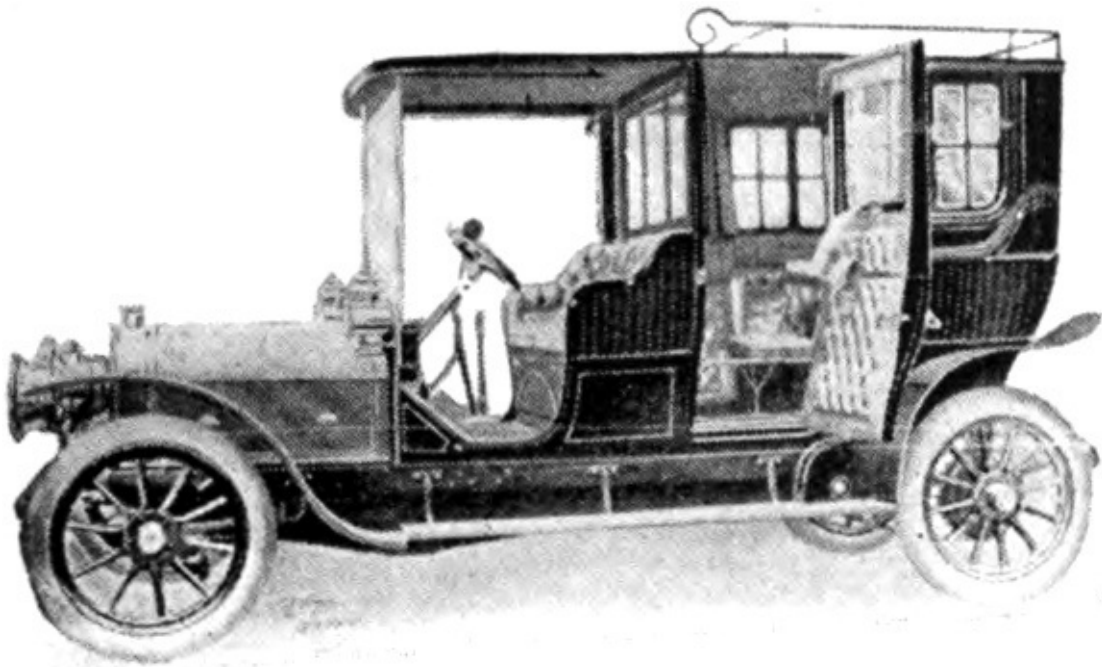
LUBRICATION: Mechanical

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: 920 × 120 mm.
TIRES, REAR: 920 × 120 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: M. 1. 1. 1. 1. 1. 1.

LUBRICATION: Mechanical forced feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Double conical; one metallic, one leather

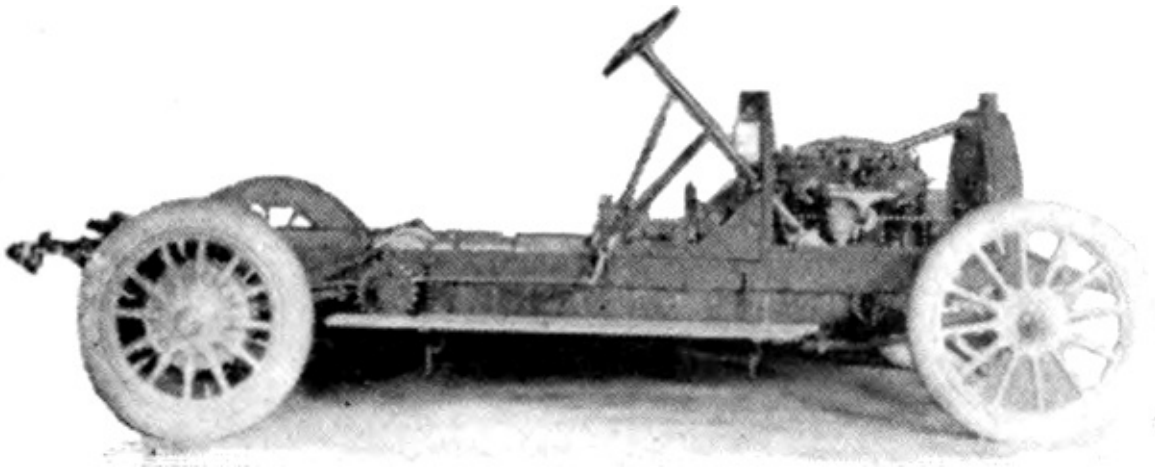
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Side lever, progressive system

DRIVE: Side chains

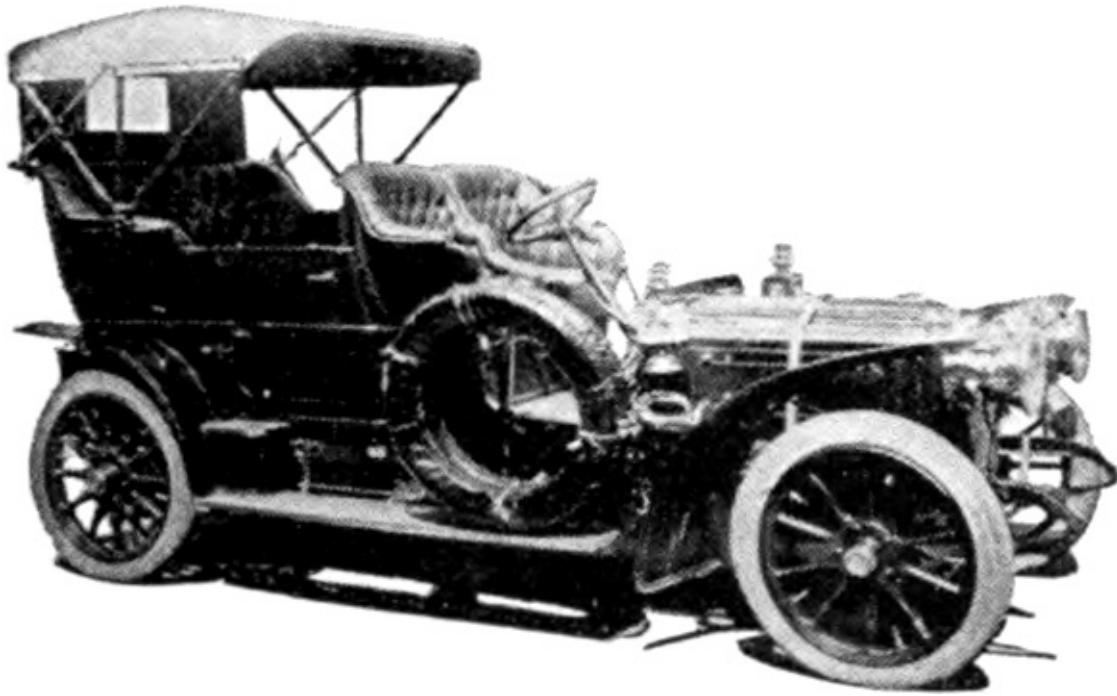
Westinghouse, 40 H.P. Societe Anonyme Westinghouse, N. Y. City



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 × 105 mm.
TIRES, REAR: 935 × 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: 880 × 120 mm.
TIRES, REAR: 880 × 120 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

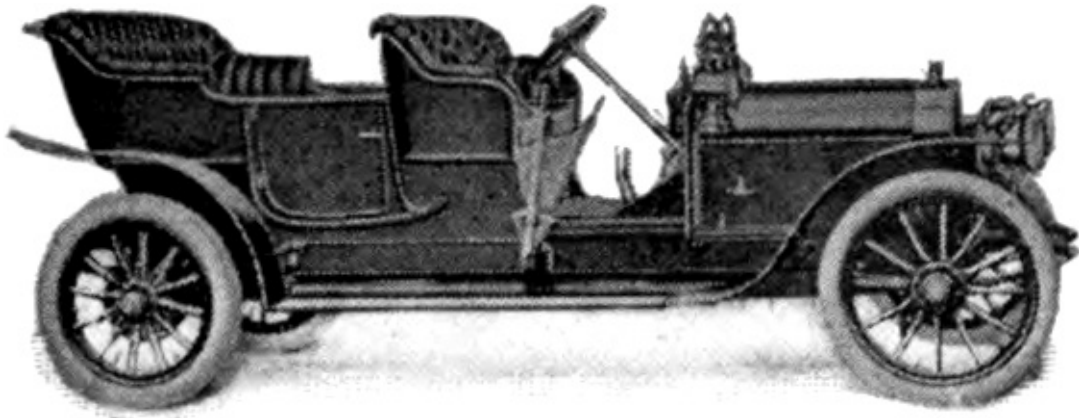
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Progressive system

DRIVE: Chain

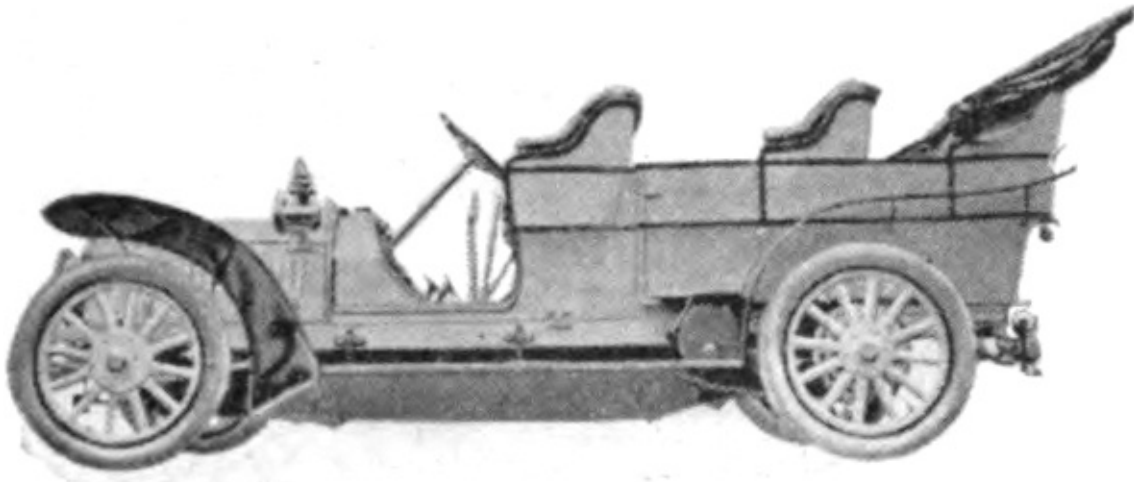
Darracq, 40–60 H.P. Darracq Motor Car Co., New York



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 × 135 mm.
TIRES, REAR: 935 × 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

**Delaunay-Belleville, 4C H.P. Palais De L'Automobile, 1778 Broadway,
New York**



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: 36 × 6 inches

TIRES, REAR: 36 × 6 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

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.
York

Panhard & Levassor, New



PRICE: \$7,800 (chassis)
BODY: Grande limousine
SEATS: 7 persons
WHEEL-BASE: 128 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ inches
TIRES, REAR: 36 × 4½ 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

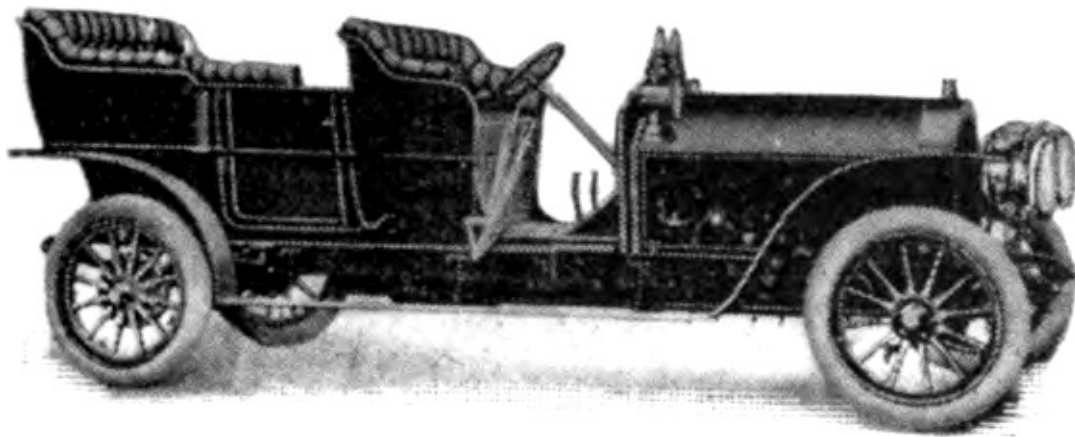
LUBRICATION: Mechanical force feed oiler, gear-driven
MOTOR-CONTROL: Spark and throttle
CLUTCH: Steel
CHANGE GEAR: Sliding, annular ball bearings
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Speed lever and brake lever
DRIVE: Side chains



THE NATIONAL MAGAZINE OF MOTORING

IMPORTED GASOLINE PLEASURE CARS COSTING
FROM \$8,000 TO \$8,999.

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: 880 × 120 mm.

TIRES, REAR: 880 × 120 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

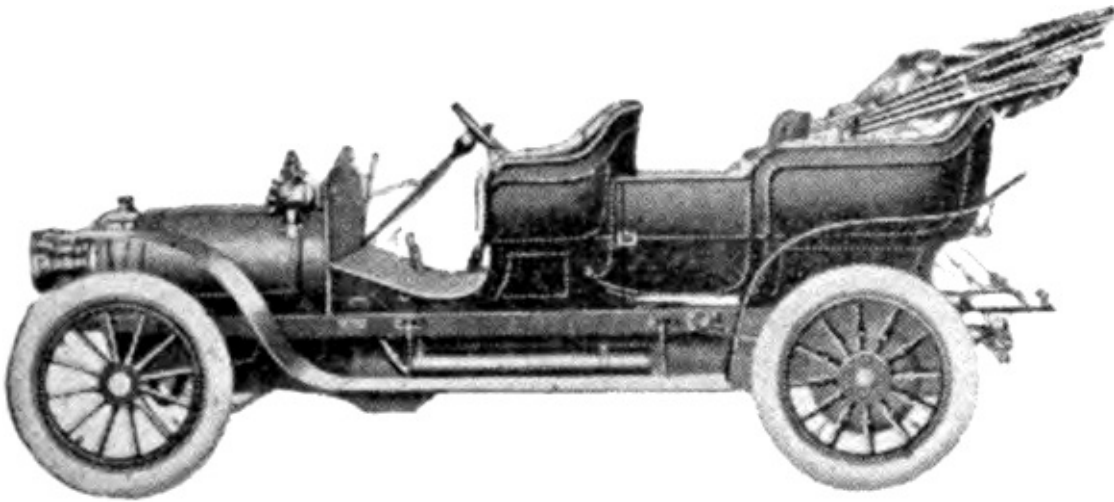
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Shaft

Pilain, 28–35 H.P. DeBarres Automobile Co., N. Y.



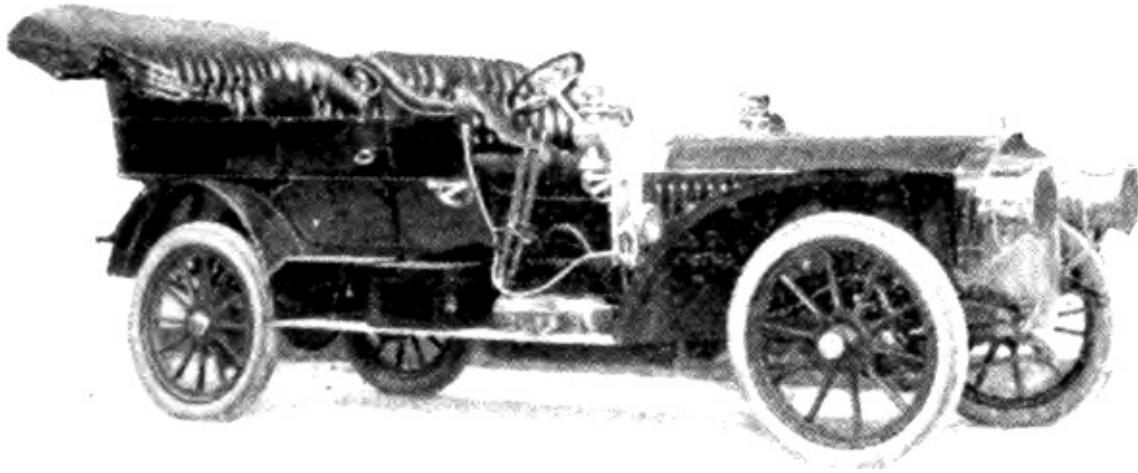
PRICE: (chassis) \$8,000
BODY: To order
WEIGHT: 2,000 pounds
WHEEL-BASE: 120 inches
TREAD: 56 inches
TIRES, FRONT: 880 × 120 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Worm and sector (ball bearing)
BRAKES: Transmission and rear hub
SPRINGS: Semi-elliptical
FRAME: Pressed steel with arched enforcement
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

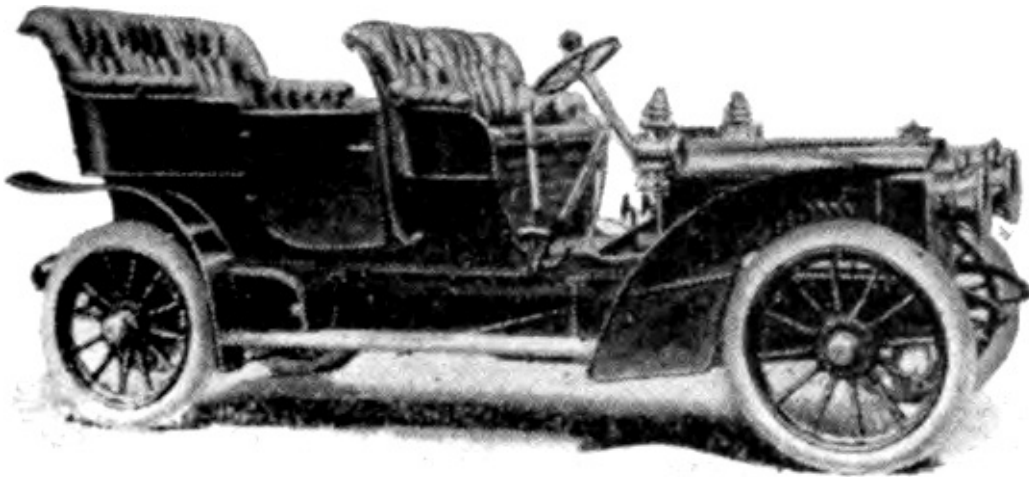
Napier, 60 H.P. Napier Motor Co. of America, Jamaica Plain, Mass.



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: 36 × 4½ inches
TIRES, REAR: 36 × 5½ 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 fore 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: 880 × 120 mm.
TIRES, REAR: 880 × 120 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: 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

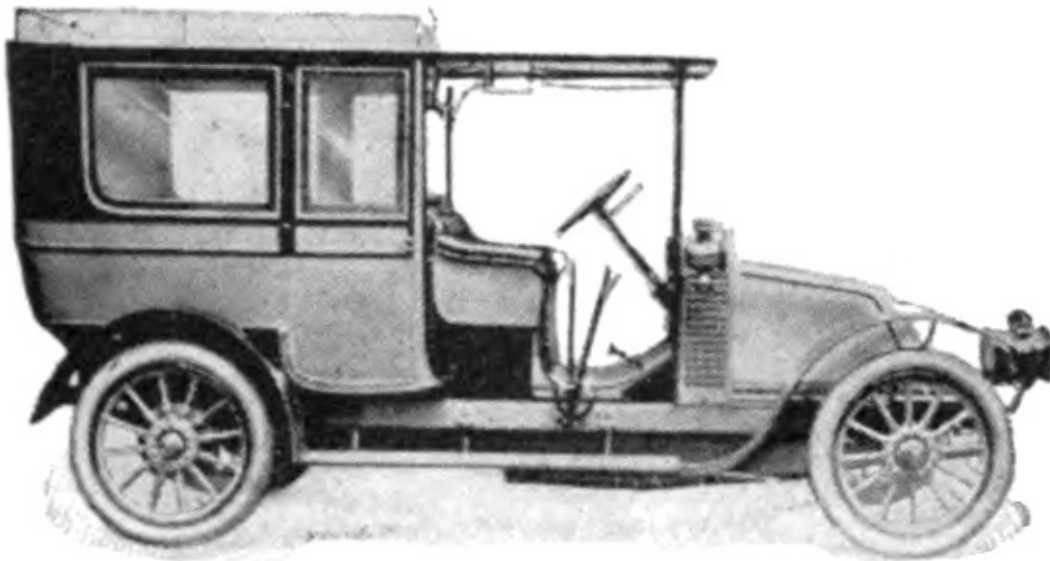
~~SPEEDS: Forward and Reverse~~

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: 915 × 105 mm.
TIRES, REAR: 920 × 120 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

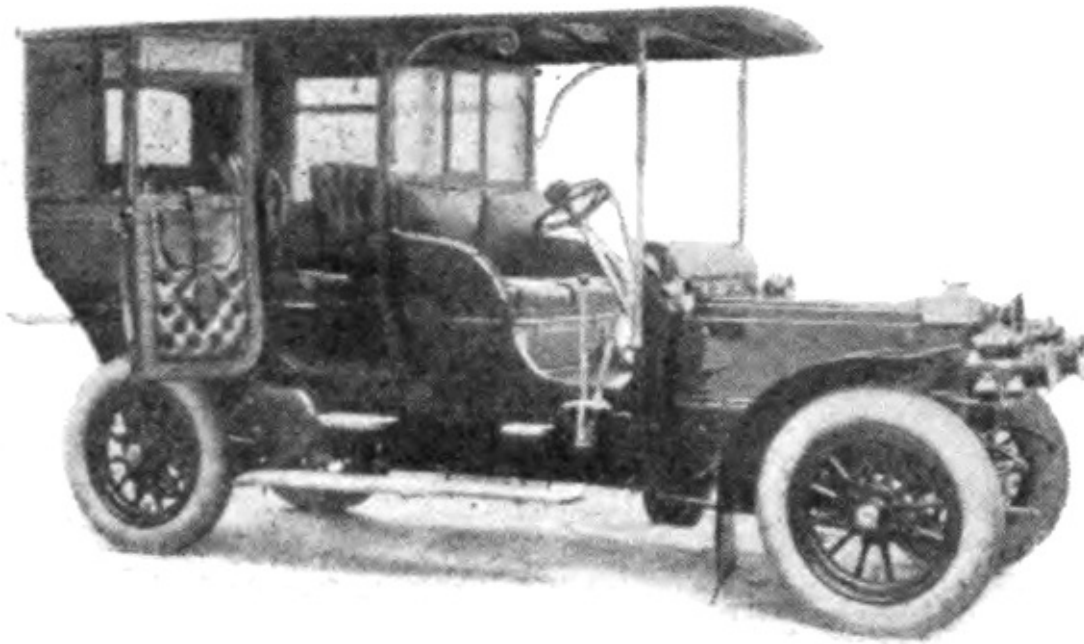
CHANGE GEAR: Sliding type

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: 36 × 5 inches
TIRES, REAR: 36 × 5 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

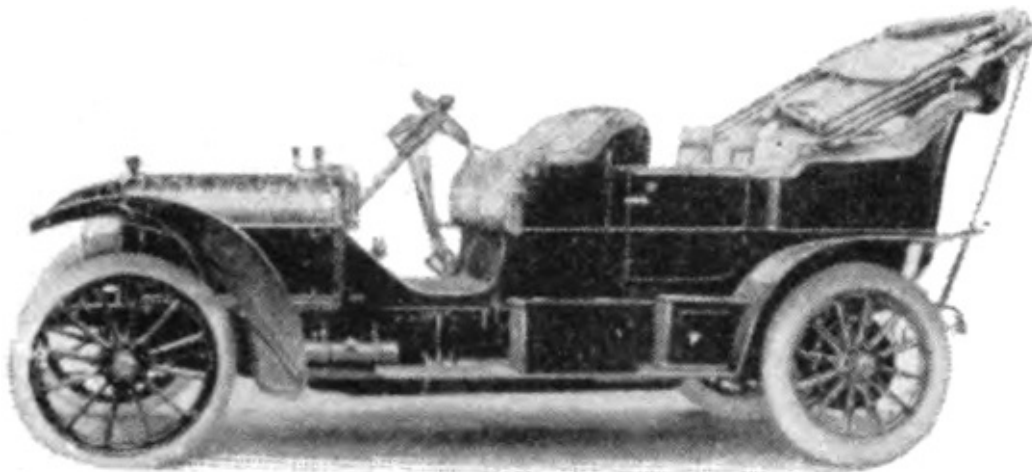
SPEEDS: 3 forward and reverse

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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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

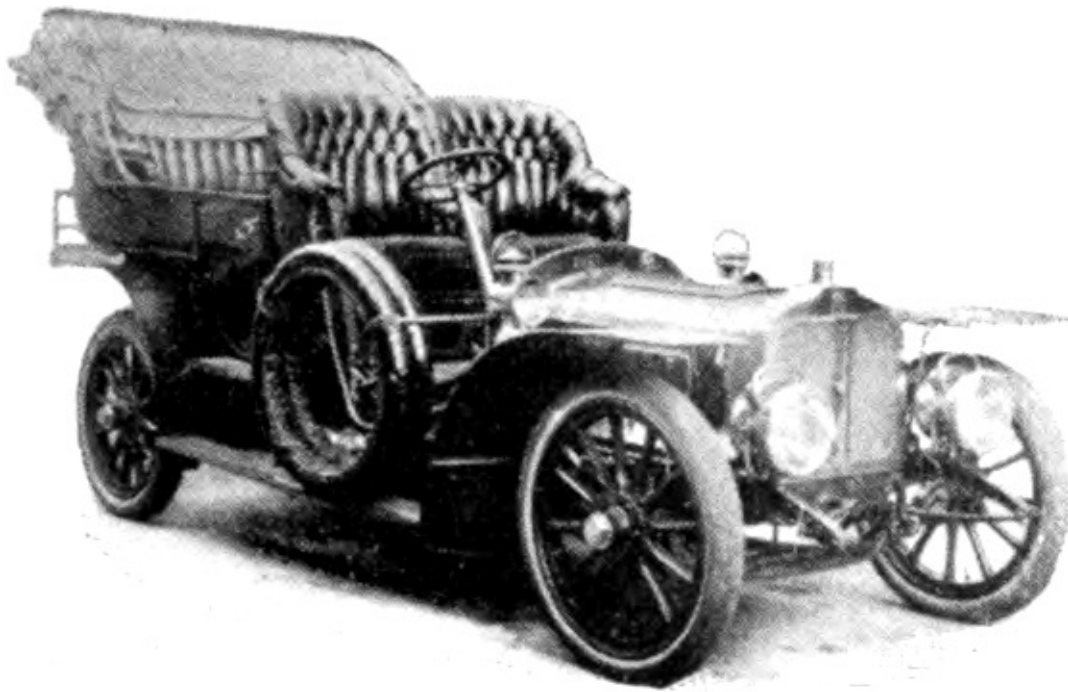
Zust, 40–50 H.P. P. De la Chesnaye, New York



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: 870 × 110 mm.
TIRES, REAR: 880 × 110 mm.
STEERING: Worm and nut
BRAKES: Rear hubs and countershaft
SPRINGS: Semi-elliptic
FRAME: Cold-pressed steel
BORE: 5¼ in.; STROKE: 5½ 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: 915 × 105 mm.

TIRES, REAR: 920 × 120 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

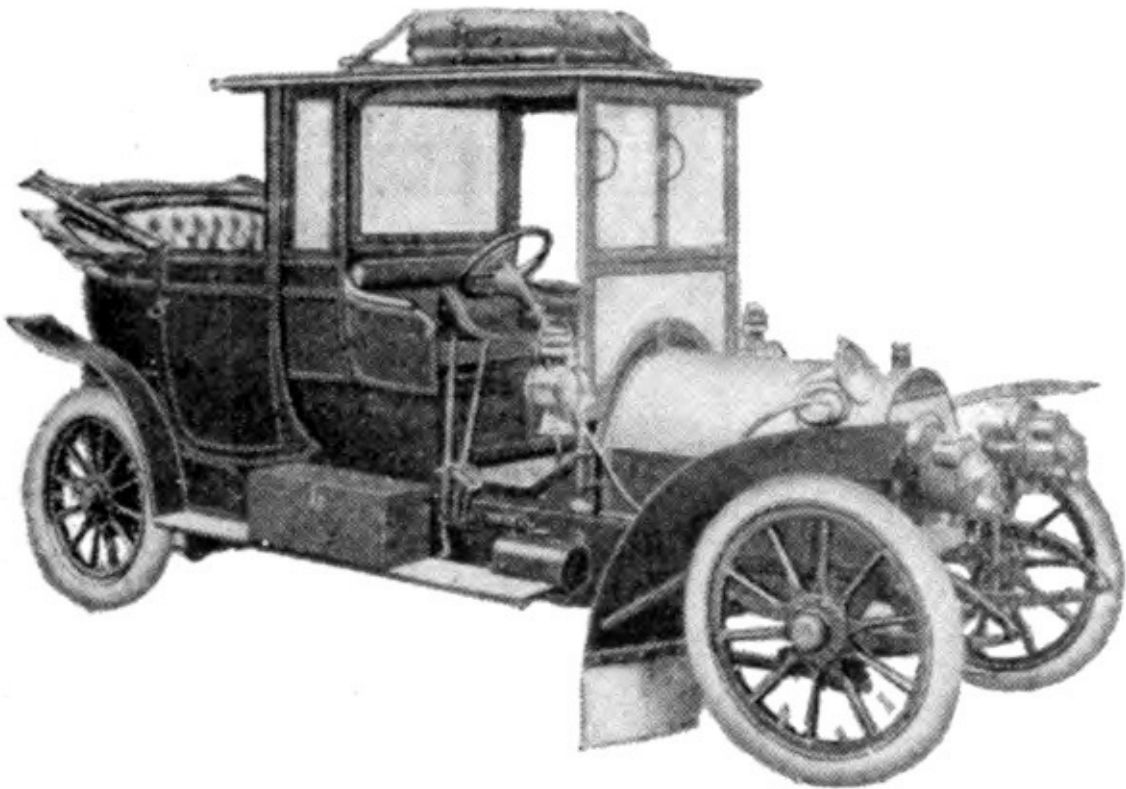
CHANGE GEAR: Sliding gear; D. W. F. bearings

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: 910 × 90 mm.
TIRES, REAR: 920 × 120 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 port
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

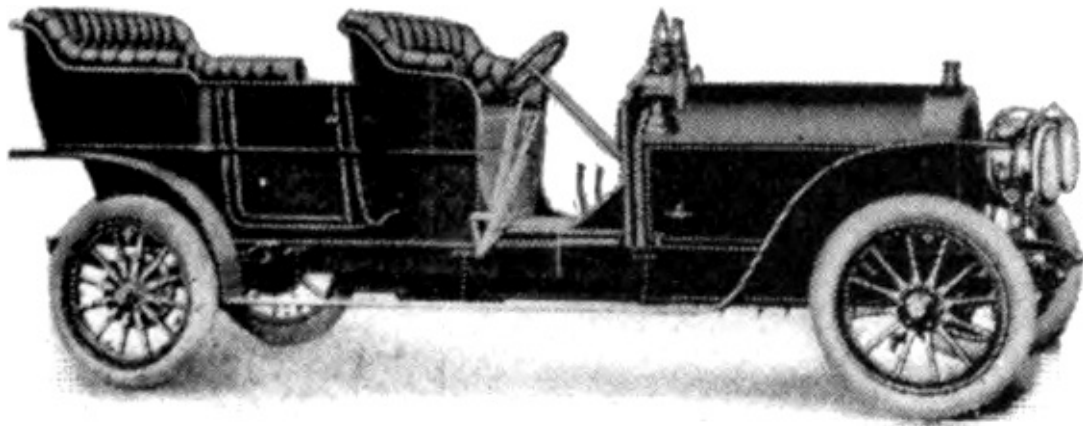
CHANGE GEAR: Sliding type

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



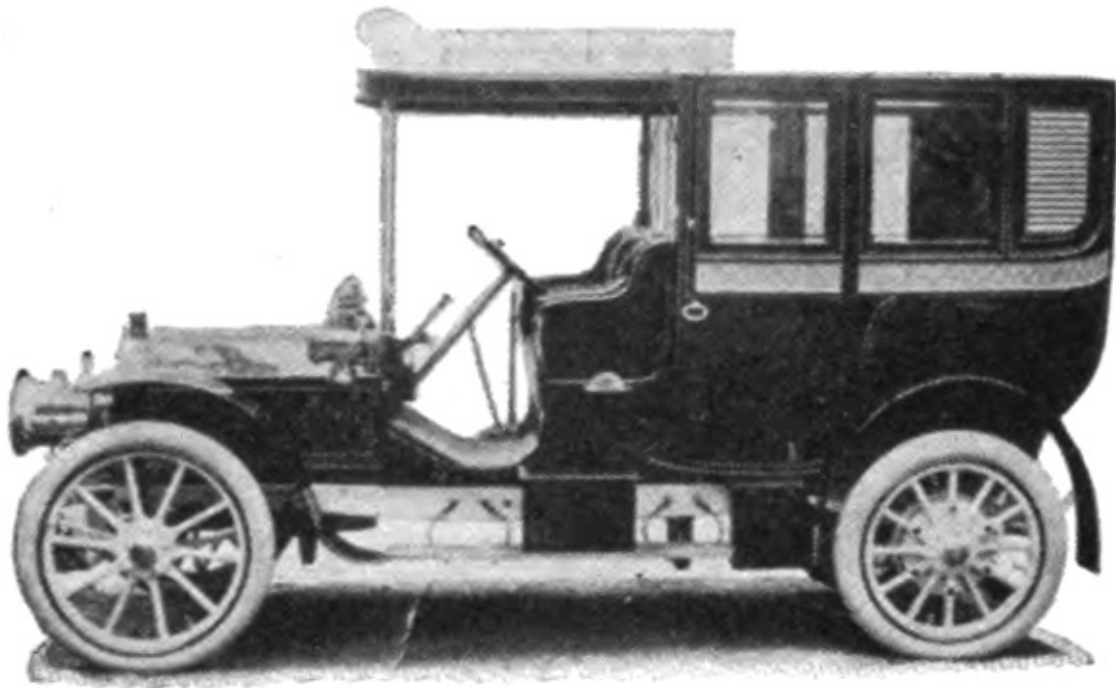
PRICE: \$8,750
BODY: With runabout body
WHEEL-BASE: 132 inches
TREAD: 53 inches
TIRES, FRONT: 880 × 120 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Worm and segment
BRAKES: External contracting on cardan shaft, internal on rear wheels
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 112 mm.
STROKE: 120 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
CHANGE GEAR: Sliding type
SPEEDS: 4 forward and reverse
CHANGE-GEAR CONTROL: Selective system
DRIVE: Shaft



THE NATIONAL MAGAZINE OF MOTORING

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: 915 × 105 mm.
TIRES, REAR: 920 × 120 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

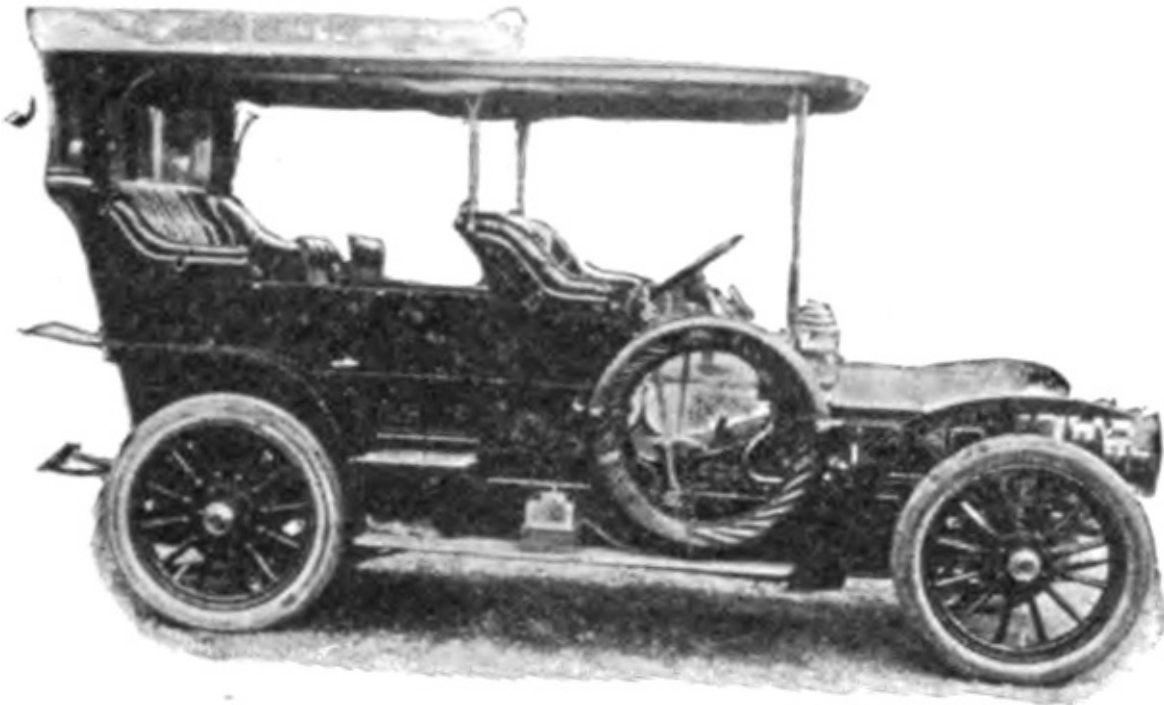
CHANGE GEAR: Sliding

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: 920 × 120 mm.
TIRES, REAR: 920 × 120 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
CARBURETED: Automatic

CARBURETOR: 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

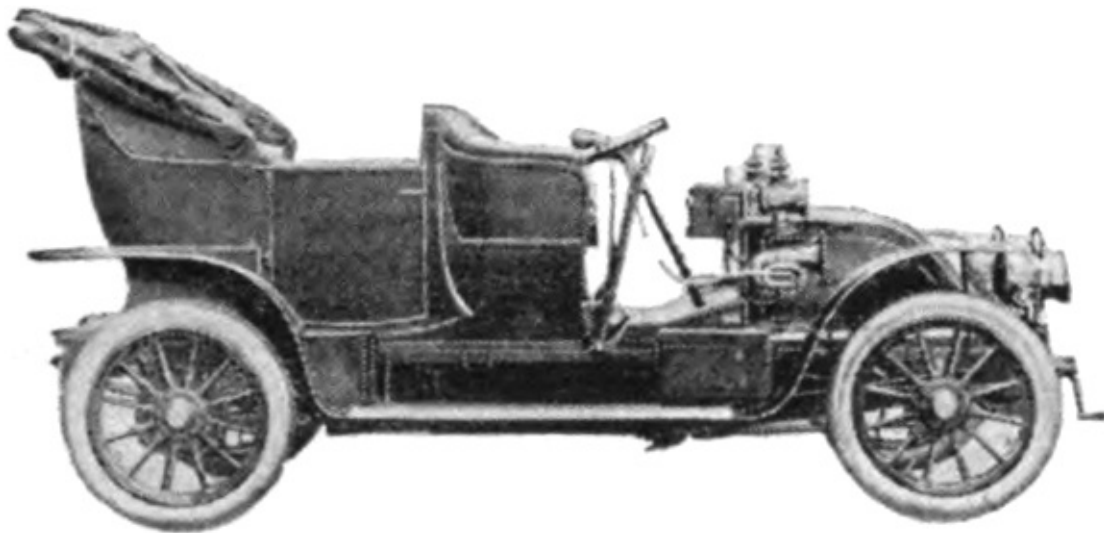
DRIVE: Double chain

Brasier, 30–40–50 H.P. E. B. Gallaher, 228 West 58th St., New York

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

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: 880 × 120 mm.
TIRES, REAR: 880 × 120 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 flywheel
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.



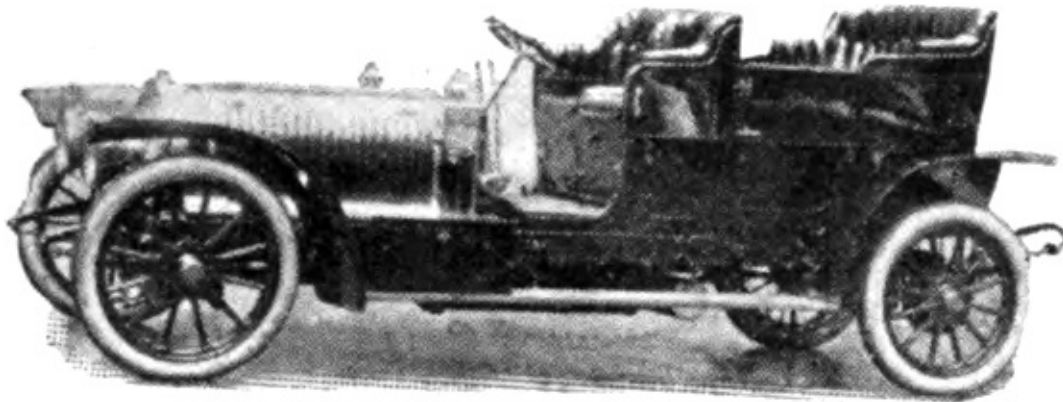
PRICE: \$9,100 (chassis)
BODY: Optional
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Worm and nut
BRAKES: On transmission and rear wheels
SPRINGS: Semi-elliptic
FRAME: Composite steel and wood
CYLINDERS: 4 vertical, separate
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main 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

French Mors, Model 6, 50–75 H.P. Cryder & Co., N. Y.

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

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: 820 × 120 mm.
TIRES, REAR: 820 × 135 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: 875 × 107 mm.

TIRES, REAR: 880 × 120 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

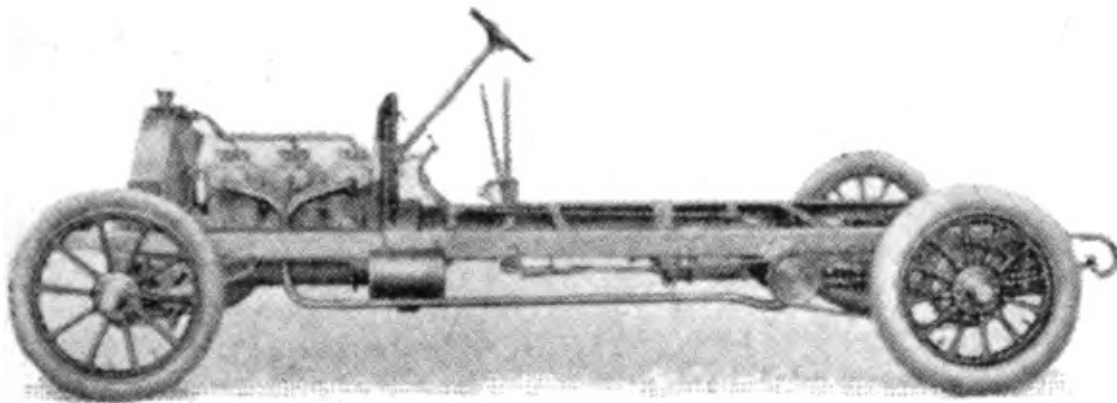
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE GEAR CONTROL: Selection lever

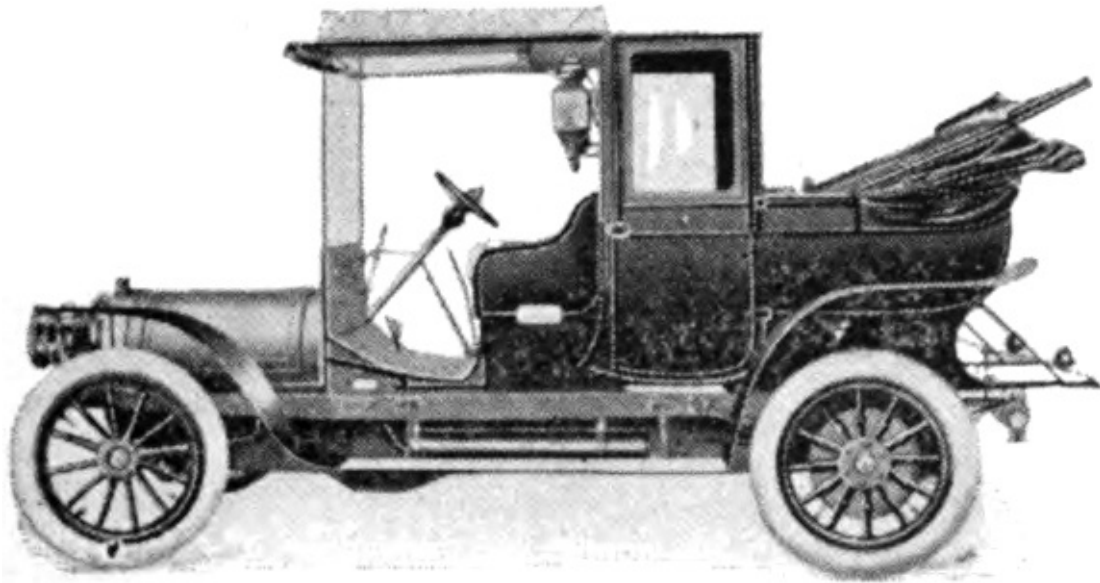
CHANGE-GEAR CONTROL: Selective type
DRIVE: Shaft

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: 910 × 90 mm.
TIRES, REAR: 920 × 120 mm.
STEERING: Worm and gear
BRAKES: Expanding and two foot brakes
SPRINGS: Semi-elliptic
FRAME: Krupp pressed steel
BORE: 140 mm.; STROKE: 150 mm.
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. De Barres 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: 910 × 90 mm.
TIRES, REAR: 920 × 120 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

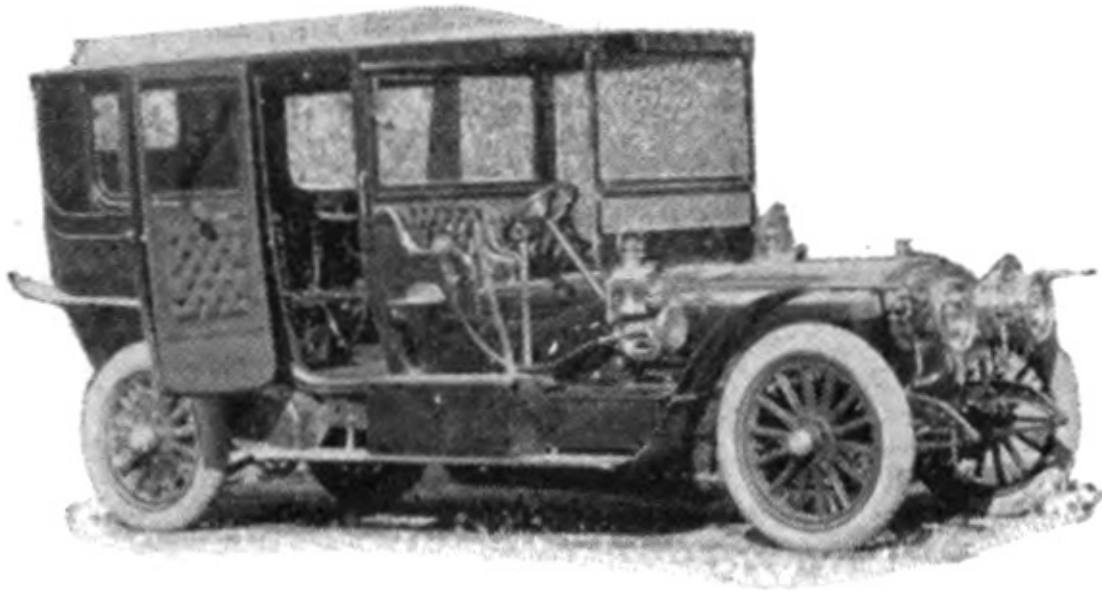
CHANGE GEAR: Double cogs, direct on 3rd and 4th speeds

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: 920 × 120 mm.
TIRES, REAR: 935 × 135 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

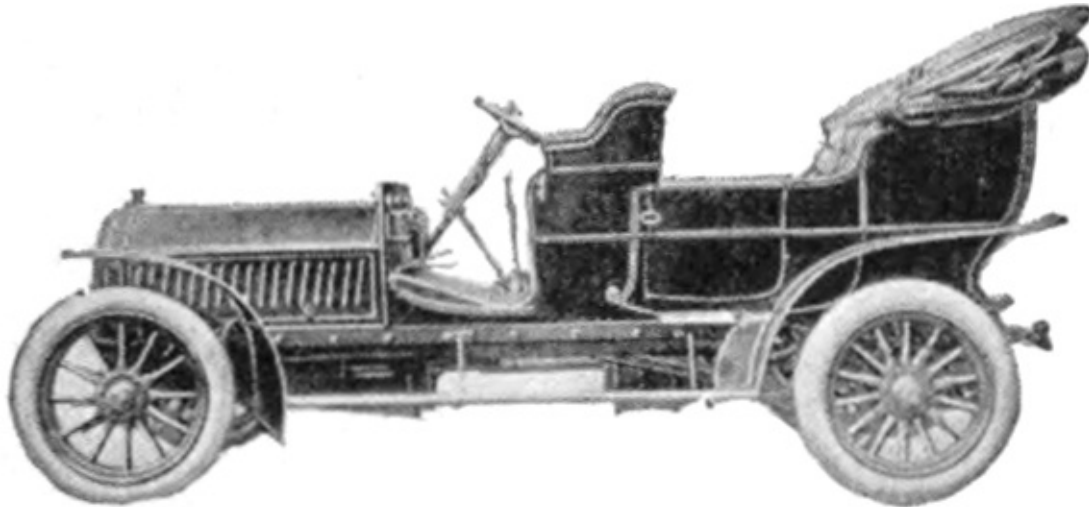
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Balancing side lever

DRIVE: Chain

**Panhard & Levassor, Model K. I., 50 H.P.
York**

**Panhard & Levassor, New
York**



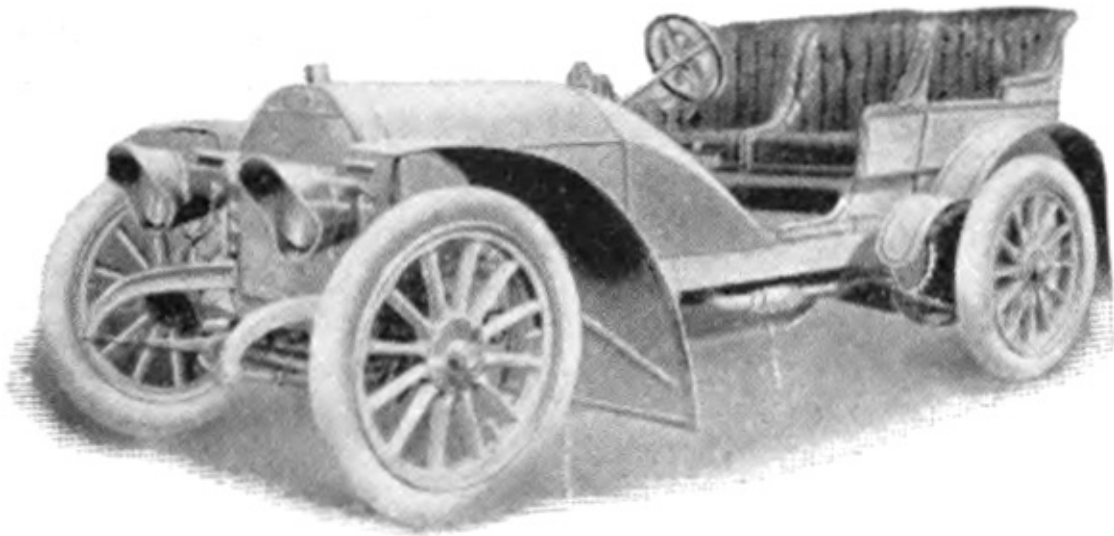
PRICE: \$9,600 (chassis)
BODY: Double phaeton
SEATS: 7 persons
WHEEL-BASE: 125 inches
TREAD: 56 inches
TIRES, FRONT: 36 × 4½ inches
TIRES, REAR: 36.8 × 4½ inches
STEERING: Worm and sector
BRAKES: Differential and emergency
SPRINGS: Front, semi-elliptical; rear, platform
FRAME: Armored wood
BORE: 145 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

Zust, 80 H.P. P. De la Chesnaye, New York



PRICE: \$10,000 (chassis)
BODY: To order
SEATS: 2 to 7 persons
WEIGHT: 2,000 pounds
WHEEL-BASE: Short, 118 in.; long, 126 in.
TREAD: 56 in.
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 875 × 105 mm.
STEERING: Worm and nut
BRAKES: On differential and rear wheels
SPRINGS: Semi-elliptic
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: Zust float-feed
LUBRICATION: Force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Multiple disc
CHANGE GEAR: Sliding beam

CHANGE GEAR: Sliding type

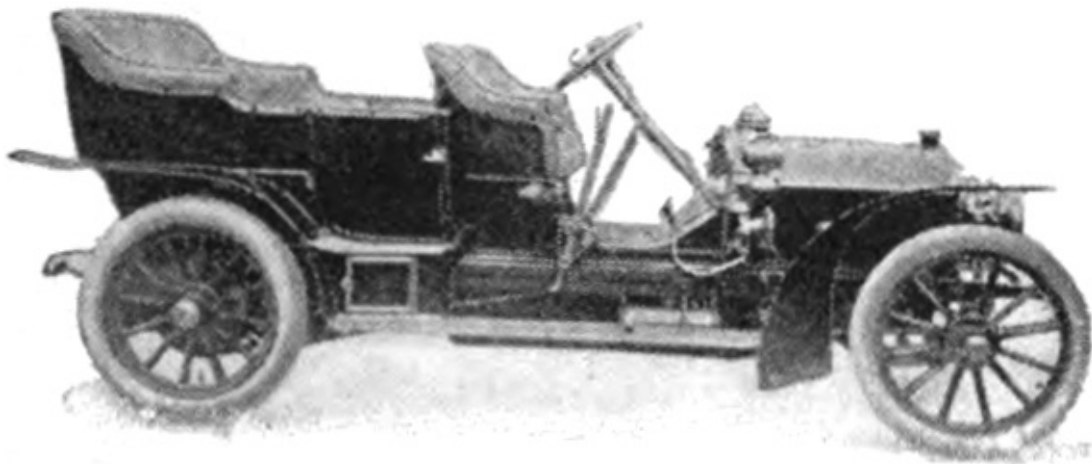
SPEEDS: 4 forward and reverse

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: 910 × 90 mm.

TIRES, REAR: 920 × 120 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

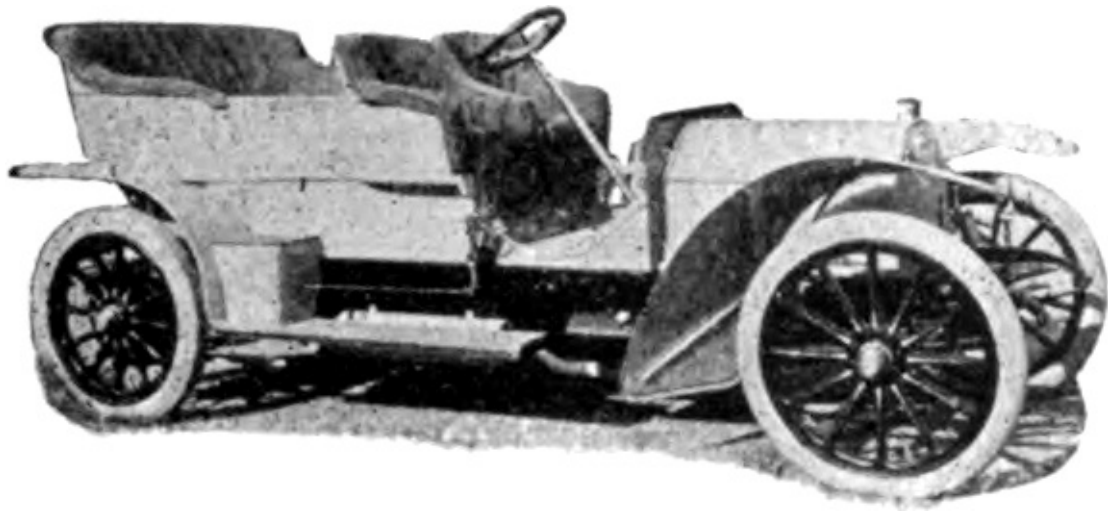
SPEEDS: 4 forward, 1 reverse

CHANGE-GEAR CONTROL: Lever; selective system

DRIVE: Double chain

Mercedes Simplex, 45 H.P.

Mercedes Import Co., New York



PRICE: \$10,150 (chassis)

BODY: Side entrance

SEATS: 7 persons

WEIGHT: (Chassis) 2,250 lbs.

WHEEL-BASE: 126 inches

TREAD: 56 inches

TIRES, FRONT: 910 × 100 mm.

TIRES, REAR: 920 × 125 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 hangers 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

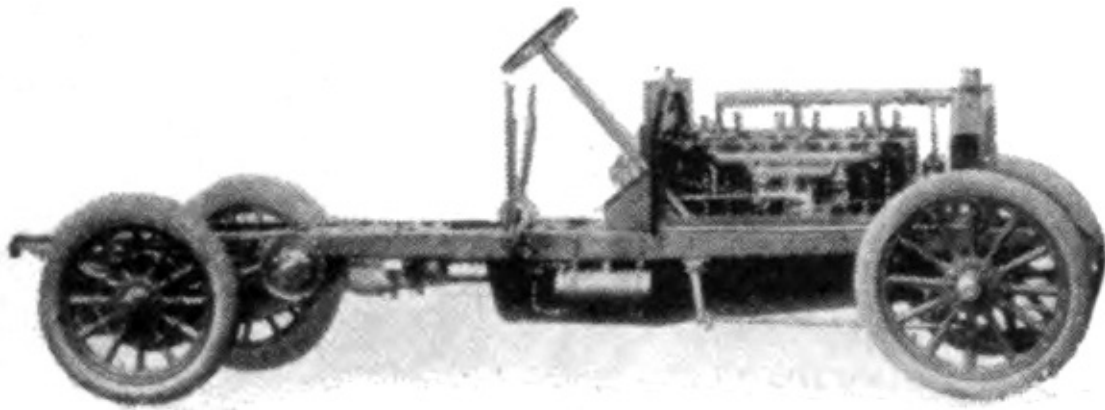
SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective type

DRIVE: Side chains

FIAT, 6 Cyl., 50 H.P.

The Hol-Tan Co., New York



PRICE: \$10,500 (chassis)

BODY: Optional

SEATS: 2 to 9 persons

WEIGHT: 2,618 pounds (chassis)

WHEEL-BASE: 139¼ inches

TREAD: 56 inches

TIRES, FRONT: 910 × 90 mm.

TIRES, REAR: 935 × 135 mm.

STEERING: Worm and sector

BRAKES: Water-cooled on rear wheels and countershaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 5 in.; STROKE: 6¹/₃₂ 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

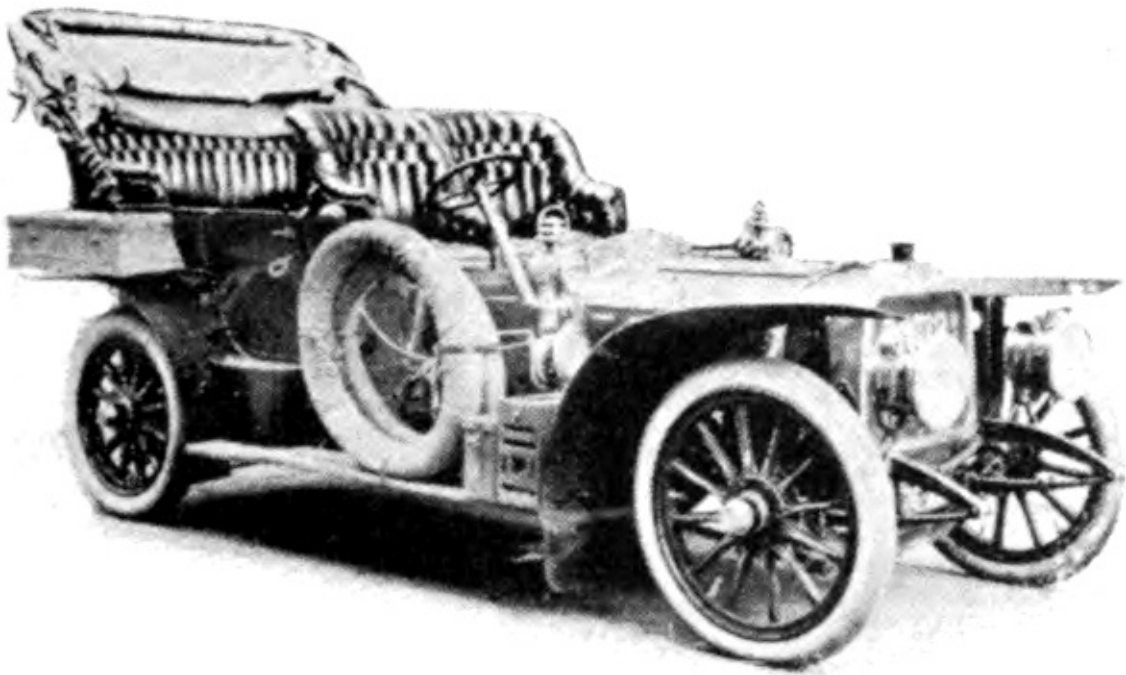
CHANGE-GEAR CONTROL: Selective system

DRIVE: Double chain

NOTE—Motor self-starting

Clement-Bayard, 60 H.P.

Sidney B. Bowman Auto Co., New York



PRICE: \$10,500

BODY: New convex touring type

SEATS: 7 persons

WHEEL-BASE: 130 inches

TREAD: 56 inches

TIRES, FRONT: 915 × 105 mm.

TIRES, REAR: 920 × 120 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

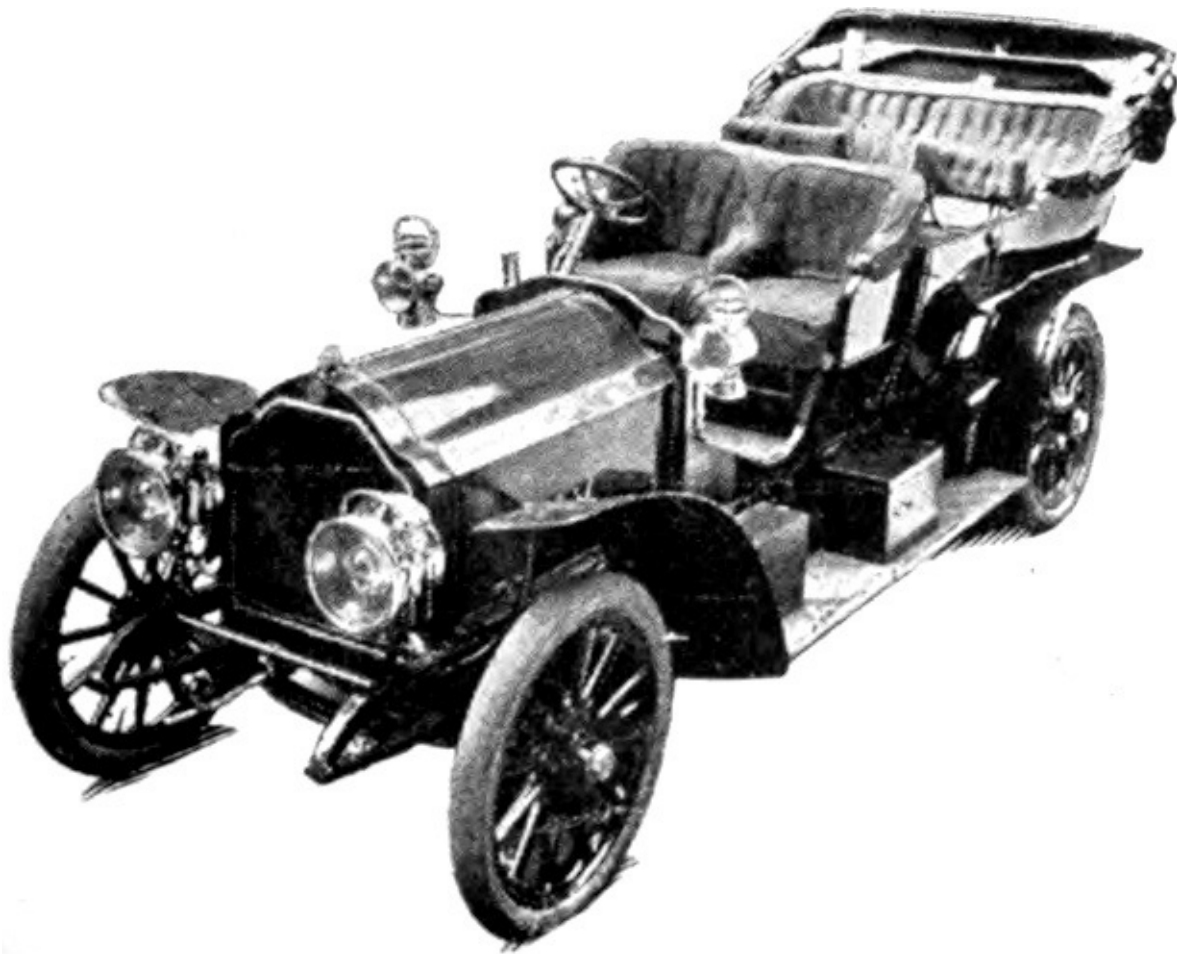
LUBRICATION: Pressure feed

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.

De Dietrich Import Co., New York



PRICE: \$10,500

BODY: Side entrance tonneau

SEATS: 7 persons

WEIGHT: 2,900 pounds

WHEEL-BASE: 128 inches

TREAD: 56 inches

TIRES, FRONT: 870 × 100 mm.

TIRES, REAR: 920 × 125 mm.

STEERING: Nut and sector

BRAKES: Internal expanding

SPRINGS: Semi-elliptic

FRAME: Pressed nickel steel

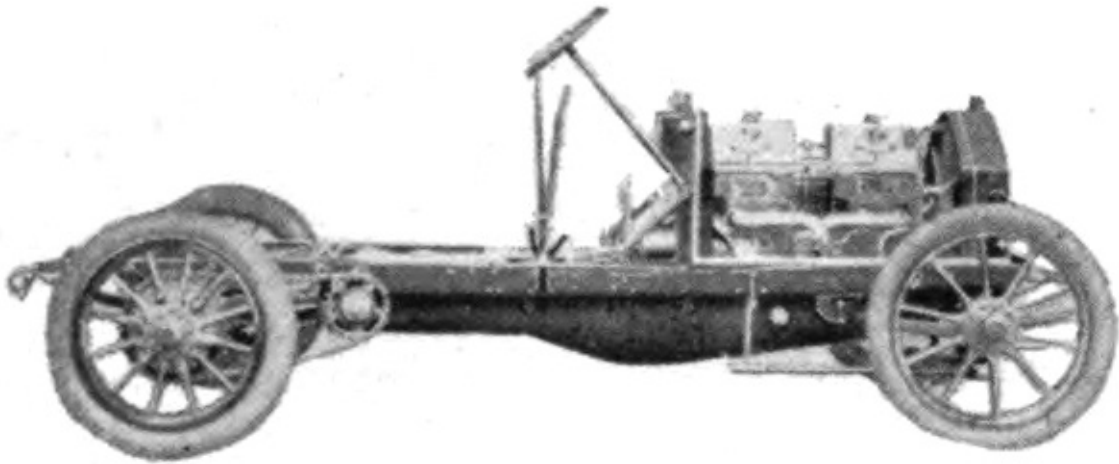
CYLINDERS: 4 vertical

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

Gobron-Brillie, 60 H.P.

Hartford Suspension Co., New York



PRICE: \$10,500 (chassis)

BODY: Optional

WEIGHT: 2,750 pounds

WHEEL-BASE: 125 inches

TREAD: 56 inches

TIRES, FRONT: 920 × 120 mm.

TIRES, REAR: 920 × 120 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

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

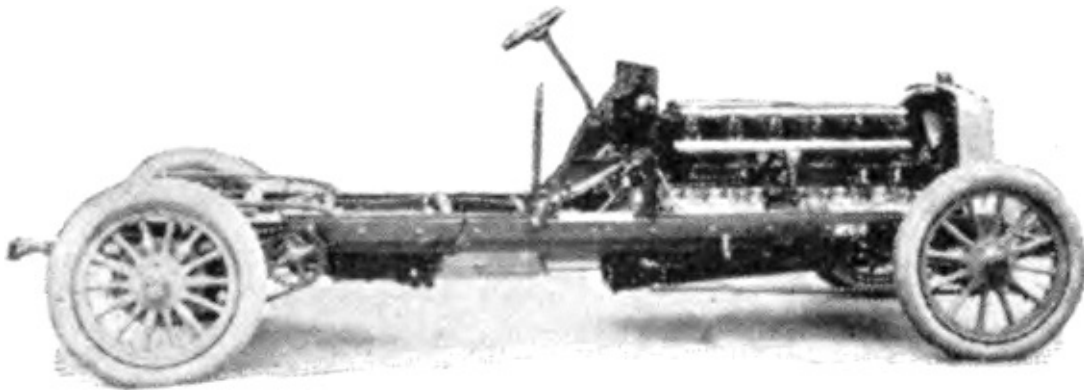
CHANGE-GEAR CONTROL: Selective system
DRIVE: Side chains

Itala, 60 H.P. Itala Import Co., New York



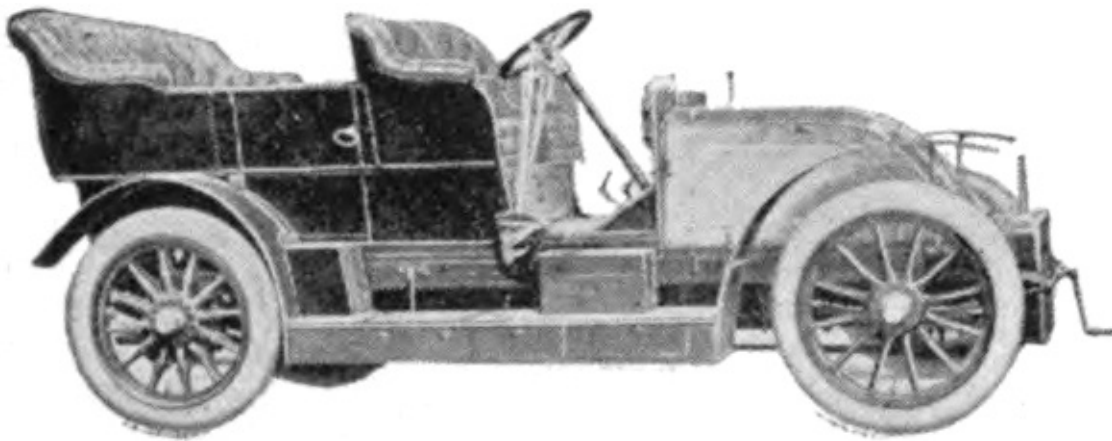
PRICE: \$11,000 (chassis)
WEIGHT: 2,800 pounds
WHEEL-BASE: 126 inches
TREAD: 56 inches
TIRES, FRONT: 870 × 90 mm.
TIRES, REAR: 880 × 120 mm.
STEERING: Worm and sector
BRAKES: On transmission and rear hubs
FRAME: Pressed steel
BORE: 6 $\frac{1}{8}$ in.; STROKE: 5 $\frac{7}{8}$ in.
CYLINDERS: 4 vertical 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
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. Panhard & Levassor, New York



PRICE: \$11,000 (chassis)
BODY: To order
WHEEL-BASE: 144 inches
TREAD: 58½ inches
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 935 × 135 mm.
STEERING: Worm and sector
BRAKES: On rear wheels and differential
SPRINGS: Semi-elliptic
FRAME: Armored wood
BORE: 5 in.; STROKE: 5⅞ in.
CYLINDERS: 6 vertical, cast singly
VALVE ARRANGEMENT: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water; honeycomb radiator
IGNITION: Jump spark
CURRENT SUPPLY: Magneto
LUBRICATION: Mechanical force feed
CARBURETER: Automatic
MOTOR-CONTROL: Spark and throttle
CLUTCH: Disc
CHANGE GEAR: Sliding type
SPEEDS: 2 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

C. G. V., 75 H.P. Charron, Girardot & Voigt, N. Y.



PRICE: \$11,100 (chassis)
BODY: To order
TIRES, FRONT: 920 × 120 mm.
TIRES, REAR: 920 × 120 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
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

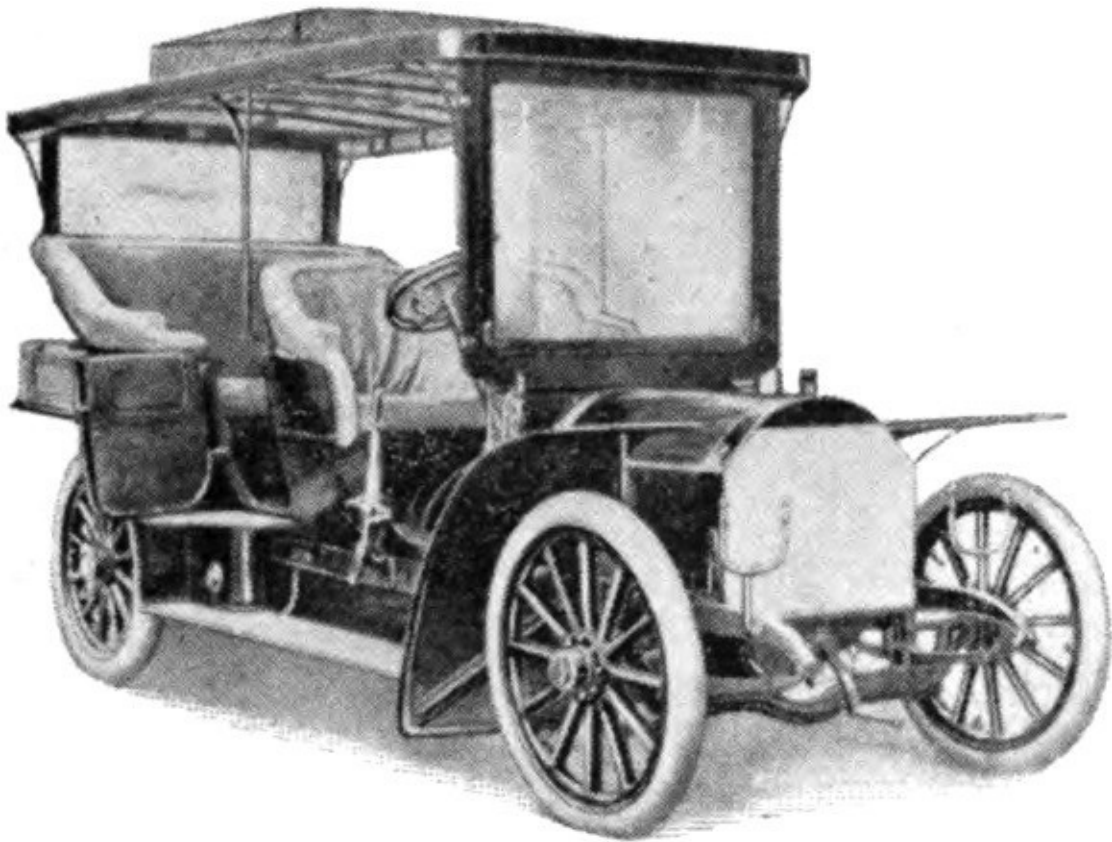
Brasier, 50–60–70 H.P. E. B. Gallaher, New York

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: 920 × 120 mm.
TIRES, REAR: 920 × 120 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: 910 × 90 mm.

TIRES, REAR: 920 × 125 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

LUBRICATION: Force feed oil

MOTOR-CONTROL: Throttle and governor

CLUTCH: Coil spring

CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Side lever, selective system

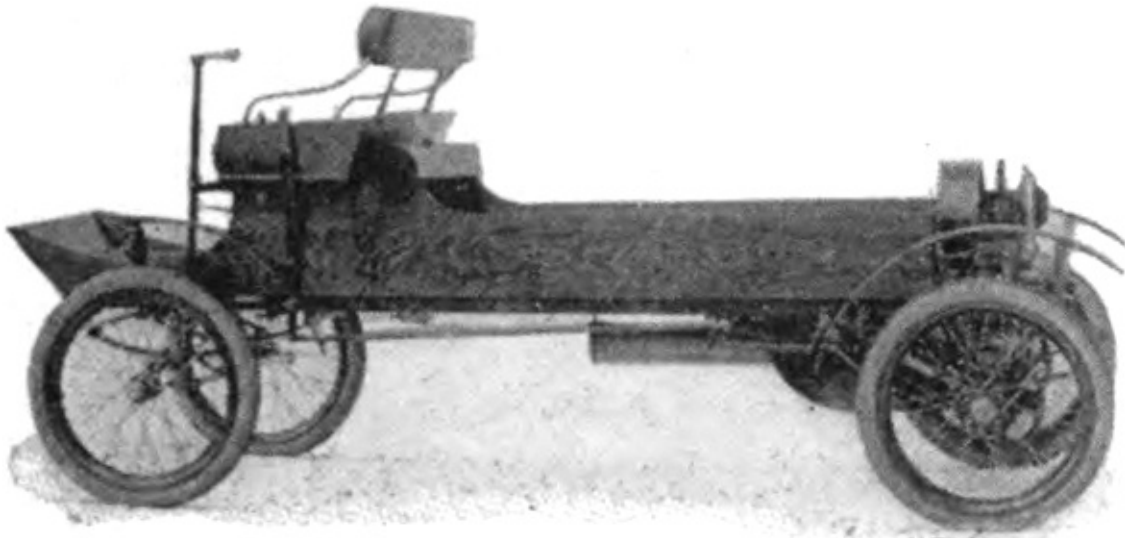
DRIVE: Side chains



THE NATIONAL MAGAZINE OF MOTORING

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 pound

WEIGHT: 670 pounds

WHEEL-BASE: 89 inches

TREAD: 42 inches

TIRES, FRONT: 26 × 2½ inches

TIRES, REAR: 26 × 2½ inches

STEERING: Side lever

BRAKES: Two on rear hubs

SPRINGS: Elliptic front and rear

FRAME: Wood

BORE: 3¼ 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

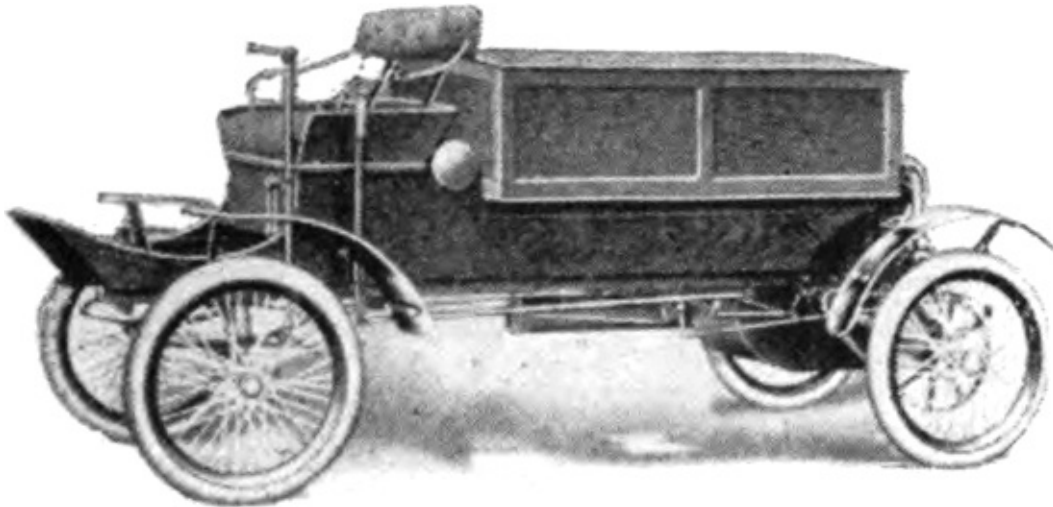
SPEEDS: 5 forward; 2 reverse

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: 26 × 2½ in.

TIRES, REAR: 26 × 2½ in.

STEERING: Side lever

BRAKES: Two, on rear hubs

SPRINGS: Elliptic, front and rear

FRAME: Wood

BORE: 3¼ 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

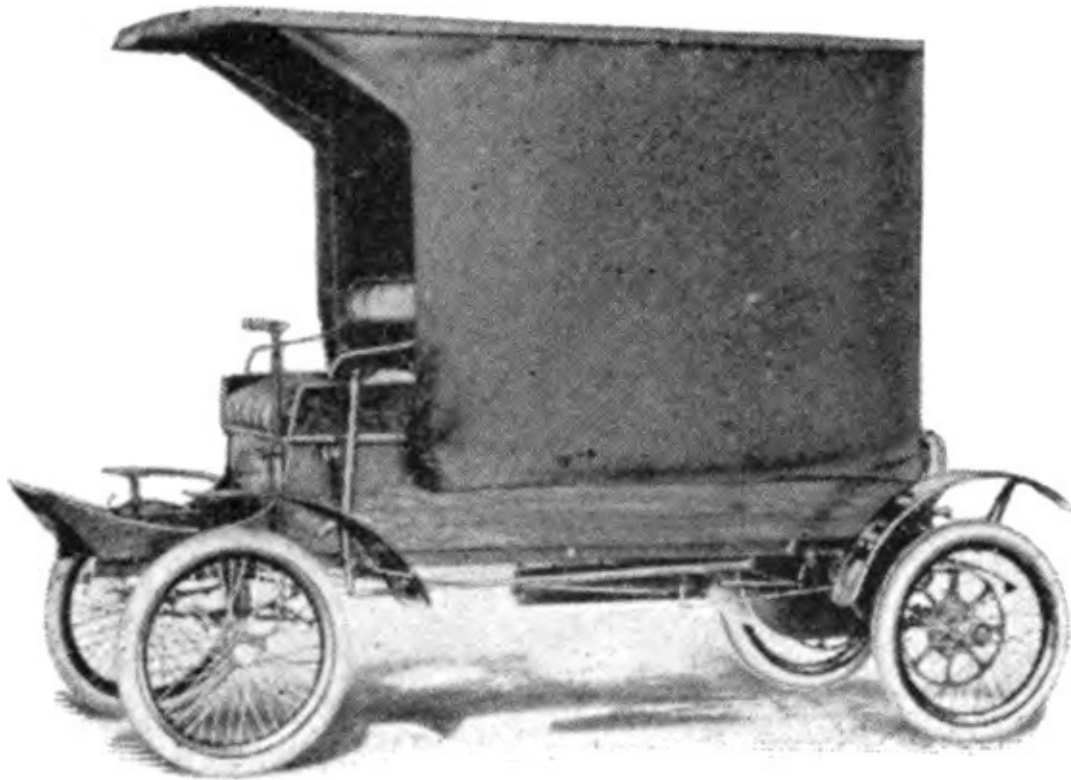
MOTOR-CONTROL: Spark and throttle

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: 26 × 2½ in.

TIRES, REAR: 26 × 2½ in.

STEERING: Side lever

BRAKES: Two, on rear hubs

SPRINGS: Elliptic, front and rear

FRAME: Wood

BORE: ¾ in.; **STROKE:** ¼ 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

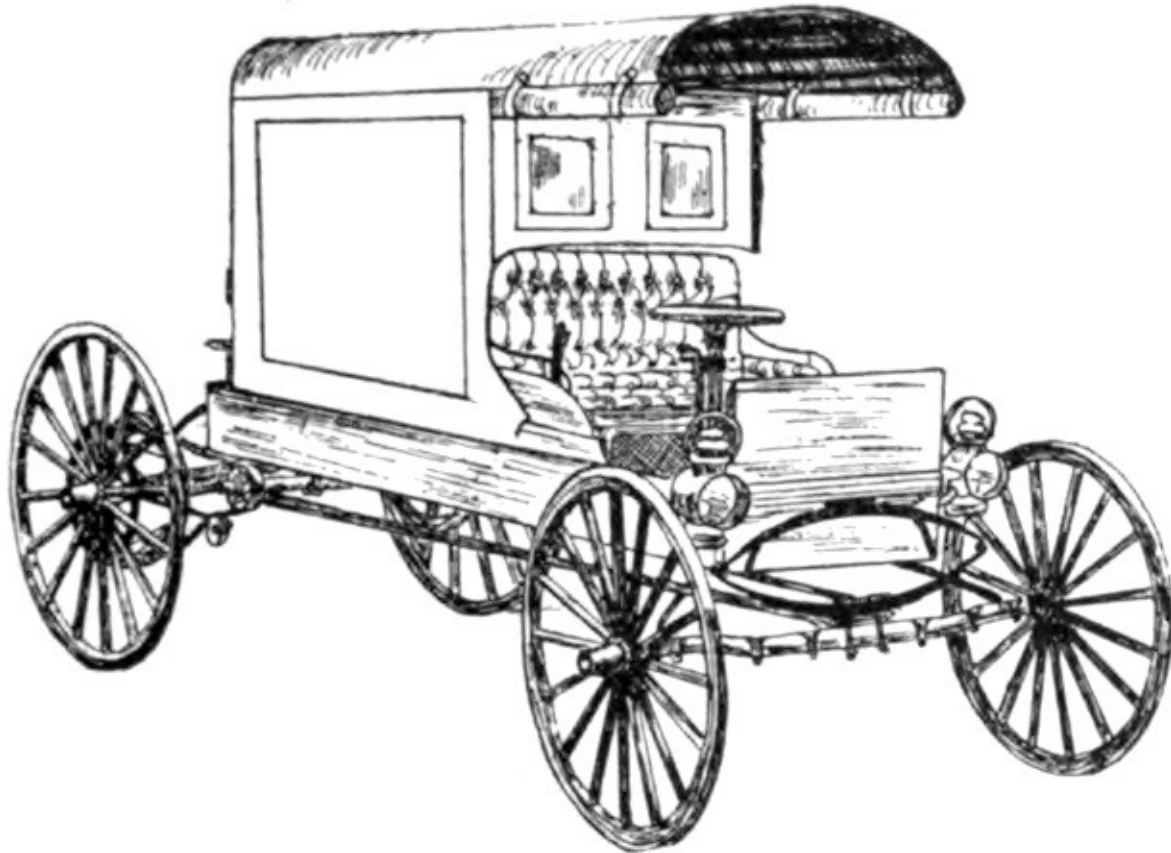
NOTE: 2 cylinder motor with cylinders at 45° angle, \$50 extra.

Monarch, Model D, 12–14 H.P. Monarch Motor Car Co., Chicago, Ill.

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

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: 28 × 2½ in. cushion
TIRES, REAR: 28 × 2½ 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 encased 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: 38 × 1½ inches

TIRES, REAR: 42 × 1½ 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

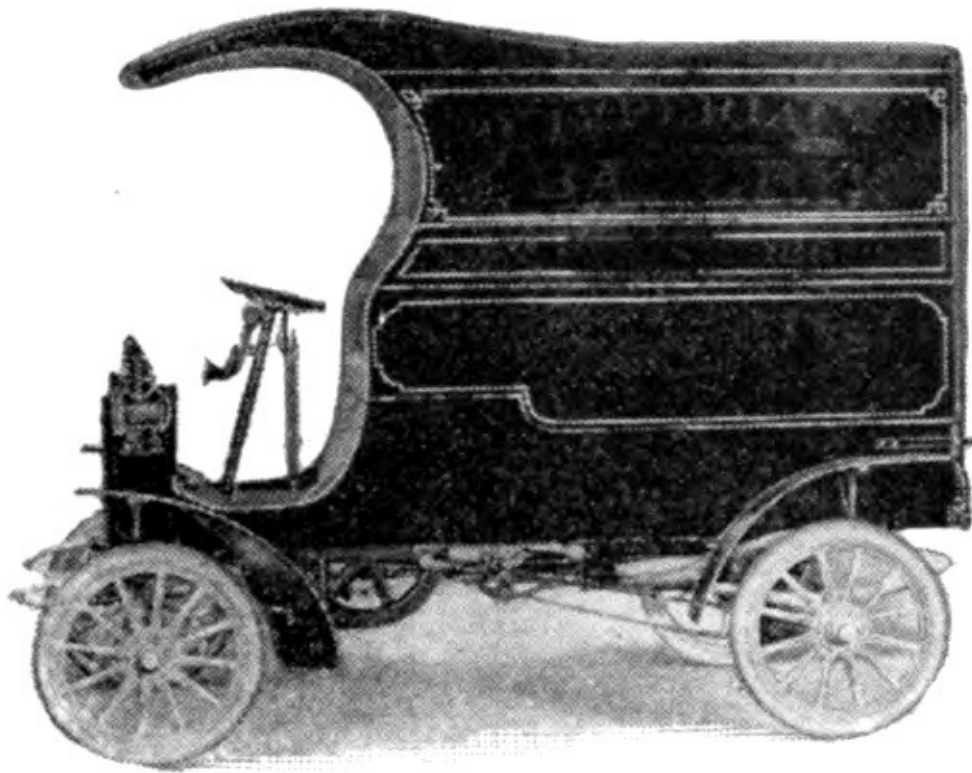
SPEEDS: 3 to 25 m.p.h.

CHANGE-GEAR CONTROL: None

DRIVE: Friction (patented)

Climax Commercial Car, 8 H.P.

Hinde & Dauch, Sandusky, Ohio



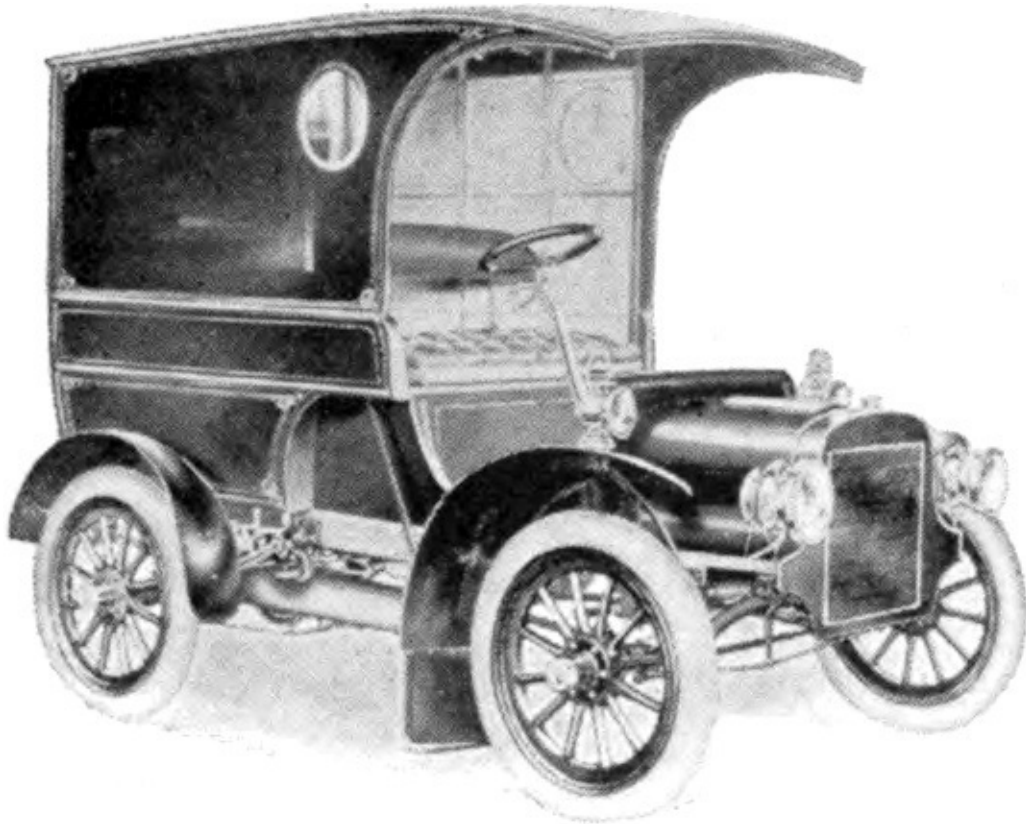
PRICE: \$900 (complete)
BODY: Convertible light delivery
CAPACITY: 1,000 pounds
TIRES, FRONT: 3 in. solid
TIRES, REAR: 3 in. solid
STEERING: Worm and nut
BRAKES: On transmission shaft
SPRINGS: Full elliptic
FRAME: Pressed steel
CYLINDERS: Single
MOTOR SUSPENSION: Horizontal under body
COOLING: Water
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.**

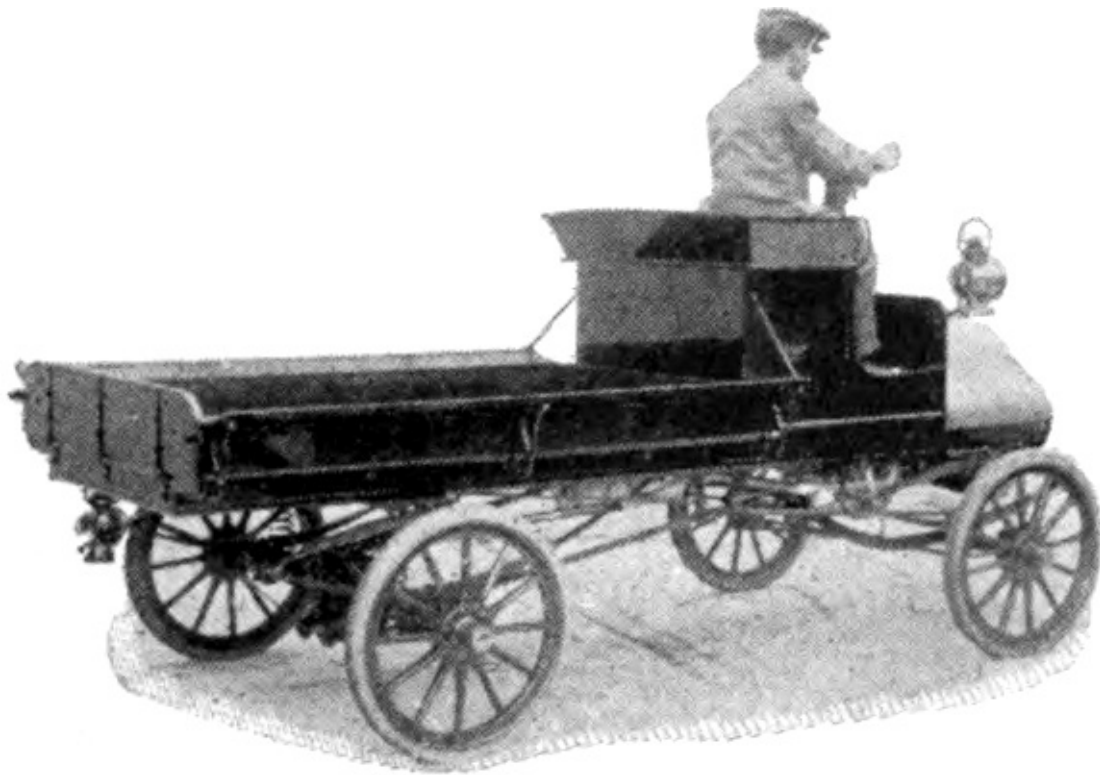


PRICE: \$950
BODY: Delivery
CAPACITY: 600 pounds
WHEEL-BASE: 76 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 3½ inches
STEERING: Rack and pinion
BRAKES: On differential
SPRINGS: Semi-elliptical
FRAME: Pressed steel
BORE: 5 inches
STROKE: 5 inches
CYLINDERS: One under body
VALVE 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: 2 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: 1,390 pounds

WHEEL-BASE: 86 inches

TREAD: 56½ inches

TIRES, FRONT: 30 × 3 in. solid

TIRES, REAR: 30 × 3 in. solid

STEERING: Worm and gear

BRAKES: 2 contracting bands

SPRINGS: Full elliptic

FRAME: Angle steel

BORE: 4¹/₁₆ in.; STROKE: 4¹/₁₆ 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 countershaft

**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: 30 × 3 in. solid

TIRES, REAR: 30 × 3 in. solid

STEERING: Worm and gear

BRAKES: 2 contracting bands

SPRINGS: Full elliptic

FRAME: Angle steel

BORE: 4¹/₁₆ in.; STROKE: 4¹/₁₆ in.

CYLINDERS: Two, opposed in front

VALVE ARRANGEMENT: Vertical, mechanically operated

MOTOR SUSPENSION: On sub-frame

MOTOR-CONTROL: Spark and throttle

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

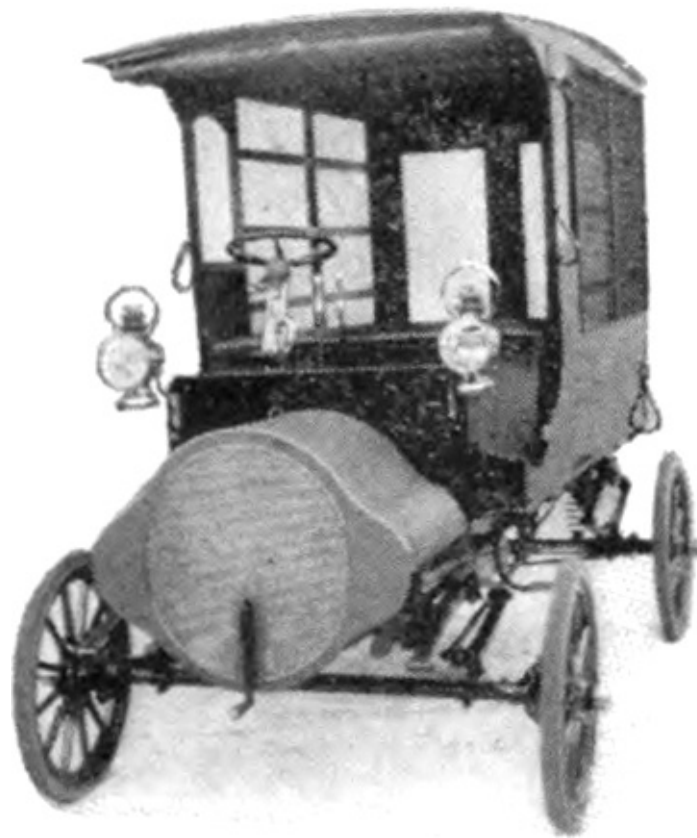
CHANGE GEAR: Sliding gear

SPEEDS: Two forward and reverse

CHANGE-GEAR CONTROL: Center lever

DRIVE: Chain from countershaft

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: 30 × 3 in. solid

TIRES, REAR: 30 × 3 in. solid

STEERING: Worm and gear

BRAKES: 2 contracting bands

SPRINGS: Full elliptic

FRAME: Angle steel

BORE: 4¹/₁₆ in.; STROKE: 4¹/₁₆ in.

CYLINDERS: Two, opposed in front

VALVE ARRANGEMENT: Vertical, mechanical

MOTOR SUSPENSION: On sub-frame

COOLING: Air, radiator, fan, belt

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 countershaft

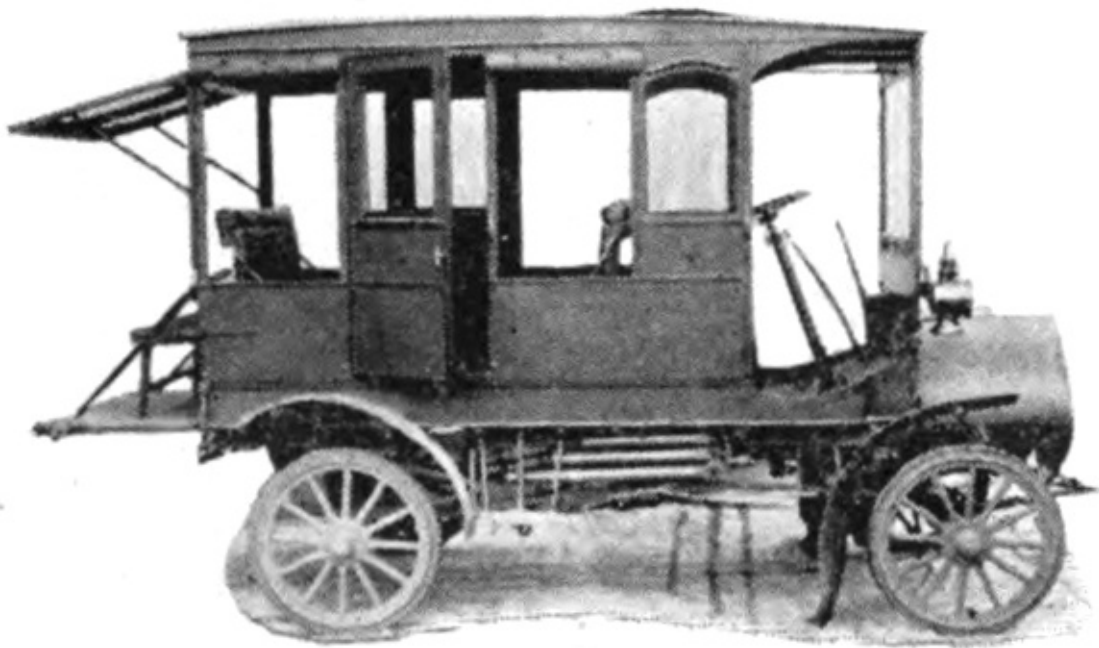
Logan, Model N, 10 H.P. Logan Construction Co., Chillicothe, O.



PRICE: \$1,000
BODY: Solid panel
CAPACITY: 1,200 pounds
WEIGHT: 1,390 pounds
WHEEL-BASE: 86 inches
TREAD: 56½ inches
TIRES, FRONT: 30 × 3 in. solid
TIRES, REAR: 30 × 3 in. solid
STEERING: Worm and gear
BRAKES: 2 contracting bands
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4¹/₁₆ in.; STROKE: 4-1/16¹/₁₆ 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 countershaft

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: 1,300 pounds

WHEEL-BASE: 86 inches

TREAD: 56½ inches

TIRES, FRONT: 30 × 3 in. solid

TIRES, REAR: 30 × 3 in. solid

STEERING: Worm and gear

BRAKES: 2 contracting bands

SPRINGS: Full elliptic

FRAME: Angle steel

BORE: 4¹/₁₆ in. STRIKE: 4¹/₁₆ 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

LUBRICATION: Mechanical

MOTOR-CONTROL: Spark and throttle

CLUTCH: Contracting band

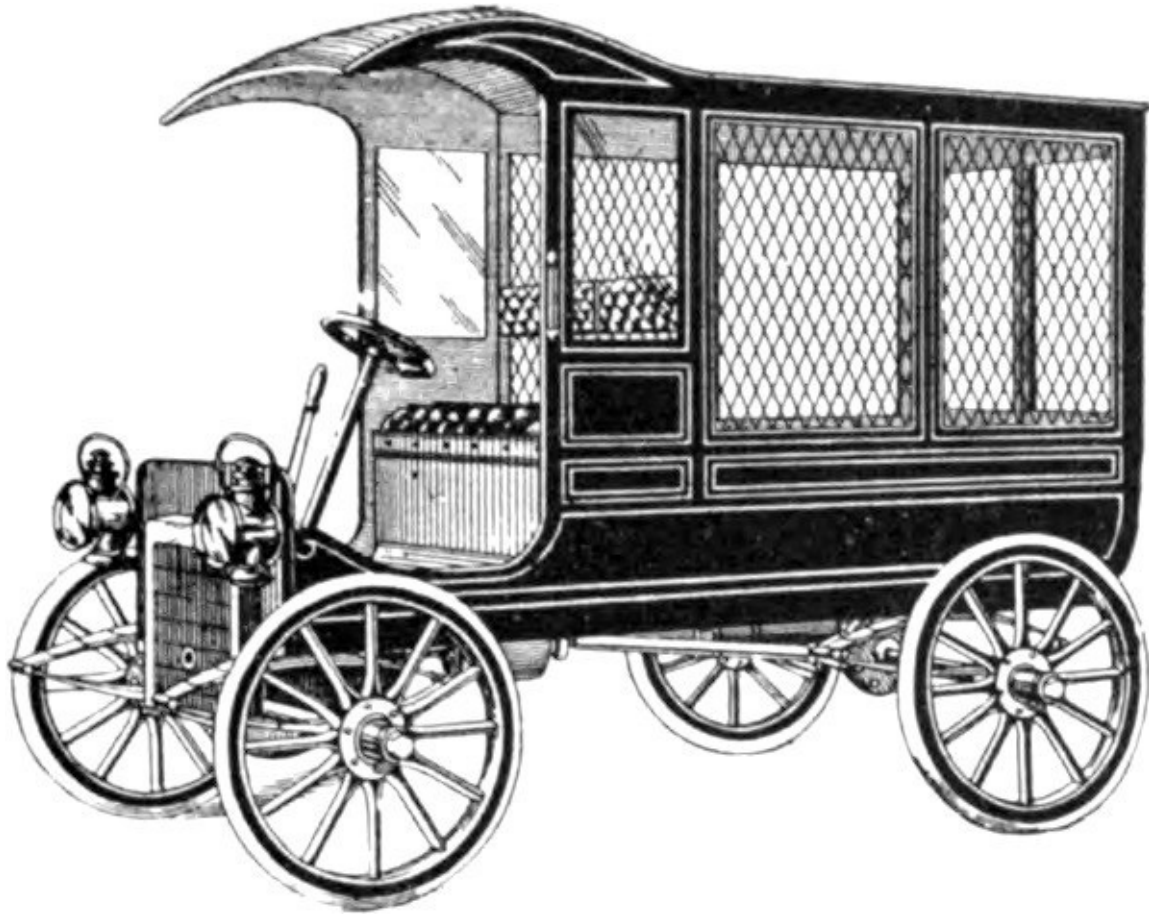
CHANGE GEAR: Sliding gear

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Center lever

DRIVE: Chain from countershaft

**Covert Commercial Car, 12 H.P. Covert Motor Vehicle Co., Lockport,
N. Y.**



PRICE: \$1,000

BODY: Express (screen sides)

CAPACITY: 1,000 pounds

WEIGHT: 1,500 pounds

WHEEL-BASE: 84 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 2 inches

TIRES, REAR: 32 × 2 inches

SPRINGS: Full elliptic

CYLINDERS: Double opposed

MOTOR SUSPENSION: From side members of frame, under seat

COOLING: Water; cellular radiator

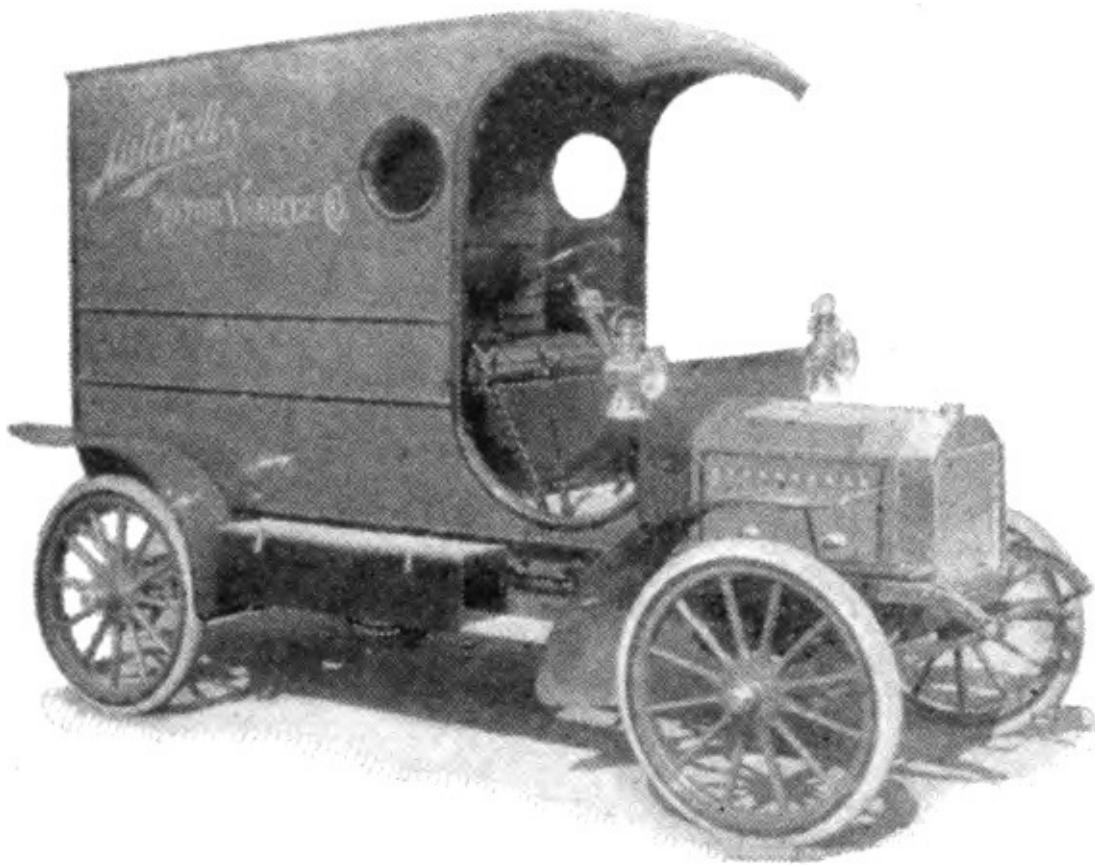
IGNITION: Jump spark

CURRENT SUPPLY: Batteries

CHANGE GEAR: Sliding type
CHANGE-GEAR CONTROL: Side lever
DRIVE: Shaft and bevel gears

Mitchell Delivery 12 H.P.

Mitchell Motor Car Co. Racine, Wis.



PRICE: \$1,400

BODY: Light truck

CAPACITY: 1,500 pounds

WEIGHT: 1,800 pounds

WHEEL-BASE: 100 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3 in. (solid)

TIRES, REAR: 32 × 3 in. (solid)

STEERING: Irreversible worm

BRAKES: Internal on rear wheels; band on cardan shaft

SPRINGS: Semi-elliptic

FRAME: Pressed steel

BORE: 4 in.; STROKE: 4½ in.

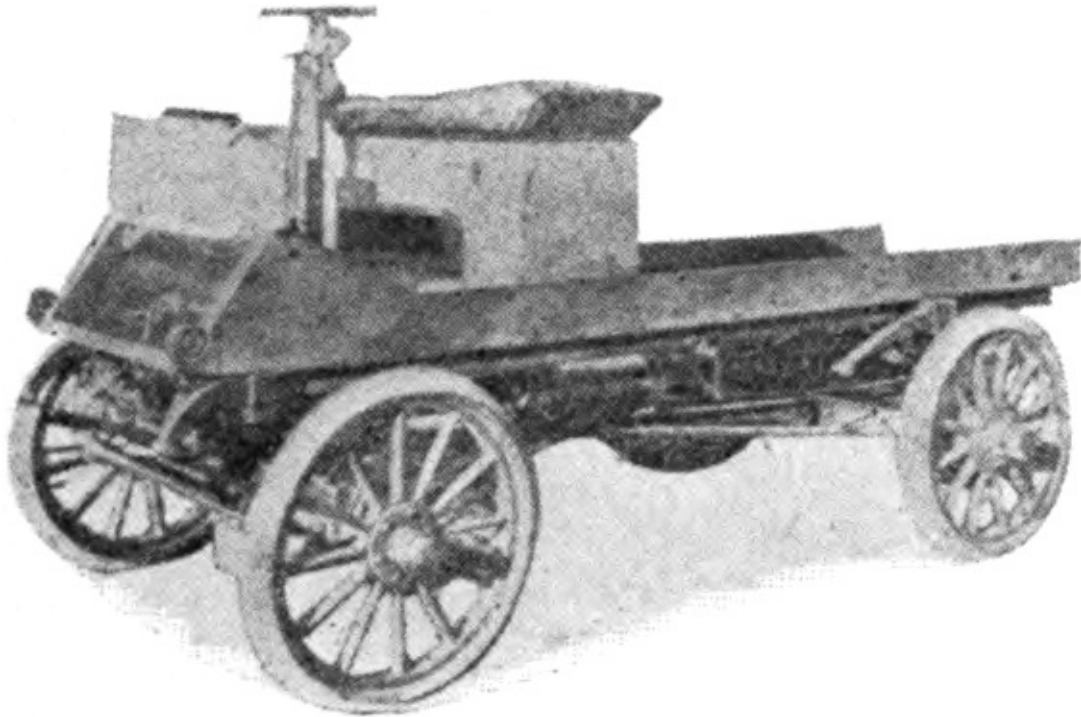
CYLINDERS: 2 vertical, separate, in front

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. Torbensen Motor Car Co., Bloomfield,N.
J.**



PRICE: \$1,400 (chassis)
BODY: To suit
CAPACITY: 1 ton, delivery wagon
WHEEL-BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches
TIRES, REAR: 32 × 3½ inches
STEERING: Worm and sector
BRAKES: Transmission and rear hubs
SPRINGS: Platform in front; full elliptic in rear
FRAME: Angle steel
BORE: 5⅞ in.; STROKE: 4½ 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
CARBURETOR: Automatic

CARBURETER: Automatic

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Internal expanding

CHANGE GEAR: Planetary on Hess-Bright ball bearings

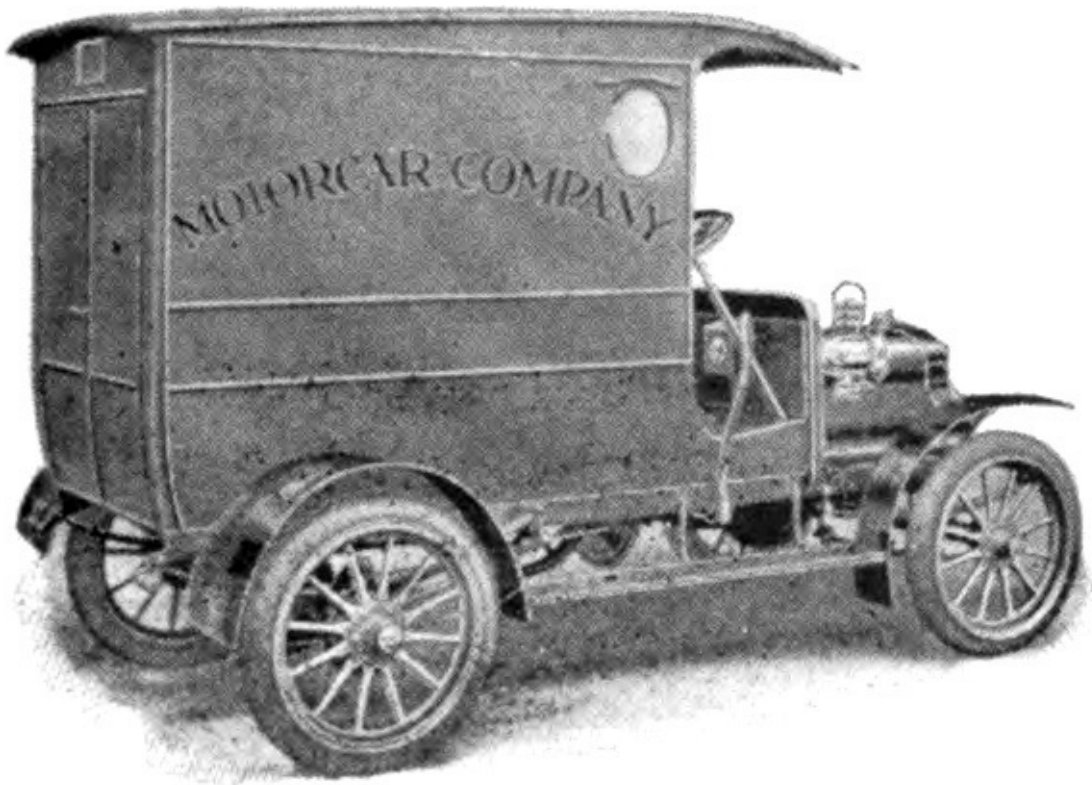
SPEEDS: 2 ahead and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Bevel and spur gear

Cartercar, Model C, 20 H.P.

Motorcar Co., Detroit, Mich.



PRICE: \$1,400

BODY: Delivery wagon

CAPACITY: 1,000 pounds

WEIGHT: 1,800 pounds

WHEEL-BASE: 96 inches

TREAD: 56 inches

TIRES, FRONT: 30 × 3½ in.

TIRES, REAR: 30 × 3½ in.

STEERING: Segment and pinion

BRAKES: On rear hubs and transmission

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

CURRENT SUPPLY: Storage and dry cells

CARBURETER: Float-feed

LUBRICATION: Mechanical feed

MOTOR-CONTROL: Spark and throttle

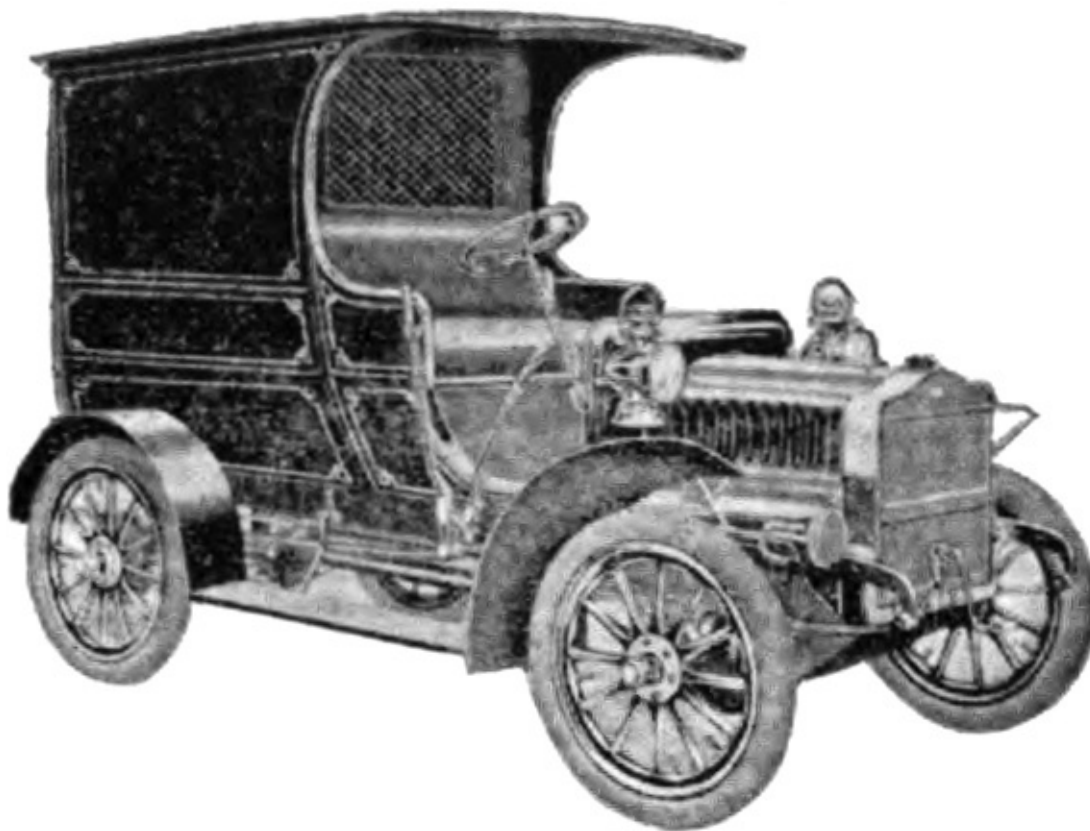
CHANGE GEAR: Friction transmission

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ inches

STEERING: Pinion and segment

BRAKES: Internal and external on rear hubs

SPRINGS: Semi-elliptic

FRAME: Pressed steel

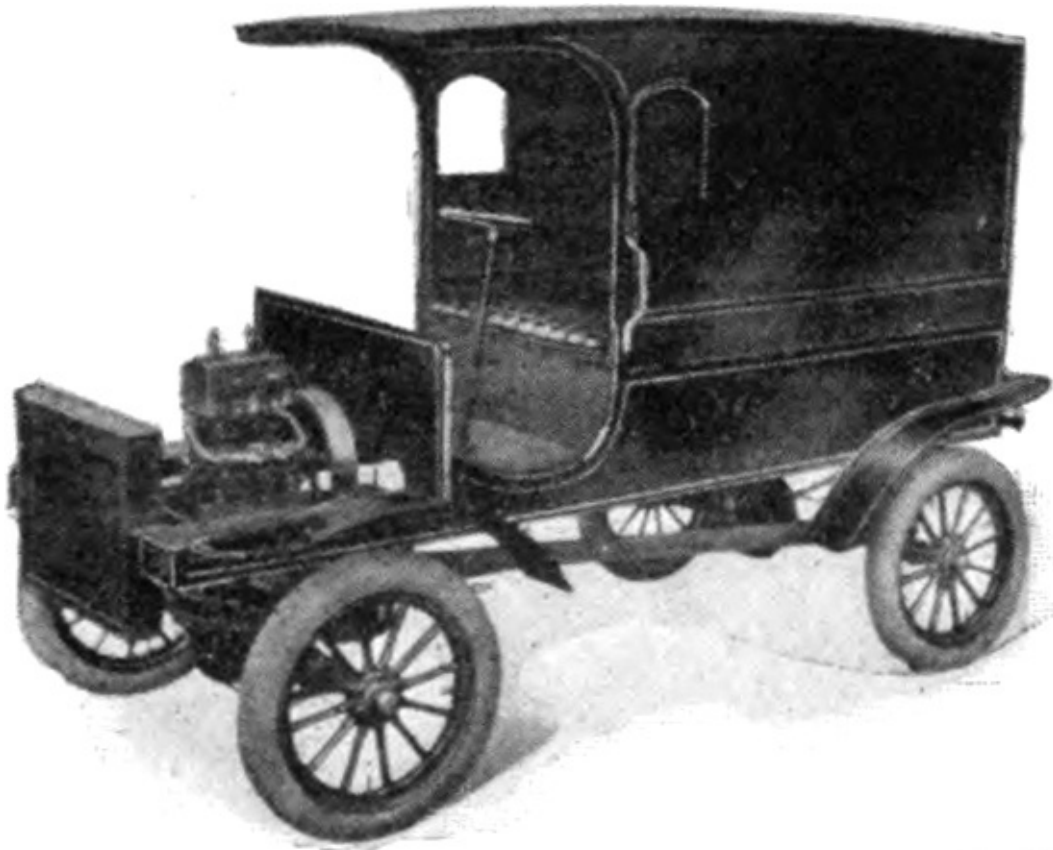
BORE: 5 in.; STROKE: 5 in.

CYLINDERS: Double opposed

VALVE ARRANGEMENT: On sides

MOTOR SUSPENSION: 3 point
COOLING: Water; thermo-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: 32 × 2 in. (solid)
TIRES, REAR: 32 × 2 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

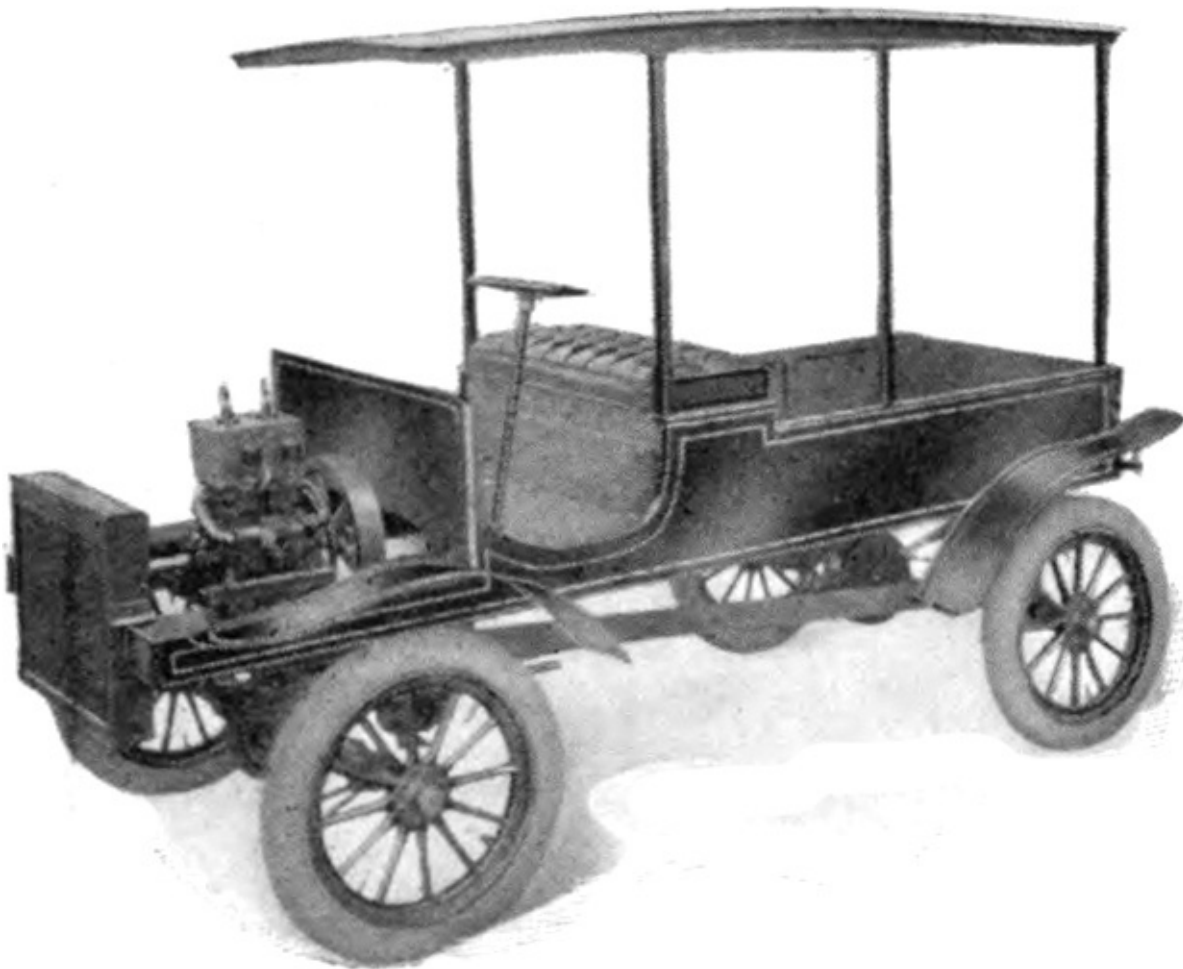
SPEEDS: 3 forward and reverse

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: 32 × 2 in. (solid)

TIRES, REAR: 32 × 2 in. (solid)

STEERING: Worm and gear

BRAKES: Hand and foot

SPRINGS: Full elliptic, rear; semi-elliptic, front

FRAME: Steel

BORE: 4¼ in · STROKE: 5 in

BORE: 1 1/2 in., STROKE: 3 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

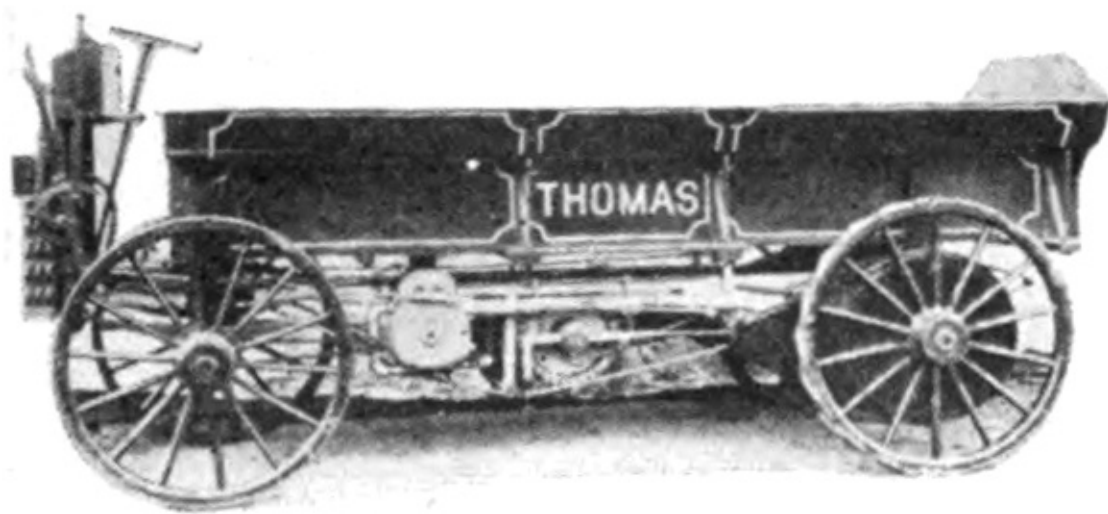
CLUTCH: Disc

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: 42 × 4 in. iron

TIRES, REAR: 42 × 6 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

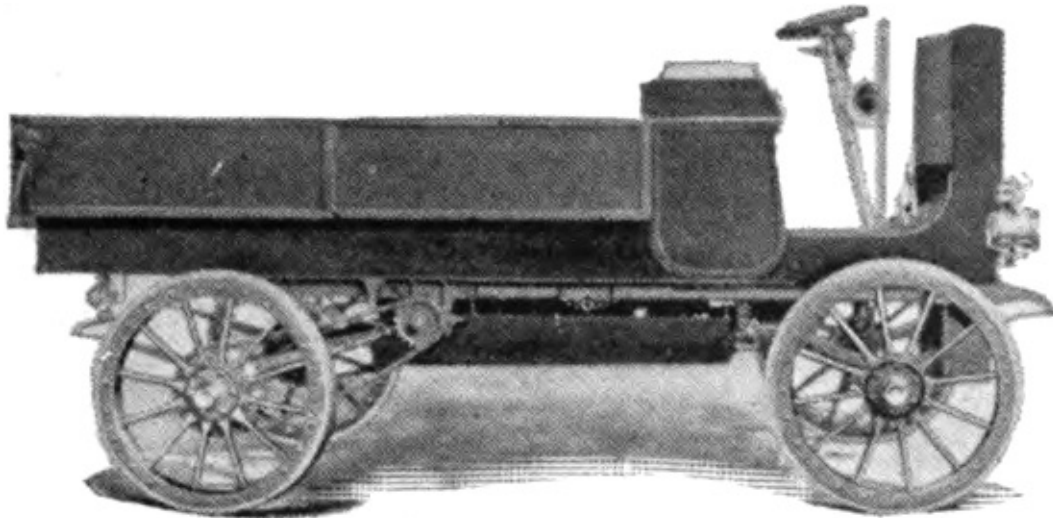
CLUTCH: Internal expansion

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: 32 × 3 inches
TIRES, REAR: 32 × 3 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

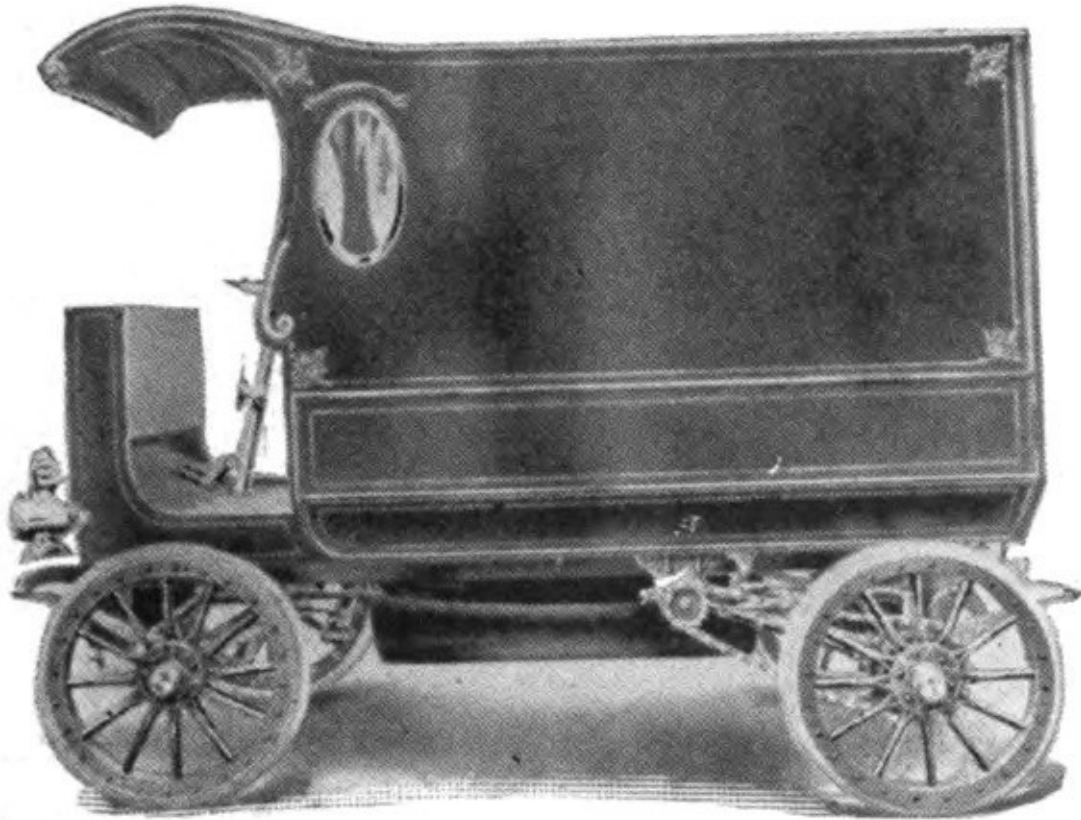
CHANGE-GEAR: planetary type

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.**

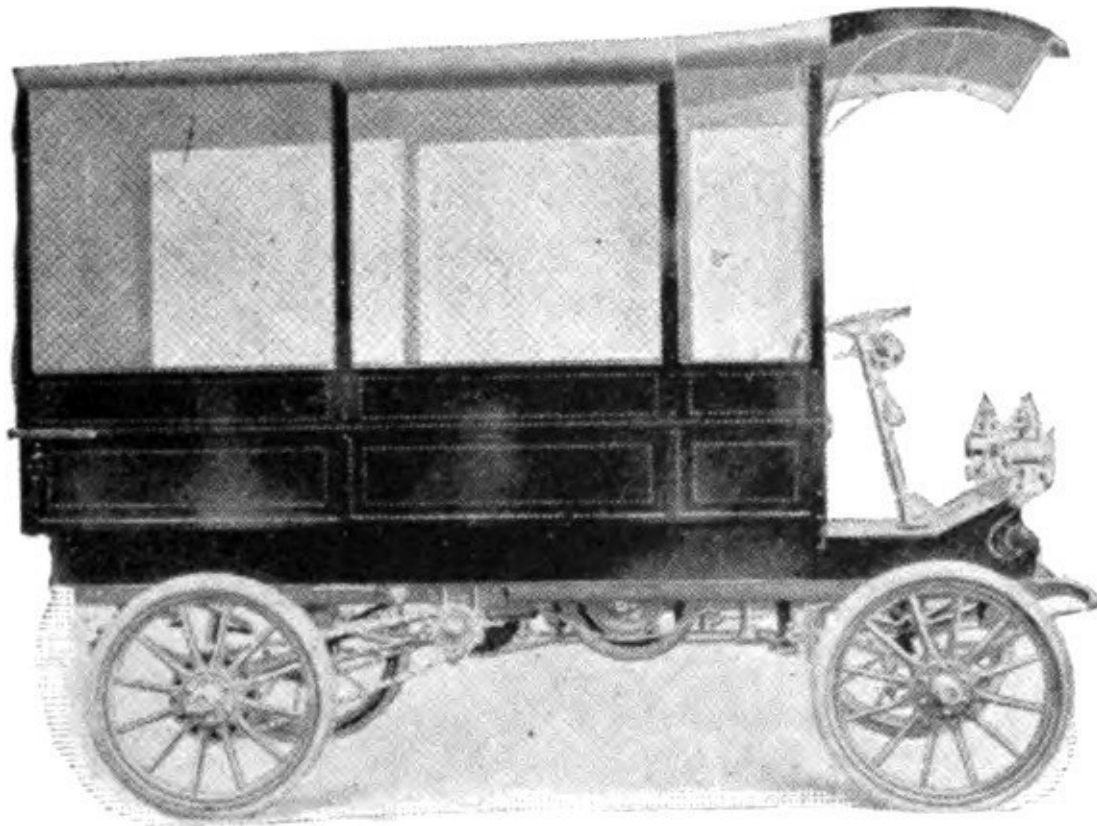


PRICE: \$1,600
BODY: Closed delivery
CAPACITY: One ton
WEIGHT: 2,400 pounds
WHEEL-BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches
TIRES, REAR: 32 × 3 inches
STEERING: Gear and sector
BRAKES: On hubs of rear wheels
SPRINGS: Full platform front; full elliptic, rear
FRAME: Angle iron
BORE: 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.
Pontiac, Mich.**

Rapid Motor Vehicle Co.,



PRICE: \$1,600

BODY: Express

CAPACITY: 1 ton

WEIGHT: 2,400 pounds

WHEEL-BASE: 86 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3½ inches

TIRES, REAR: 32 × 3½ inches

STEERING: Vertical column

BRAKES: On hubs of rear wheels

SPRINGS: Platform type

FRAME: Angle iron

CYLINDERS: Double opposed

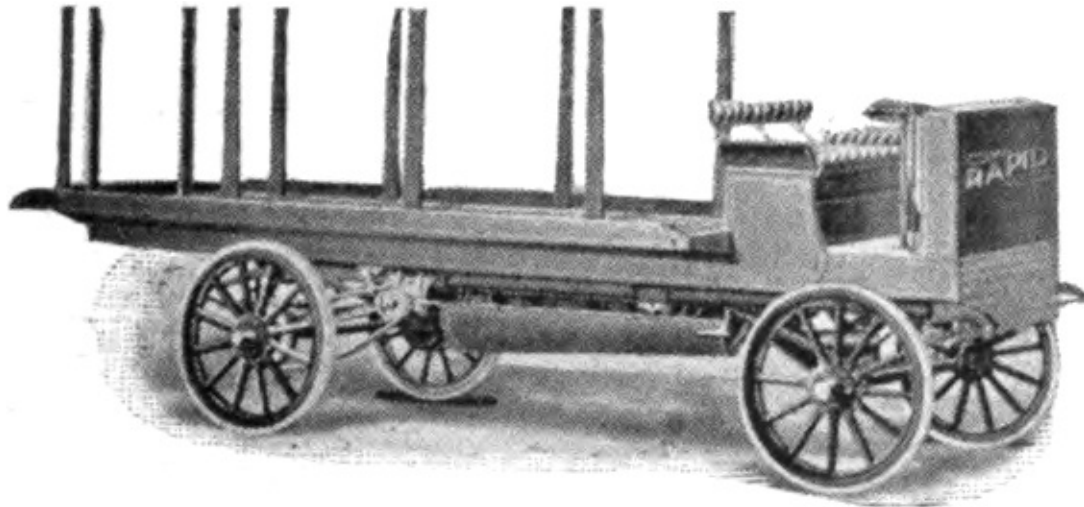
BORE: 5 in.; STROKE: 5 in.

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.**

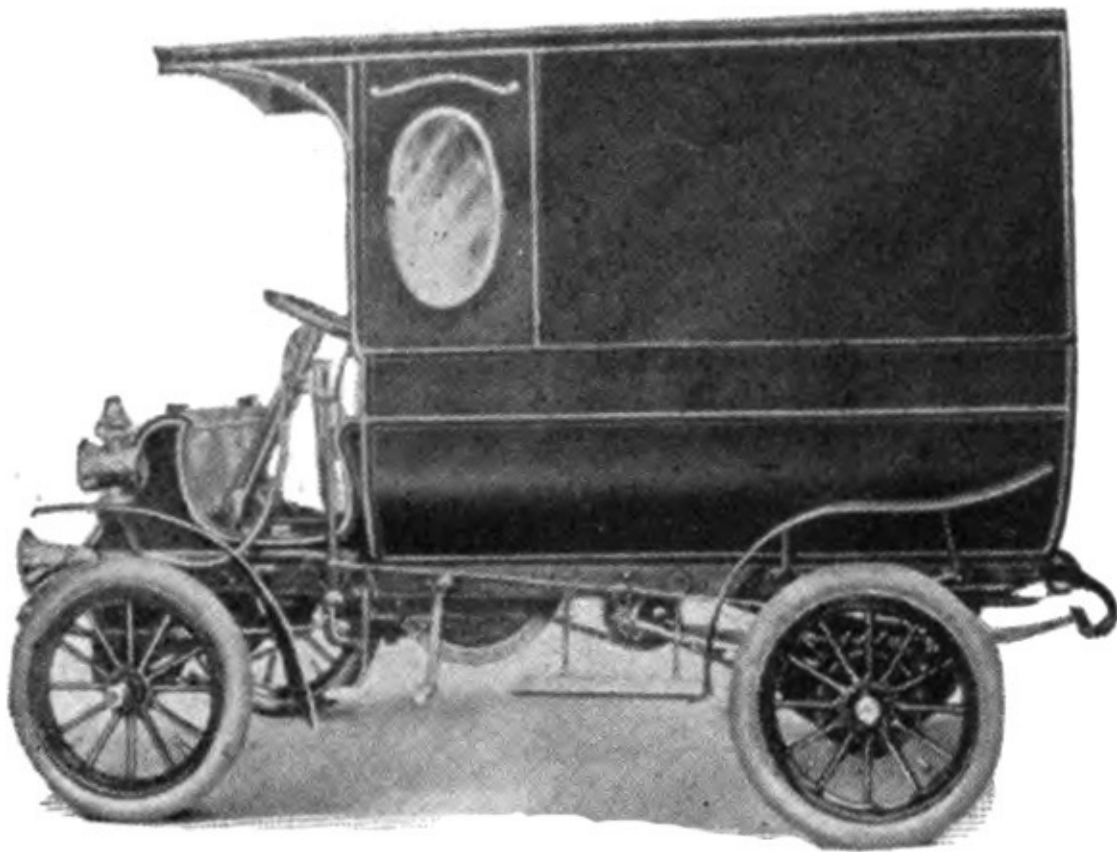


PRICE: \$1,600
BODY: Stake platform
CAPACITY: 1 ton
WEIGHT: 2,600 pounds
WHEEL-BASE: 86 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ inches
TIRES, REAR: 32 × 3½ inches
STEERING: Vertical column
BRAKES: On hubs of rear wheels
SPRINGS: Full platform
FRAME: Angle iron
CYLINDERS: Double opposed
BORE: 5 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 × 2½ (solid)

TIRES, REAR: 30 × 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

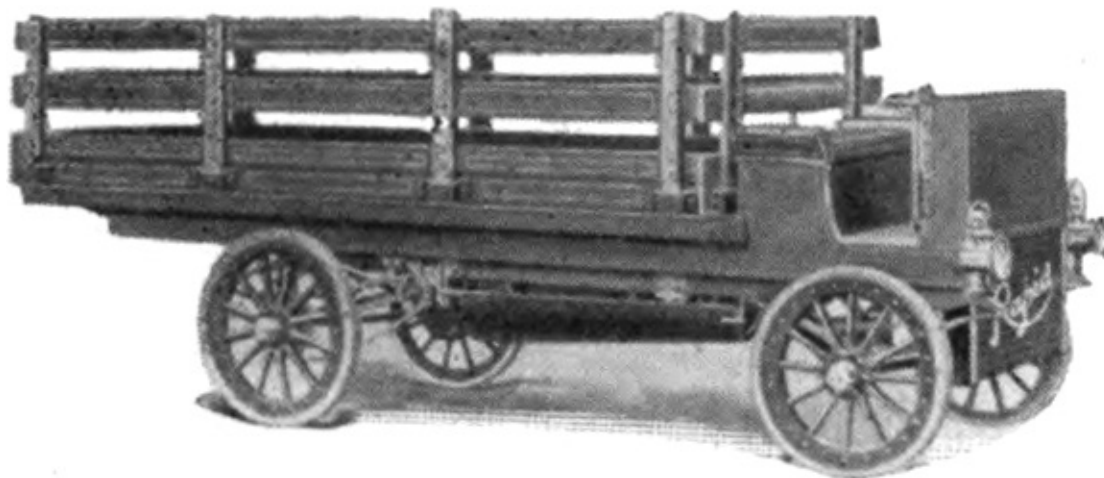
MOTOR SUSPENSION: Horizontal under body

COOLING: Water pump and radiator

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.
Pontiac, Mich.**

Rapid Motor Vehicle Co.,



PRICE: \$1,650

BODY: Stake and sill platform

CAPACITY: One ton

WEIGHT: 2,650 pounds

WHEEL-BASE: 86 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 3 inches

TIRES, REAR: 32 × 3 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: 30 × 4 inches

TIRES, REAR: 30 × 4 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.

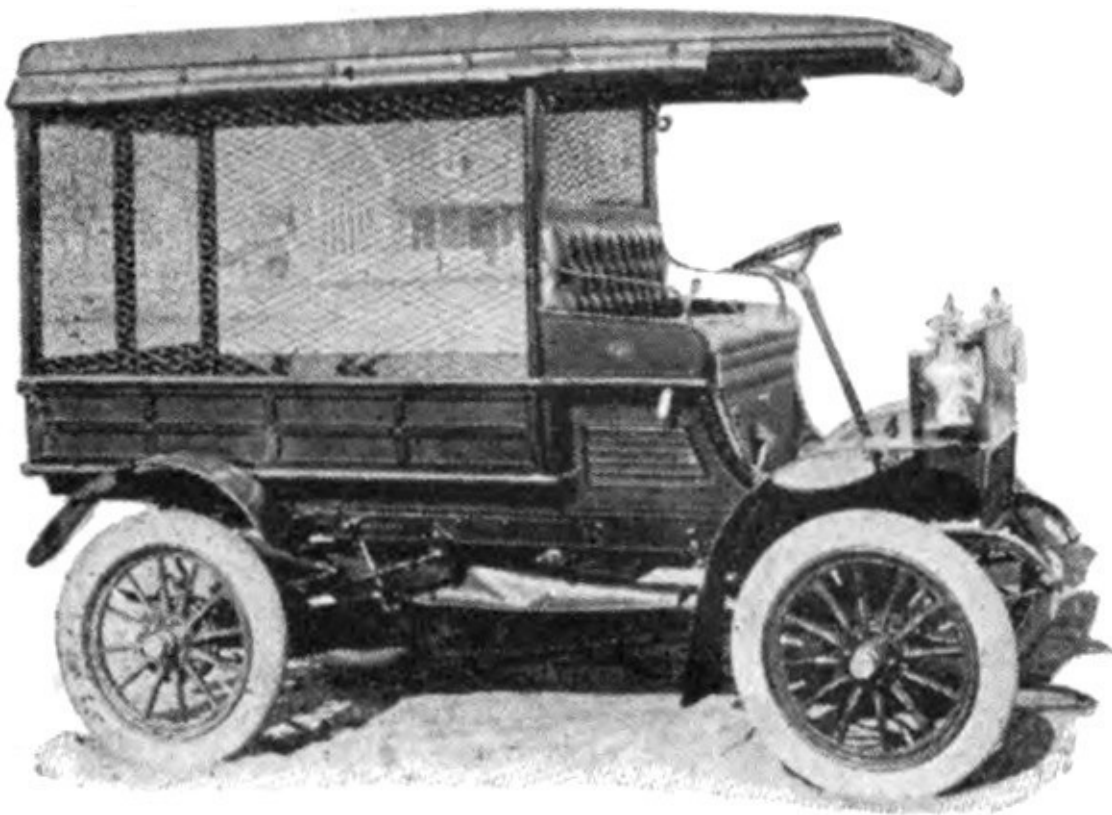
CYLINDERS: Double horizontal opposed

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: 30 × 4 inches

TIRES, REAR: 30 × 4 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

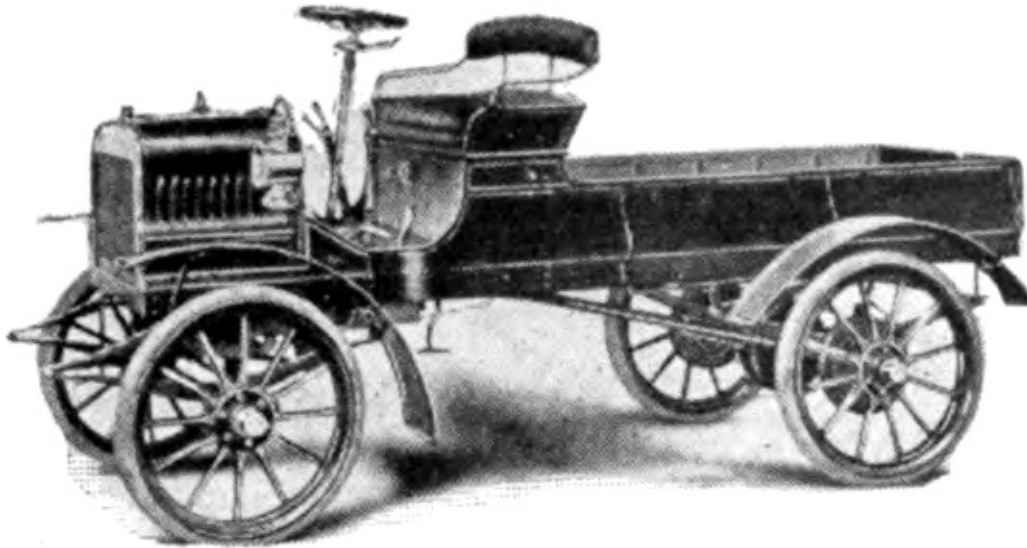
IGNITION: Jump spark

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.
Detroit, Mich.**

Soules Motor Car Co.,



PRICE: \$1,750

BODY: Open delivery

CAPACITY: 1,500 pounds

WEIGHT: 2,100 pounds

WHEEL-BASE: 96 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 4 in.

TIRES, REAR: 34 × 4 in.

STEERING: Wheel

BRAKES: Double, on rear hubs

SPRINGS: $\frac{3}{4}$ elliptic

FRAME: Angle steel

BORE: 5½ 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

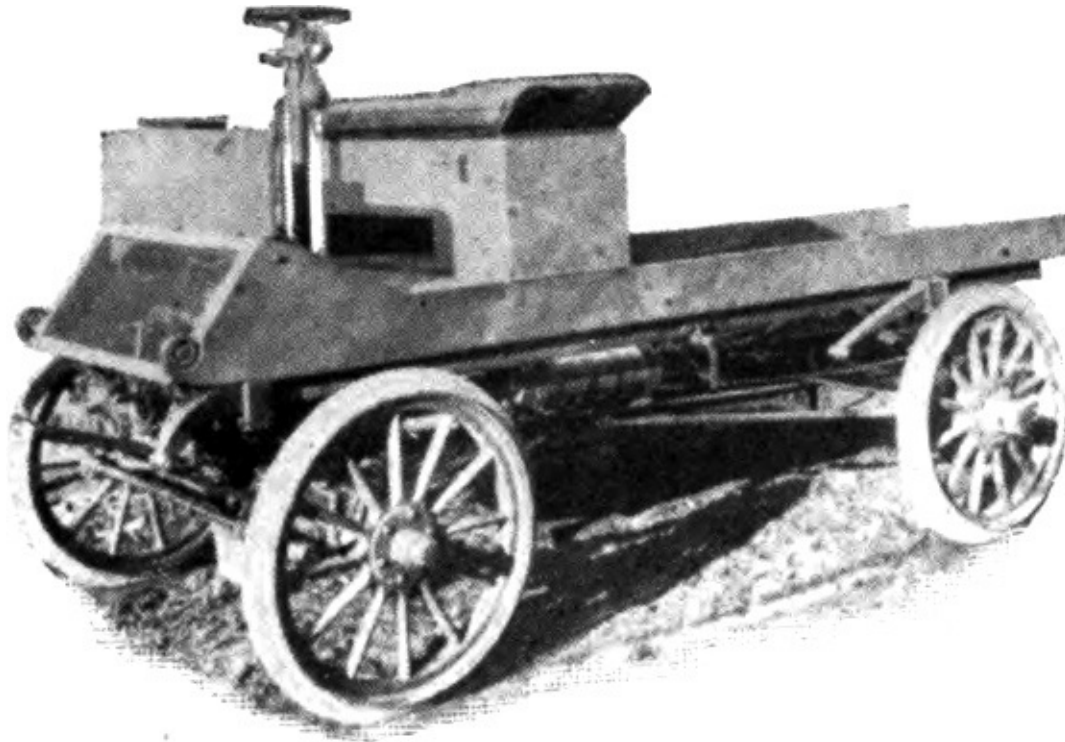
CHANGE GEAR: Sliding type

SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Shaft and bevel gear

**Torbensen, Model T-1, 18-20 H.P. Torbensen Motor Car Co.,
Bloomfield, N. J.**



PRICE: \$1,800 (complete)

BODY: Platform type

CAPACITY: 1½ tons

WHEEL-BASE: 100 inches

TREAD: 56 inches

TIRES, FRONT: 34 × 3½ inches

TIRES, REAR: 34 × 3½ inches

STEERING: Worm and sector

BRAKES: On transmission and rear hubs

SPRINGS: Platform, front; elliptic, rear

FRAME: Angle steel

BORE: 5⅞ in.; **STROKE:** 4½ in.

CYLINDERS: Double opposed

VALVE ARRANGEMENT: Both mechanically operated

MOTOR SUSPENSION: Front, on separate frame and cross spring

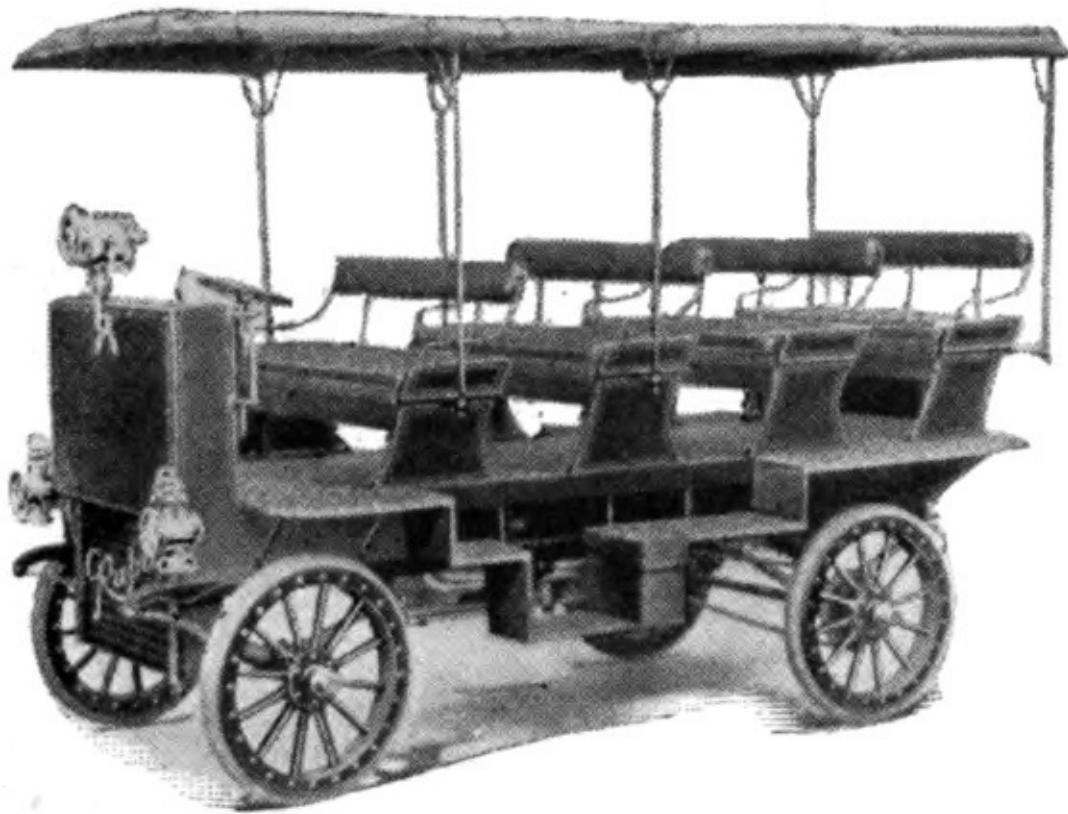
COOLING: Either air-cooled or water-cooled

IGNITION: Jump spark

CURRENT SUPPLY: Storage and drv 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: 3 × 32 inches

TIRES, REAR: 3 × 32 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

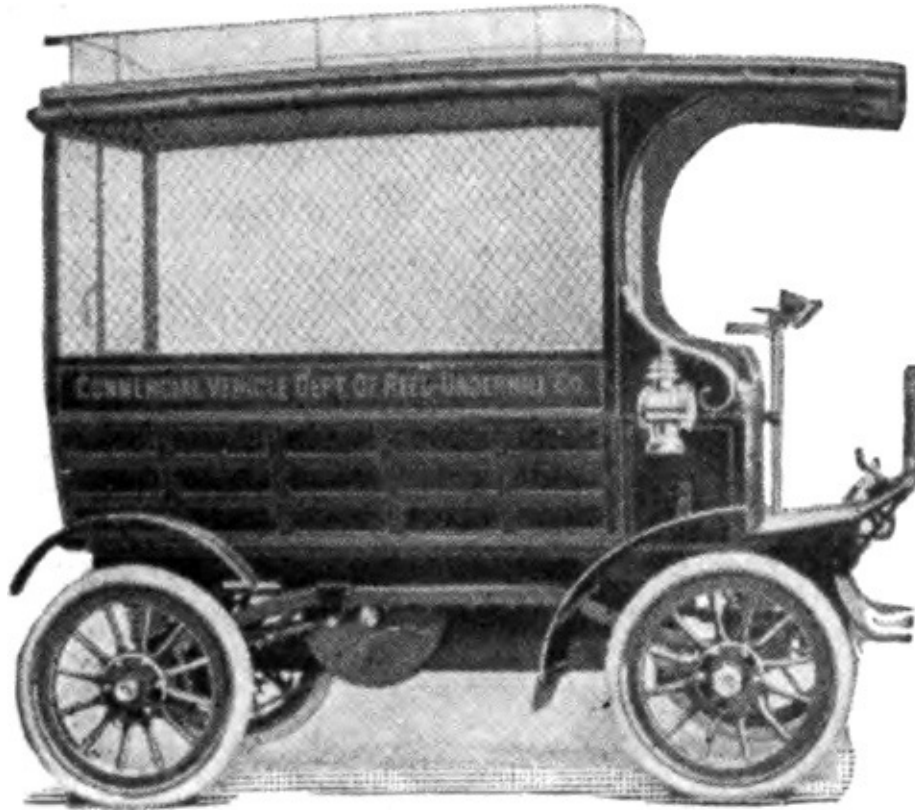
CHANGE GEAR: Planetary

SPEEDS: 2 forward, 1 reverse

CHANGE-GEAR CONTROL: Side lever and foot pedals

DRIVE: Double side chain

**Knox Delivery Wagon, Model 8, 10 H.P. Knox Automobile Co.,
Springfield, Mass.**

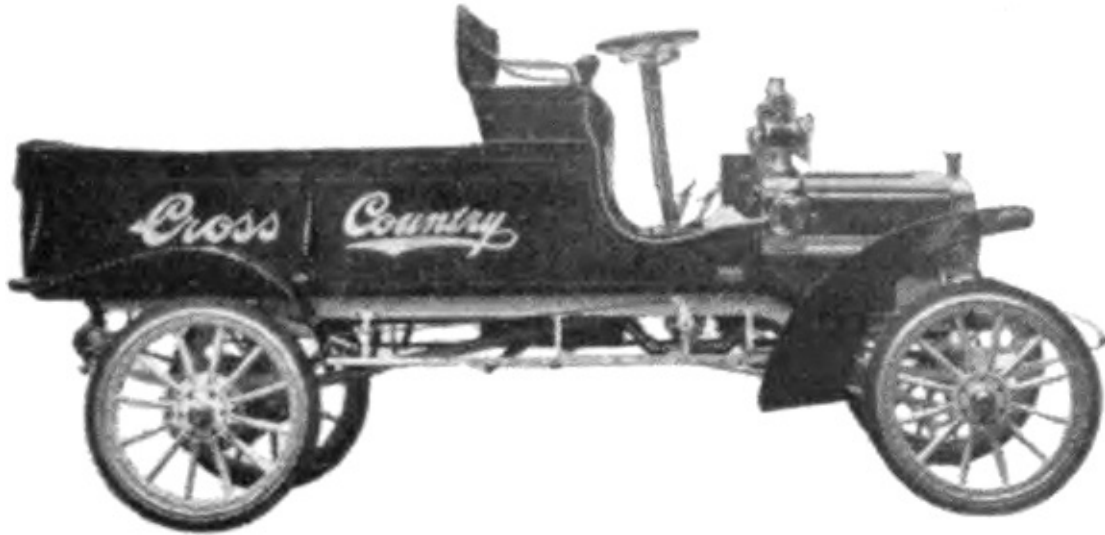


PRICE: \$1,800
BODY: Delivery wagon
CAPACITY: 1,500 pounds
WHEEL-BASE: 78 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3½ in.
TIRES, REAR: 32 × 3½ in.
BRAKES: On transmission and differential
STEERING: Worm and nut
SPRINGS: Semi-elliptic
FRAME: Pressed steel
BORE: 5 in.; STROKE: 8 in.
CYLINDERS: One
MOTOR SUSPENSION: Horizontal under body
COOLING: Air
IGNITION: Jump spark

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

**Northern, Light Delivery Wagon, 20 H.P.
Detroit, Mich.**

Northern Motor Car Co.,



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: Control

MOTOR-CONTROL: Spark and throttle

CLUTCH: Expanding ring

CHANGE GEAR: Planetary

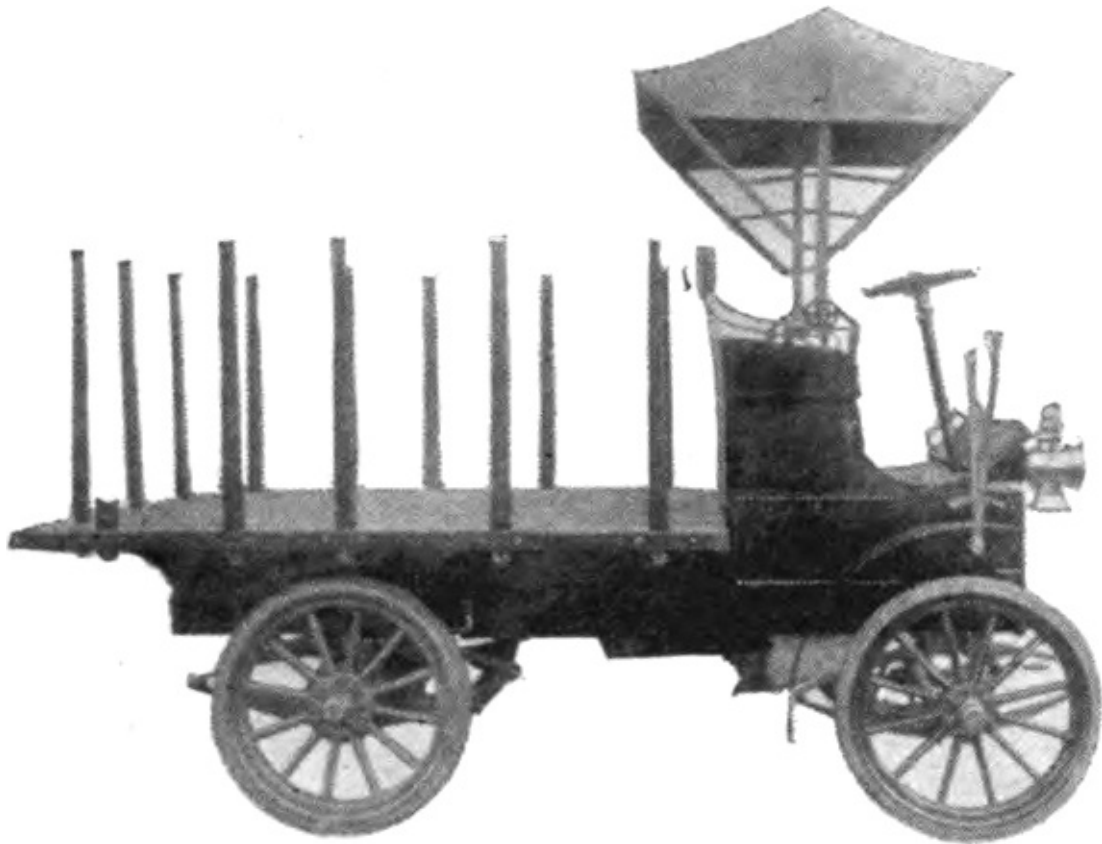
SPEEDS: 2 forward and reverse

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: 32 × 3 inches

TIRES, REAR: 32 × 3½ 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

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

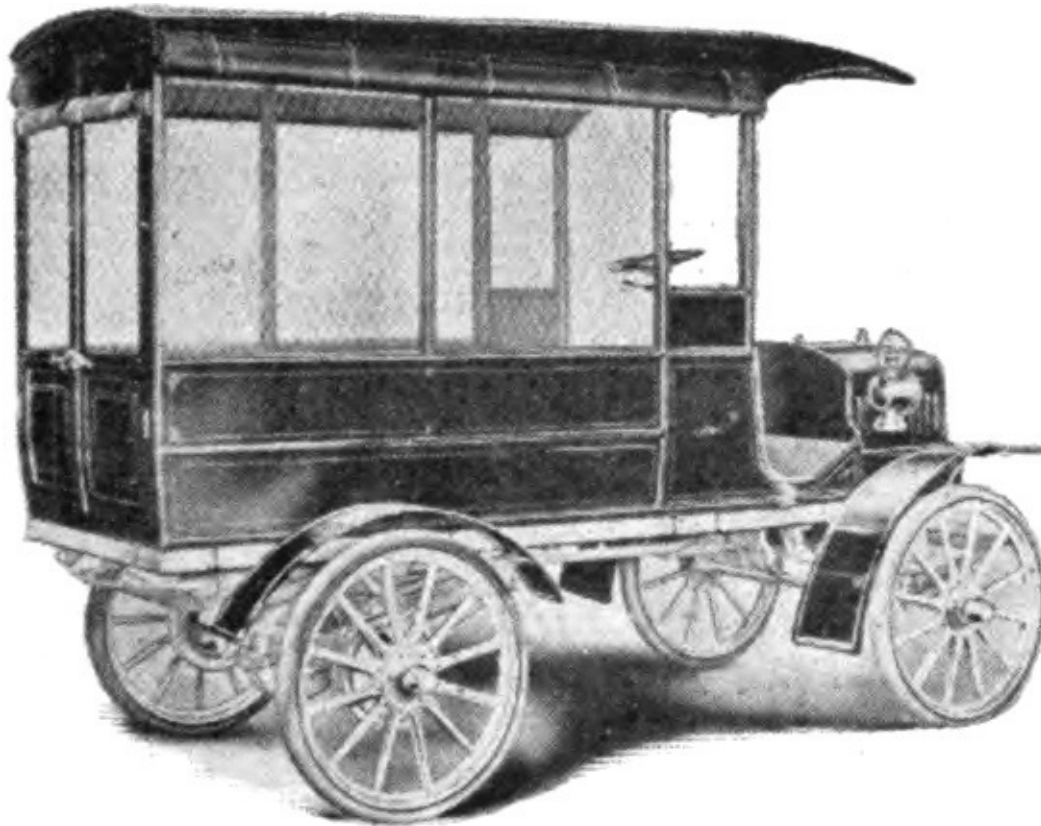
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever; self-finding

DRIVE: Worm gear

Soules Commercial Wagon, Model A, 22 H.P.
Detroit, Mich.

Soules Motor Car Co.,



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: 32 × 4 in.

TIRES, REAR: 34 × 4 in.

STEERING: Wheel

BRAKES: Double, on rear hubs

SPRINGS: ¼ elliptic

FRAME: Angle steel

BORE: 5½ in.; STROKE: 5 in.

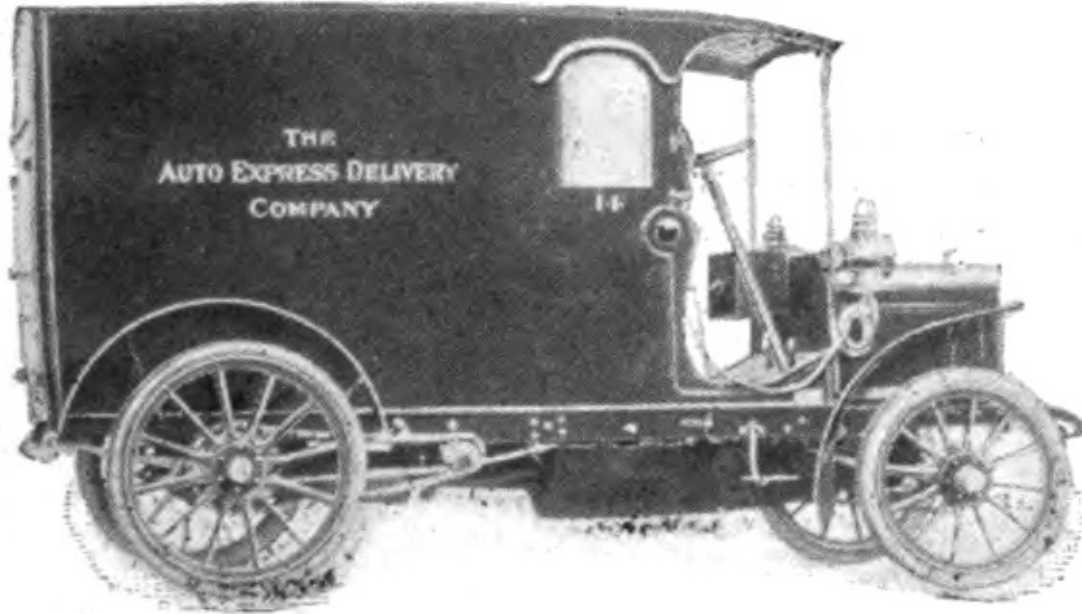
CYLINDERS: Two opposed

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: 34 × 4 in. Swinehart
TIRES, REAR: 38 × 4 in. Swinehart
STEERING: Worm and segment
BRAKES: On rear wheels
SPRINGS: Semi-elliptic
FRAME: Angle steel
COOLING: Thermo-siphon, honeycomb 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

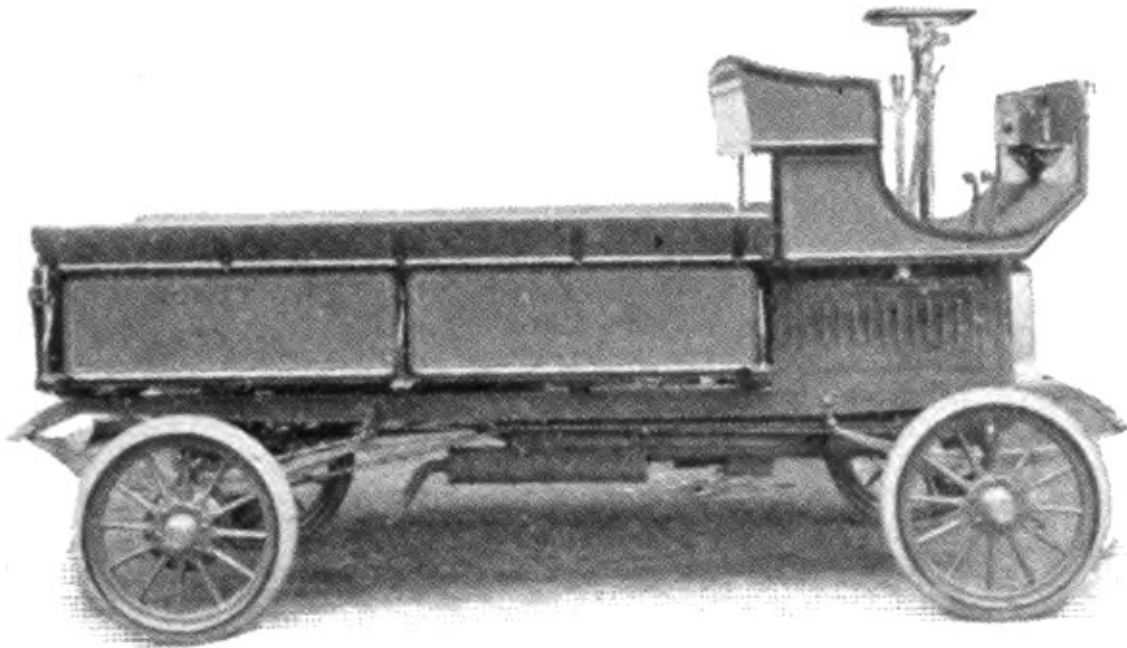
SPEEDS: 2 forward and reverse

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: 30 × 3 inches, solid

TIRES, REAR: 30 × 3½ inches, solid

STEERING: Gear, irreversible

BRAKES: Hand; internal expanding on rear wheels; foot, external contracting on rear wheels

SPRINGS: Half elliptic

FRAME: Pressed steel

BORE: 3¾ 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

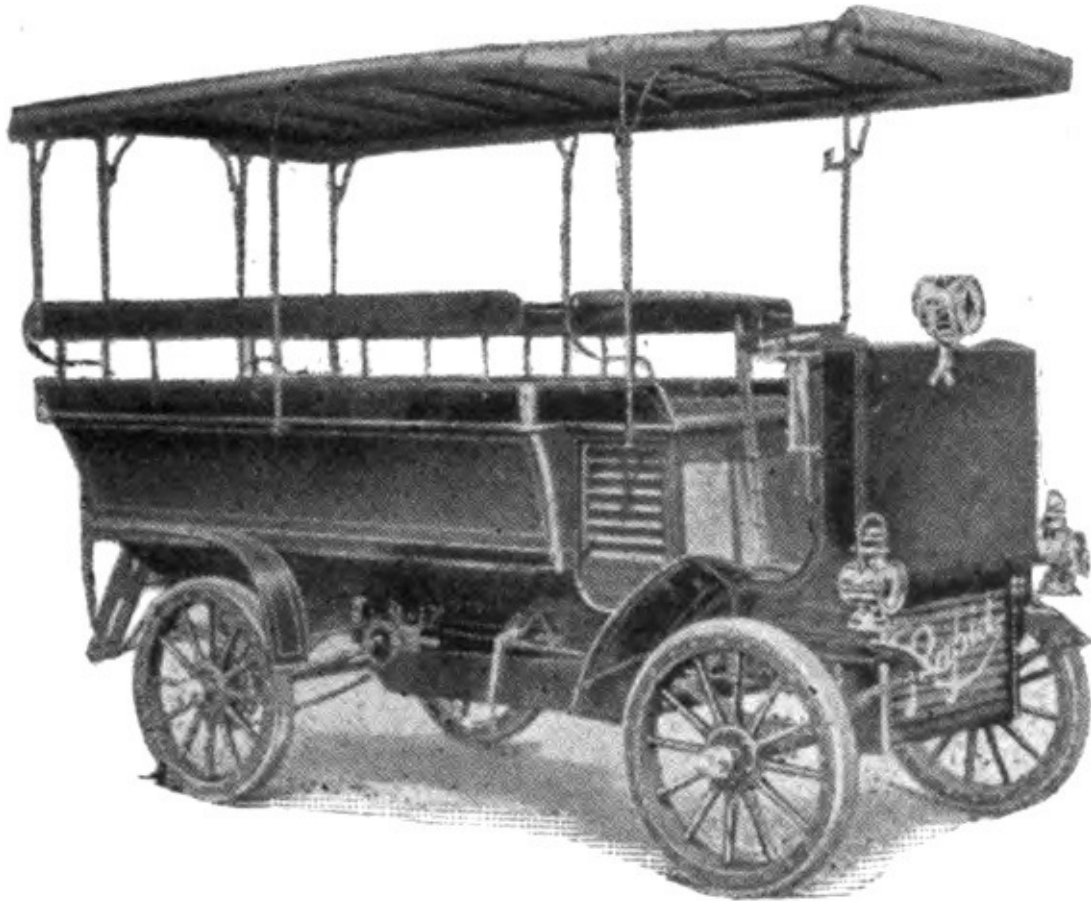
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever, progressive system

DRIVE: Spiral gear, shaft drive

**Rapid Wagonette, Model 152, 24–25 H.P.
Pontiac, Mich.**

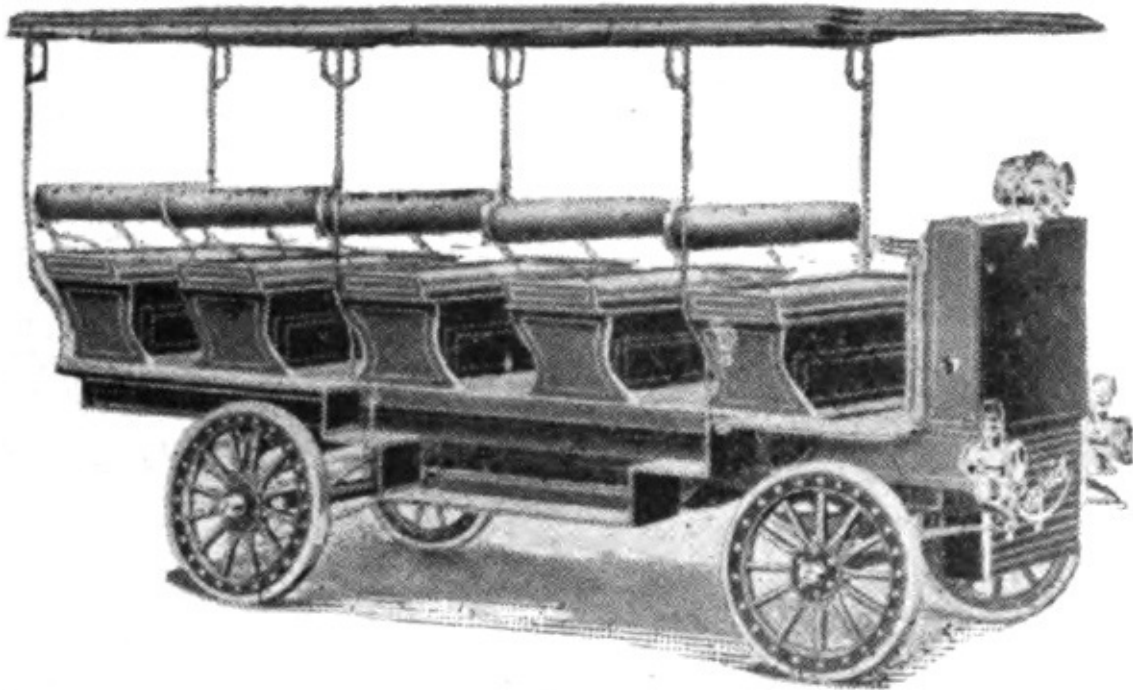
Rapid Motor Vehicle Co.,



PRICE: \$2,000
BODY: Wagonette
SEATS: 16 passengers
WEIGHT: 2,400 pounds
WHEEL-BASE: 90 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 3 inches
TIRES, REAR: 32 × 3 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: $3\frac{1}{2} \times 32$ inches
TIRES, REAR: $3\frac{1}{2} \times 34$ 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

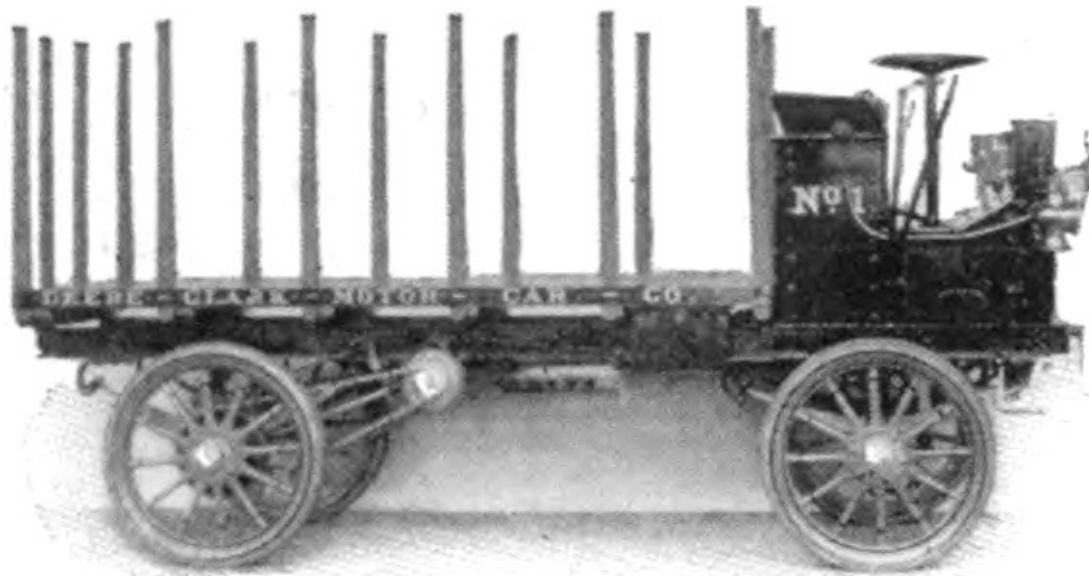
DRIVE: Double side chain



THE NATIONAL MAGAZINE OF MOTORING

GASOLINE MOTOR BUSINESS WAGONS COSTING
FROM \$2,500 TO \$3,999.

Deere, Model I, 22 H.P. Deere Clark Motor Car Co., Moline, Ill.

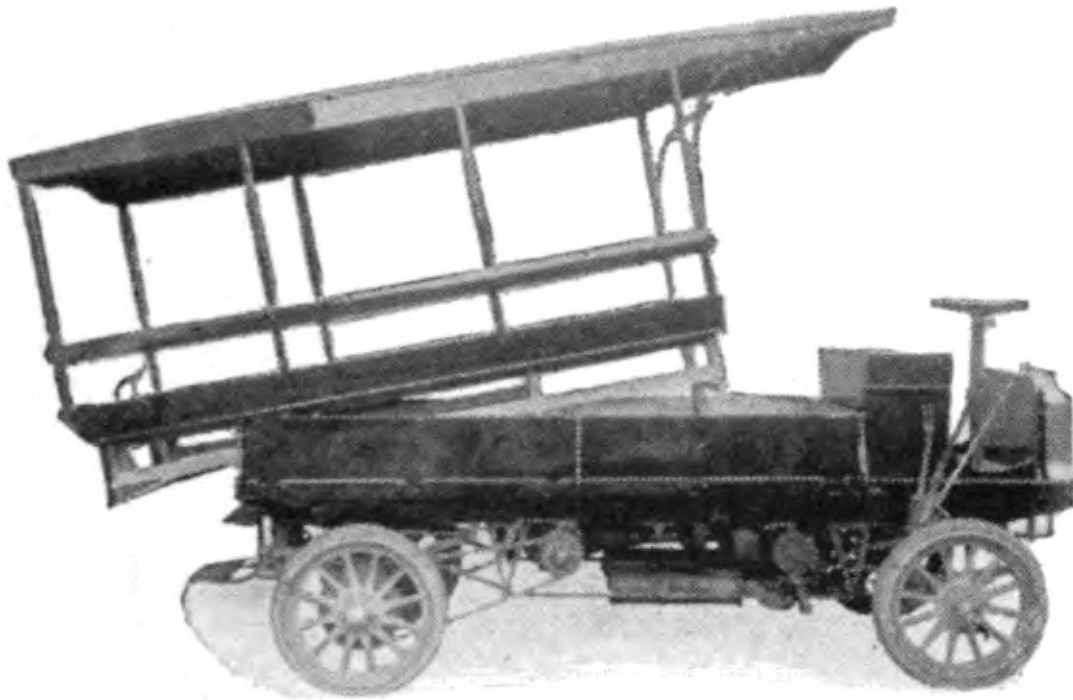


PRICE: \$2,500
BODY: Stake platform
CAPACITY: 2 to 3 tons
WEIGHT: 3,500 pounds
TREAD: 62 inches
TIRES, FRONT: 36 × 4 in. (solid)
TIRES, REAR: 36 × 4 in. (solid)
STEERING: Worm and gear
BRAKES: On rear wheels and countershaft
SPRINGS: Semi-elliptic
FRAME: Rolled steel
BORE: 5½ in.; STROKE: 6 in.
CYLINDERS: 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

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.
Chillicothe, O.**

Logan Construction Co.,



PRICE: \$2,500

BODY: Platform or optional

CAPACITY: 6,000 pounds

WEIGHT: 3,100 pounds

WHEEL-BASE: 108 inches

TREAD: 56½ inches

TIRES, FRONT: 32 × 4½ in. solid

TIRES, REAR: 32 × 4½ 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

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

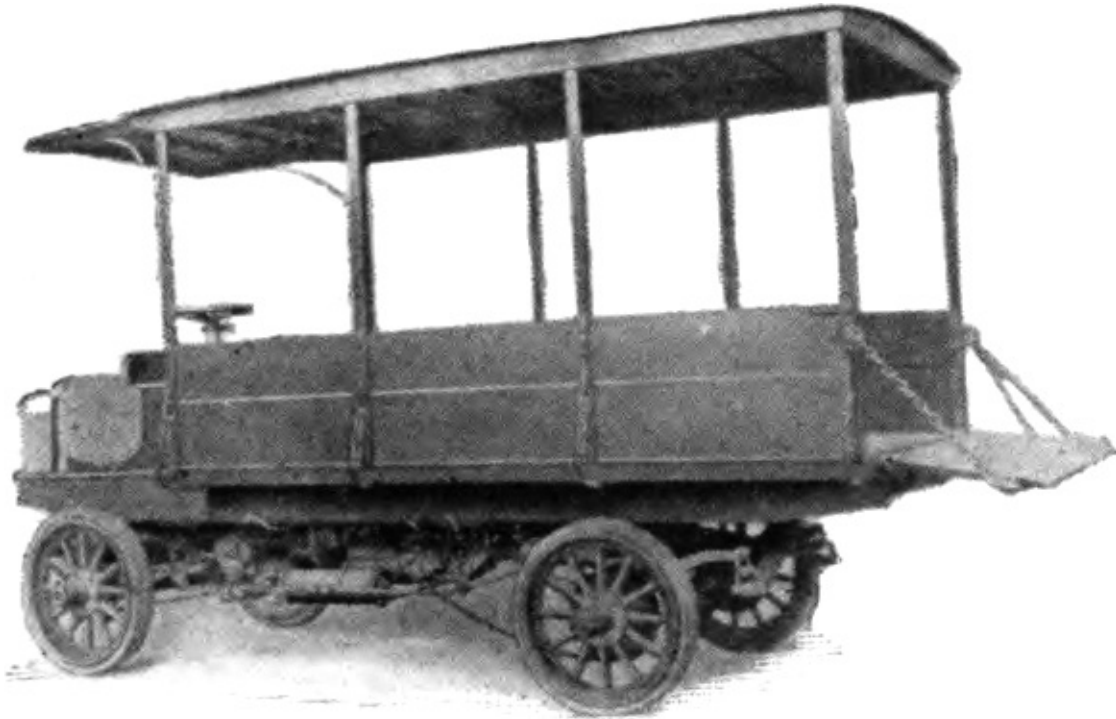
SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Selective type

DRIVE: Side chains

**Logan 2 1-2 Ton Truck Model 14, 30 H.P.
Chillicothe, O.**

Logan Construction Co.,



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: 32 × 4½ inches

TIRES, REAR: 32 × 4½ 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

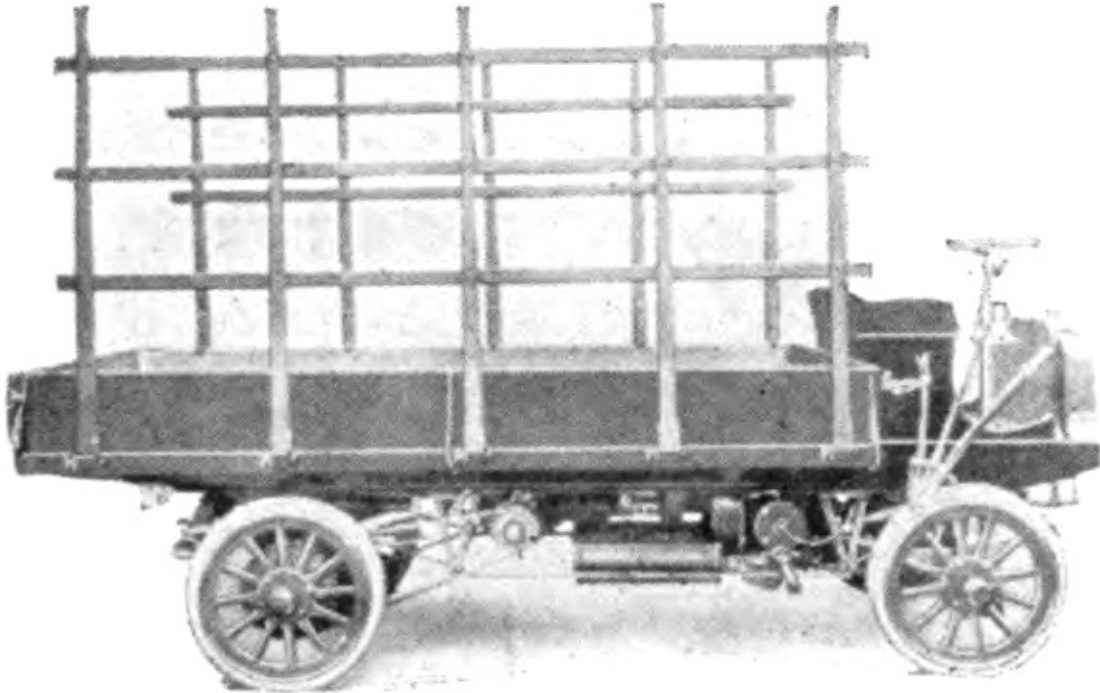
COOLING: Water

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

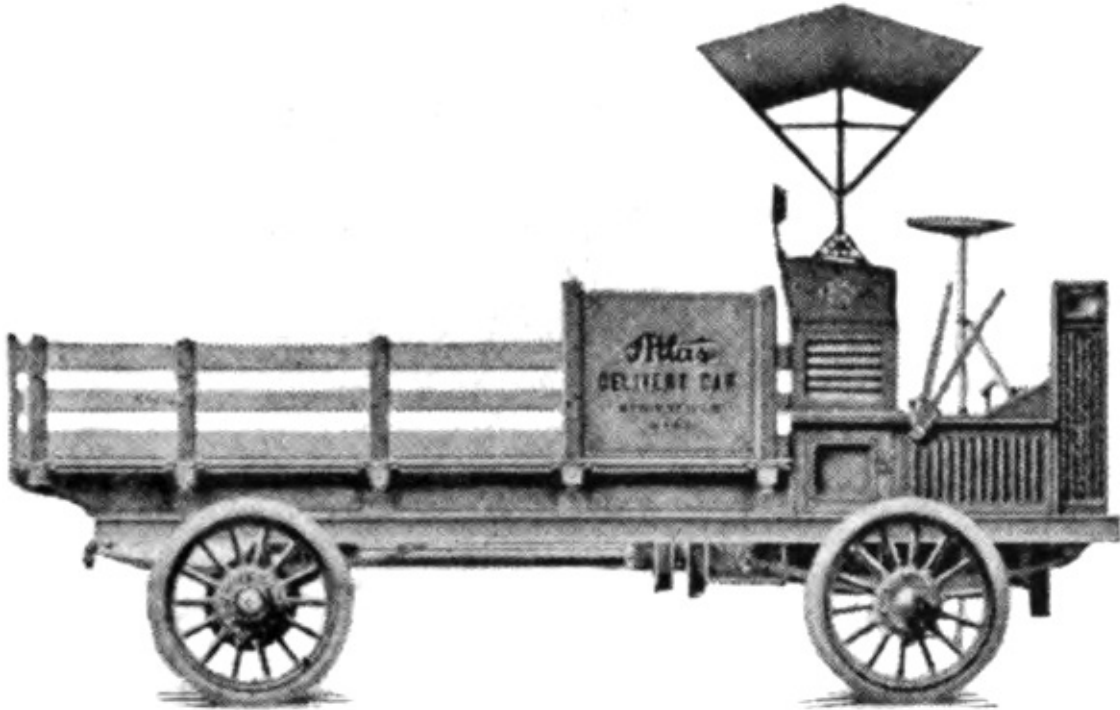
**Logan Truck, Model 12, 30 H.P. Logan Construction Co., Chillicothe,
Ohio**



PRICE: \$2,525 (complete as shown)
BODY: Flat bed, stake and side boards
CAPACITY: 5,000 pounds
WEIGHT: 3,000 pounds
WHEEL-BASE: 108 inches
TREAD: 56½ inches
TIRES, FRONT: 32 × 5 inches
TIRES, REAR: 32 × 5 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: 32 × 3½ in. solid rubber
TIRES, REAR: 32 × 4 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

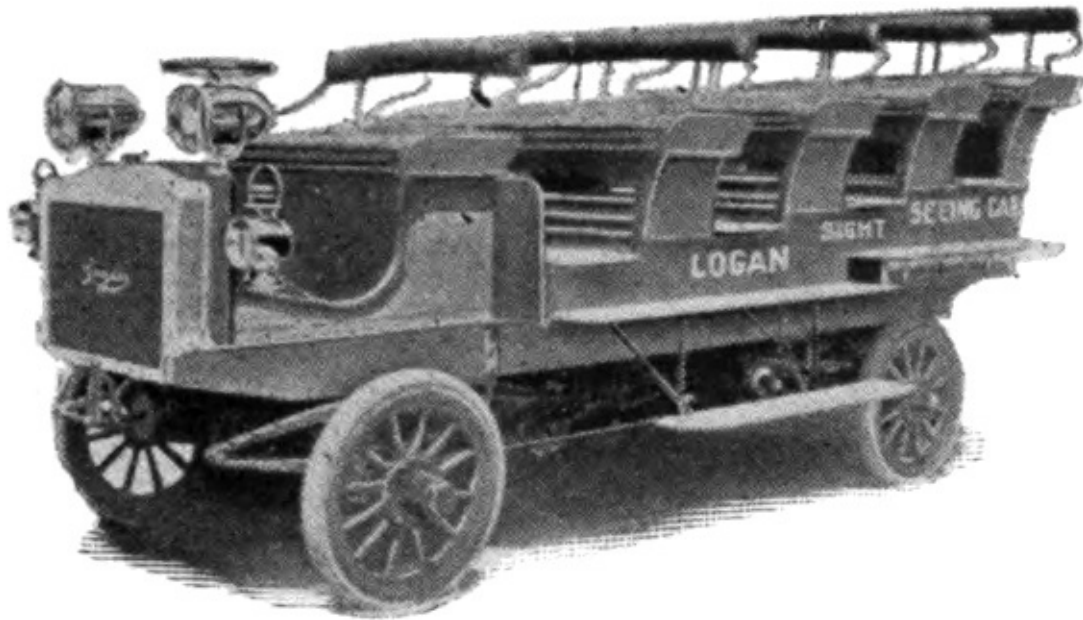
SPEEDS: Three forward, one reverse

CHANGE-GEAR CONTROL: Side lever, selective system

DRIVE: Shaft

**Logan Observation Car, Model 18, 30 H.P.
Chillicothe, O.**

Logan Construction Co.,



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: 32 × 4½ inches

TIRES, REAR: 32 × 4½ 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

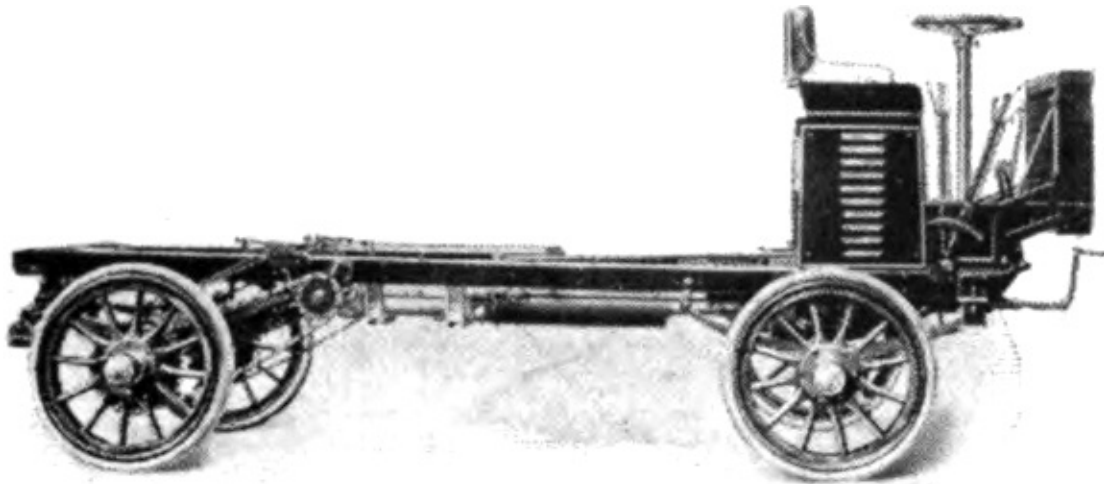
CURRENT SUPPLY Storage battery

CARBURETER: Automatic

LUBRICATION: Mechanical force feed

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: 32 × 4 in.; Firestone solid

TIRES, REAR: 32 × 4 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

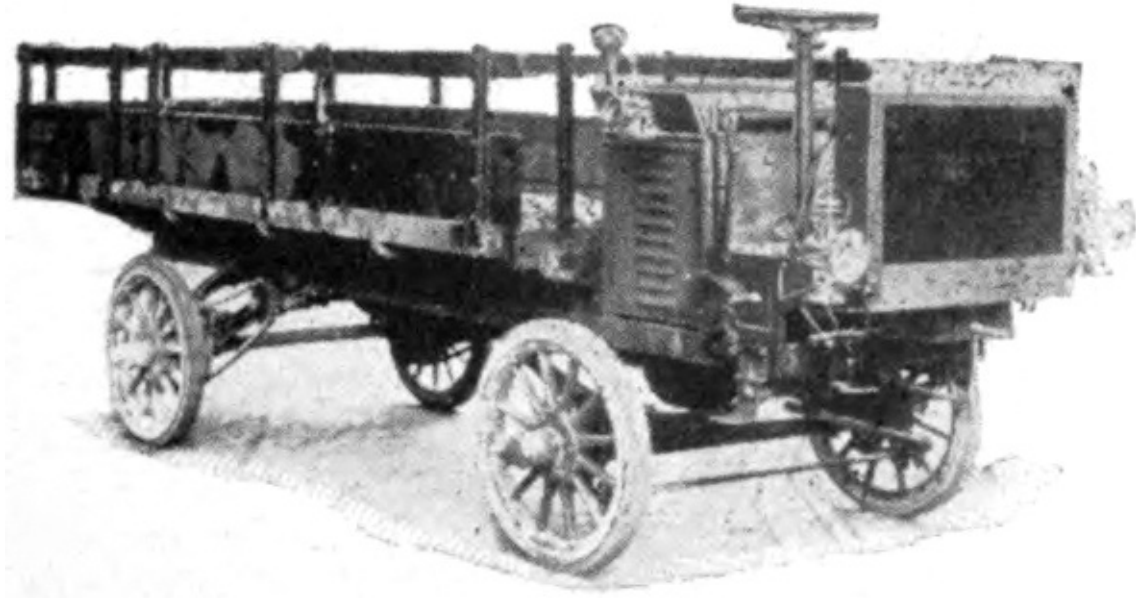
SPEEDS: 2 forward and reverse

SPEEDS: 5 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: 32 × 4 in.; Firestone solid

TIRES, REAR: 32 × 4 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

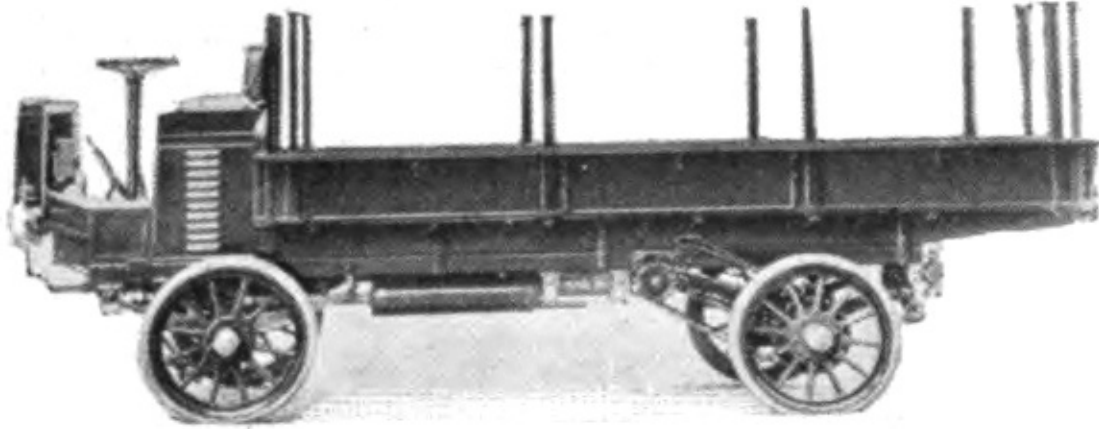
CHANGE GEAR: Sliding gears

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-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: 32 × 4 in., Firestone solid

TIRES, REAR: 32 × 4 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

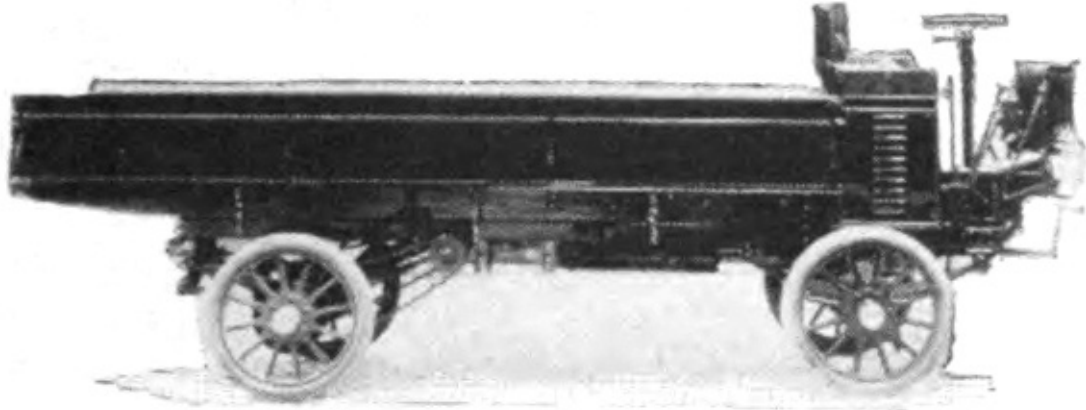
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Lever at right of driver

CHANGE-GEAR CONTROL: Level at right of drive

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: 32 × 4 in.; Firestone solid

TIRES, REAR: 32 × 4 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

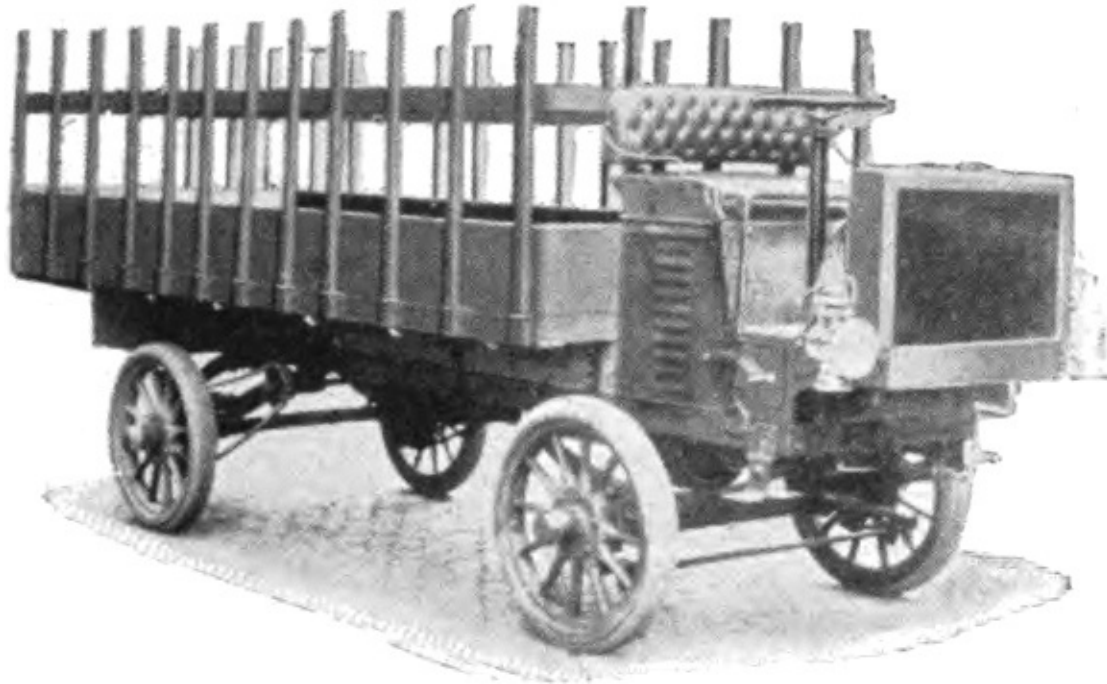
CHANGE GEAR: Sliding gears

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: 32 × 4 in., Firestone solid

TIRES, REAR: 32 × 4 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

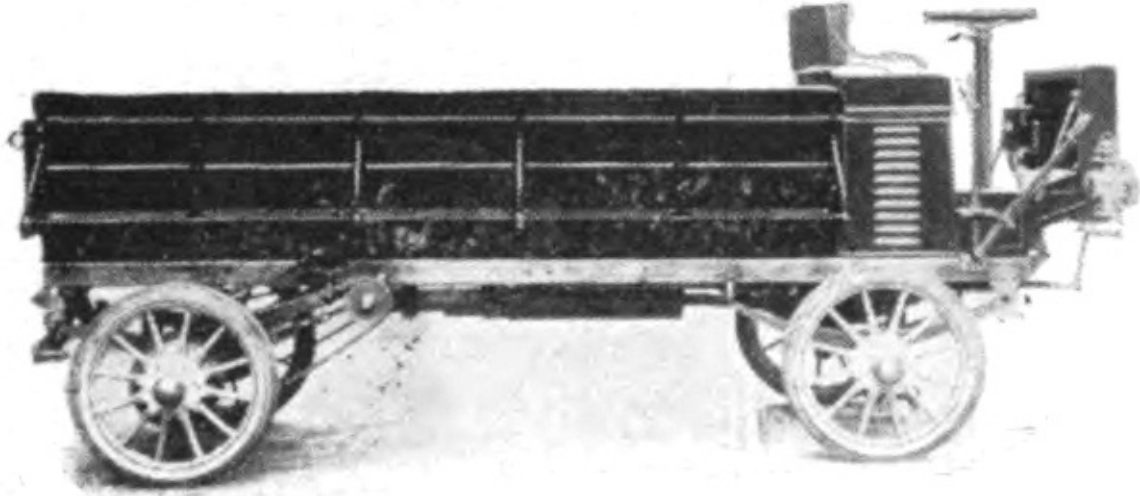
CHANGE GEAR: Sliding gears

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: 32 × 4 in.; Firestone solid

TIRES, REAR: 32 × 4 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.
Cincinnati, Ohio**

Sayers and Scovill,



PRICE: \$3,000

BODY: As required

CAPACITY: 3,000 pounds

WEIGHT: 2,600 pounds (chassis)

WHEEL-BASE: 96 inches

TREAD: 60 inches

TIRES, FRONT: 32 × 3½ in.

TIRES, REAR: 34 × 3½ 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

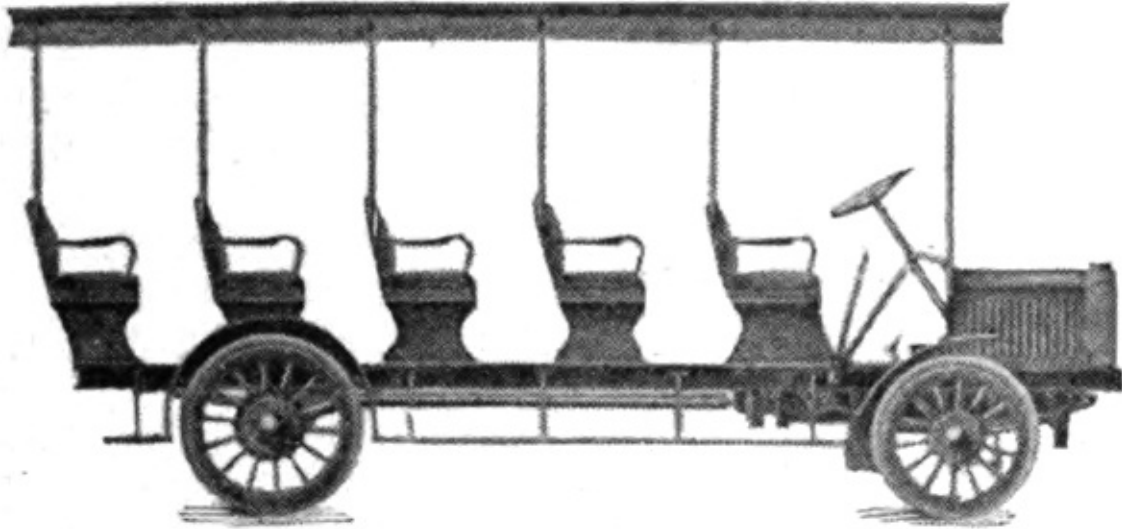
SPEEDS: 2 forward and reverse

SPEEDS: 5 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: 32 × 4 inches, solid

TIRES, REAR: 36 × 4½ inches, 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: Shift

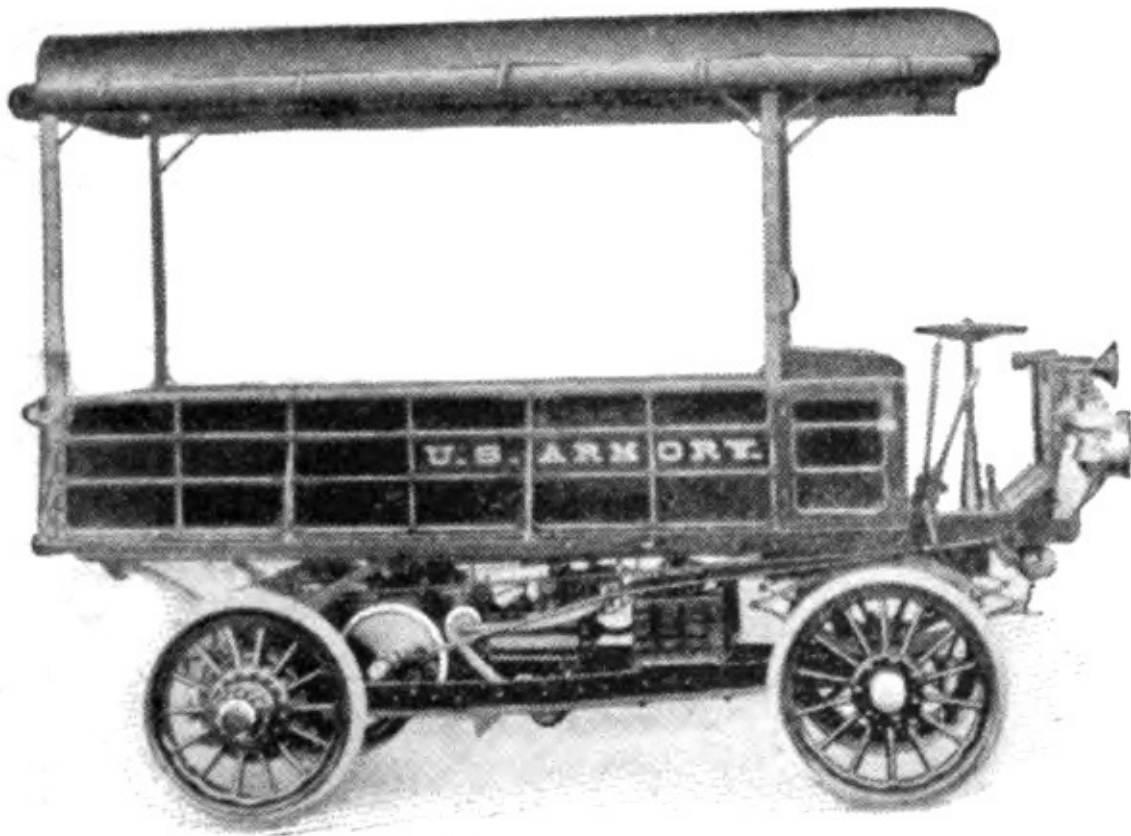
CHANGE GEAR: Sliding spur gears

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: 36 × 4 in. solid rubber

TIRES, REAR: 36 × 5 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

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

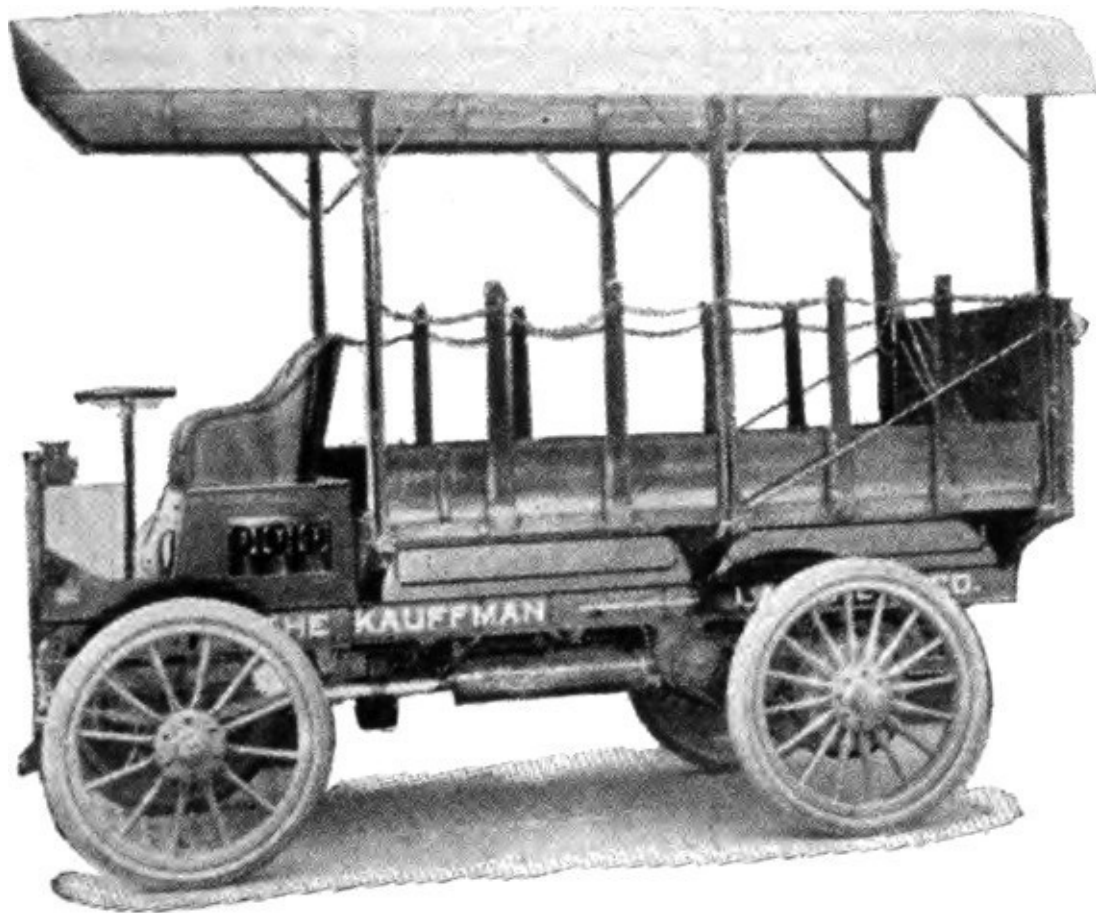
SPEEDS: 3 forward, one reverse

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: 34 × 3½ inches

TIRES, REAR: 34 × 5 inches

STEERING: Worm and sector

BRAKES: Two sets, internal and external

SPRINGS: Semi-platform type

FRAME: Channel steel

BORE: 4¹/₁₆ STROKE: 5½ in.

CVT INDERS: 1 vertical

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

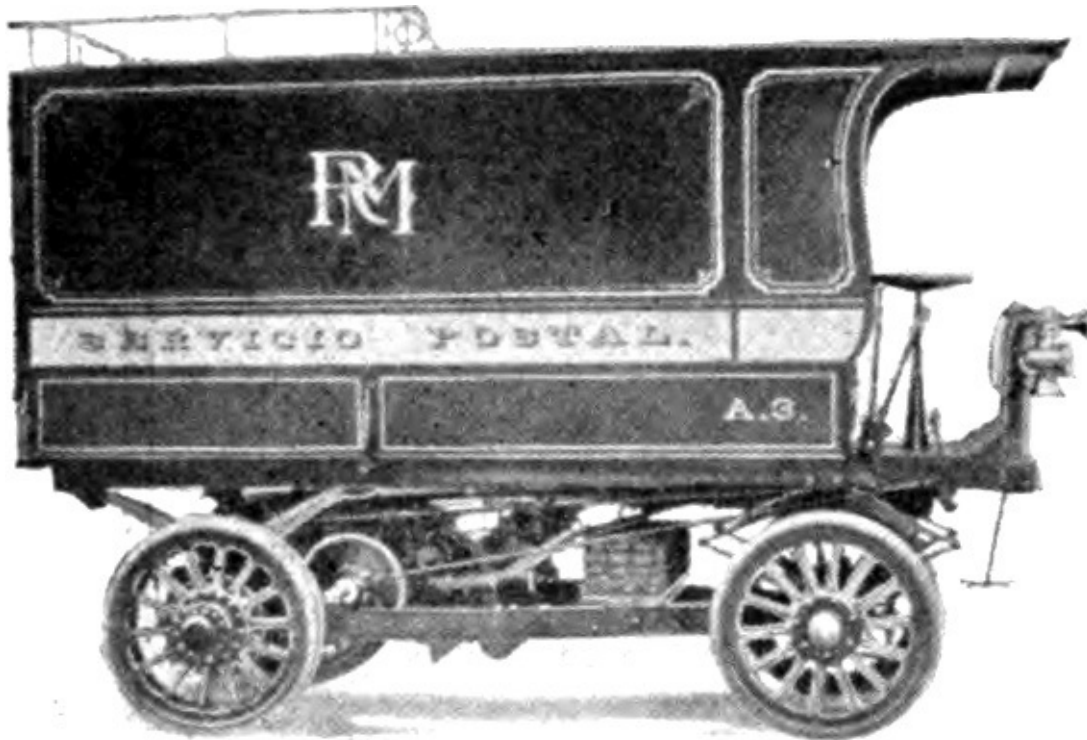
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Double chain

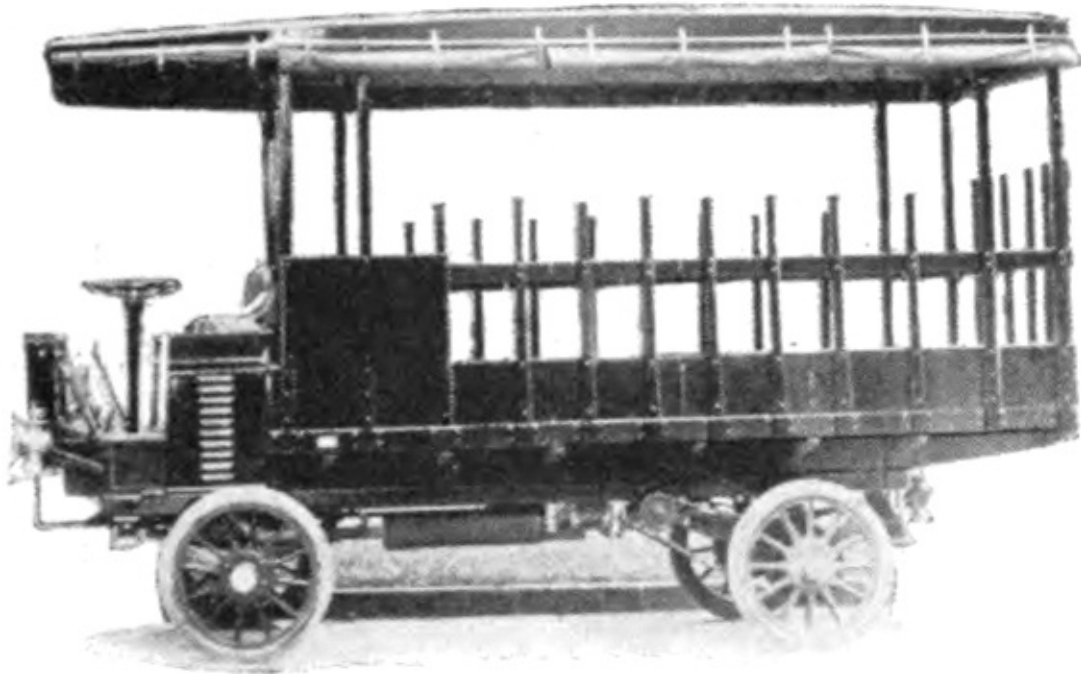
Atlas, Model A, 24 H.P. Knox Motor Truck Co., Springfield, Mass.



PRICE: \$3,000
BODY: Full panel with top
WEIGHT: 5,000 pounds
WHEEL-BASE: 96 inches
TREAD: 58 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 5 inches
STEERING: Heavy irreversible wheel type
BRAKES: On rear wheels
SPRINGS: Full elliptics front, half elliptics, rear
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. Reliance Motor Car Co., Detroit,
Mich.**



PRICE: \$3,000
BODY: Stake, top and curtains
CAPACITY: Three tons
WEIGHT: 4,600 pounds
WHEEL-BASE: 108 inches
TREAD: 56 inches
TIRES, FRONT: 32 × 4 in., Firestone solid
TIRES, REAR: 32 × 4 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

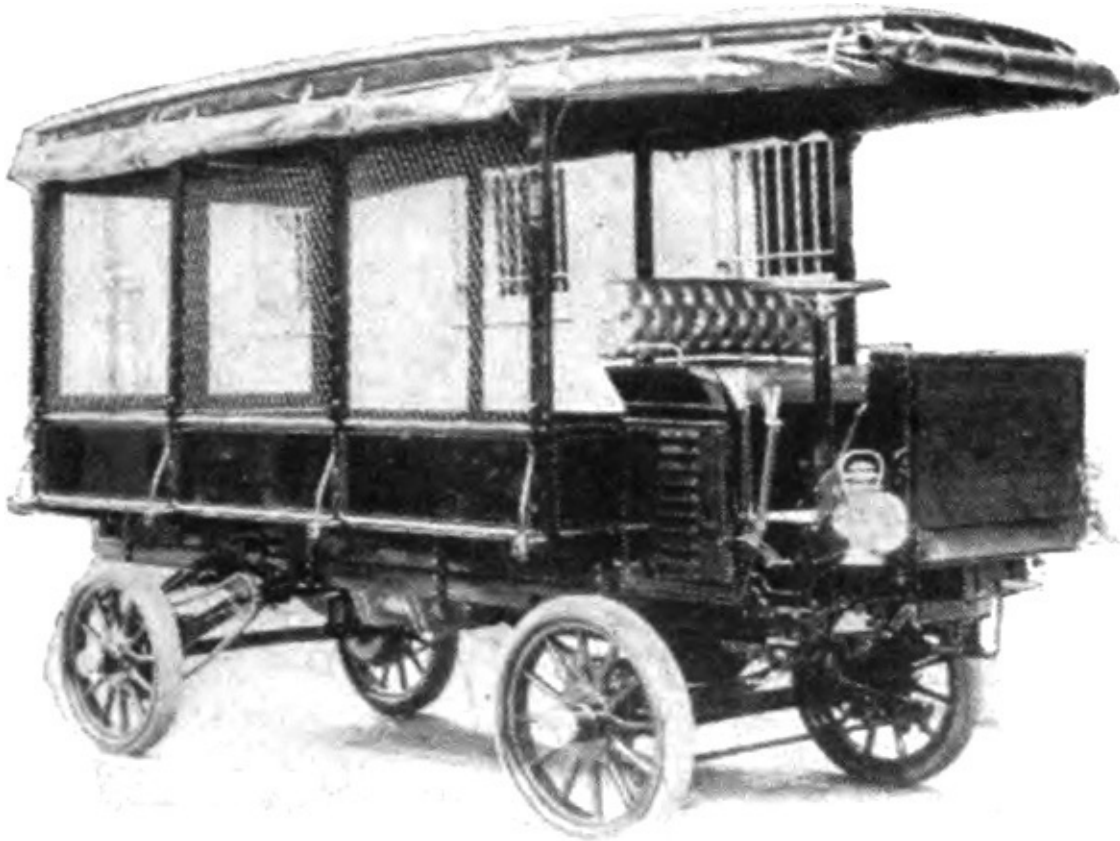
CHANGE GEAR: Sliding gears

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-C, 28-30 H.P. Reliance Motor Car Co., Detroit,
Mich.**



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: 32 × 4 in., Firestone solid

TIRES, REAR: 42 x 4 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

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

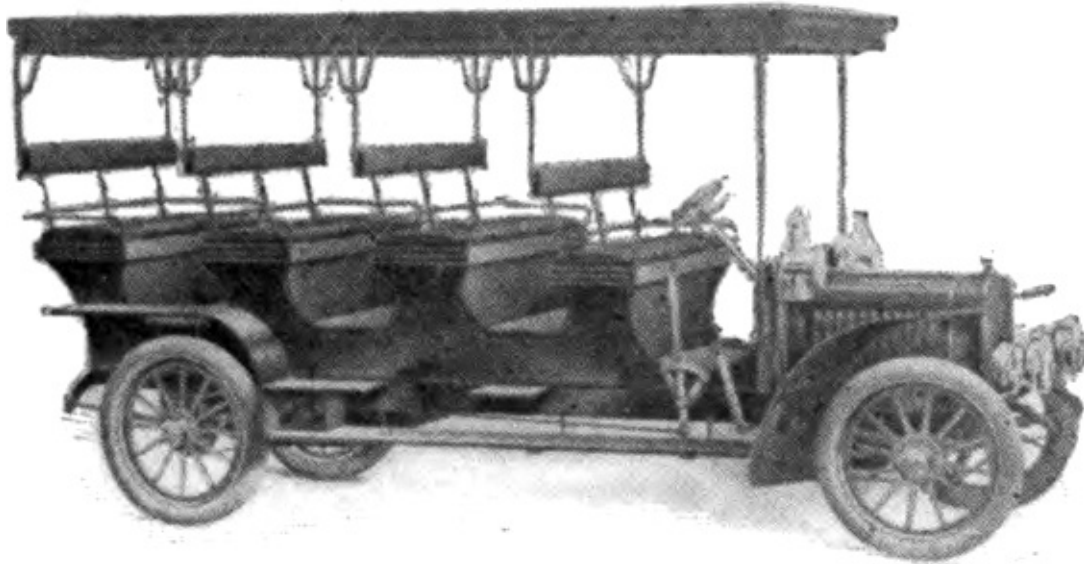
**Manhattan, 1 1-2-Ton Delivery Wagon. Mack Bros. Motor Car Co.,
Allentown, Pa.**



PRICE: \$3,00
BODY: To order
CAPACITY: 3,000 pounds
WEIGHT: About 3,500 pounds
WHEEL-BASE: 120 inches
TREAD: 56½ inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 4 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Half elliptic
FRAME: Pressed steel
BORE: 4½ 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. Worth Motor Car Mfg. Co.,
Evansville, Ind.**



PRICE: \$3,000

BODY: Cross seats, with top

WEIGHT: 3,000 pounds

WHEEL-BASE: 132 inches

SEATS: 16 passengers

TIRES, FRONT: Pneumatic, 36 × 4½ inches

TIRES, REAR: Pneumatic, 36 × 4½ inches

STEERING: Worm and gear

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

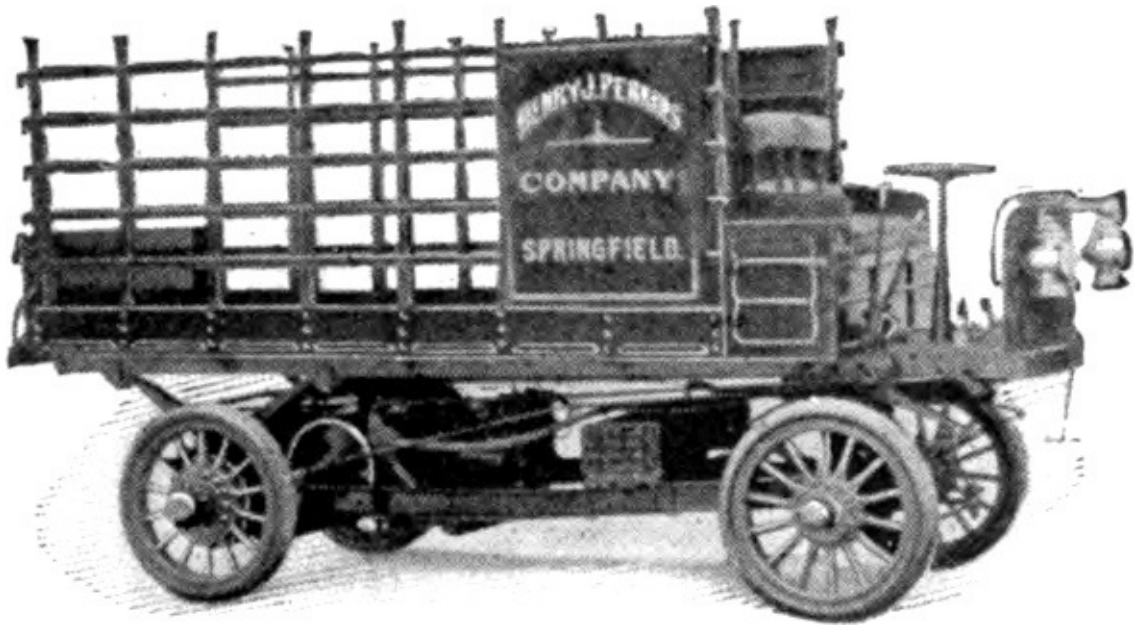
CARBURETER: Automatic

LUBRICATION: Force feed

MOTOR-CONTROL: Governor, spark and throttle

MOTOR-CONTROL: Governor, spring and throttle
DRIVE: Double chain

Atlas, Type B, 24 H.P. Knox Motor Truck Co., Springfield, Mass.



PRICE: \$3,200

BODY: Express stake or platform

CAPACITY: Three tons

WEIGHT: 6,000 pounds

WHEEL-BASE: 114 inches

TREAD: 58 inches

TIRES, FRONT: 36 × 5 in. solid rubber

TIRES, REAR: 36 × 6 in. solid rubber

STEERING: Heavy irreversible wheel type

BRAKES: Two inside and outside rear 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 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

MOTOR-CONTROL: Throttle lever on top steering wheel

CLUTCH: Leather-faced cone type

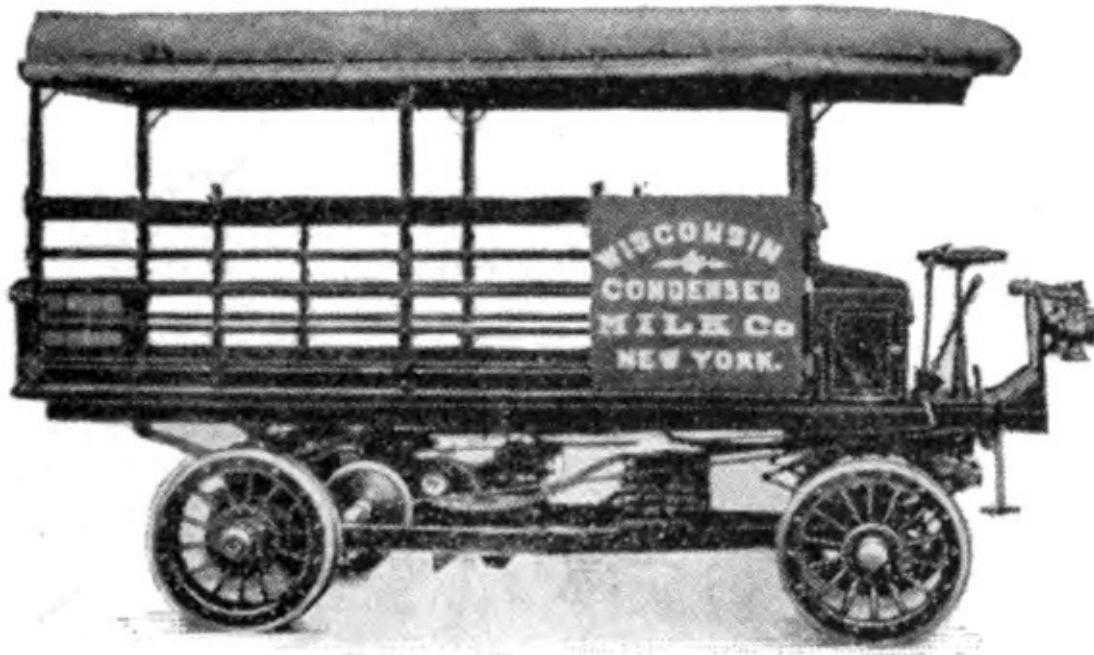
CHANGE GEAR: Sliding spur gears

SPEEDS: 3 forward, one reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Direct spur gear

**Atlas Truck, Model B, 24 H.P. Knox Motor Truck Co., Springfield,
Mass.**



PRICE: \$3,200
BODY: Fixed stake
CAPACITY: 3 tons
WEIGHT: 6,000 pounds
WHEEL-BASE: 114 inches
TREAD: 58 inches
TIRES, FRONT: 36 × 5 inches
TIRES, REAR: 36 × 6 inches
STEERING: Heavy irreversible wheel type
BRAKES: Internal and external on rear wheels
SPRINGS: Front, full ellipitics; 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

ENGINE: Special design

LUBRICATION: Mechanical oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Conical

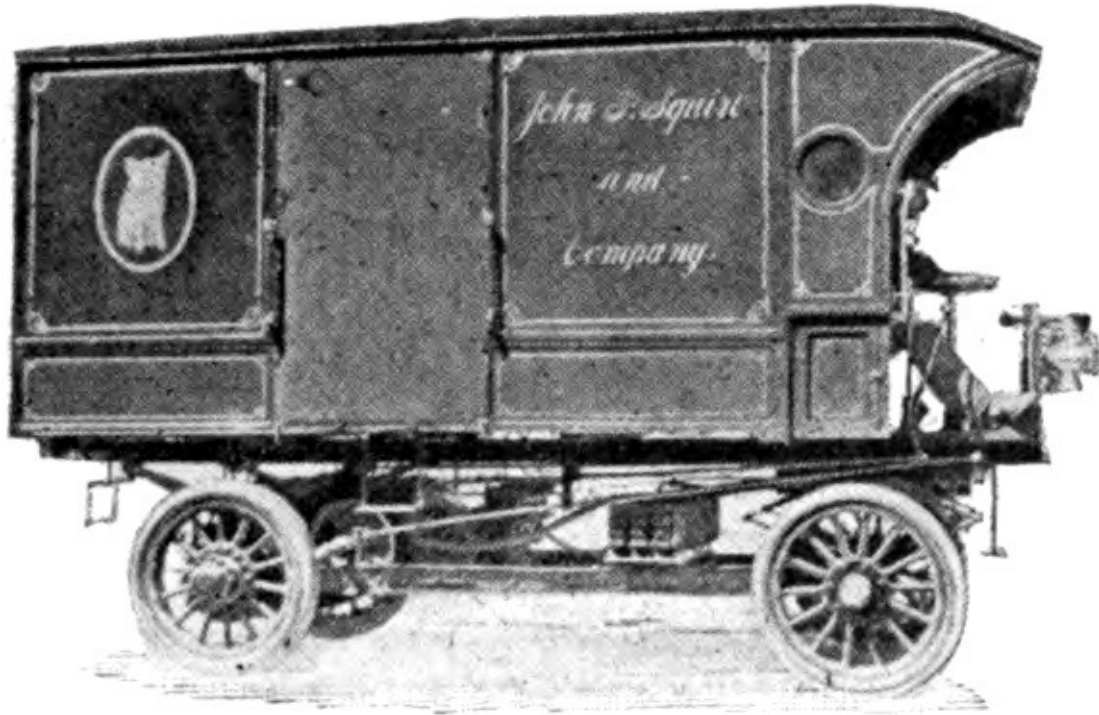
CHANGE GEAR: Sliding type

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: Full panel top

CAPACITY: 3 tons

WEIGHT: 6,000 pounds

WHEEL-BASE: 114 inches

TREAD: 58 inches

TIRES, FRONT: 36 × 5 inches

TIRES, REAR: 36 × 6 inches

STEERING: Heavy irreversible wheel type

BRAKES: Internal and external on rear wheels

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

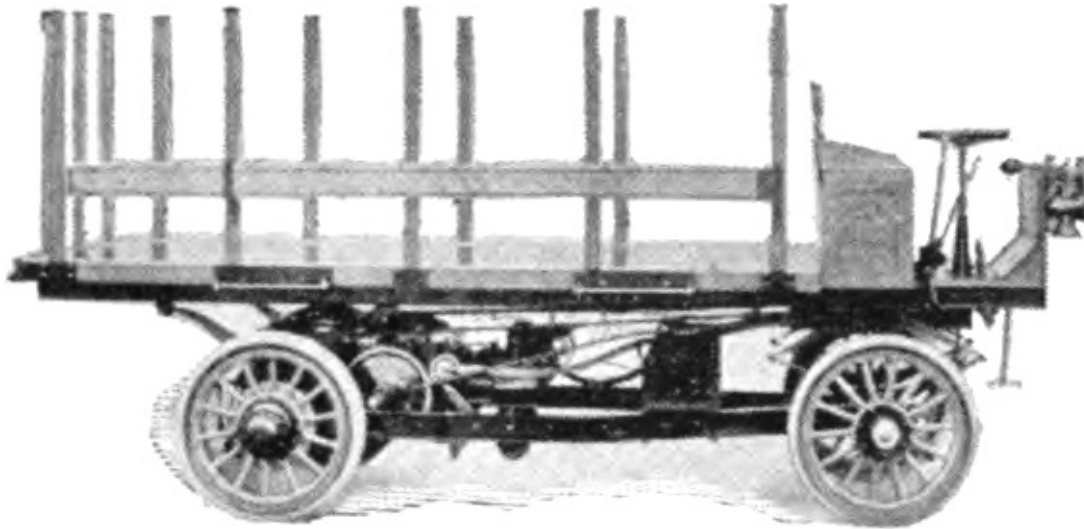
COOLING: Water

IGNITION: Jump spark

CURRENT SUPPLY: Direct current battery

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: 36 × 5 inches

TIRES, REAR: 36 × 6 inches

STEERING: Heavy irreversible wheel type

BRAKES: Internal and external on rear wheels

SPRINGS: Front, full ellipitics; 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

GEAR: Conical type

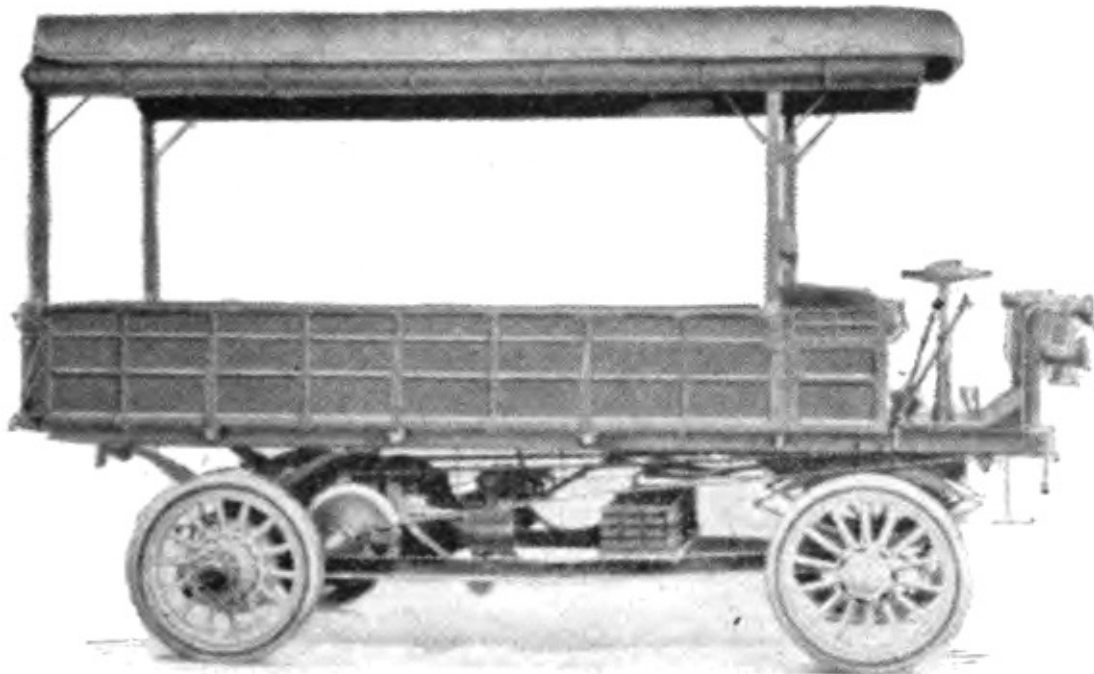
CHANGE GEAR: Sliding type

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: 36 × 5 inches
TIRES, REAR: 36 × 6 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: 36 × 3½ inches

TIRES, REAR: 36 × 4 inches

STEERING: Worm and gear

BRAKES: On jack shaft and rear drums

SPRINGS: Platform type

FRAME: Oak armored with steel plates

BORE: 4¹¹/₁₆ in.

STROKE: 5½ in.

CYLINDERS: 4 vertical, separate

VALVE ARRANGEMENT: On opposite sides

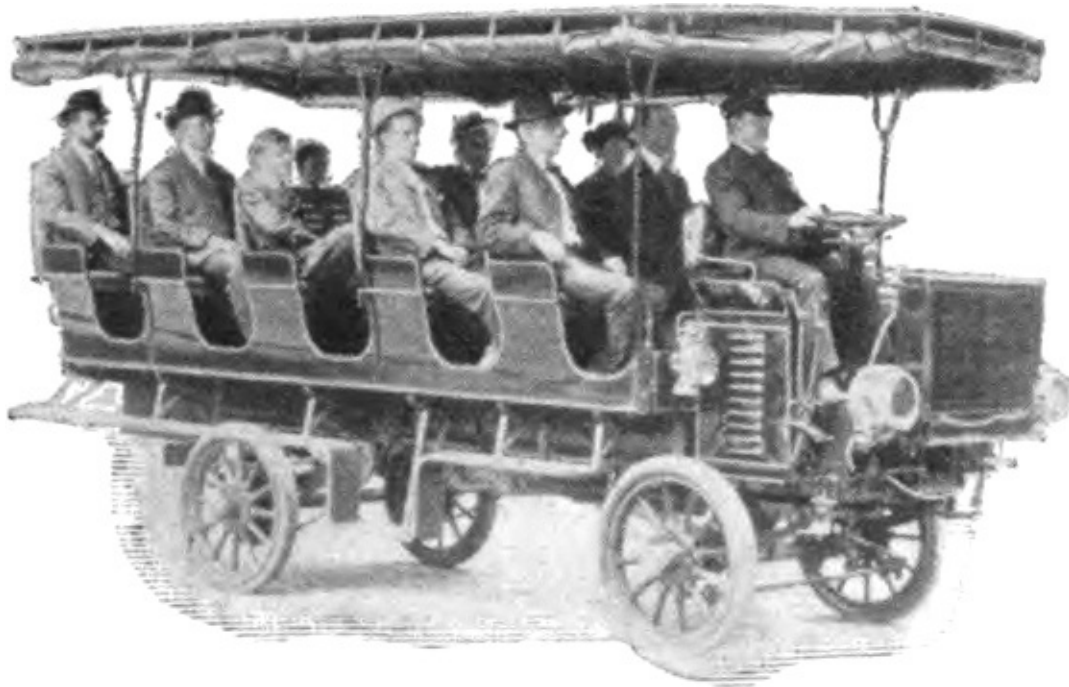
MOTOR SUSPENSION: Sub-frame

COOLING: Water, cellular radiator

IGNITION: Jump spark

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: 30 × 4 in., Firestone solid

TIRES, REAR: 32 × 4 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

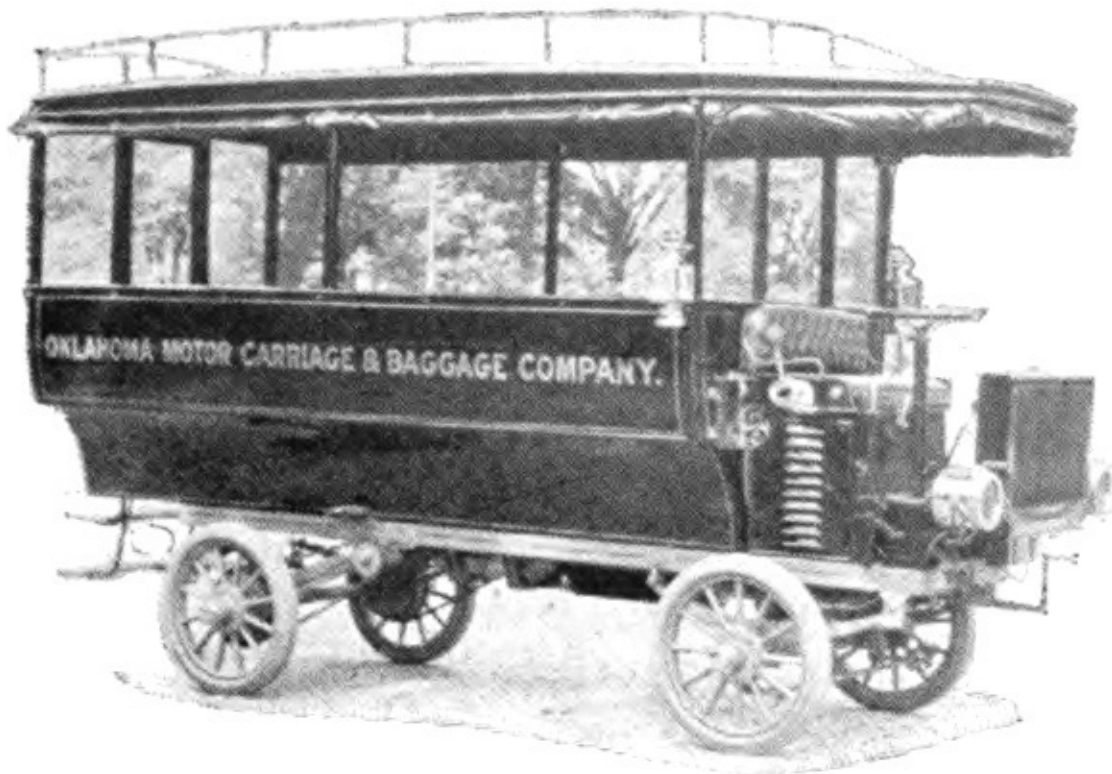
CHANGE GEAR: Sliding gears

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-K, 28-30 H.P. Reliance Motor Car Co., Detroit,
Mich.**



PRICE: \$3,450

BODY: Omnibus

SEATS: 18 people

WEIGHT: 5,500 pounds

WHEEL-BASE: 108 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 4 in.; Firestone solid

TIRES, REAR: 32 × 4 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

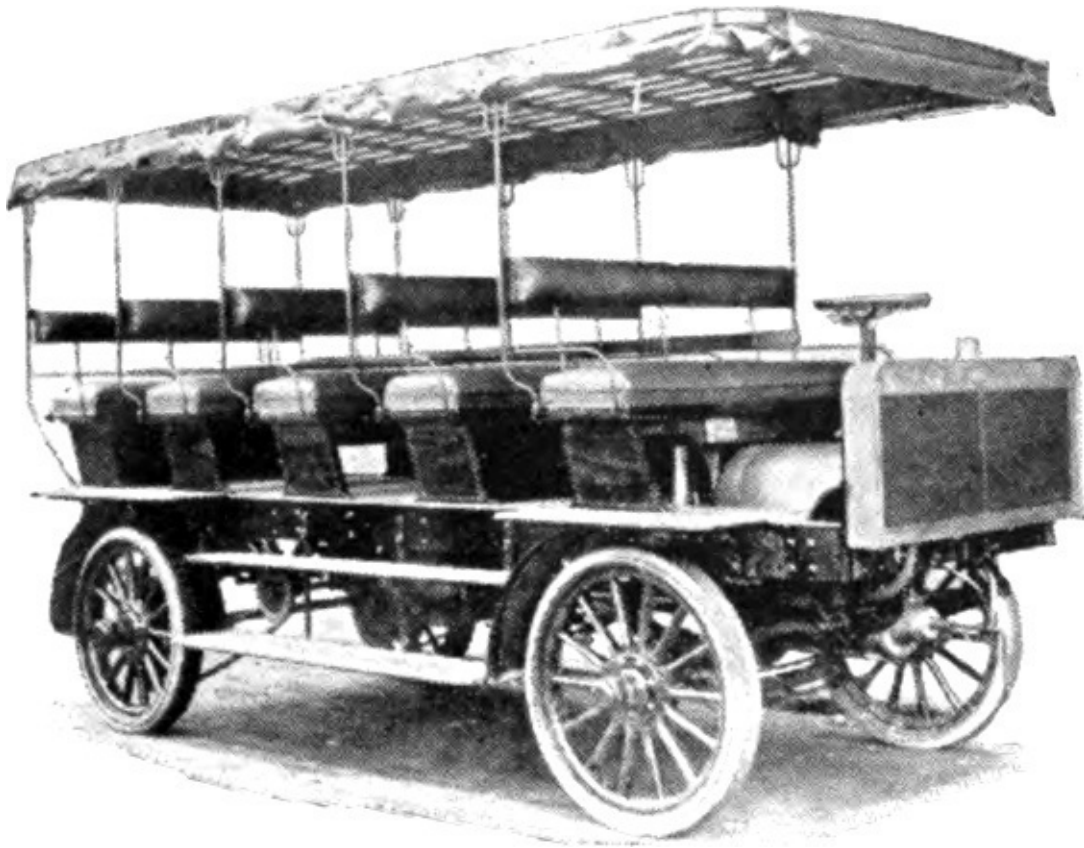
CHANGE GEAR: Sliding gears

SPEEDS: 2 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

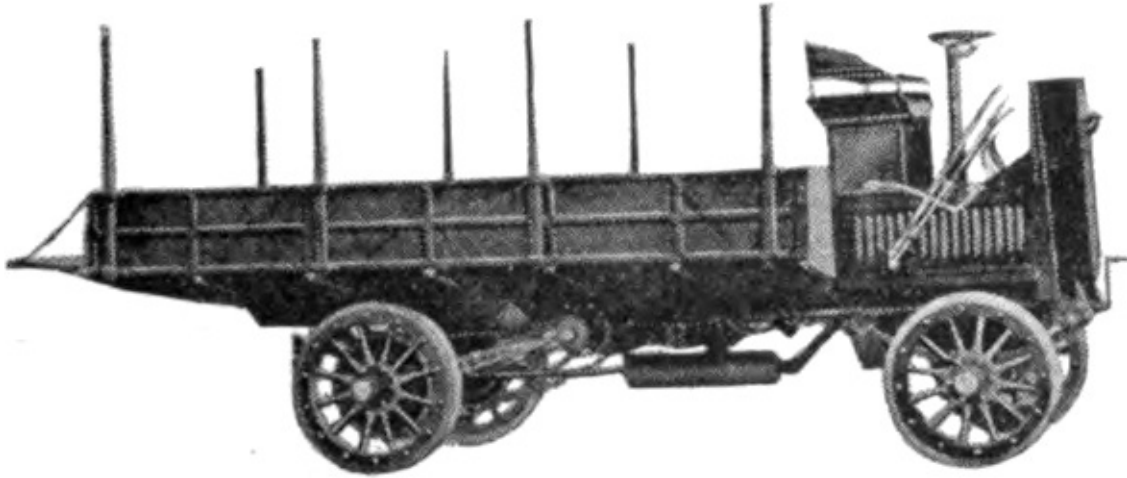
20-Passenger Car. Autocar Equipment Co., Buffalo, N. Y.



PRICE: \$3,500
BODY: Passenger brake
SEATS: 20 persons
TREAD: 62 inches
TIRES, FRONT: 36 × 3½ in.
TIRES, REAR: 36 × 4 in.
STEERING: Worm and gear
BRAKES: On jack shaft and rear wheels
SPRINGS: Platform type
FRAME: Wood, armored with steel
BORE: 4¹¹/₁₆ in.
STROKE: 5½ 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: 32 × 4 inches

TIRES, REAR: 36 × 5 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: 4¼ in.

CYLINDERS: 4 in pairs

VALVE ARRANGEMENT: Side pocket all on one side

MOTOR SUSPENSION: On rolled channel steel cross bars

COOLING: Thermo-siphon; 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

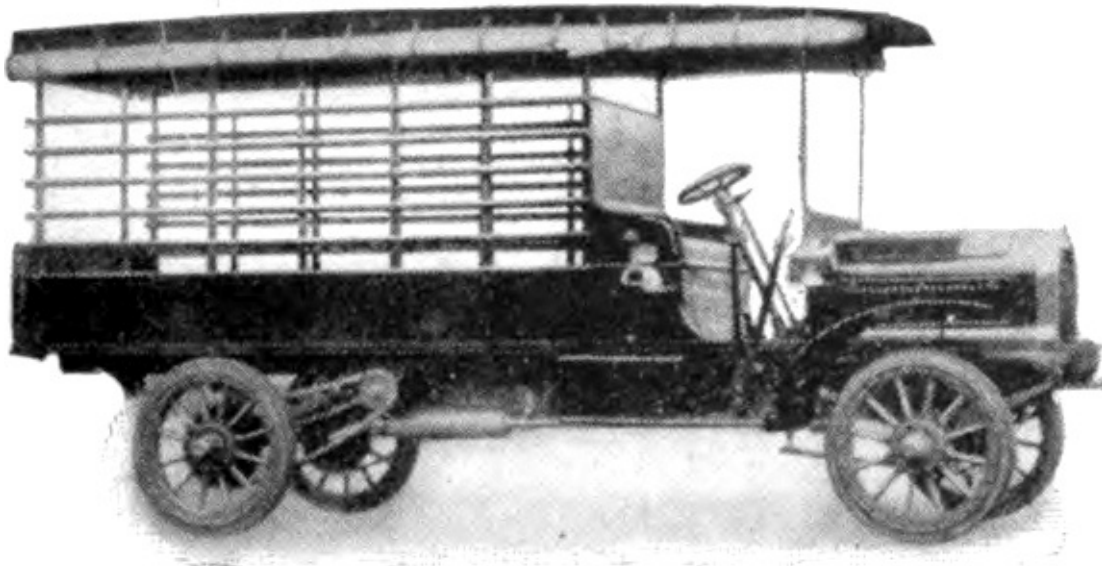
CHANGE GEAR: Sliding type

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: 36 × 4½ inches
TIRES, REAR: 36 × 4½ 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

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.
Toledo, Ohio**

The Shop of Siebert,



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: 34 × 4 in., solid rubber

TIRES, REAR: 34 × 4 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

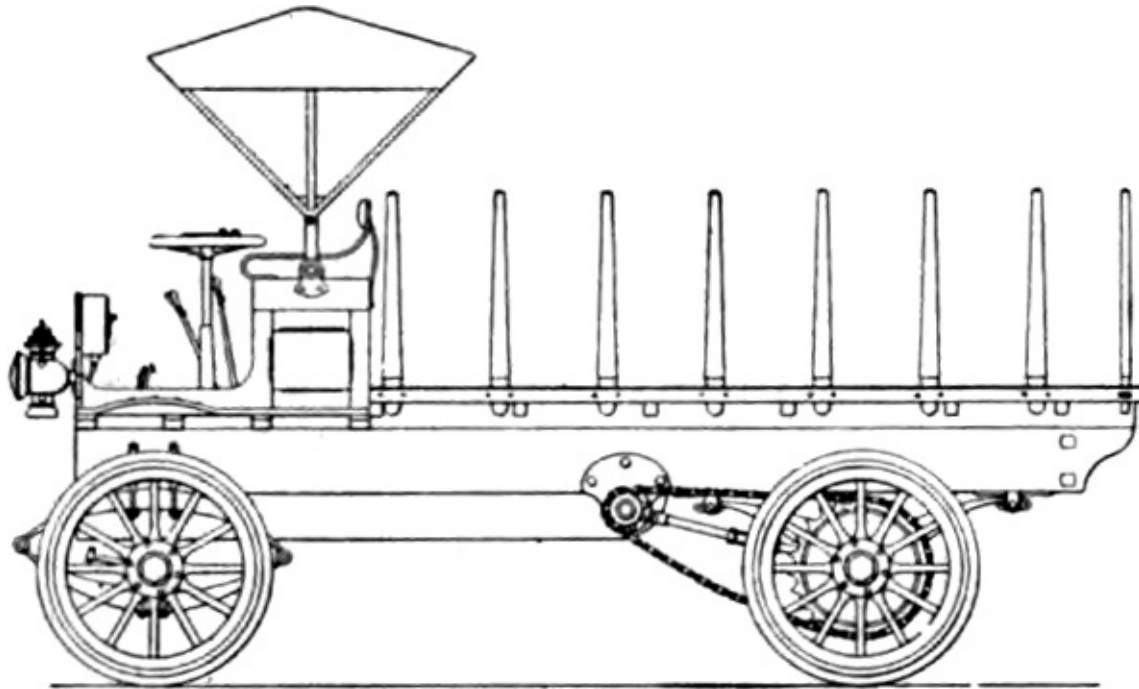
MOTOR SUSPENSION: Sub-channel frame under car

COOLING: Water flow through radiator

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 I, 30–40 H.P.
Syracuse, N.Y.

Chase Motor Truck Co.,



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: 36 × 4 in. solid

TIRES, REAR: 36 x 3 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

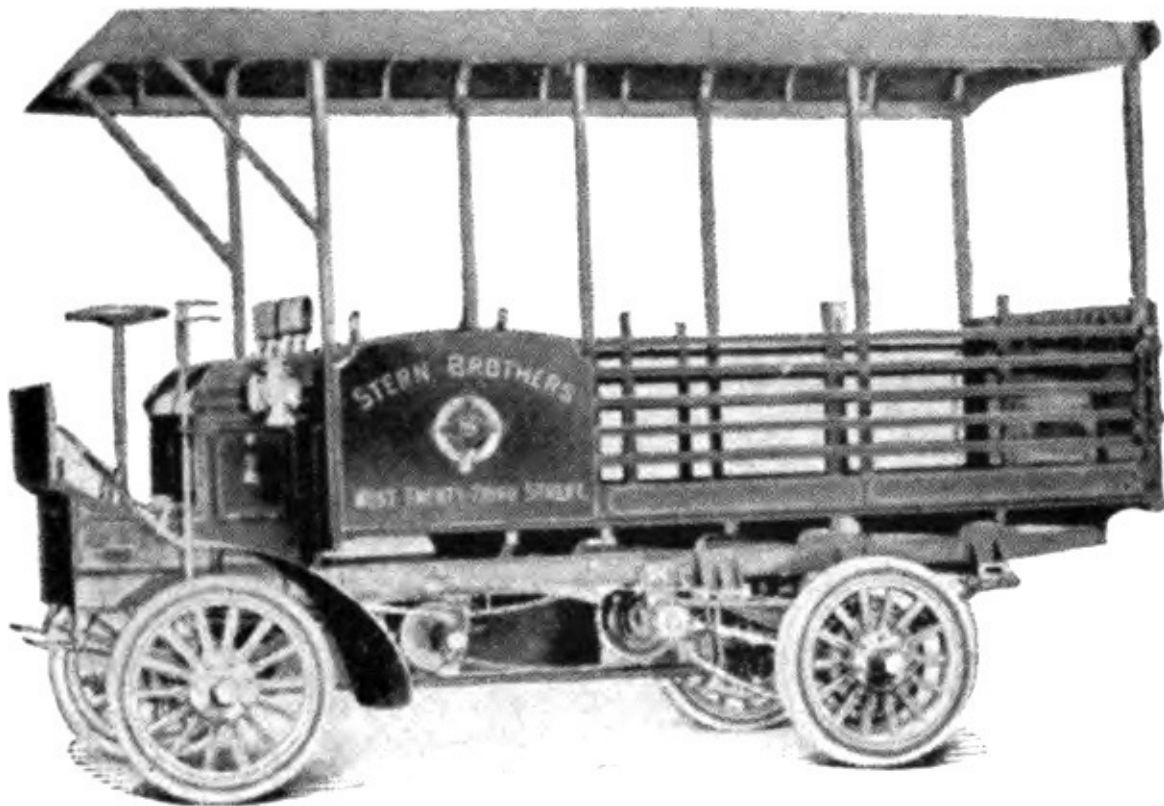
IGNITION: Jump spark

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 × 4 inches

TIRES, REAR: 36 × 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

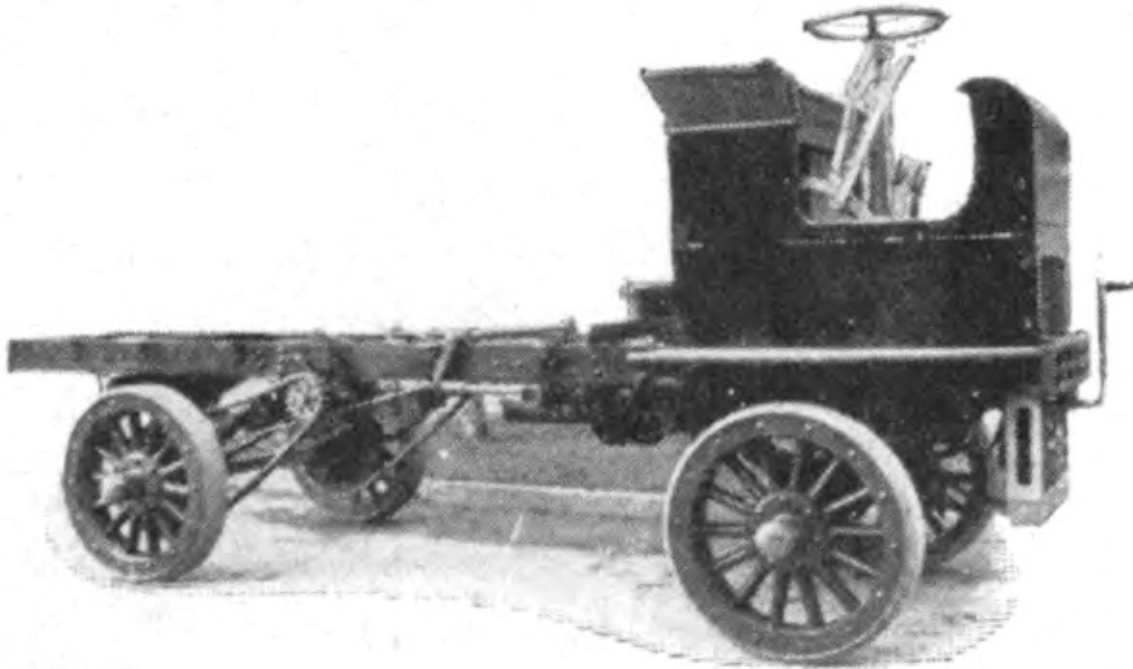
CURRENT SUPPLY: Dry cells

CARBURETOR: Automatic

CARBURETOR: 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: 36 × 5 inches
TIRES, REAR: 36 × 5 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

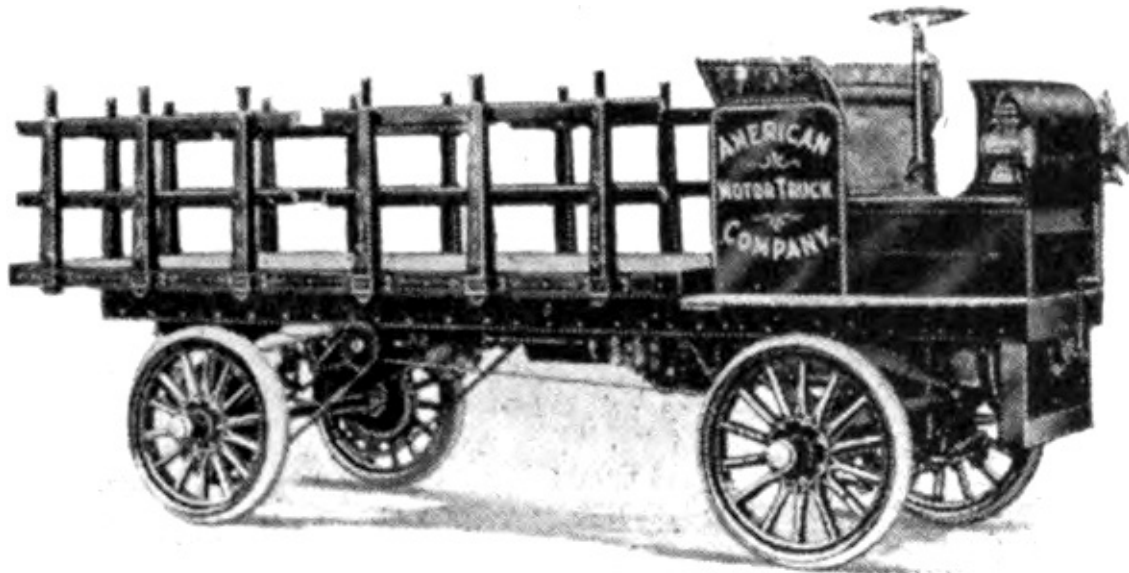
CHANGE-GEAR CONTROL: Side lever and foot pedal

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: 36 × 5 inches

TIRES, REAR: 36 × 5 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

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: 32 × 4 inches

TIRES, REAR: 34 × 4 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

IGNITION: Jump spark

CURRENT SUPPLY: Storage battery

CARBURETER: Automatic

LUBRICATION: Mechanical gear-driven oiler

MOTOR-CONTROL: Spark and throttle

CLUTCH: Friction

CHANGE GEAR: Planetary

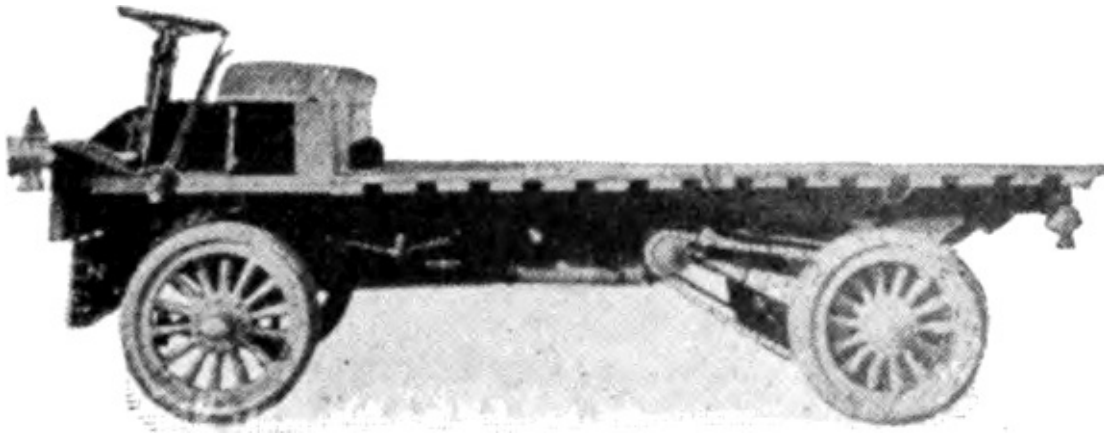
SPEEDS: 2 forward, 1 reverse

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 × 5 in. (solid)

TIRES, REAR: 36 × 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

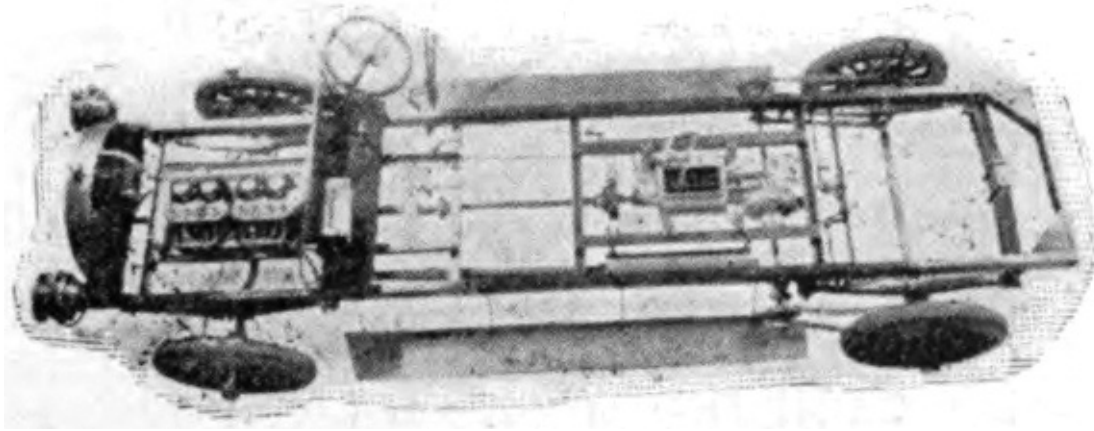
CHANGE-GEAR CONTROL: Foot pedals

DRIVE: Double side chains

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**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: 34 × 4 inches

TIRES, REAR: 34 × 5 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

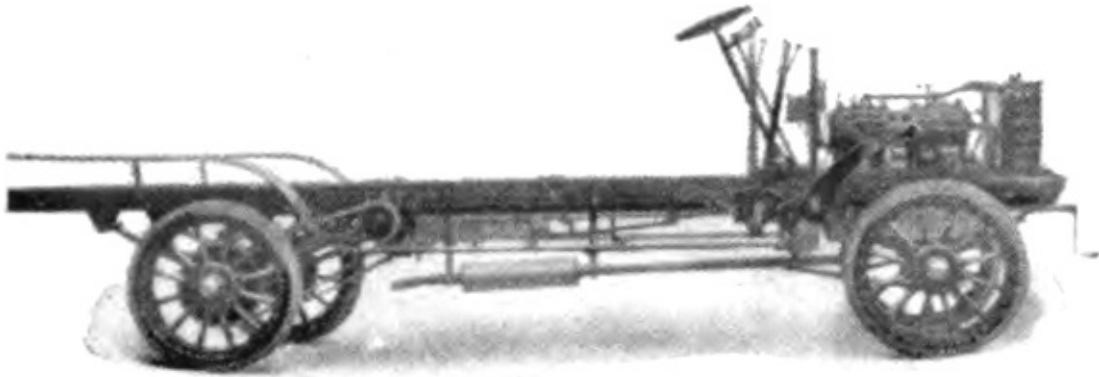
CHANGE GEAR: Sliding type

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: 36 × 5 in.
TIRES, REAR: 36 × 5 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'f'g. Co., Oak
Park, Ill.**



PRICE: \$4,000

BODY: Stake platform or to order

CAPACITY: 3 tons

TIRES, FRONT: 36 × 5 inches

TIRES, REAR: 36 × 6 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

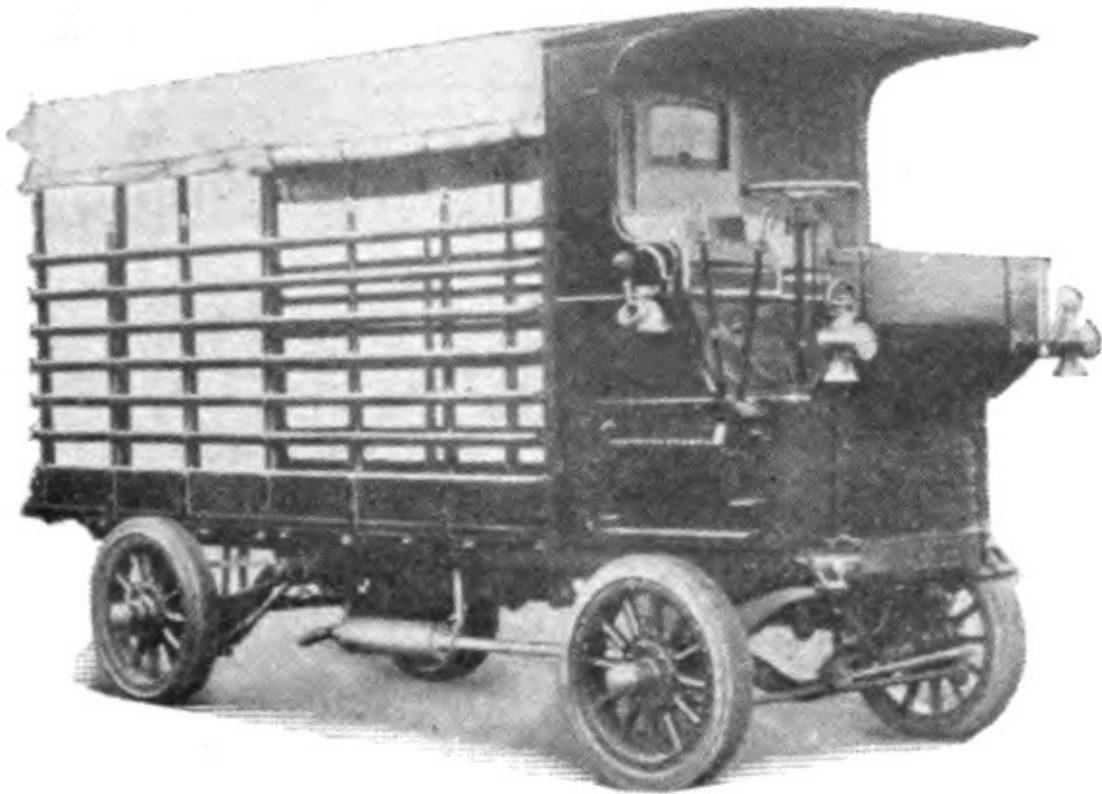
CHANGE GEAR: Sliding type

SPEEDS: 4 forward and reverse

CHANGE-GEAR CONTROL: Single side lever; selective system

DRIVE: Double side chain

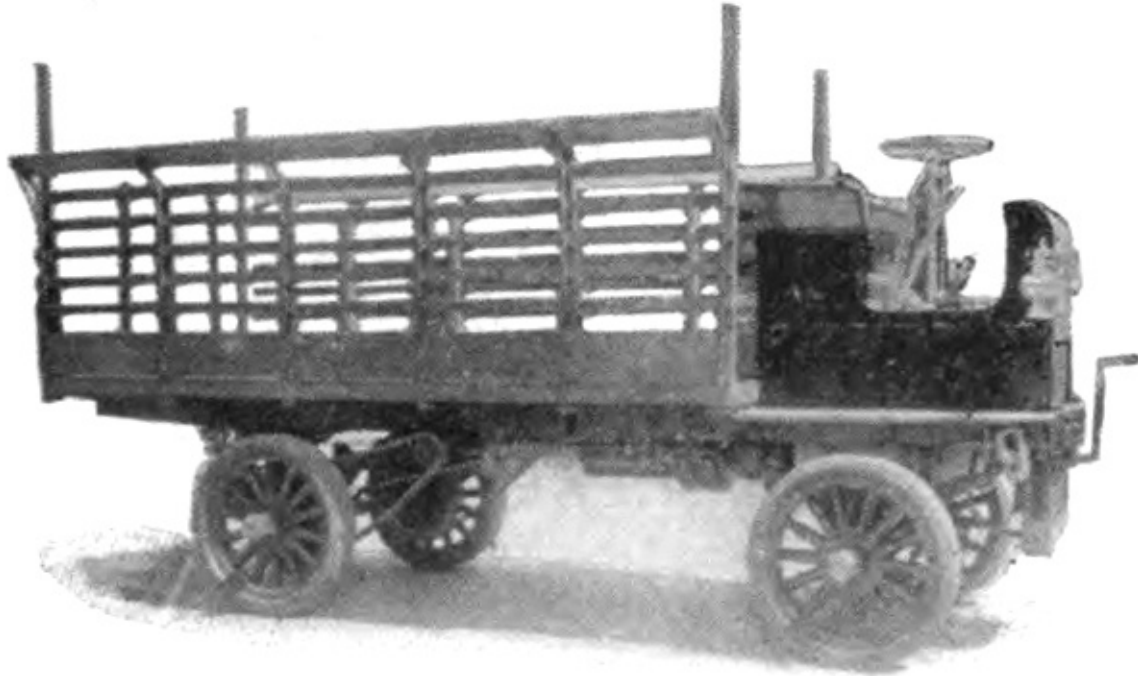
**Manhattan, 4-Ton Truck, 50 H.P. Mack Bros. Motor Car Co.,
Allentown, Pa.**



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: 36 × 5½ inches
TIRES, REAR: 36 × 6 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

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: 36 × 7 inches
TIRES, REAR: 36 × 7 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

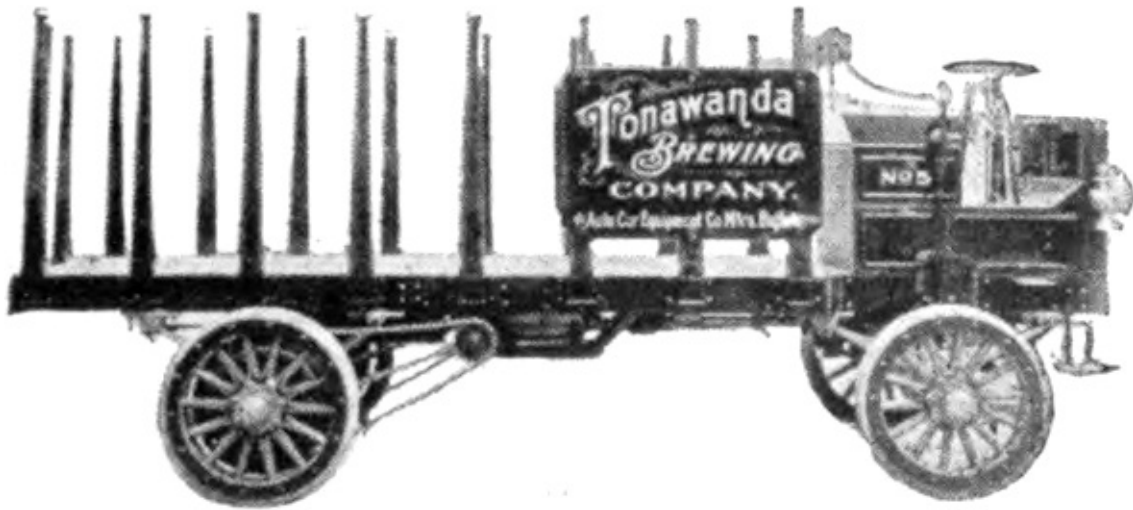
CHANGE GEAR: Planetary type

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: 36 × 5 in.

TIRES, REAR: 36 × 7 in.

STEERING: Worm and gear

BRAKES: On transmission shaft and rear drums

SPRINGS: Half elliptic

FRAME: Oak armored with steel plates

BORE: 5¼ 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: 36 × 7 inches

TIRES, REAR: 36 × 7 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 separate

MOTOR SUSPENSION: Main frame under seat

COOLING: Water; spiral tube radiator

IGNITION: Jump spark

CURRENT SUPPLY: Storage batteries

CARBURETOR: Automatic float-feed

CARBURETOR: Automatic float-feed

MOTOR-CONTROL: Spark, throttle and governor

CLUTCH: Multiple metallic disc

CHANGE GEAR: Planetary type

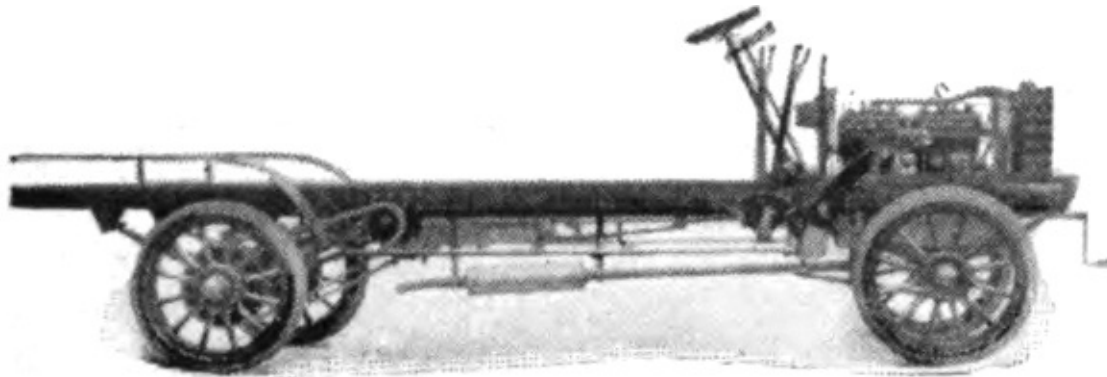
SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Side lever and foot pedal

DRIVE: Side chains

Manhattan, 5-Ton Truck Chassis, 50 H.P.
Allentown, Pa.

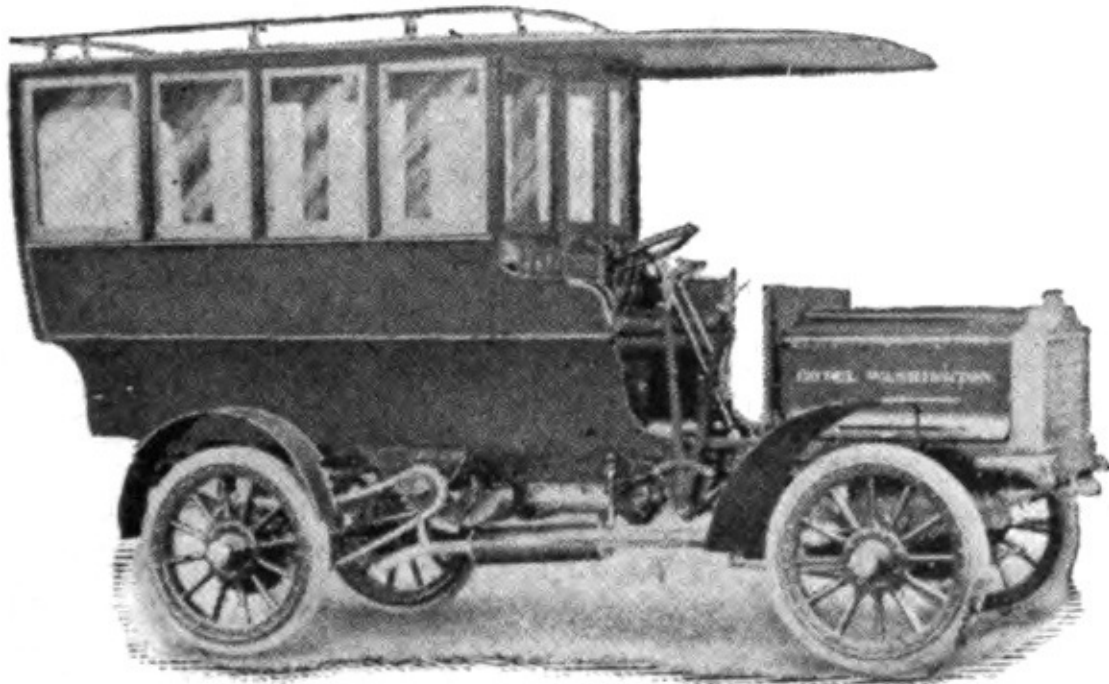
Mack Bros. Motor Car Co.,



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: 36 × 5½ inches
TIRES, REAR: 36 × 6 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Double sweep
FRAME: Channel steel
BODY: 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

**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: 36 × 4 inches
TIRES, REAR: 36 × 4 inches
STEERING: Worm and gear
BRAKES: On countershaft and rear hubs
SPRINGS: Half elliptic
FRAME: Channel steel
BORE: 4½ 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 dry cells

IGNITION SYSTEM: Magneto and dry cells

CARBURETER: Automatic float-feed

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Cone, with cork insert

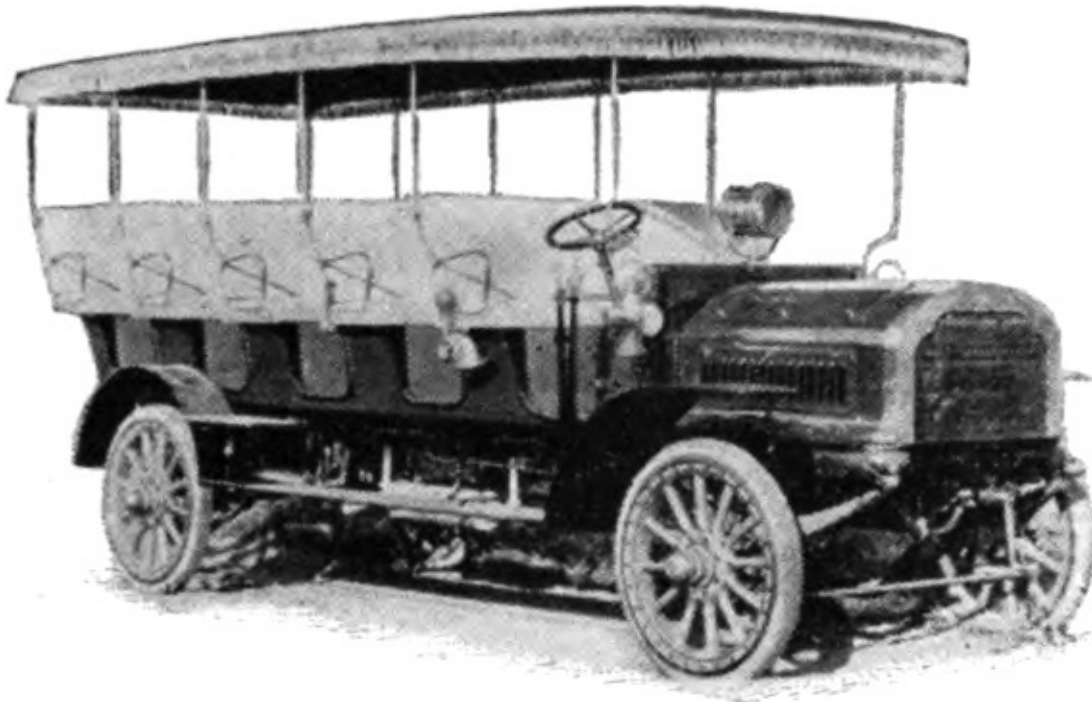
CHANGE GEAR: Individual clutch type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective 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: 36 × 4 inches
TIRES, REAR: 36 × 4½ 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

CURRENT SUPPLY: Magneto and battery

CARBURETER: Float-feed type

LUBRICATION: Force feed

MOTOR-CONTROL: Spark and throttle

CLUTCH: Conical type, cork inserts

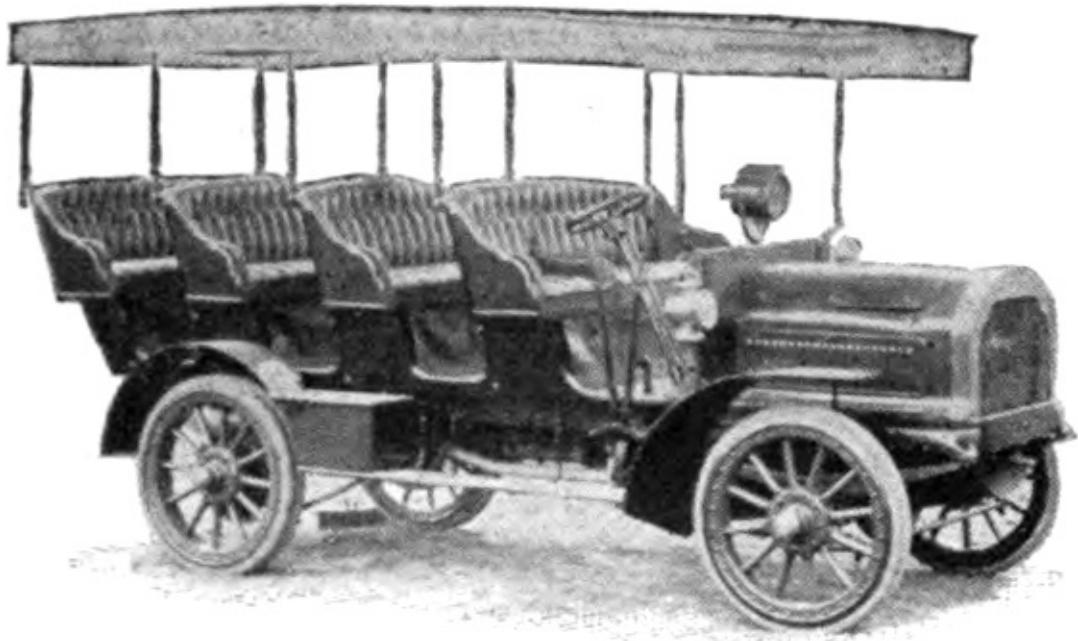
CHANGE GEAR: Individual clutch type

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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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. Sight-seeing Car, Model A.
Bridgeport, Conn.**

Miller Motor Car Co.,



PRICE: \$5,000 (complete)

BODY: Cross seats

SEATS: 20 passengers

TIRES, FRONT: 34 × 4 inches

TIRES, REAR: 34 × 4 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.
Wagon Co., Milwaukee, Wis.**

Four-Wheel Drive



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

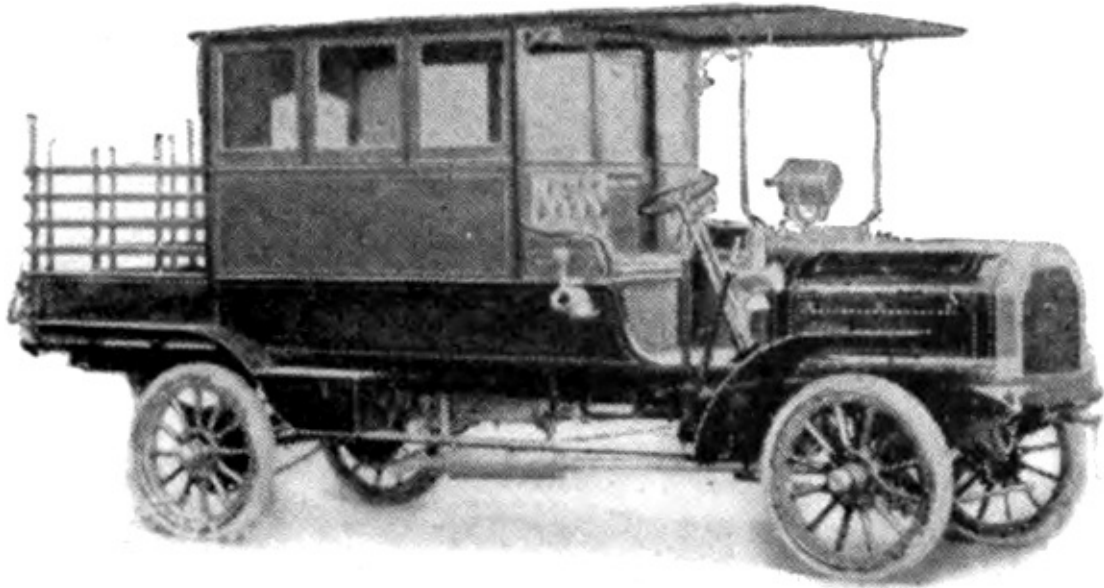
SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Bevel power applied to all four wheels

**Manhattan, 10–12-Passenger Bus & Baggage.
Co., Allentown, Pa.**

Mack Bros. Motor Car



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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

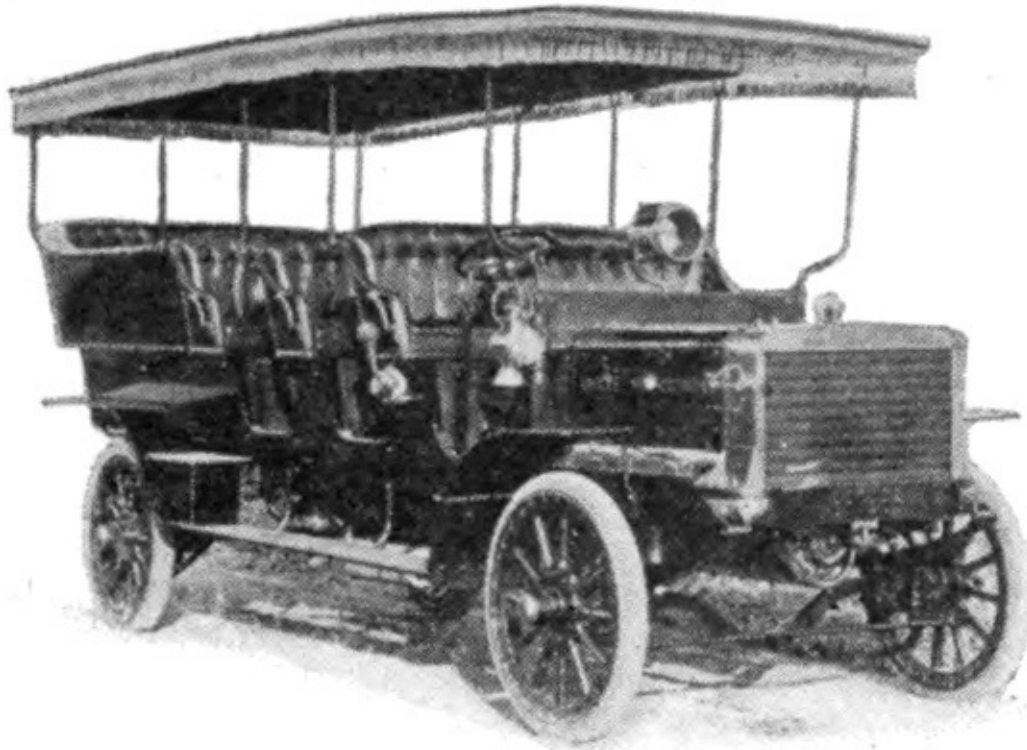
CHANGE GEAR: Individual clutch type

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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

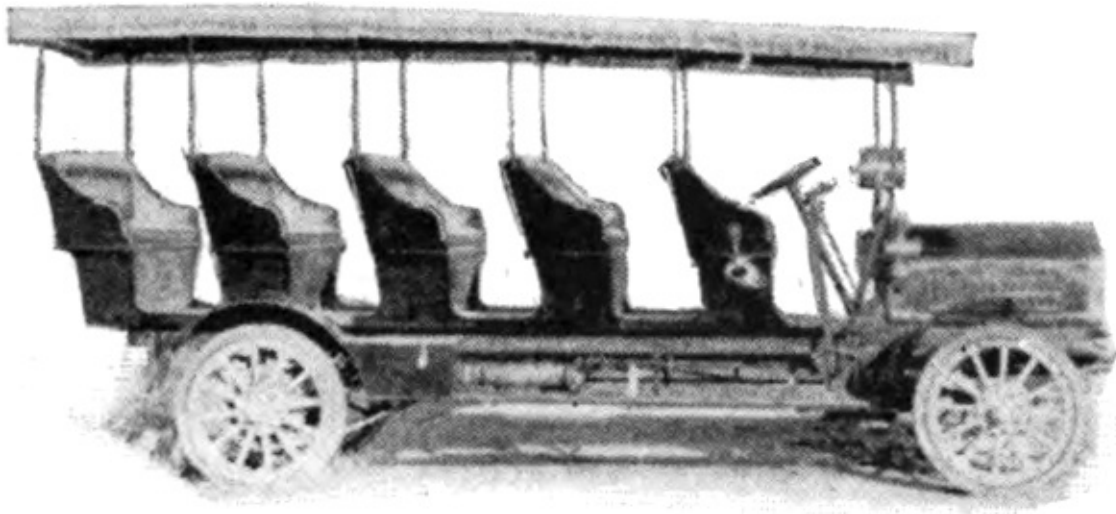
MOTOR SUSPENSION: Direct from sub-frame

COOLING: Water; honeycomb radiator

IGNITION: T

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: 36 × 4 inches

TIRES, REAR: 36 × 4½ 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

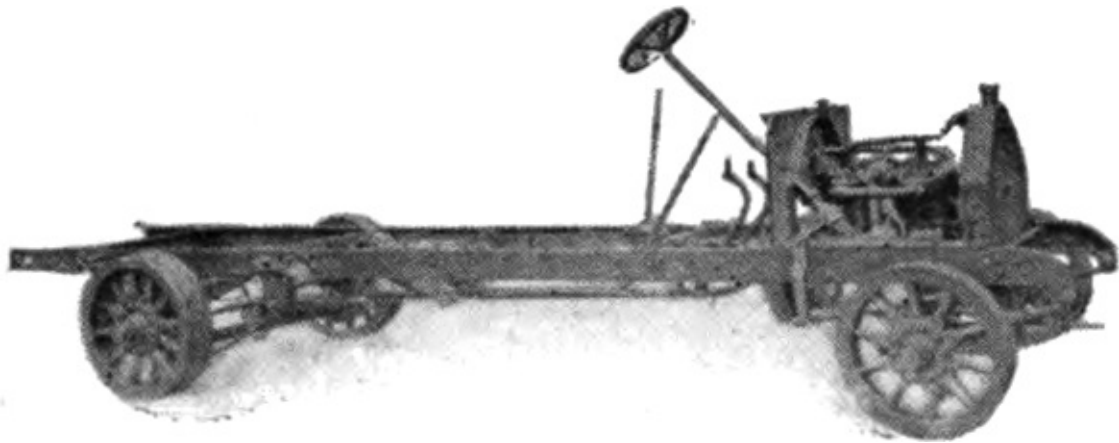
CHANGE GEAR: Individual clutch type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Selective system

DRIVE: Double side chain

Argus Truck, 28–32 H.P. Argus Import Motor Co., New York



PRICE: \$5,500 (chassis)
BODY: Optional
CAPACITY: 4½ 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-elliptical
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
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

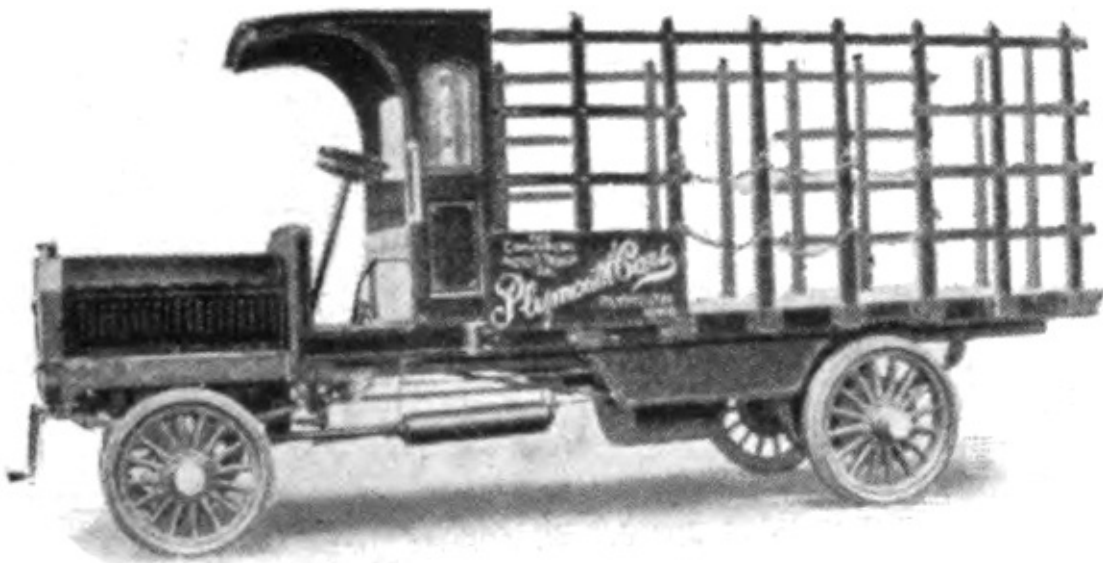
PRICES ON FOLLOWING MODELS QUOTED BY
MAKERS UPON APPLICATION.

**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.

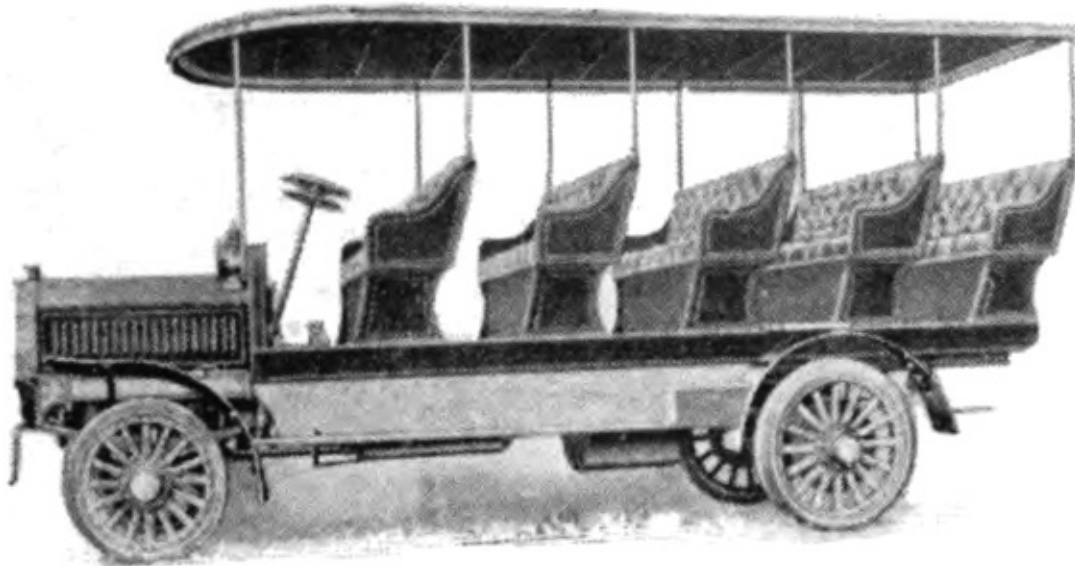
BODY: Bus type; seats running from front to rear
SEATS: 24 passengers
WEIGHT: About 8,000 pounds
WHEEL-BASE: 156 inches
TREAD: 62 inches
TIRES, FRONT: 36 × 5 inches
TIRES, REAR: 36 × 5 inches
STEERING: Irreversible
BRAKES: On jack shaft and rear hubs
SPRINGS: Semi-elliptic, front; platform type, rear
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 type
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

DRIVE. Chains to spur gear reduction

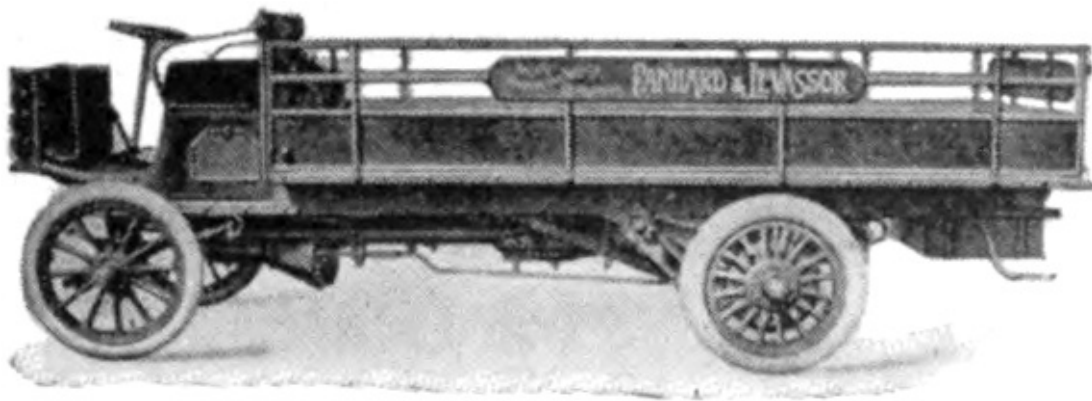
Panhard Delivery Wagon. Panhard & Levassor, New York



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

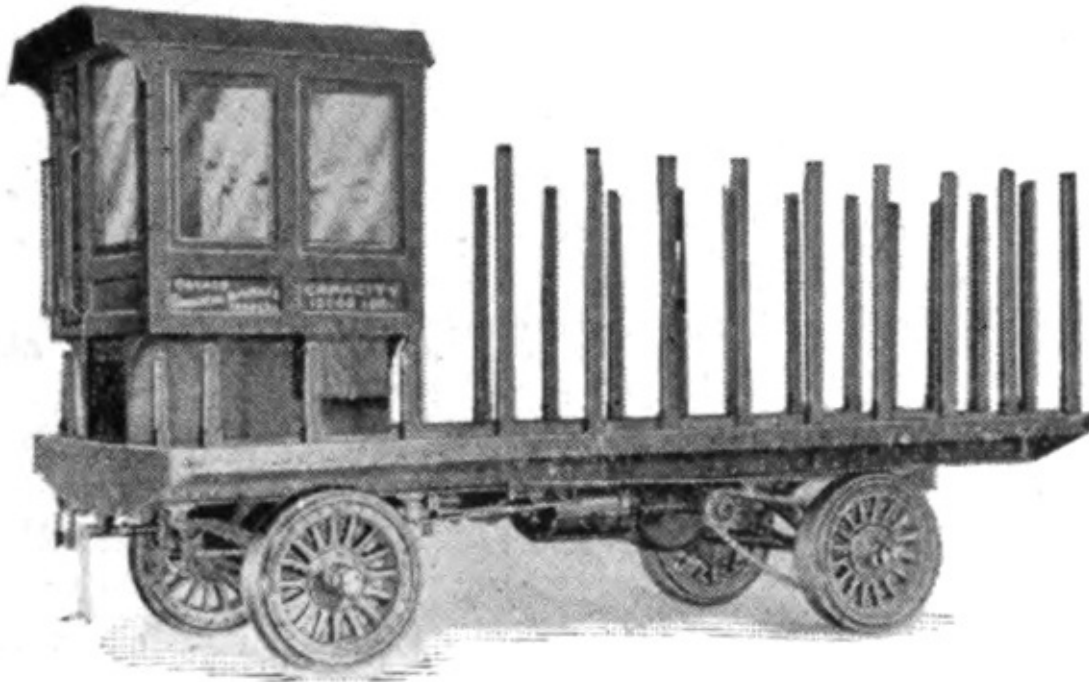
CLUTCH: Leather and disc
CHANGE GEAR: Sliding type
SPEEDS: 4 and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Chain

Panhard Truck. Panhard & Levassor, New York



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: 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: Side chains

**Chicago 5-Ton Truck. Chicago Commercial Auto Mfg. Co., Chicago,
Ill.**



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
CARBURETER: Float-feed type
LUBRICATION: Mechanically driven force feed oiler
MOTOR-CONTROL: Spark and throttle

CLUTCH: Cast steel bands with graphite inserts

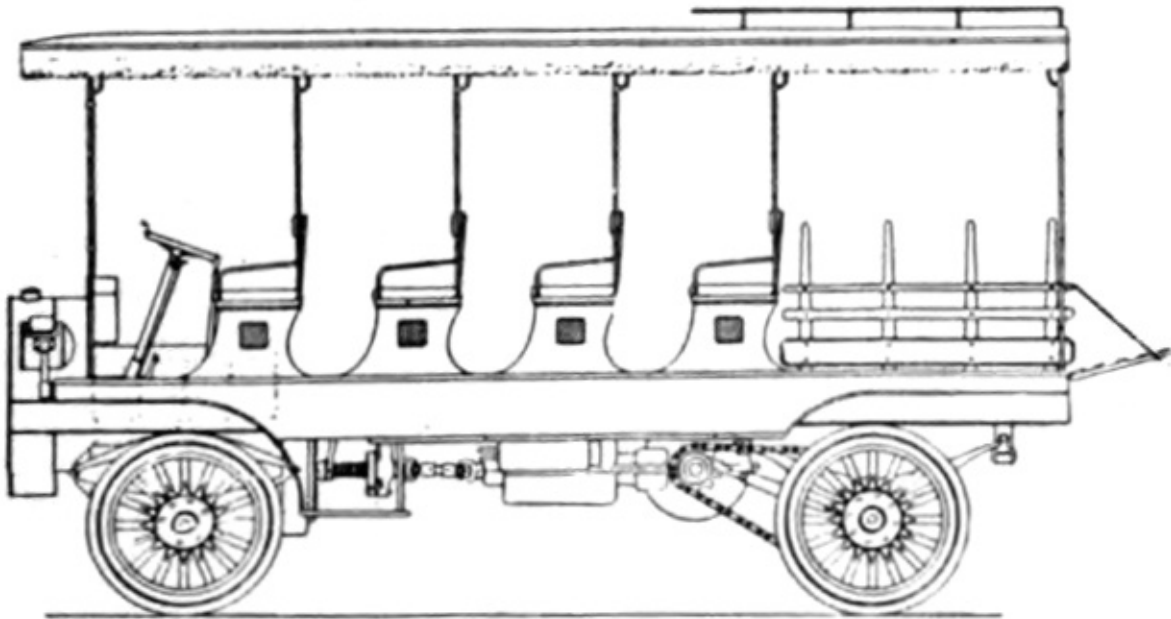
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Side chains

**Chicago Combination Pass. & Bagg. 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

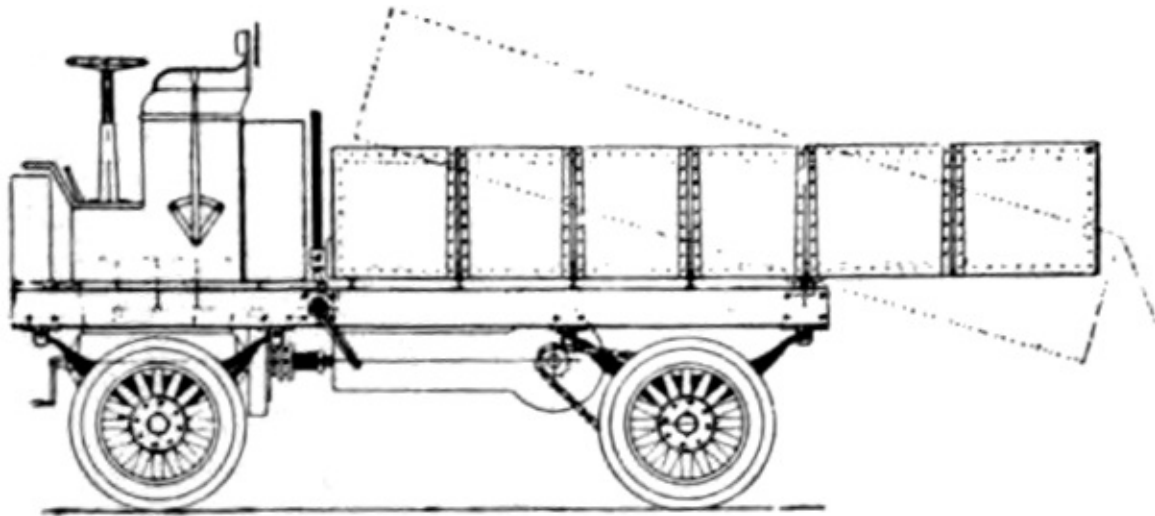
CHANGE GEAR: Sliding type

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

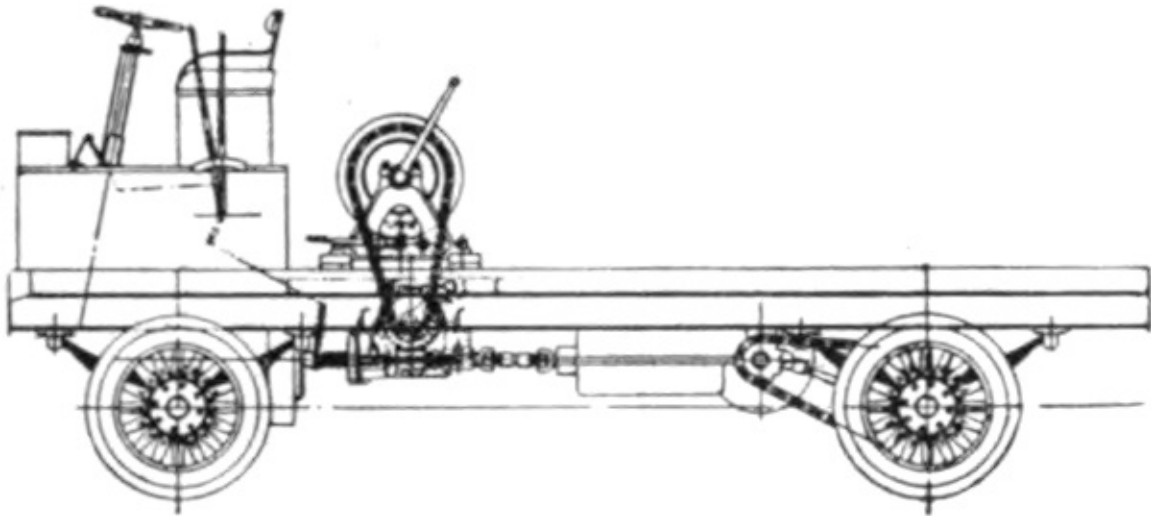
CLUTCH: Cast steel bands with graphite inserts

CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains

**Chicago Truck with Winch. Chicago Commercial Auto Mfg. Co.,
Chicago, Ill.**



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

CARBURETER: Float-feed type

LUBRICATION: Forced feed oiler

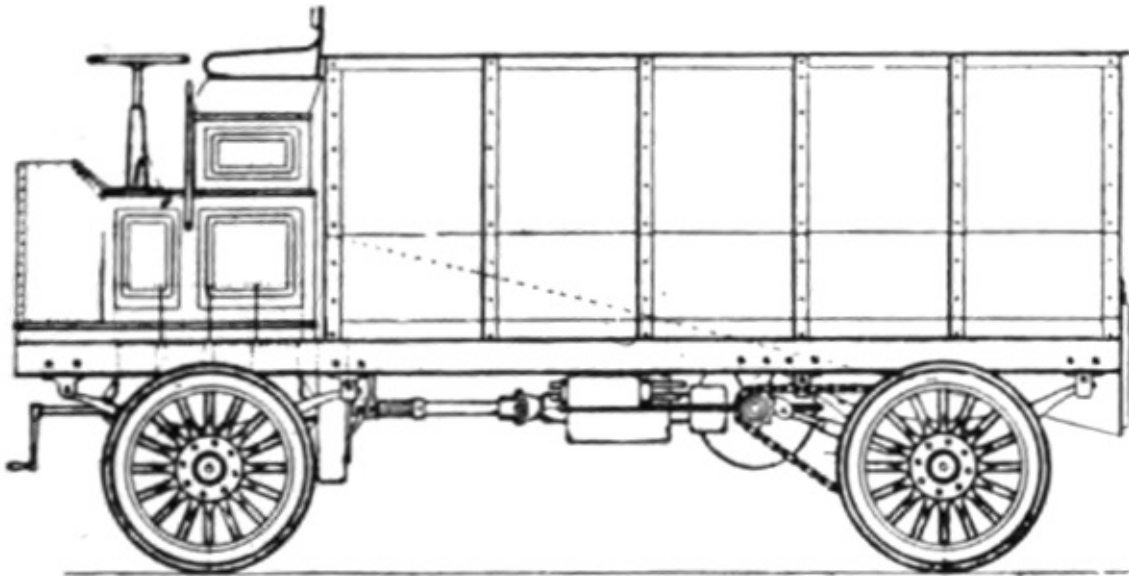
MOTOR-CONTROL: Spark and throttle

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. Chicago Commercial Auto Mfg. Co.,
Chicago, Ill.**



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

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

CLUTCH: Cast steel bands with graphite inserts

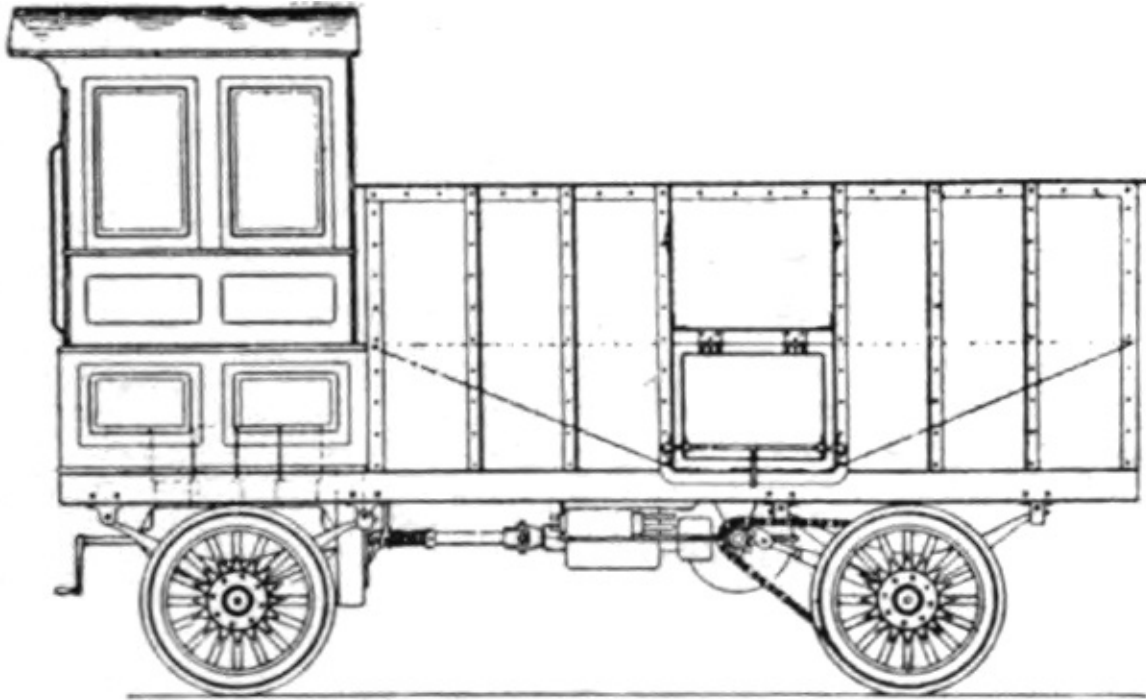
CHANGE GEAR: Sliding type

SPEEDS: 3 forward and reverse

CHANGE-GEAR CONTROL: Side lever

DRIVE: Side chains

**Chicago 6-Ton Coal Truck. Chicago Commercial Auto Mfg. Co.,
Chicago, Ill.**



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
CARBURETOR: Float feed type

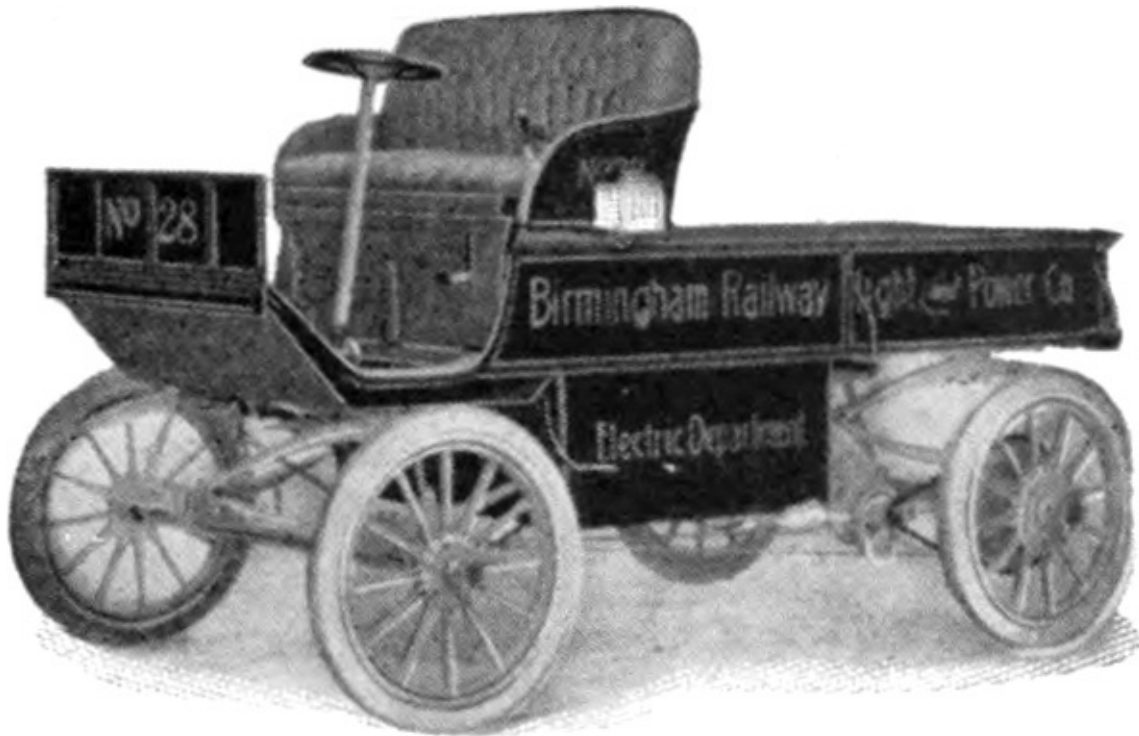
CARBURETOR: Float-feed type
LUBRICATION: Mechanical force feed
MOTOR-CONTROL: Spark and throttle
CLUTCH: Cast steel bands with graphite inserts
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever
DRIVE: Side chains



THE NATIONAL MAGAZINE OF MOTORING

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: 30 × 3 in.

TIRES, REAR: 30 × 3 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. exide

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: 30 × 3 in.

TIRES, REAR: 30 × 3 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. exide

GEARING: Double reduction

DRIVE: Double side chain

**Pope-Waverley Delivery Wagon, Model 63.
Indianapolis, Ind.**

Pope Motor Car Co.,



PRICE: \$1,700

BODY: Closed delivery wagon

CAPACITY: 800 pounds

WHEEL-BASE: 85 inches

TREAD: 54 inches

TIRES, FRONT: 30 × 3 inches

TIRES, REAR: 30 × 3 inches

STEERING: Wheel, tilting

BRAKES: Foot and electric

SPRINGS: Full elliptic front and rear

MOTORS: One

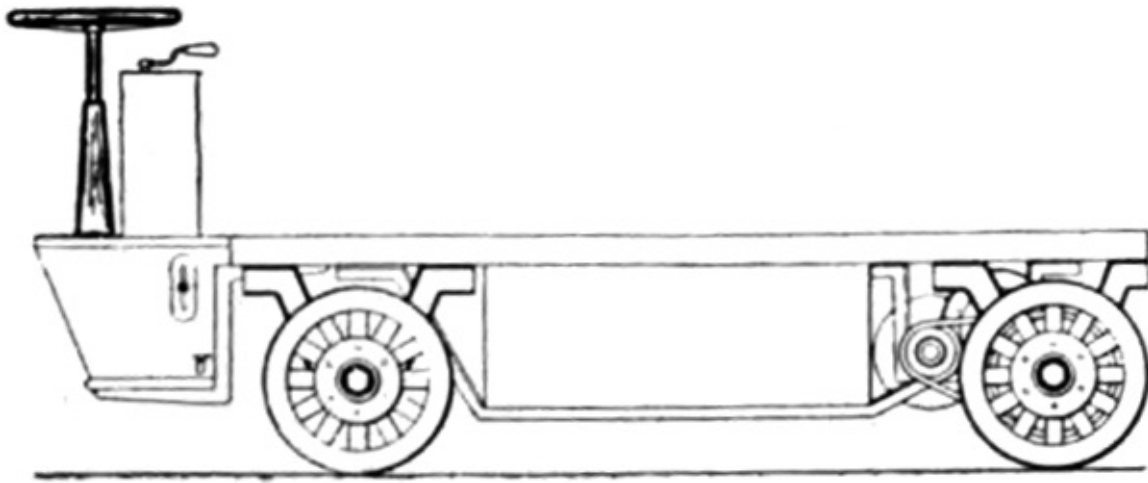
MOTOR SUSPENSION: From body in front of rear axle

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: 73½ inches

TREAD: 37¾ inches

TIRES, FRONT: 20 × 4 × ¾ in. steel

TIRES, REAR: 20 × 4 × ¾ in. steel

STEERING: Irreversible worm type

BRAKES: Electric on motors

SPRINGS: No springs

MOTORS: Single equipment

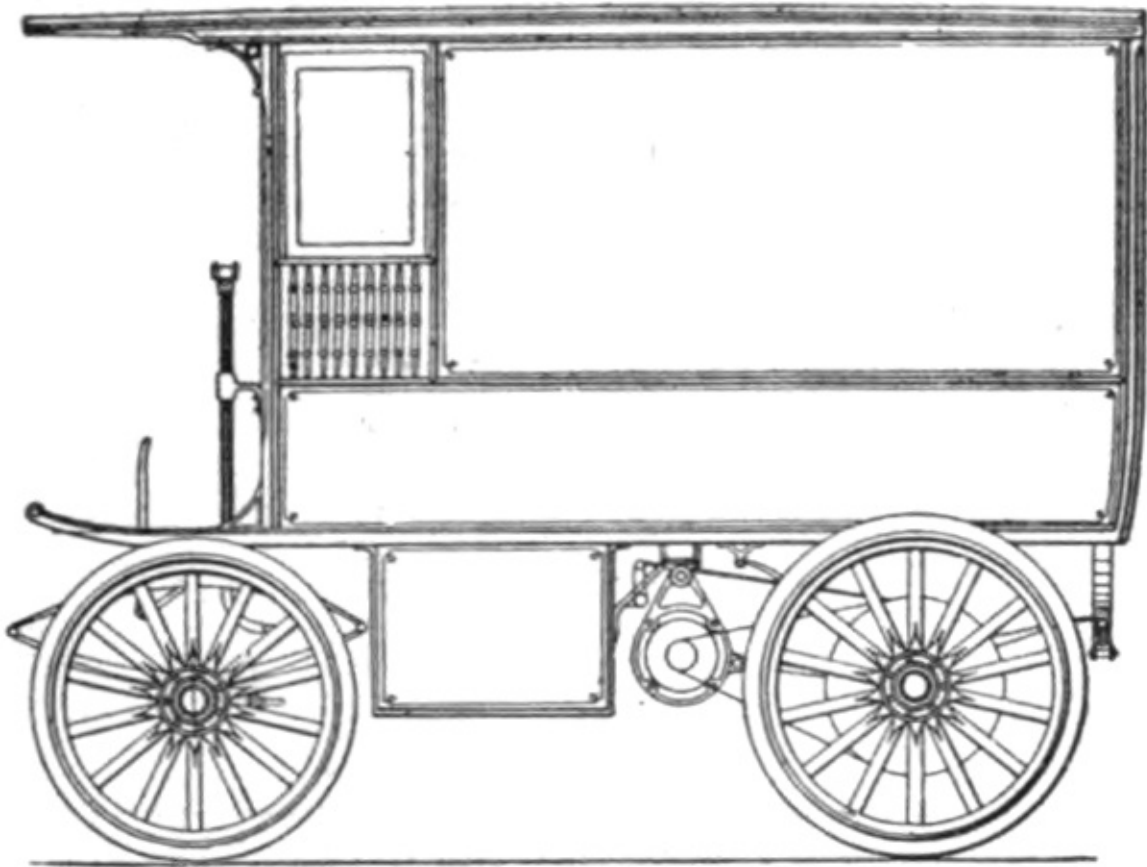
MOTOR SUSPENSION: From body

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: 34 × 2½ inches
TIRES, REAR: 36 × 2½ 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

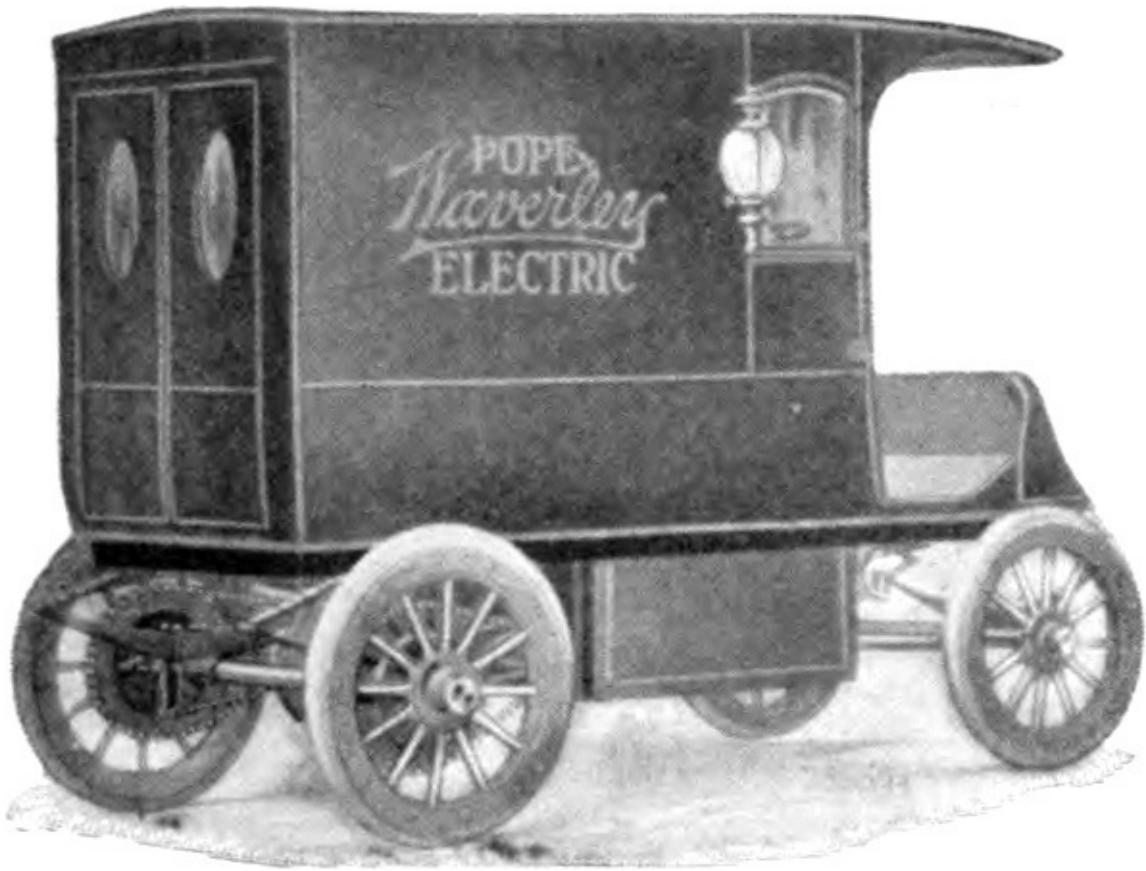
STEERING: Lever

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: 32 × 3 in.

TIRES, REAR: 36 × 3 in.

STEERING: Wheel with sector and pinion

BRAKES: On hubs and countershaft

SPRINGS: Semi-elliptic front, full elliptic rear

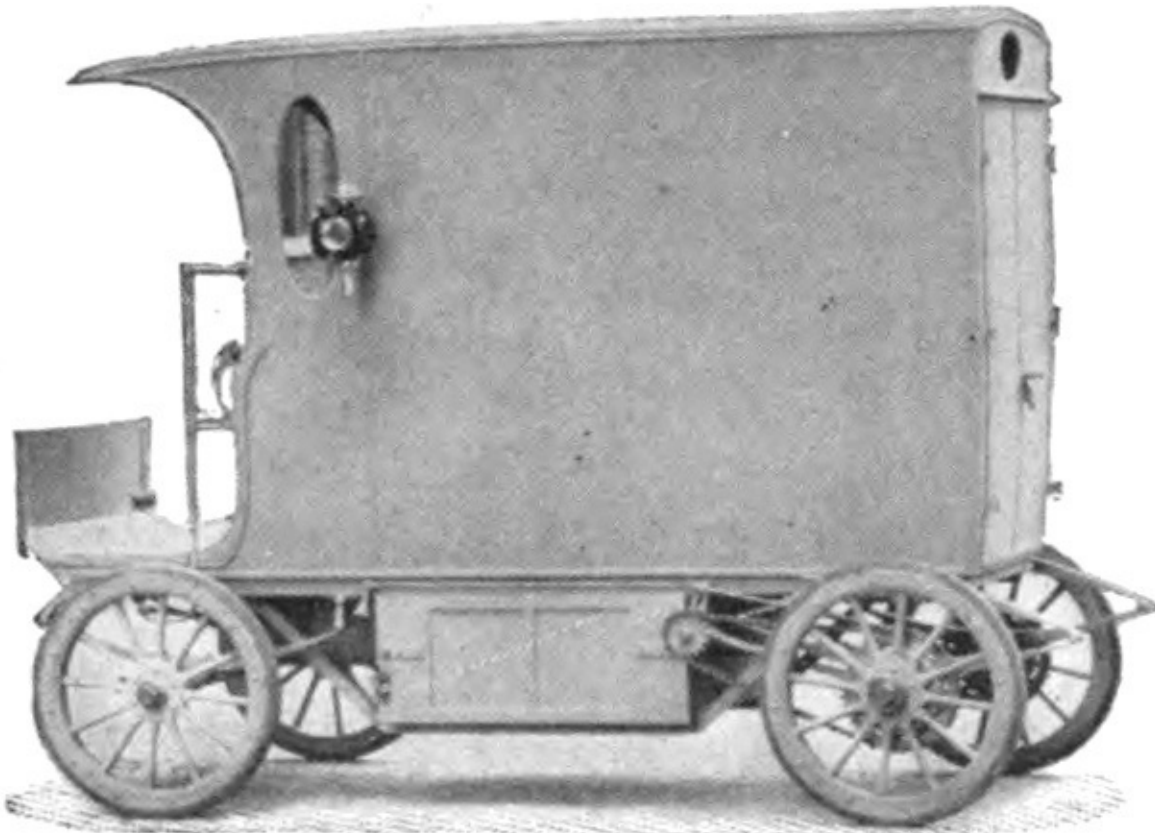
MOTOR: Single

CURRENT SUPPLY: 42 cells of 11 P. V. exide

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: 30 × 2½ inches

TIRES, REAR: 30 × 2½ 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

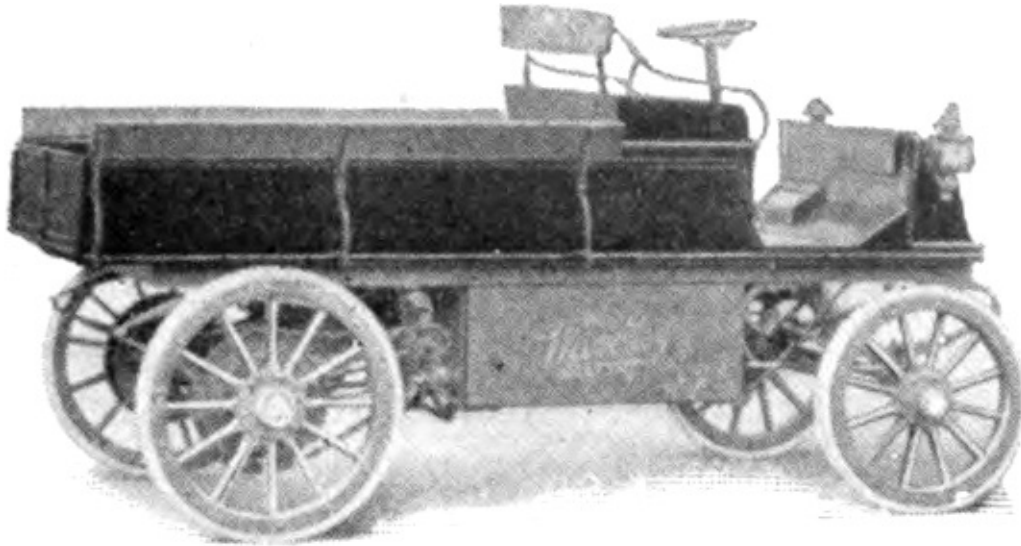
BATTERY ARRANGEMENT: Assembled in 5 trays hung under frame

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: 32 × 3 inches

TIRES, REAR: 36 × 3 inches

STEERING: Wheel, with sector and pinion

BRAKES: Two; hub and countershaft

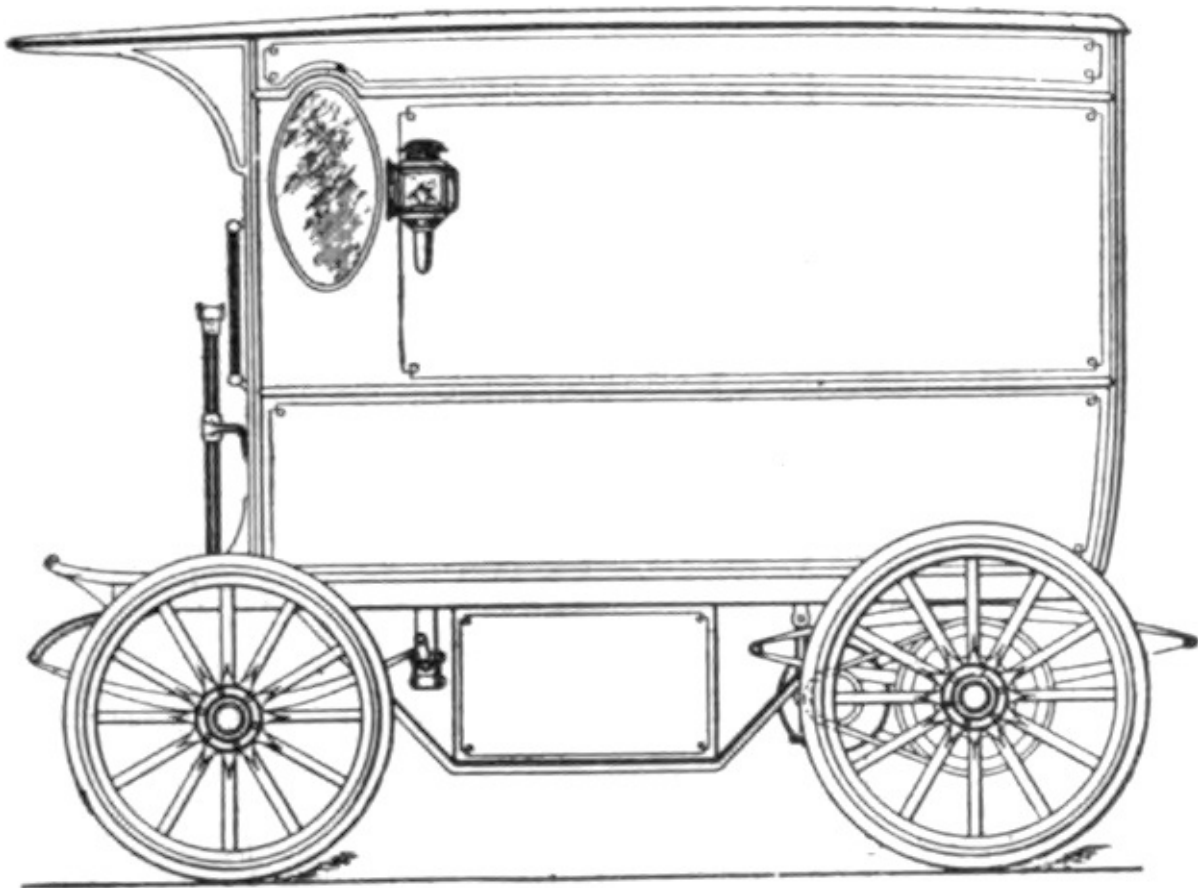
SPRINGS: Semi-elliptic, front; full elliptic, rear

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: 34 × 2 inches

TIRES, REAR: 36 × 2 inches

STEERING: Horizontal side lever

BRAKES: Internal expanding hub

SPRINGS: Front, half platform; rear, full elliptical

MOTORS: Single equipment

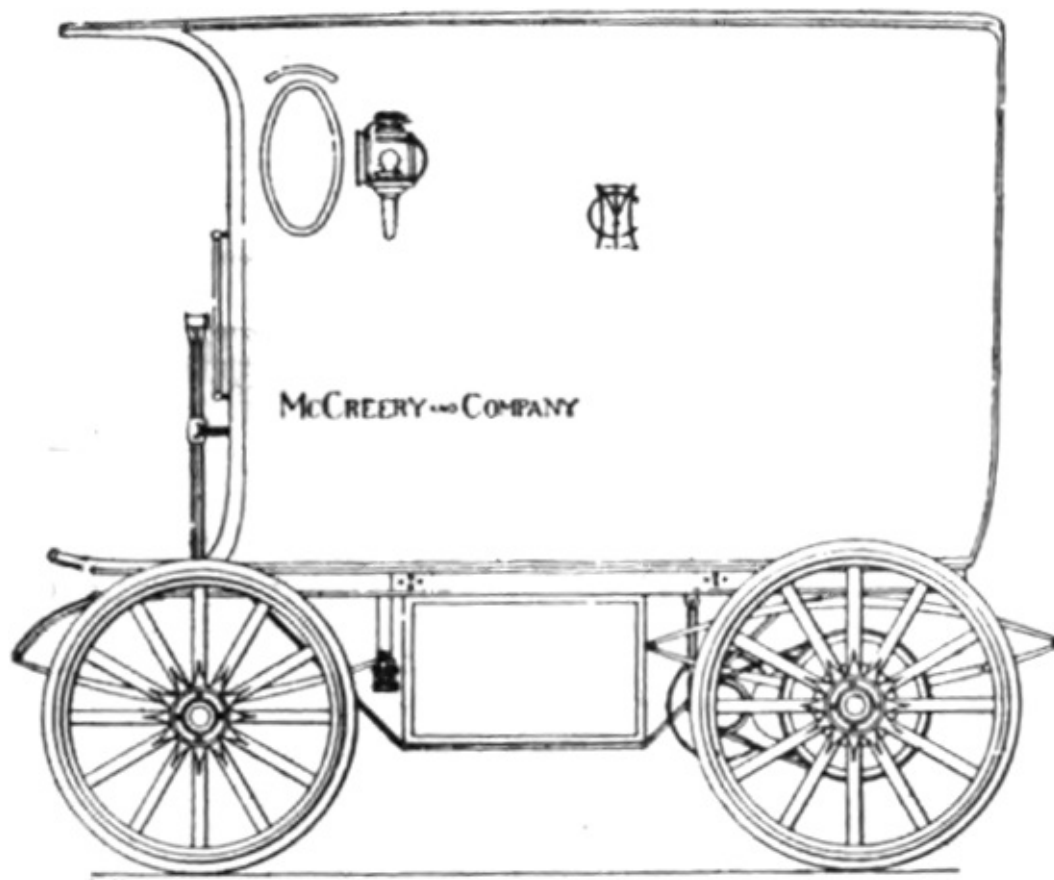
MOTOR SUSPENSION: From body

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: 34 × 2 inches

TIRES, REAR: 36 × 2 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.

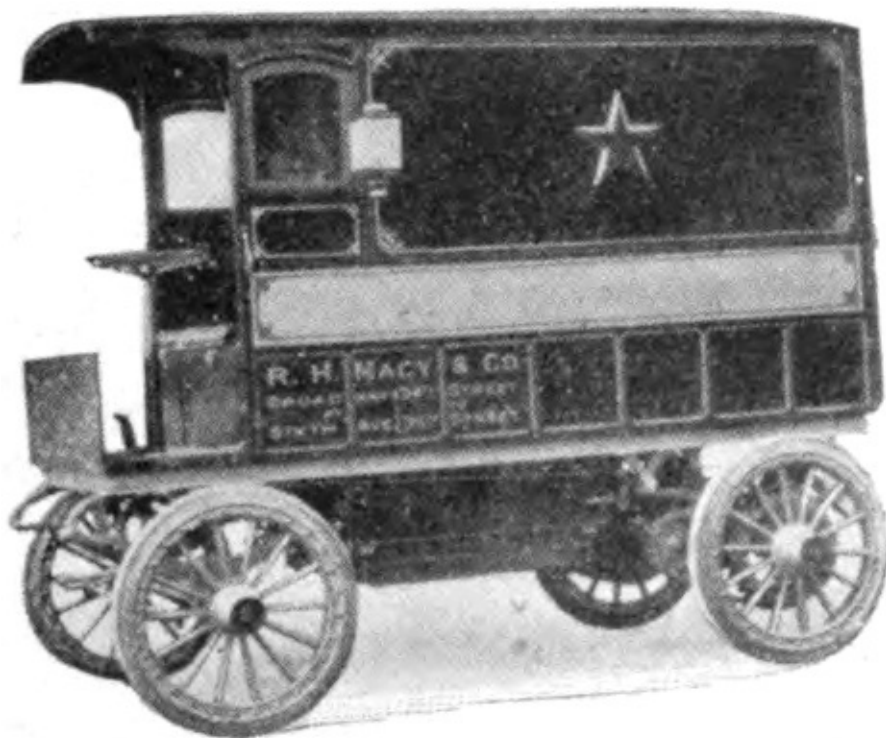
CHANGE SPEEDS: 4 forward and reverse

DISTANCE: 40 miles

DRIVE: Double chain

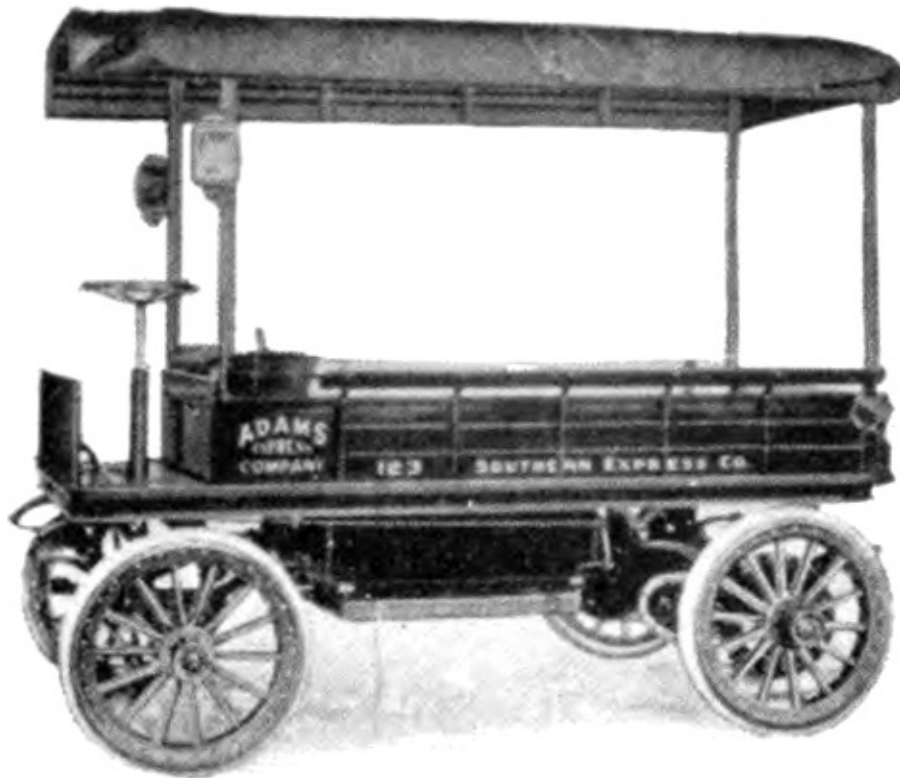
DRIVE: DOUBLE CLIMB

**Columbia Delivery Wagon, Mark LII. Electric Vehicle Co., Hartford,
Conn.**



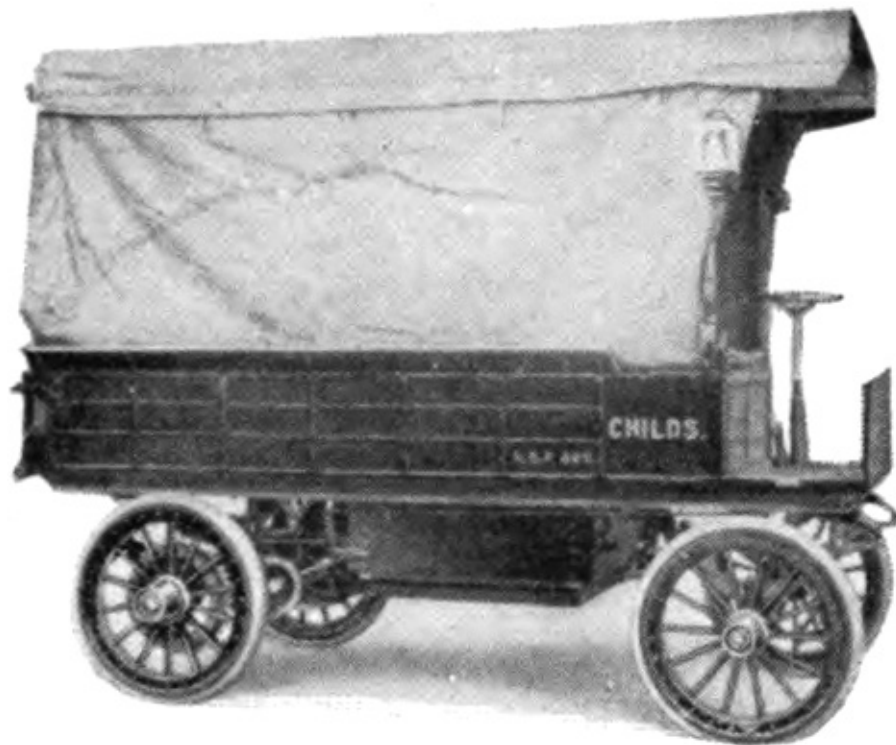
PRICE: \$2,200 chassis; \$2,500 with standard body
BODY: Panel delivery wagon
CAPACITY: 2,000 pounds
WHEEL-BASE: 92 inches
TREAD: Standard
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 3½ inches
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beam
MOTORS: Two, connected 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.**



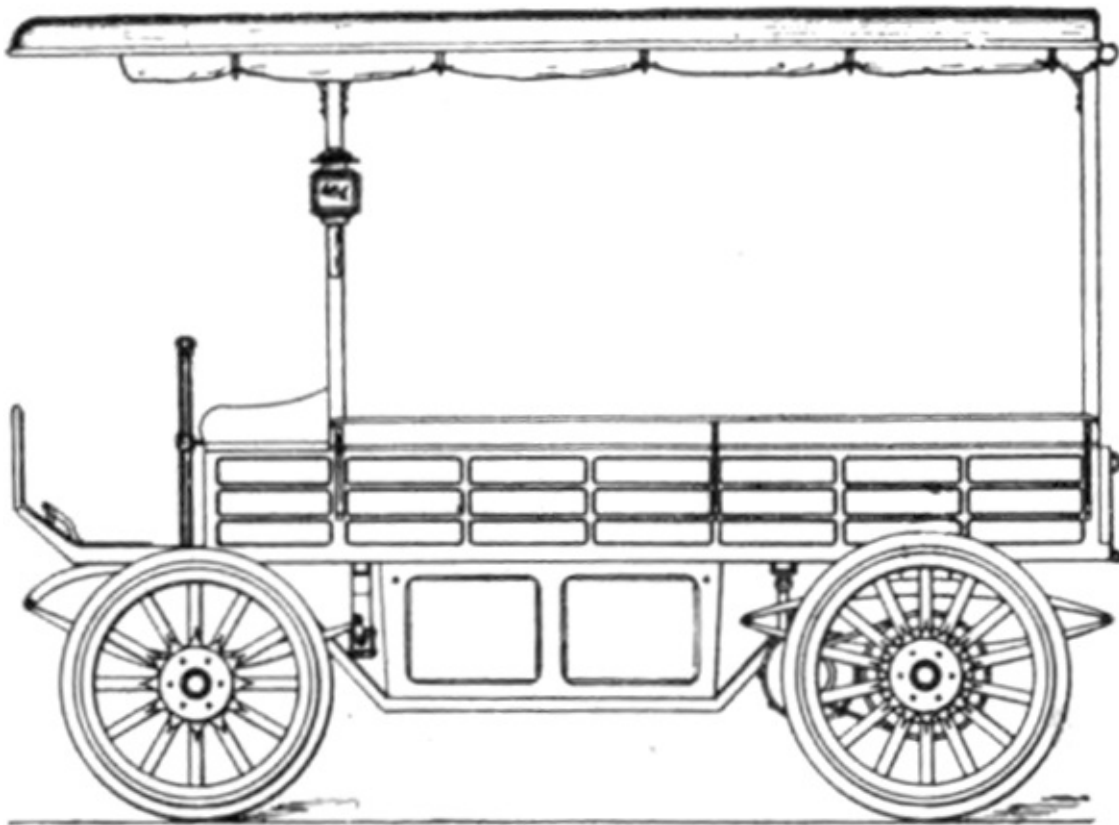
PRICE: \$2,200 (chassis), \$2,500 with standard body
BODY: Express wagon
CAPACITY: 2,000 pounds
WHEEL-BASE: 92 inches
TREAD: Standard
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 36 × 3½ inches
STEERING: Vertical column
BRAKES: Duplex
SPRINGS: Platform type
FRAME: Iron I-beam
MOTORS: Two, connected to driving 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: 36 × 3½ inches
TIRES, REAR: 36 × 3½ 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: 34 × 3½ inches

TIRES, REAR: 36 × 4 inches

STEERING: Horizontal side lever

BRAKES: Internal expanding hub

SPRINGS: Front, half platform; rear, full elliptic

MOTORS: Single equipment

MOTOR SUSPENSION: From body

DISTANCE: 50 miles

MOTOR-CONTROL: Westinghouse

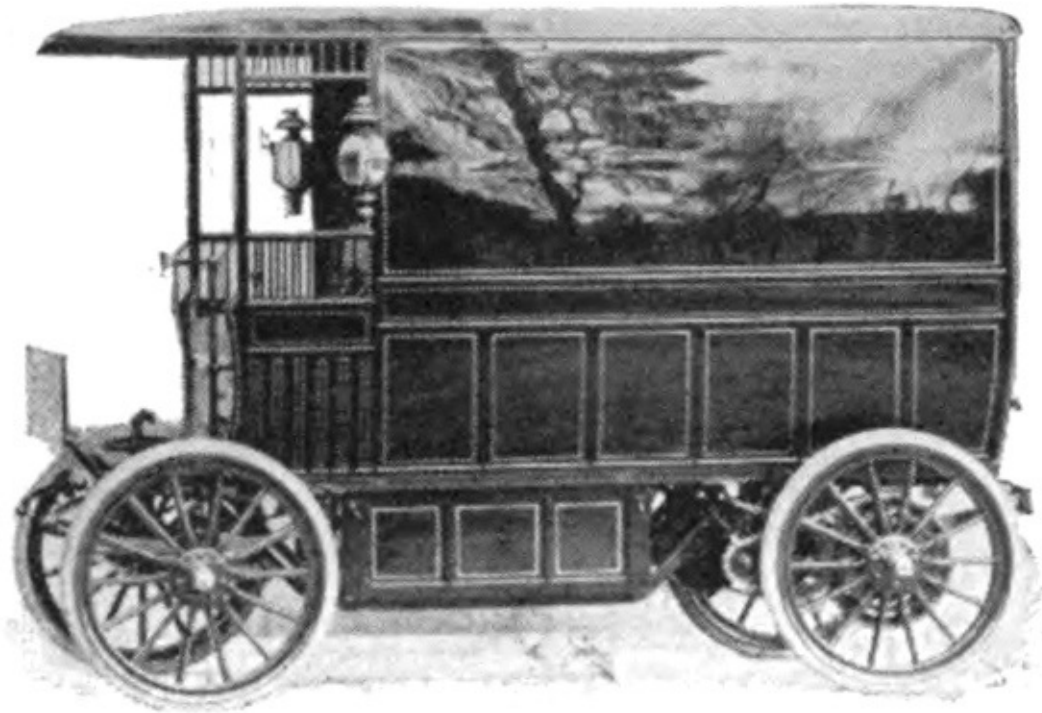
SPEED: 9 m.p.h.

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: 36 × 3 inches; solid

TIRES, REAR: 36 × 3 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

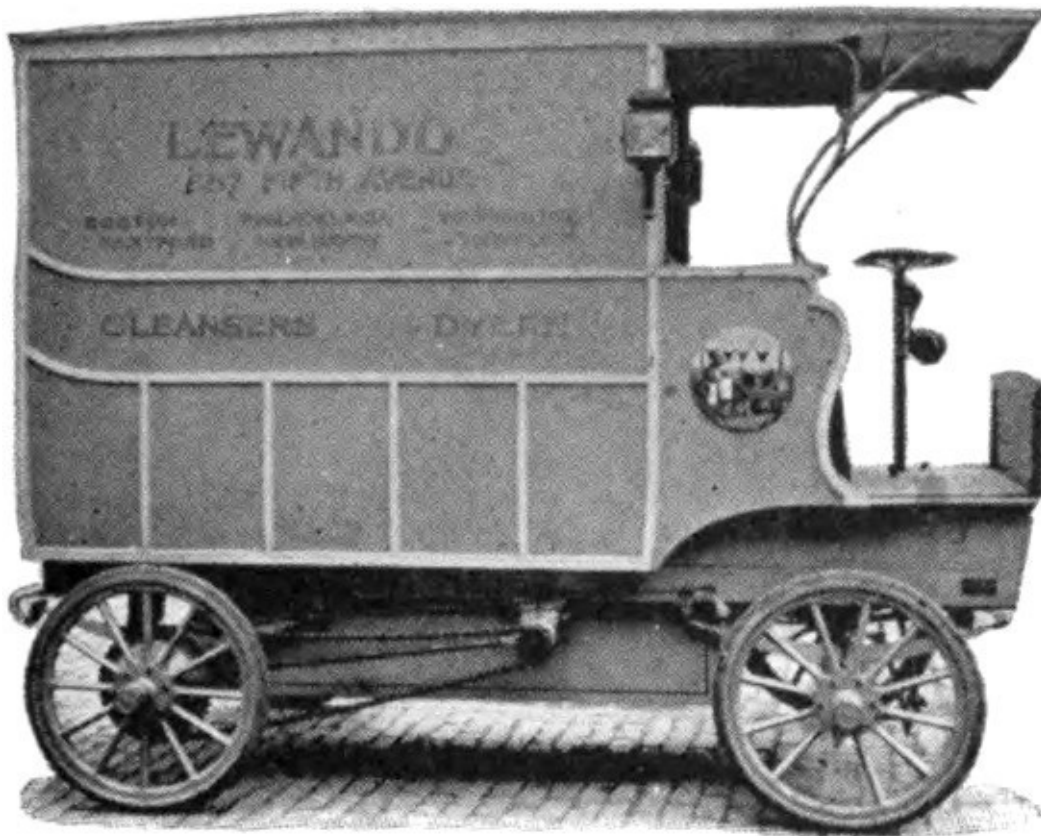
MOTOR-CONTROL: By controller located left side of seat

SPEEDS: 3 to 12 miles per hour

DRIVE: Front wheel drive

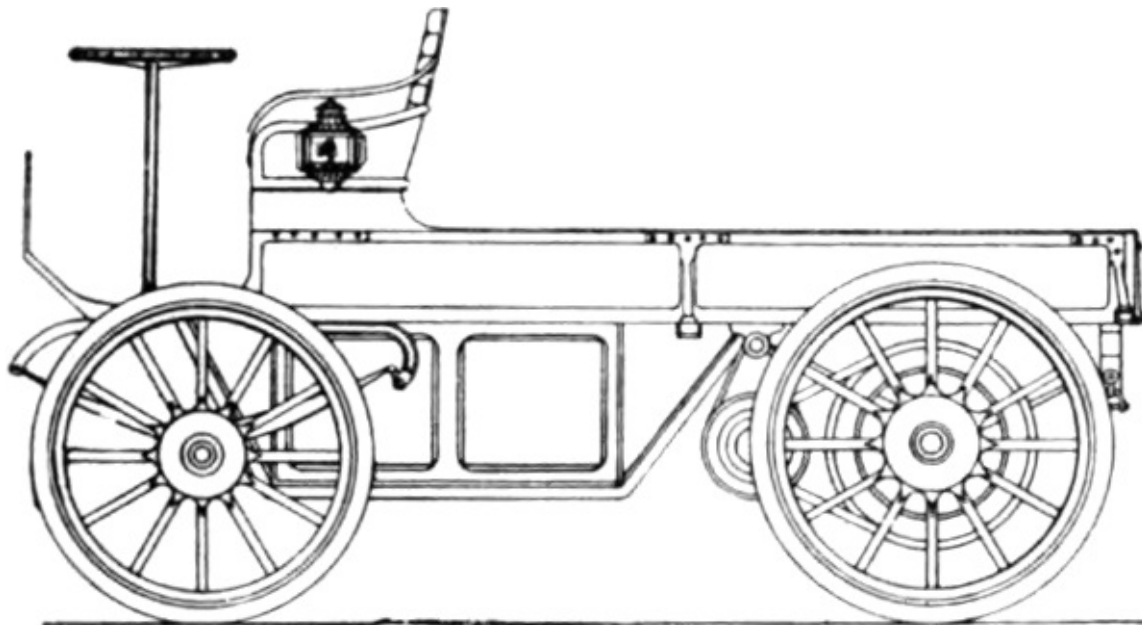
DRIVE: Through medium of chains and sprockets

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: 1¾ × 36 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: 36 × 3 inches

TIRES, REAR: 39 × 3½ inches

STEERING: Irreversible type

BRAKES: Internal expanding hub

SPRINGS: Front, semi-elliptic; rear, half platform

MOTORS: Double equipment

MOTOR SUSPENSION: From body

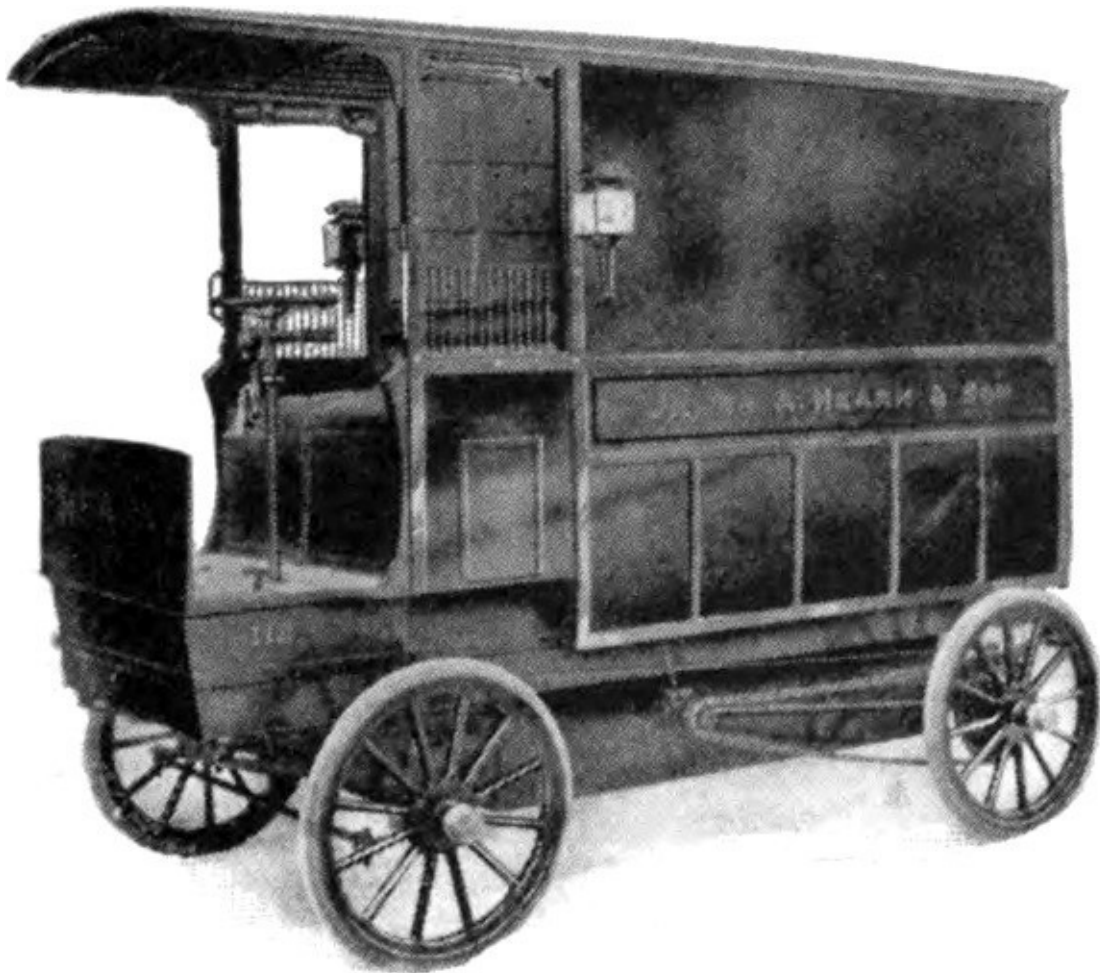
MOTOR-CONTROL: Westinghouse

CHANGE SPEEDS: 4 forward and reverse

DRIVE: Double chain

Lansden Electric, Type 79E.

The Lansden Co., Newark, N. J.



PRICE: \$2,350

BODY: Closed Panel

CAPACITY: 750 pounds

WEIGHT: 2,450 pounds

WHEEL-BASE: 80 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 2½ inches

TIRES, REAR: 32 × 2½ 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

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: 36 × 4 inches; solid

TIRES, REAR: 36 × 4 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

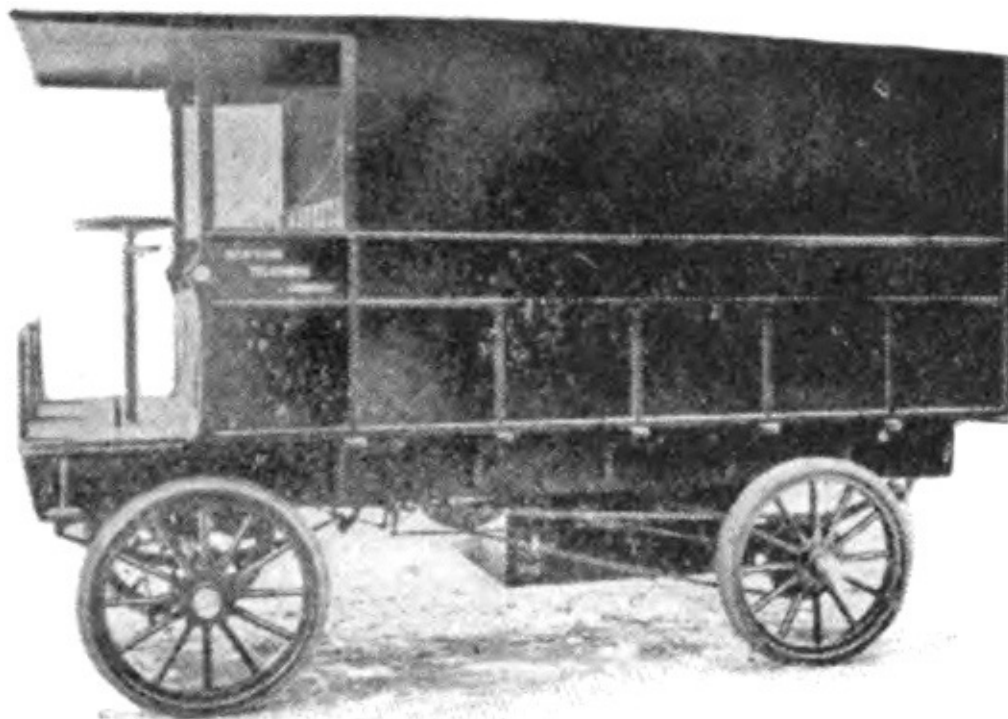
MOTOR SUSPENSION: Hung from frame

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: 32 × 3 inches, solid rubber
TIRES, REAR: 32 × 3 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: 3 × 32 in., solid rubber

TIRES, REAR: 3 × 32 in., solid rubber

STEERING: Irreversible

BRAKES: Internal expanding on rear hubs

SPRINGS: Front, 2 × 36 in., semi-elliptic; rear, 2 × 40 in., semi-elliptic

FRAME: Armored wood

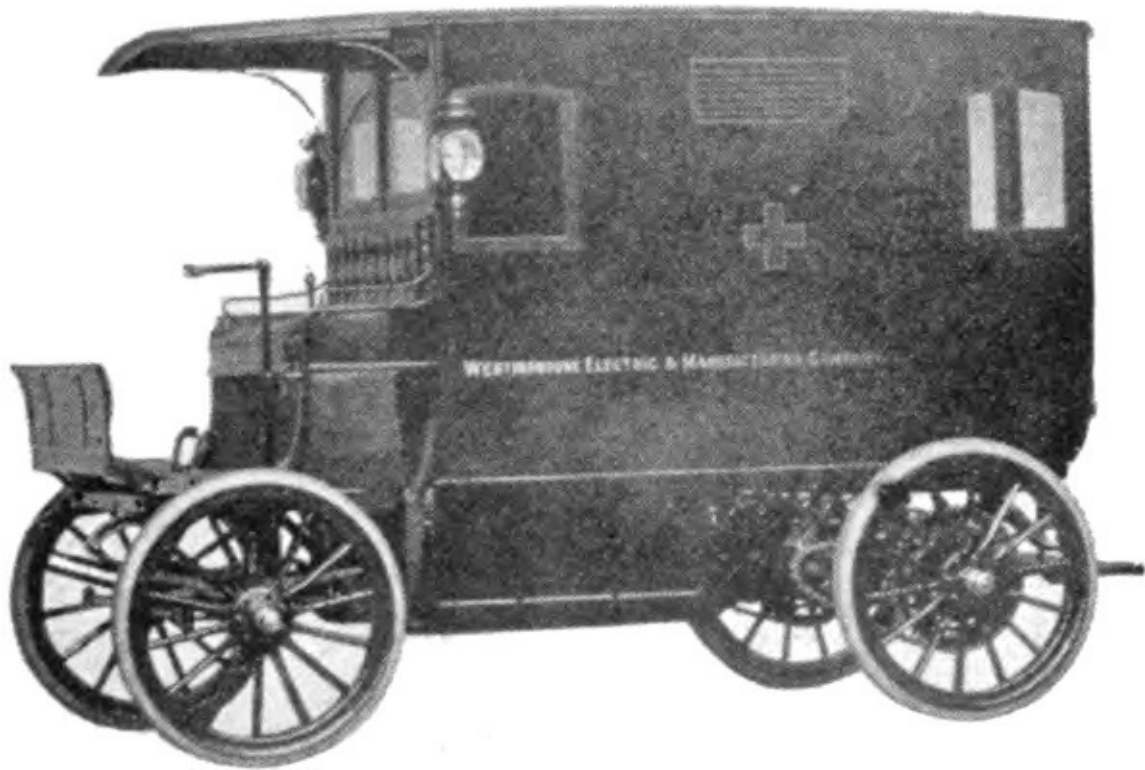
MOTOR SUSPENSION: Single motor on frame

SPEEDS: 3 forward, 2 back

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: 36 × 3 inches; solid

TIRES, REAR: 36 × 3 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

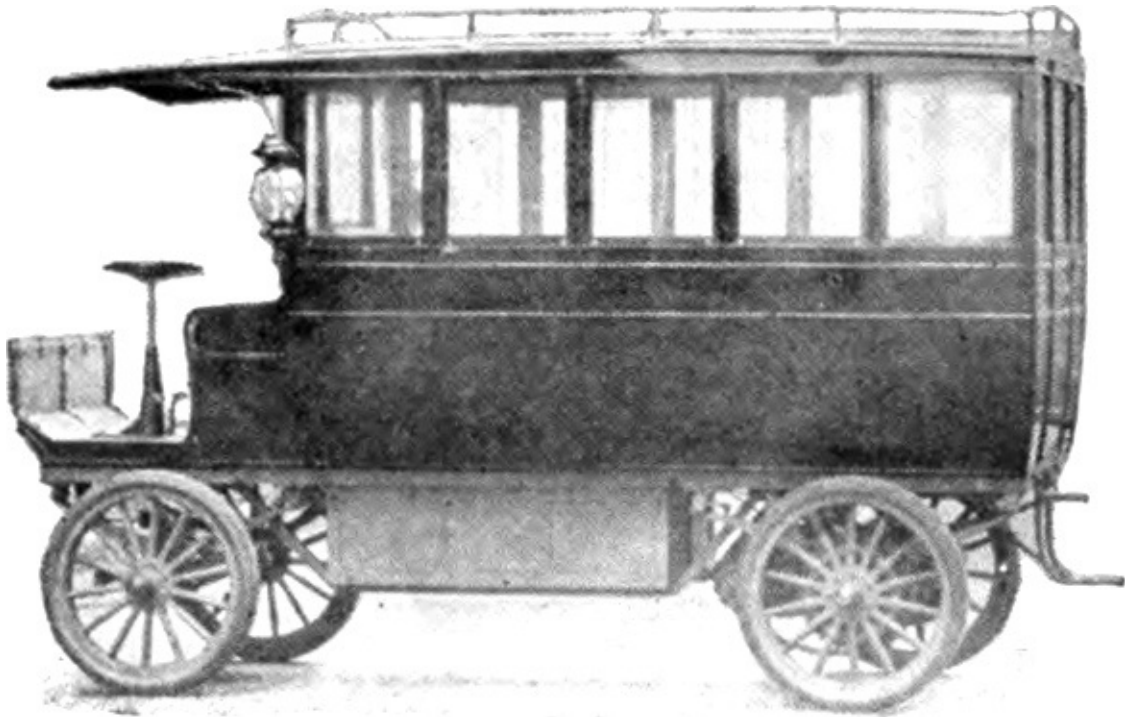


THE NATIONAL MAGAZINE OF MOTORING

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: 58 inches

TIRES, FRONT: 36 × 4 inches; solid

TIRES, REAR: 36 × 4 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

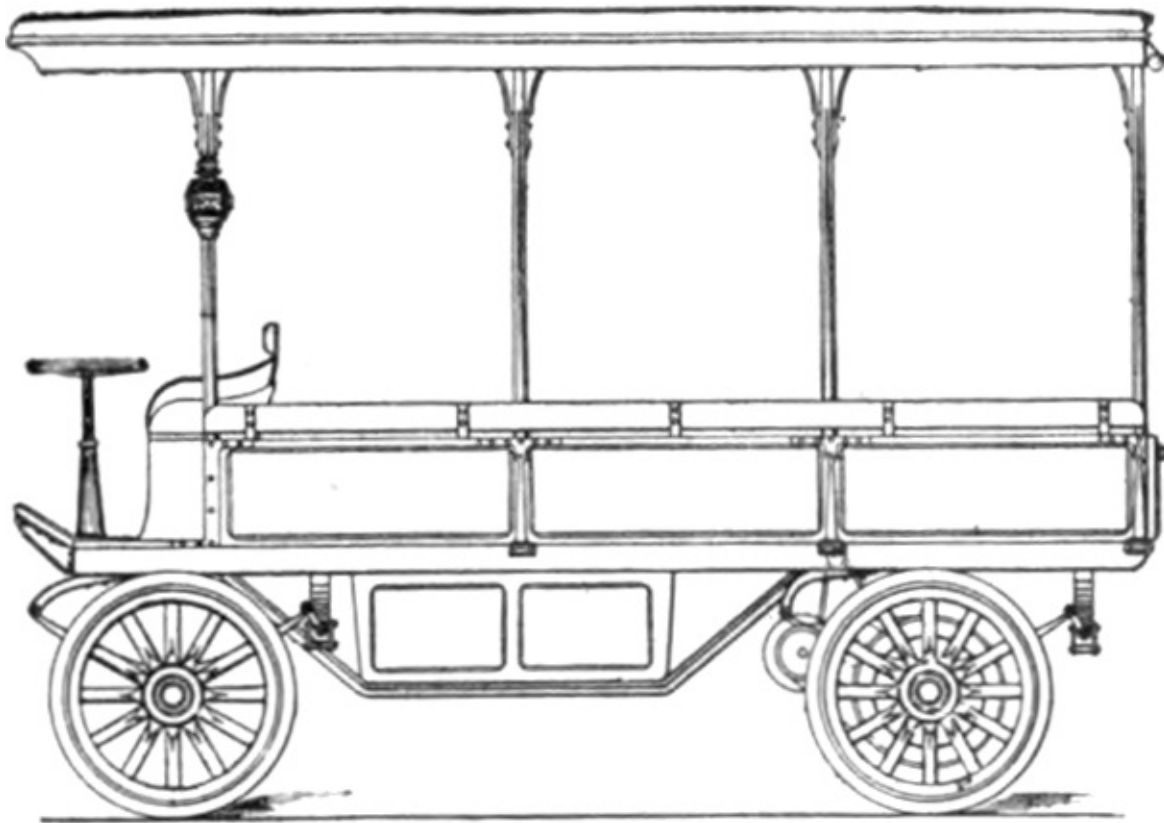
BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame

MOTOR-CONTROL: By controller located left side of seat

SPEEDS: 3 to 10 miles per hour

DRIVE: Through medium of chains and sprockets

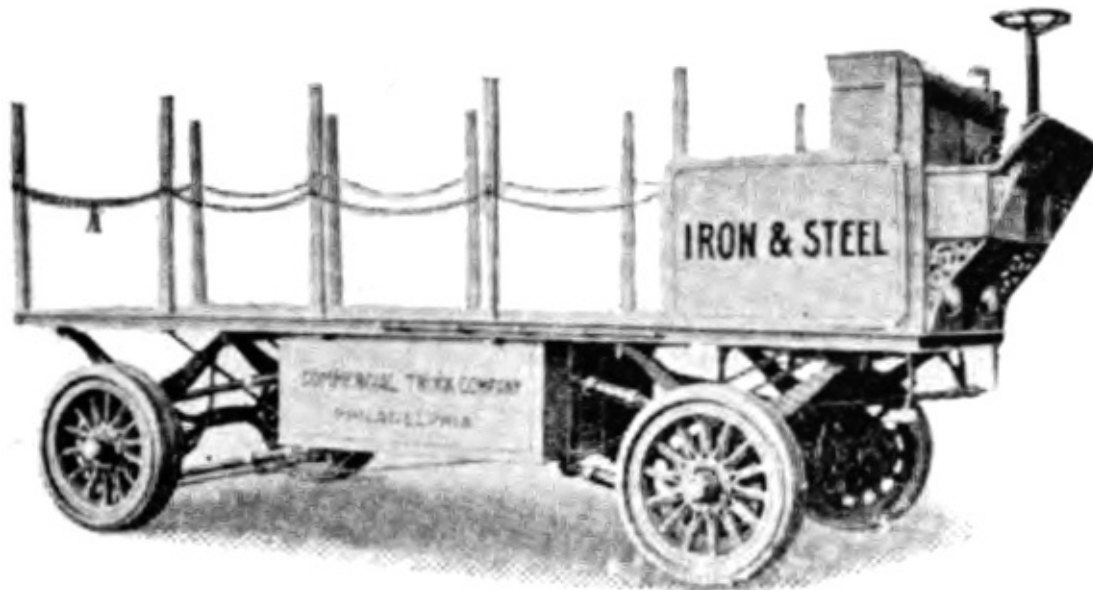
Hercules, Model 103. James Macnaughtan Co., Buffalo, N. Y.



PRICE: \$3,000
BODY: Delivery wagon with top
CAPACITY: 3,000 pounds
WEIGHT: 5,400 pounds
WHEEL-BASE: 111 inches
TREAD: 65½ inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 4 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: 36 × 6 in., wooden

TIRES, REAR: 36 × 6 in., wooden

STEERING: Vertical steering columns and hand wheel

BRAKES: Foot and electric

SPRINGS: Semi-elliptic

FRAME: Channel steel

MOTOR SUSPENSION: On axles

CURRENT SUPPLY: 42-cell storage battery

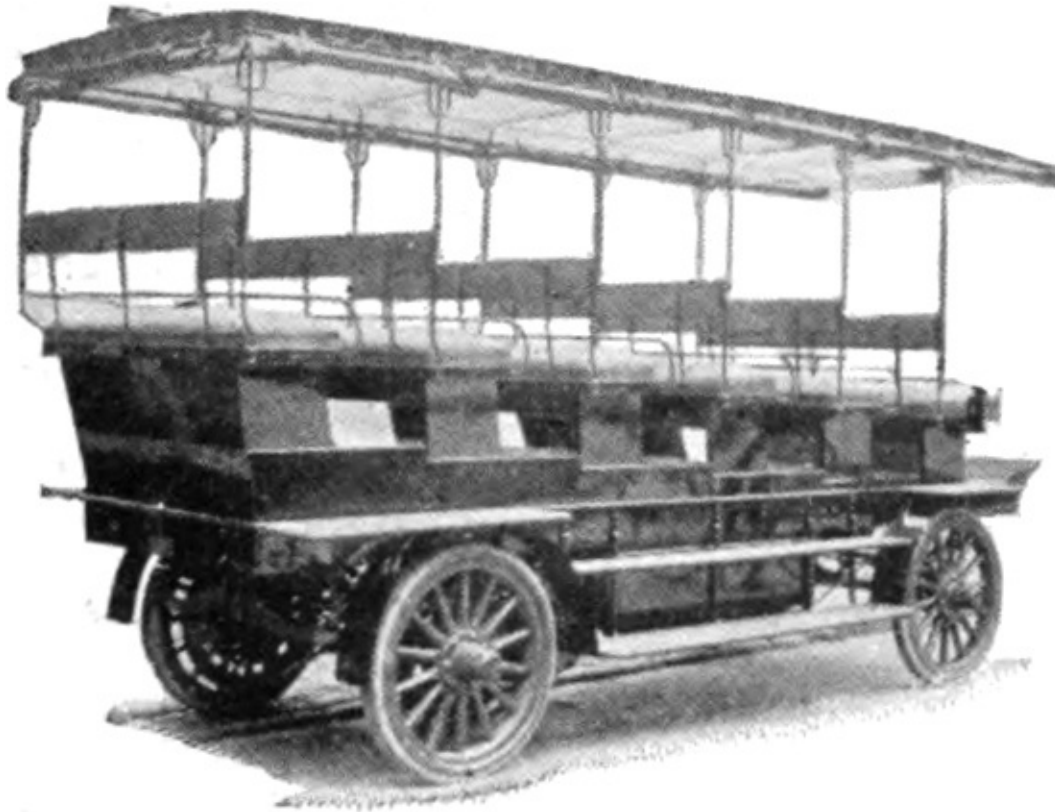
MOTORS: Connected with and part of each wheel

MOTOR-CONTROL: Series-parallel grouping of motors

SPEEDS: Up to 7½ m. p. h.

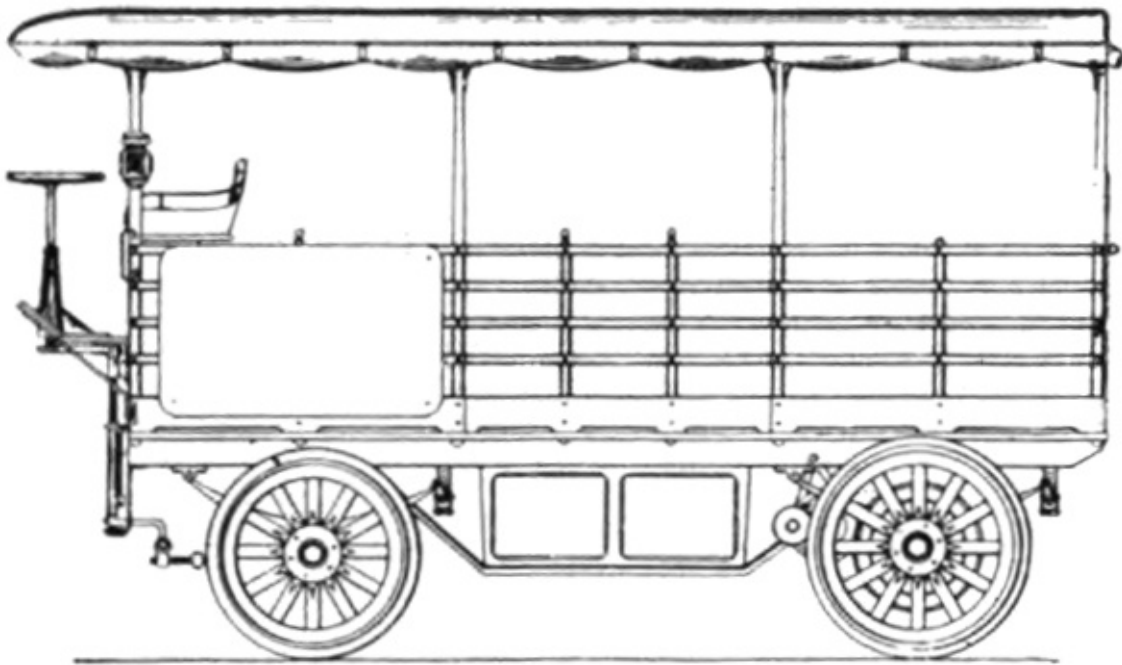
DRIVE: Direct on 4 wheels

**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: 36 × 3½ in.
TIRES, REAR: 36 × 4 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.

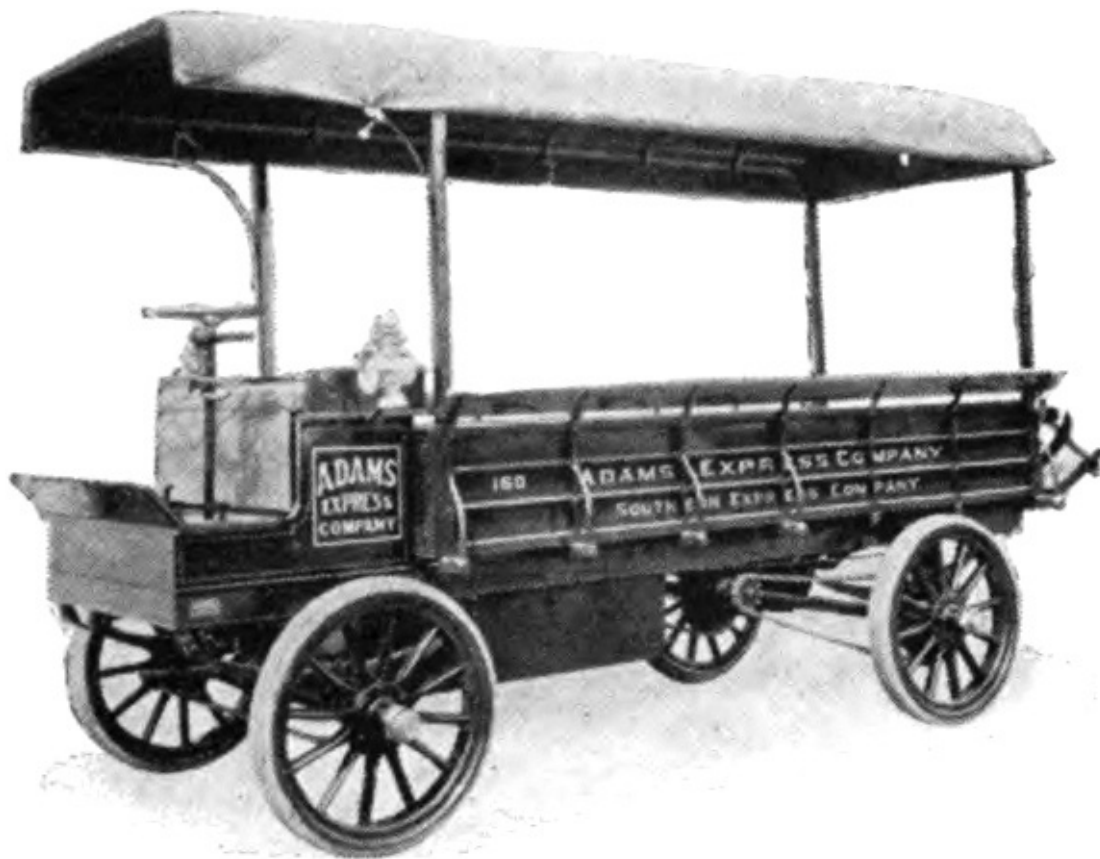


PRICE: \$3,200
BODY: Delivery truck
CAPACITY: 4,000 pounds
WEIGHT: 6,000 pounds
WHEEL-BASE: 103 inches
TREAD: 72 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 38 × 4 inches
STEERING: Pinion and sector type
BRAKES: Internal expanding hub
SPRINGS: Half platform front and rear
MOTORS: Double equipment
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: \$3,350

BODY: As required

CAPACITY: 4,000 pounds

WEIGHT: 4,800 pounds

WHEEL-BASE: 111 inches

TREAD: 66 inches

TIRES, FRONT: 4 × 36 in., solid rubber

TIRES, REAR: 4 × 36 in., solid rubber

STEERING: Irreversible

BRAKES: Internal expanding

SPRINGS: Front, 2¼ × 44 in., semi-elliptic; rear, 2½ × 44 in., semi-elliptic

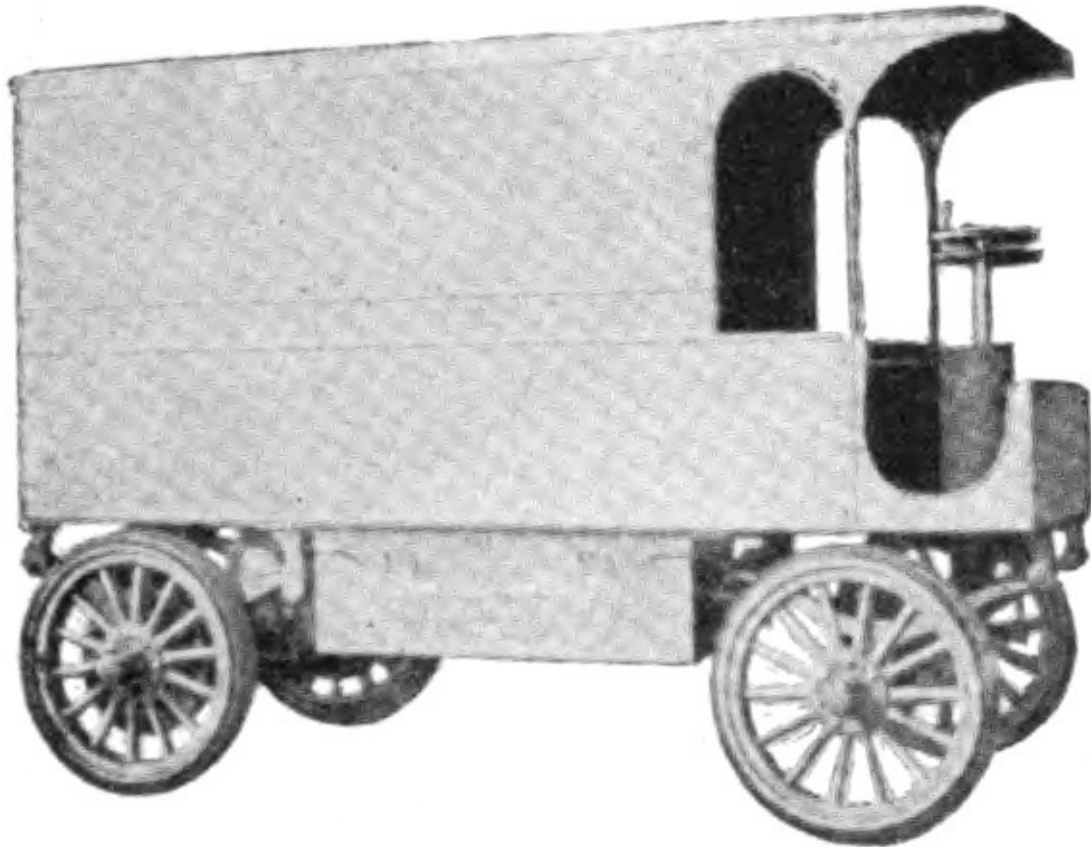
FRAME: Wood, armored

MOTOR SUSPENSION: Single motor on frame

SPEEDS: 3 forward, 2 back

DRIVE: Chains

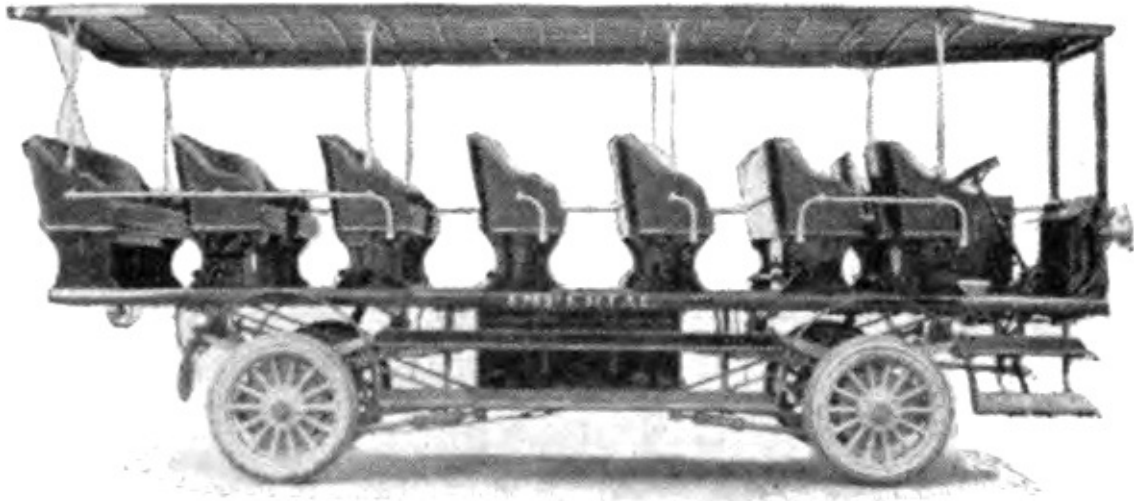
**Elwell-Parker 2-Ton Electric Wagon. Elwell-Parker Electric Co.,
Cleveland, Ohio**



PRICE: \$3,300
BODY: As required
CAPACITY: 2 tons
WEIGHT: 4,700 pounds
WHEEL-BASE: 96 to 112 inches
TREAD: 60 inches
TIRES, FRONT: 36 × 4 inches
TIRES, REAR: 36 × 4½ 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: 36 × 6 in., solid rubber

TIRES, REAR: 36 × 7 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

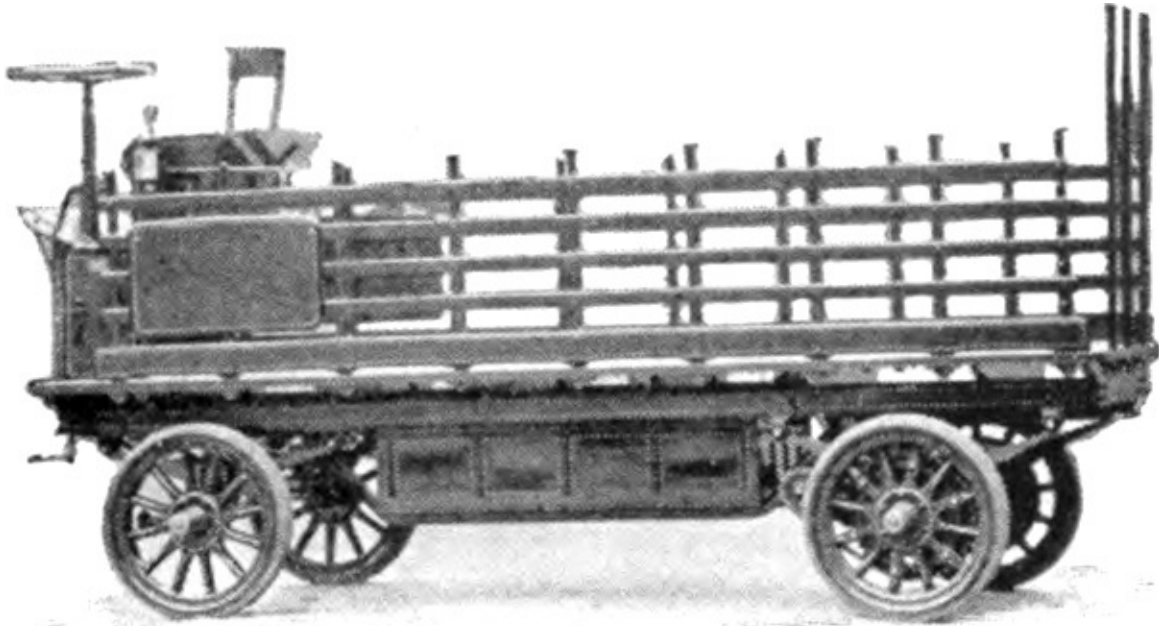
MOTOR-CONTROL: Series-parallel grouping of motors

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: 36 × 5 inches; solid

TIRES, REAR: 36 × 6 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

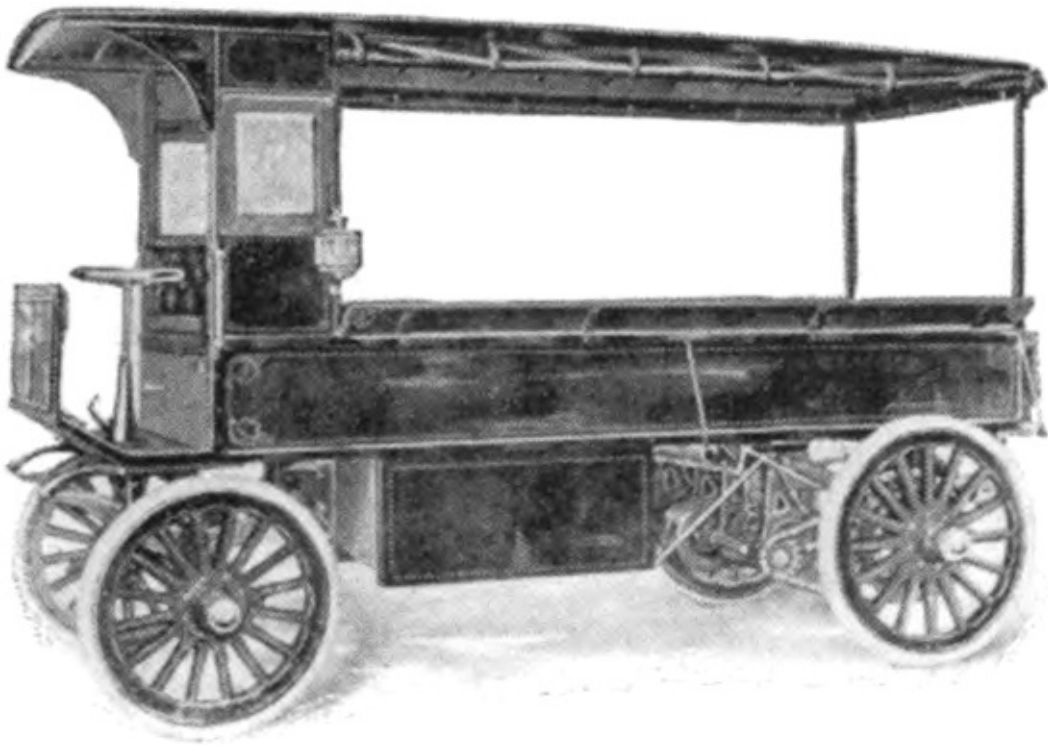
BATTERY ARRANGEMENT: Assembled in 4 trays hung under frame

MOTOR-CONTROL: By controller located left side of seat

SPEEDS: 2 to 7 miles per hour

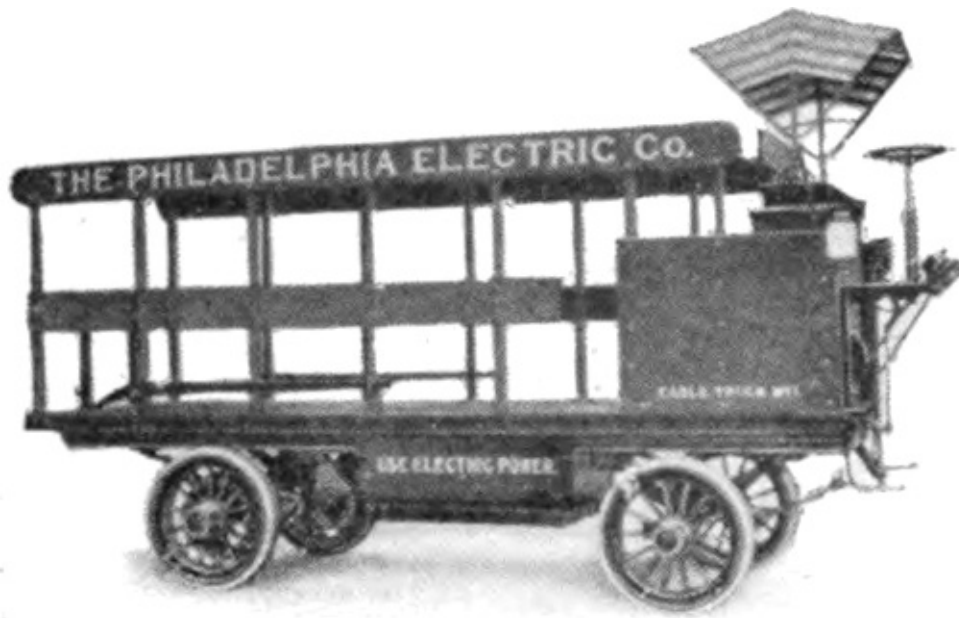
DRIVE: Through medium of chains and sprockets

"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: 36 × 3½ inches
TIRES, REAR: 42 × 3½ 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

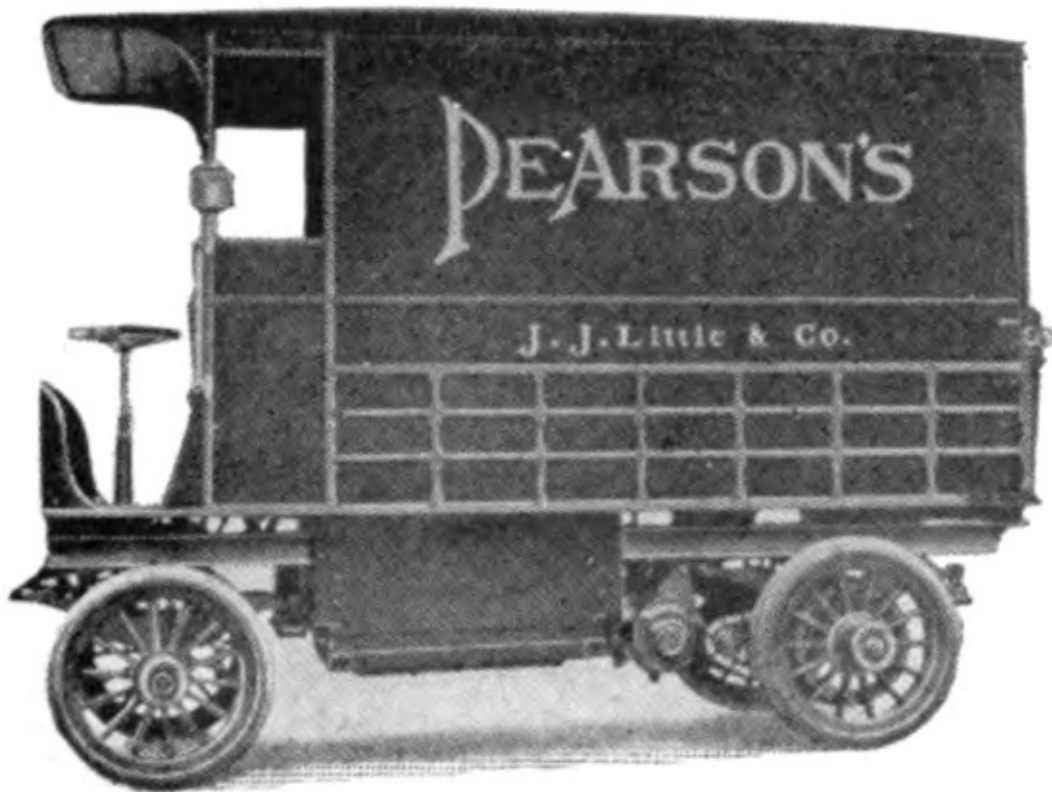
Columbia Truck, Mark LIV. Electric Vehicle Co., Hartford, Conn.



PRICE: \$3,700 (chassis)
BODY: Special, with electric windlass
CAPACITY: 6,000 pounds
WHEEL-BASE: 113 inches
TREAD: Standard
TIRES, FRONT: 36 × 5 in. solid
TIRES, REAR: 36 × 5 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: 36 × 5 in. solid

TIRES, REAR: 36 × 5 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

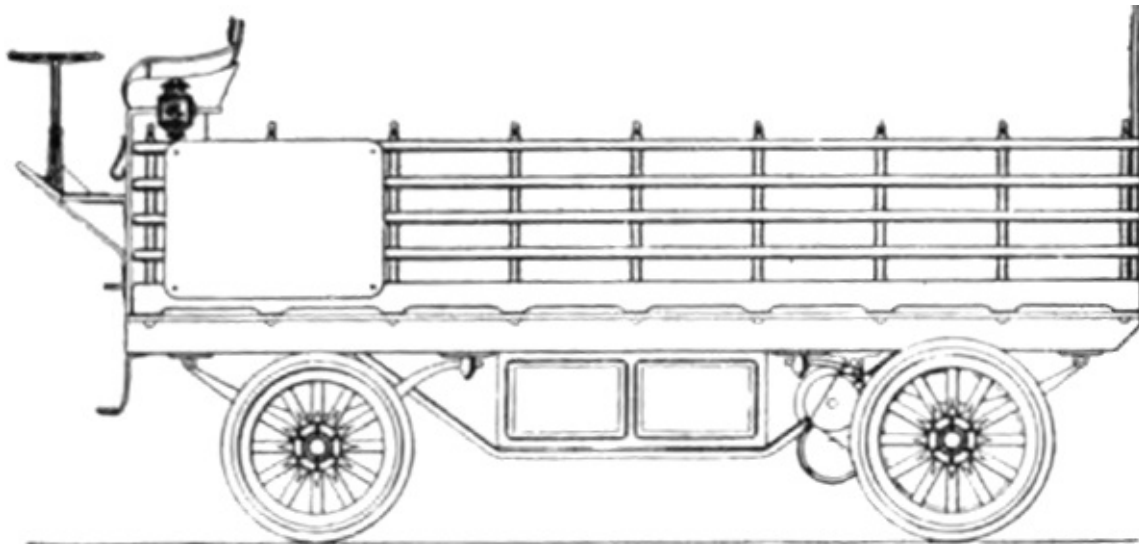
CONTROLLER: Horizontal

SPEED: 8 miles per hour

DRIVE: Side chain

DRIVE: Side claims

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: 36 × 5 inches
TIRES, REAR: 38 × 5 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

**Champion, 6-Ton Truck. 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: \$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: 54 inches, wood or steel

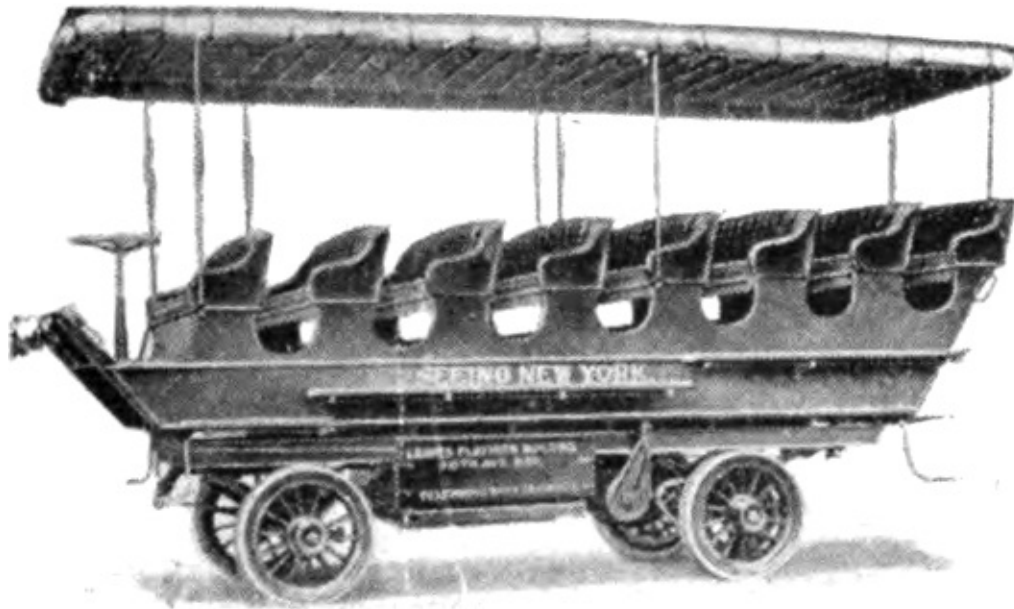
MOTORS: 2

CURRENT SUPPLY: 44 cell battery

DRIVE: Chain

**Columbia Sight-Seeing Car, Mark LIII.
Conn.**

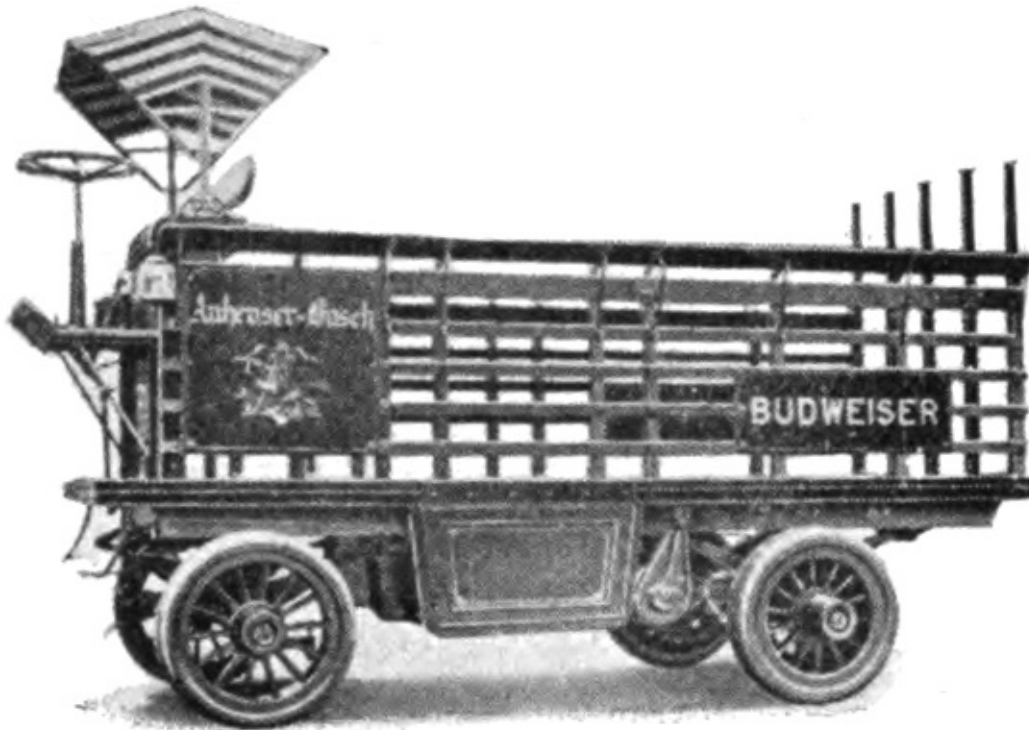
Electric Vehicle Co., Hartford,



PRICE: \$4,200 (chassis)
BODY: Sight-seeing side entrance bus
SEATS: 48 passengers
WHEEL-BASE: 123 inches
TREAD: Standard
TIRES FRONT: 36 × 6 in. solid
TIRES, REAR: 36 × 7 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.
Conn.**

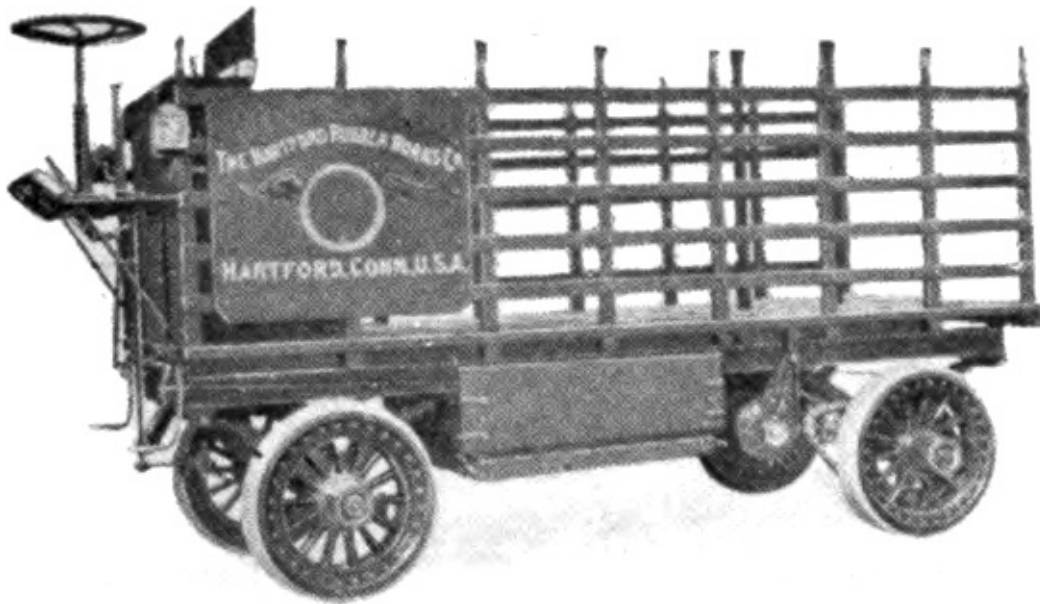
Electric Vehicle Co., Hartford,



PRICE: \$4,200 (chassis)
BODY: Brewery wagon, carrying 50 half barrels
CAPACITY: 10,000 pounds
WHEEL-BASE: 123 inches
TREAD: Standard
TIRES, FRONT: 36 × 6 in. solid
TIRES, REAR: 36 × 7 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: 36 × 6 in. solid

TIRES, REAR: 36 × 7 in. solid

STEERING: Vertical column

BRAKES: Duplex

SPRINGS: Platform type

FRAME: Iron I-beams

MOTORS: Two, connected to rear driving wheels by double reductions
gears

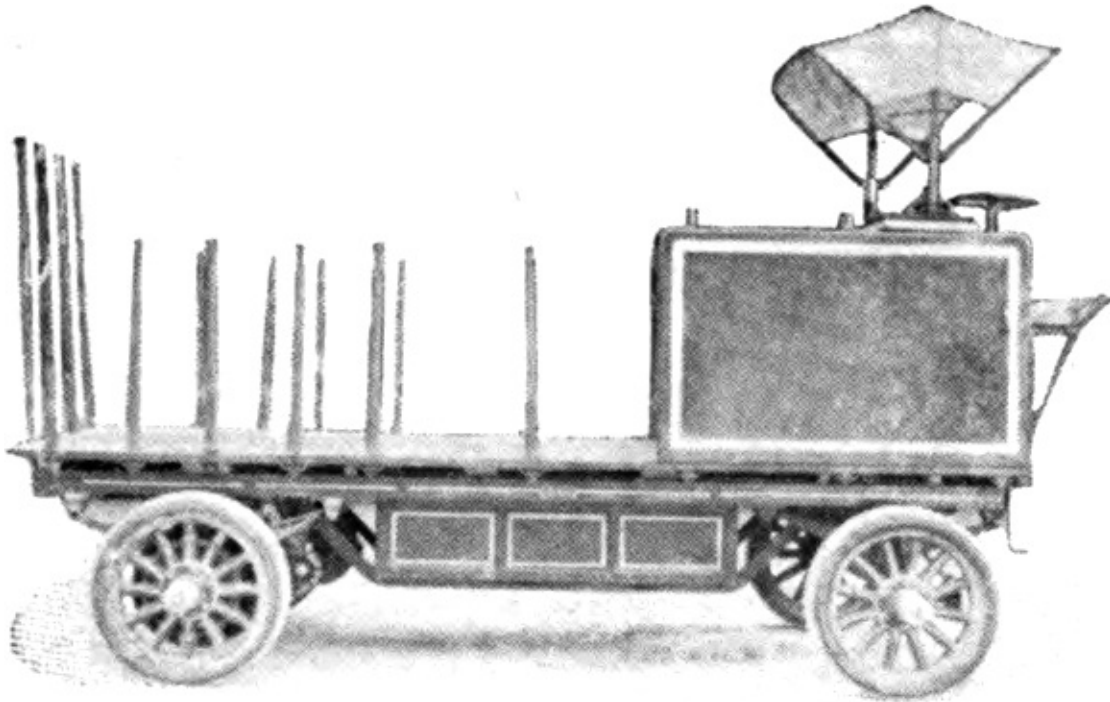
BATTERY: Exide, 44 cells, 19 M.V.

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: 36 × 7 inches; solid

TIRES, REAR: 36 × 7 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

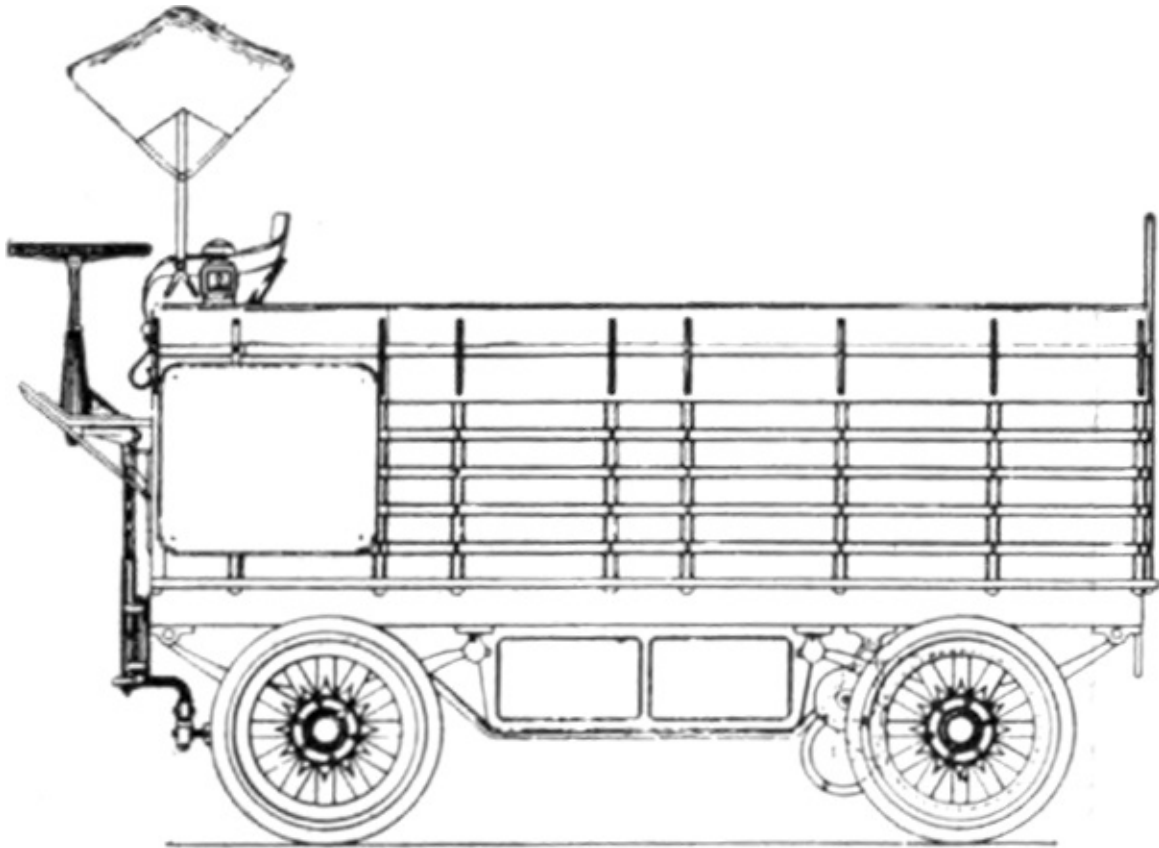
MOTOR-CONTROL: By controller located left side of seat

SPEEDS: 2 to 6 miles per hour

DRIVE: Through medium of chains and sprockets

DRIVE THROUGH MEDIUM OF CHAINS AND SPROCKETS

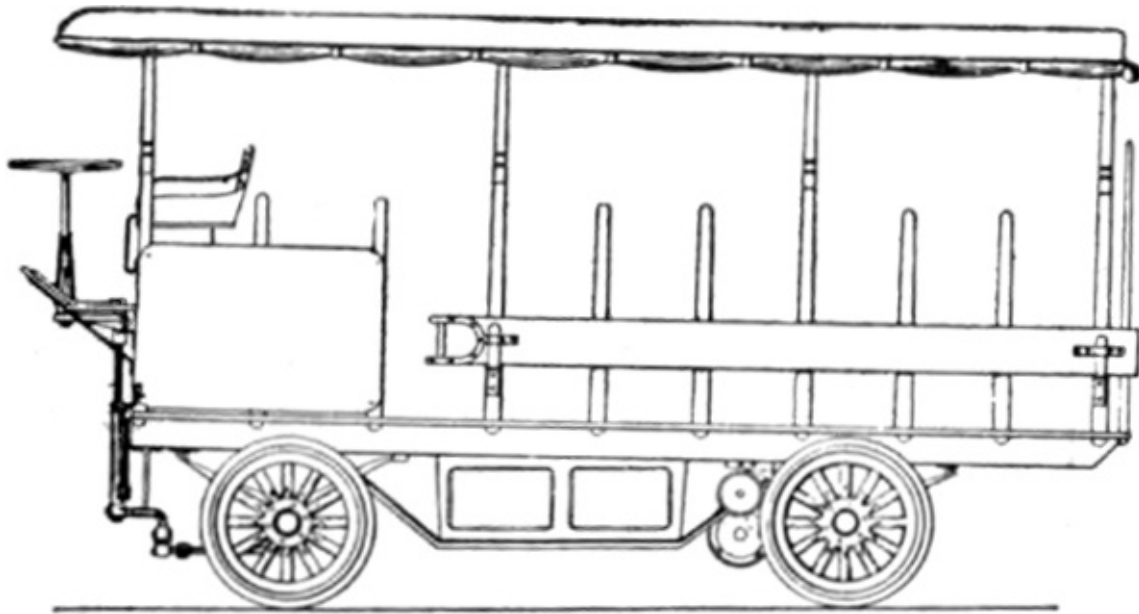
Hercules, Model 115. James Macnaughtan Co., Buffalo, N. Y.



PRICE: \$4,400
BODY: Brewery truck
CAPACITY: 10,000 pounds
WEIGHT: 8,700 pounds
WHEEL-BASE: 100 inches
TREAD: 77½ inches
TIRES, FRONT: 36 × 7 inches
TIRES, REAR: 36 × 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, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100

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: 36 × 7 inches

TIRES, REAR: 36 × 7 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 passenger
WHEEL-BASE: 96 inches
TREAD: 62 inches
TIRES, FRONT: 36 × 3½ inches
TIRES, REAR: 42 × 4 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: 5 × 36 in., solid
TIRES, REAR: 5 × 36 in., solid
STEERING: Irreversible
BRAKES: Internal expanding on rear hubs
SPRINGS: 2½ × 44 in semi-elliptic; 2½ × 44 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: 36 × 3 in.

TIRES, REAR: 36 × 3 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

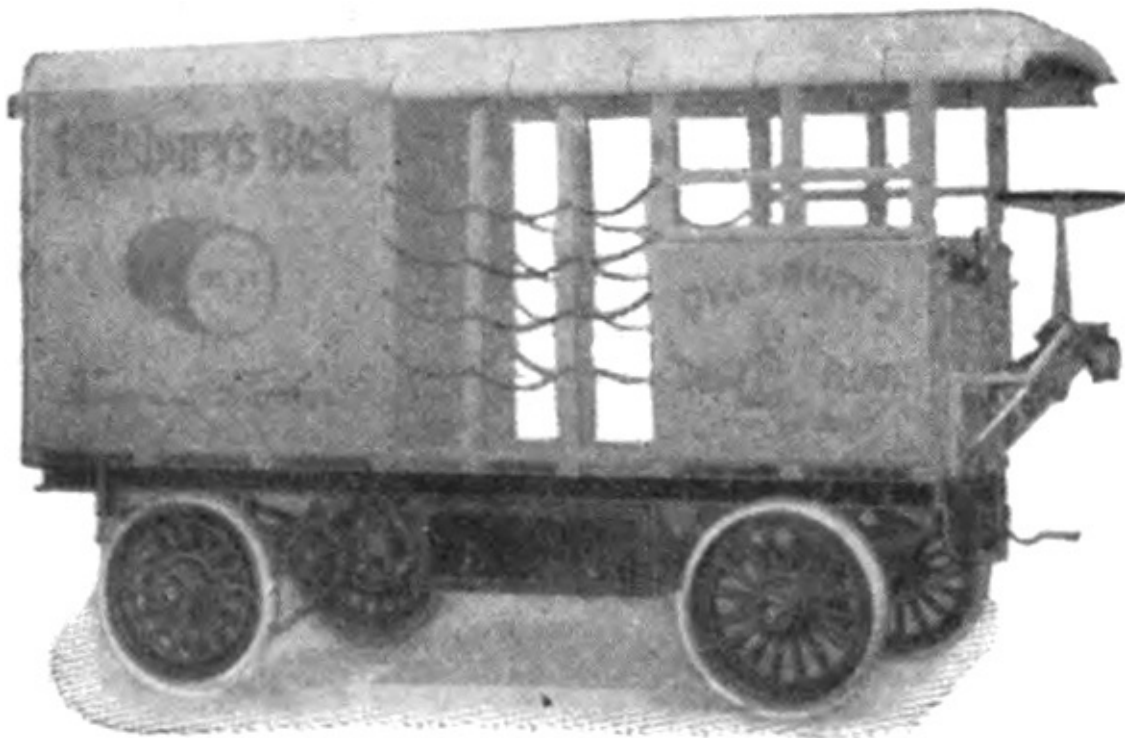
CURRENT SUPPLY: 42 cells of 11 M. V. exide

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: 36 × 5 in.

TIRES, REAR: 36 × 5 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

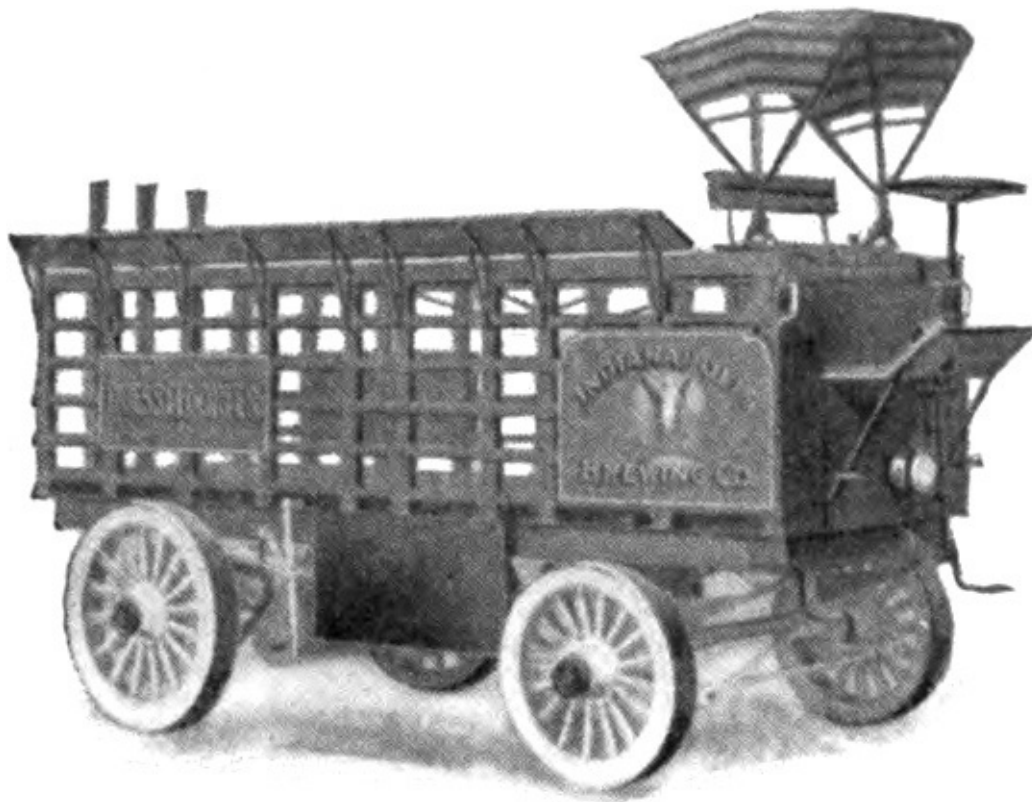
CURRENT SUPPLY: 42 cells of 15 M. V. exide

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: 36 × 6 in.

TIRES, REAR: 36 × 6 in.

STEERING: Sector and pinion

BRAKES: Expansion type on rear hub drums

SPRINGS: Semi-elliptic

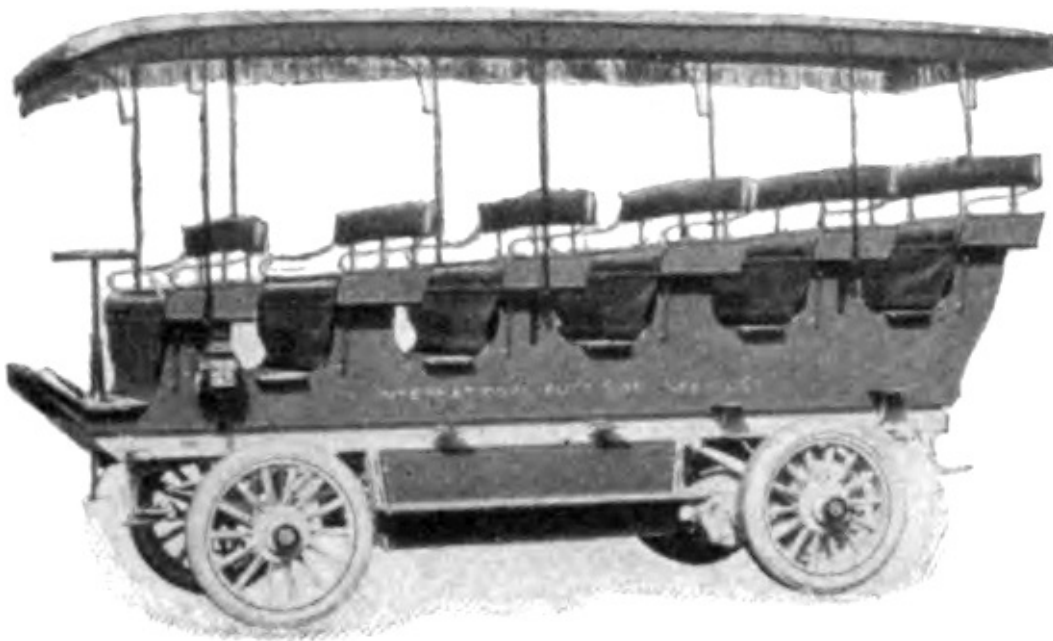
MOTOR SUSPENSION: Hung from chassis in front of rear axle

CURRENT SUPPLY: 42 cells of 19 M. V. exide

GEARING: Double reduction

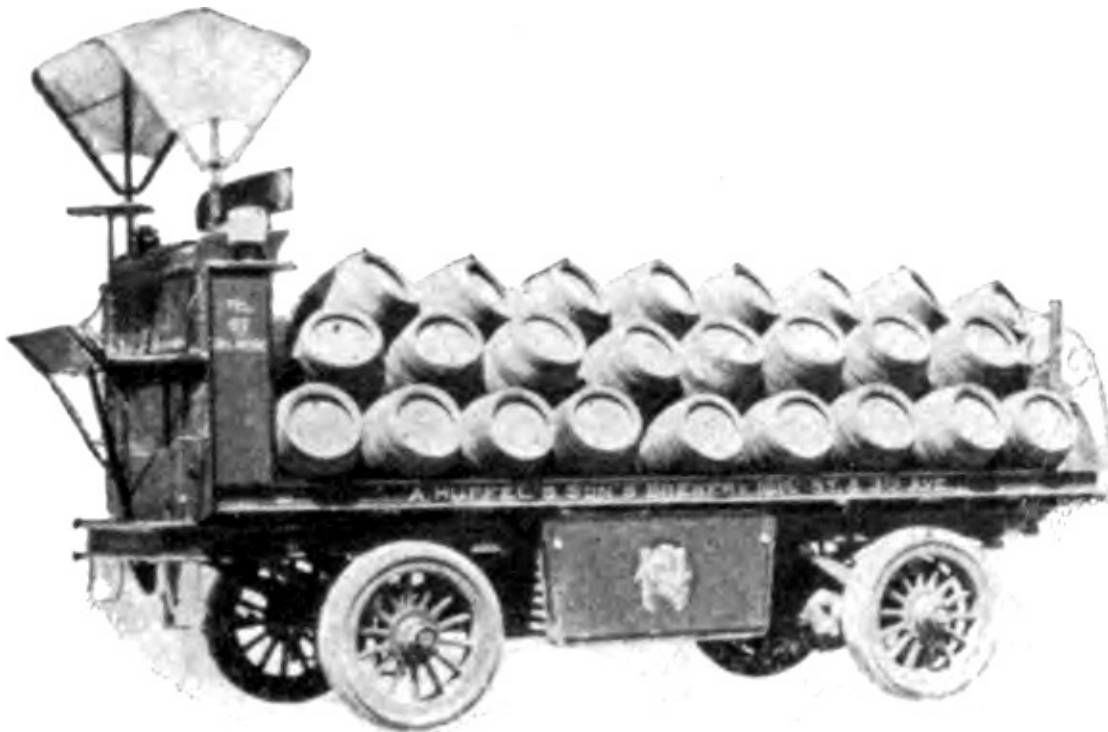
DRIVE: Double side chain

Sight-Seeing Coach. General Vehicle Co., Long Island City, N. Y.



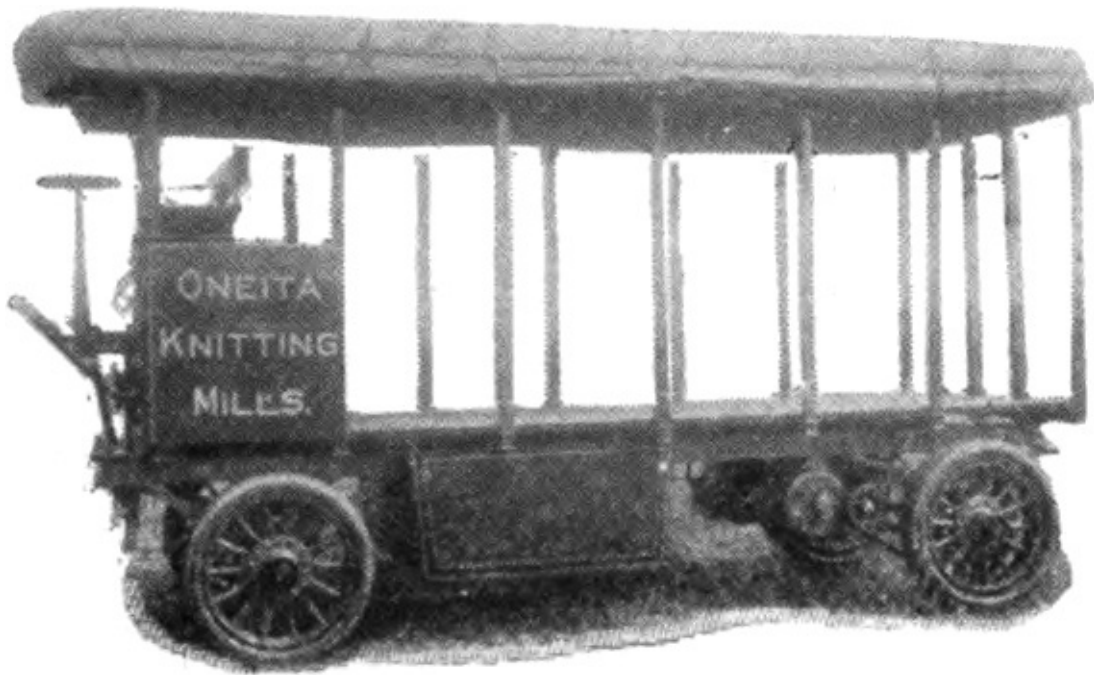
BODY: Six terraced seats
CARRYING CAPACITY: 24 passengers
FRAME: Channel steel
BRAKES: Foot; expanding type
TIRES, FRONT: 36 × 5 inches
TIRES, REAR: 36 × 6 inches
SPEEDS: 4 forward; 2 reverse
WHEEL-BASE: 114 inches
TREAD: 64 inches
DRIVE: Chain or gear

Five-Ton Brewery Truck. General Vehicle Co., Long Island City, N. Y.



BODY: Platform and tail board
CAPACITY: 5 tons (50 half barrels)
FRAME: Channel steel
BRAKES: Foot; expanding type
TIRES, FRONT: 36 × 7 inches
TIRES, REAR: 36 × 7 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: 36 × 6 inches
TIRES, REAR: 36 × 3½ 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: 36 × 7 inches

TIRES, REAR: 36 × 4 inches, twin

STEERING: Vertical column

BRAKES: Foot; expanding

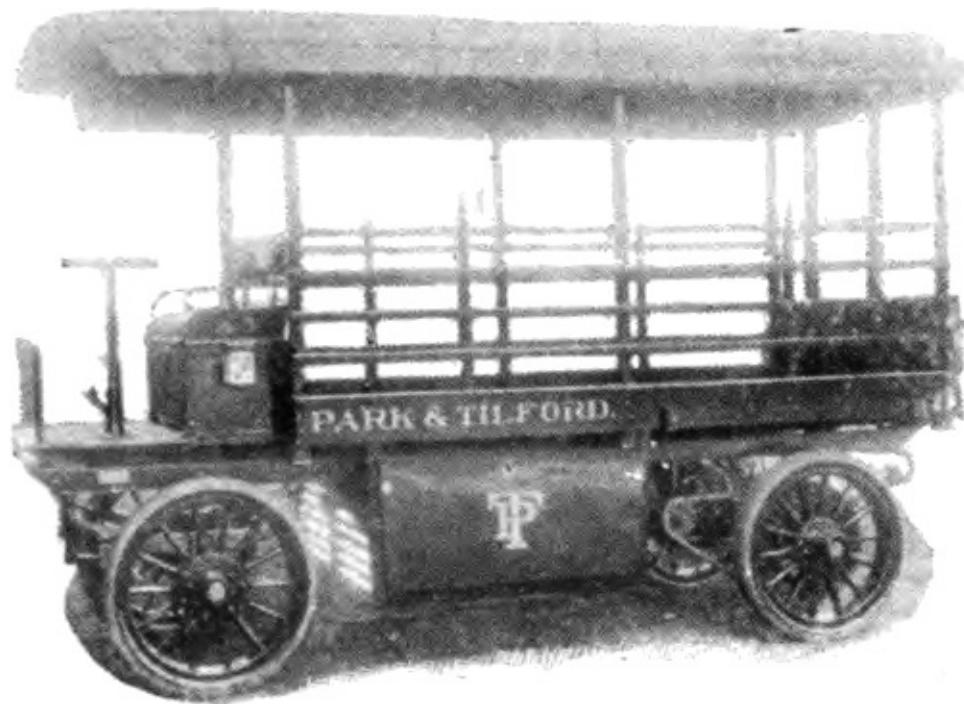
FRAME: Channel steel

SPRINGS: Platform type

MOTORS: Two, suspended under body in rear

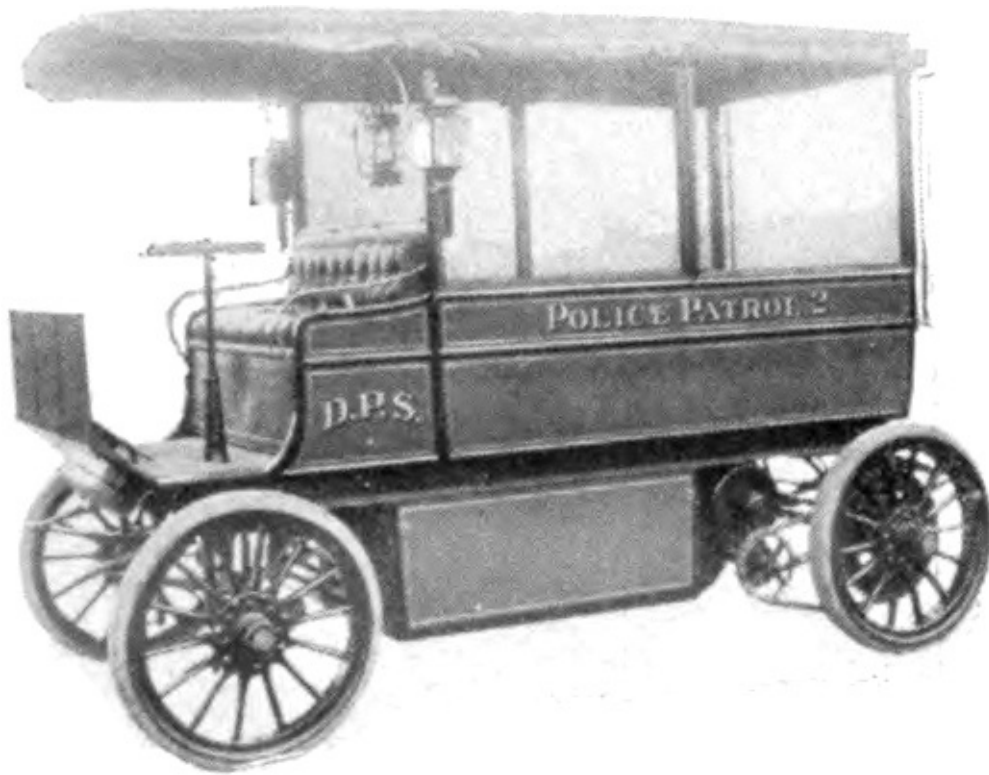
DRIVE: Side chains

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: 36 × 5 inches
TIRES, REAR: 36 × 5 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: 36 × 3½ inches

TIRES, REAR: 36 × 4 inches

STEERING: Vertical column

BRAKES: Foot, expanding

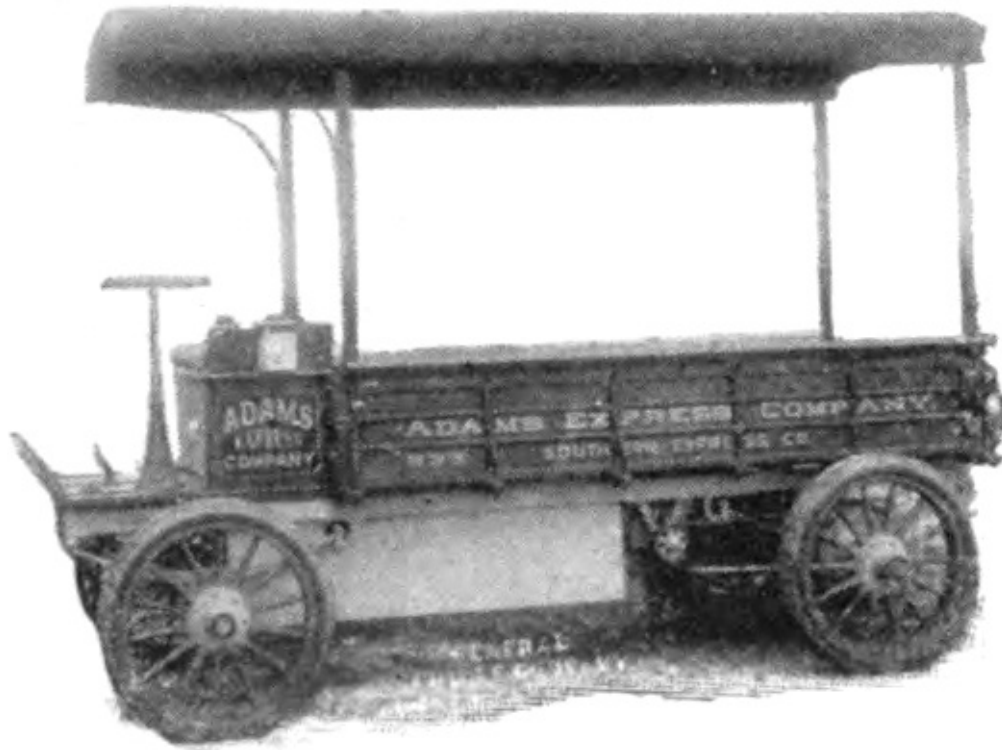
FRAME: Channel steel

SPRINGS: Full elliptic

MOTOR: Single

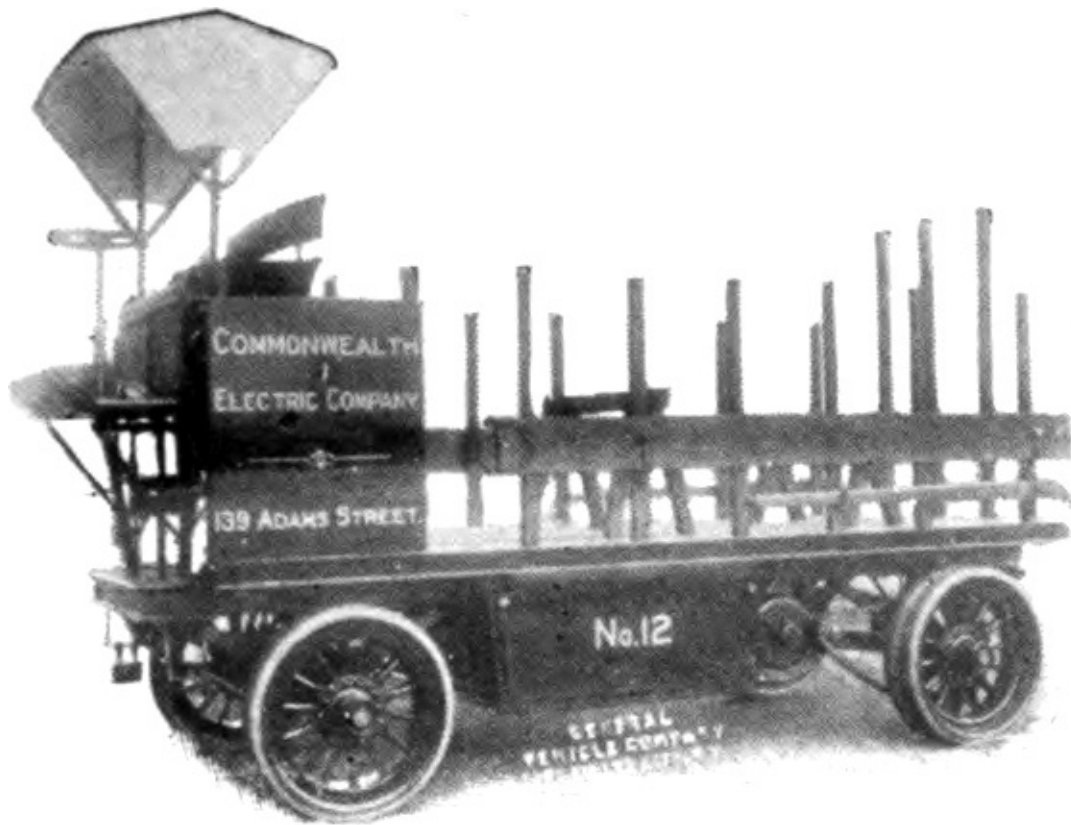
DRIVE: Chain

Express Wagon. General Vehicle Co., Long Island City, N. Y.



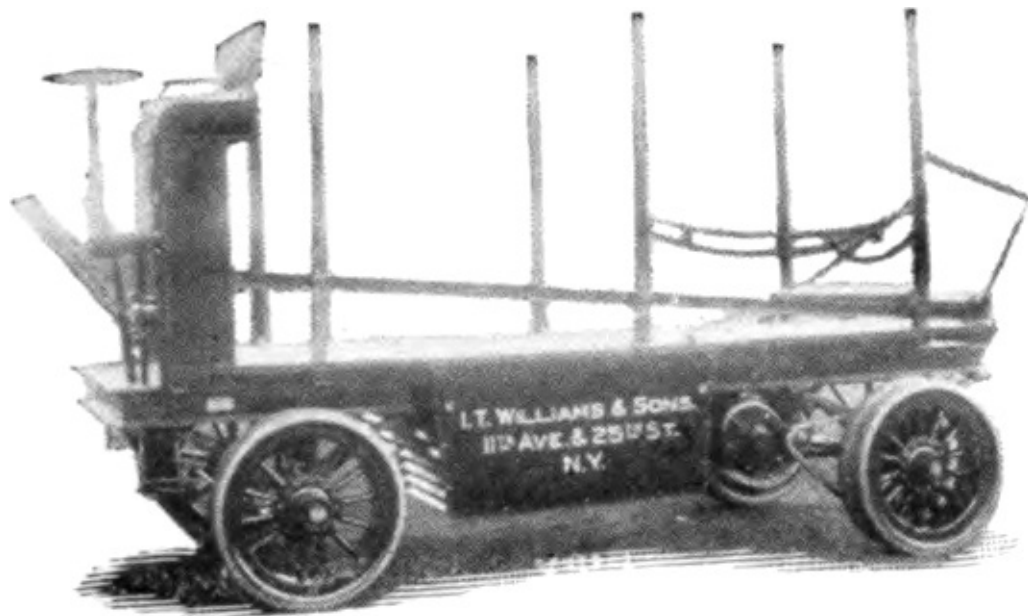
BODY: Express with top
CAPACITY: 2,000 pounds
WHEEL-BASE: 97 inches
TREAD: 57 inches
TIRES, FRONT: 32 × 4 inches
TIRES, REAR: 32 × 4 inches
STEERING: Vertical column
FRAME: Channel steel
SPRINGS: Semi-elliptic
MOTOR: Single
DRIVE: Chain

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: 36 × 7 inches
TIRES, REAR: 36 × 4 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.



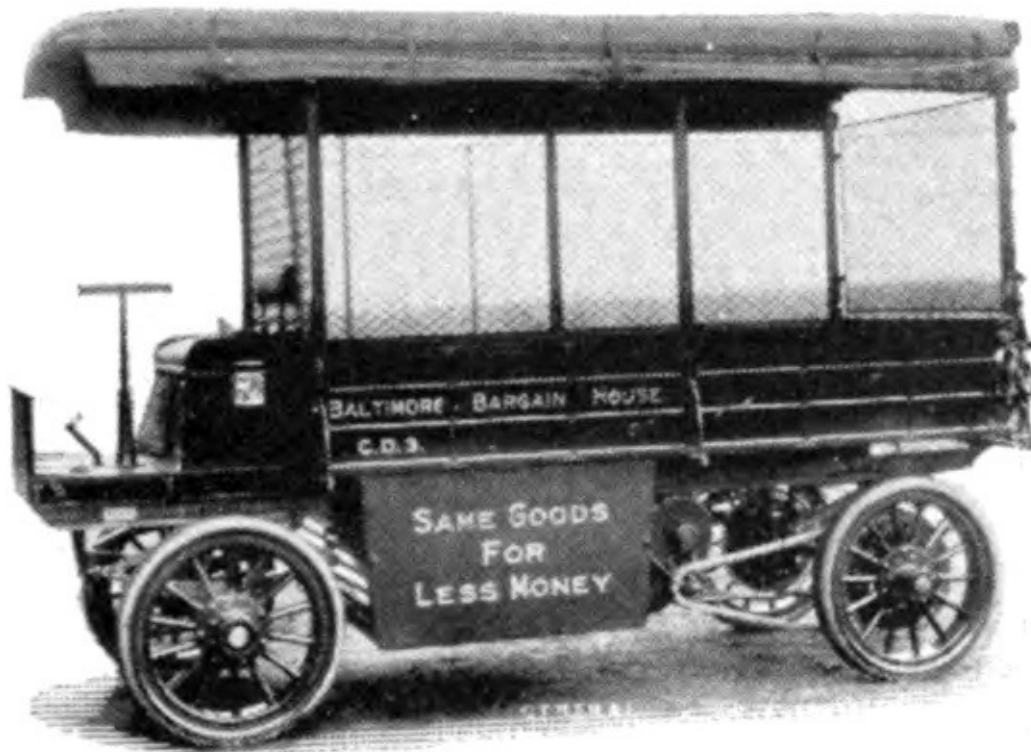
BODY: Stake platform
CAPACITY: 5 tons
WHEEL-BASE: 130¼ inches
TREAD: 71½ inches
TIRES, FRONT: 36 × 7 inches
TIRES, REAR: 36 × 3½ inches, twin
STEERING: Vertical column
SPRINGS: Platform type
MOTORS: Double under body
DRIVE: Chains

Ice Truck. General Vehicle Co., Long Island City, N. Y.



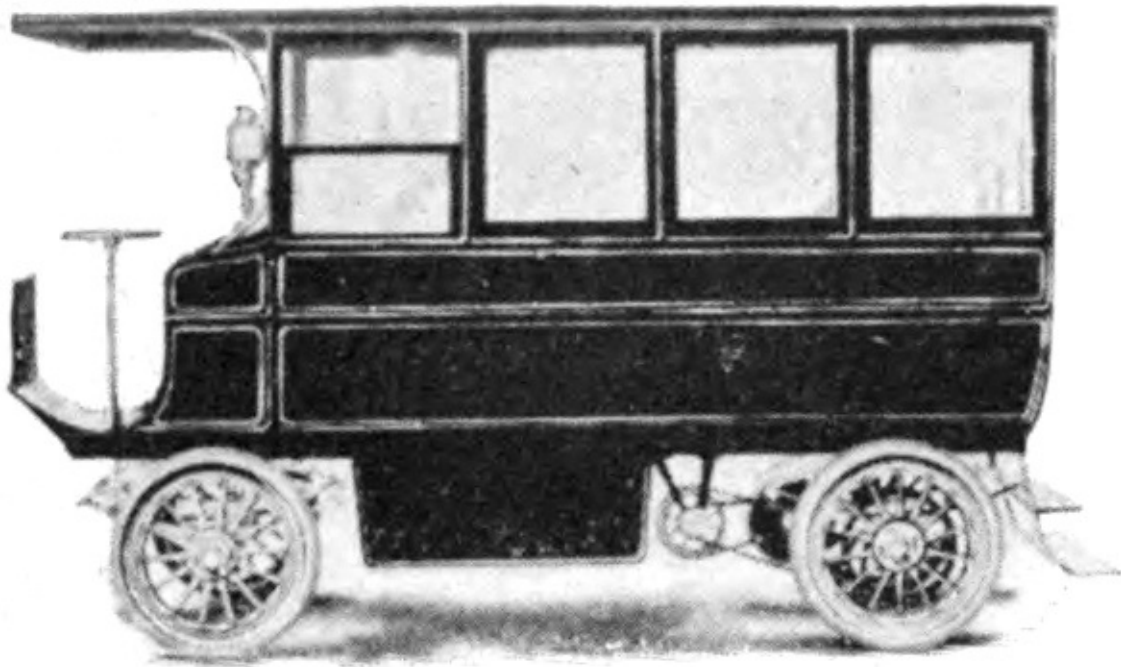
BODY: Closed ice wagon
CAPACITY: 5 tons
WHEEL-BASE: 134 inches
TREAD: 71½ inches
TIRES, FRONT: 36 × 7 inches
TIRES, REAR: 36 × 4 inches, twin
STEERING: Vertical column
SPRINGS: Platform type
MOTORS: Two suspended in rear under body
DRIVE: Side chains

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: 36 × 5 inches
TIRES, REAR: 36 × 5 inches
STEERING: Vertical column
SPRINGS: Full elliptic
MOTORS: Two suspended under body
DRIVE: Side chains

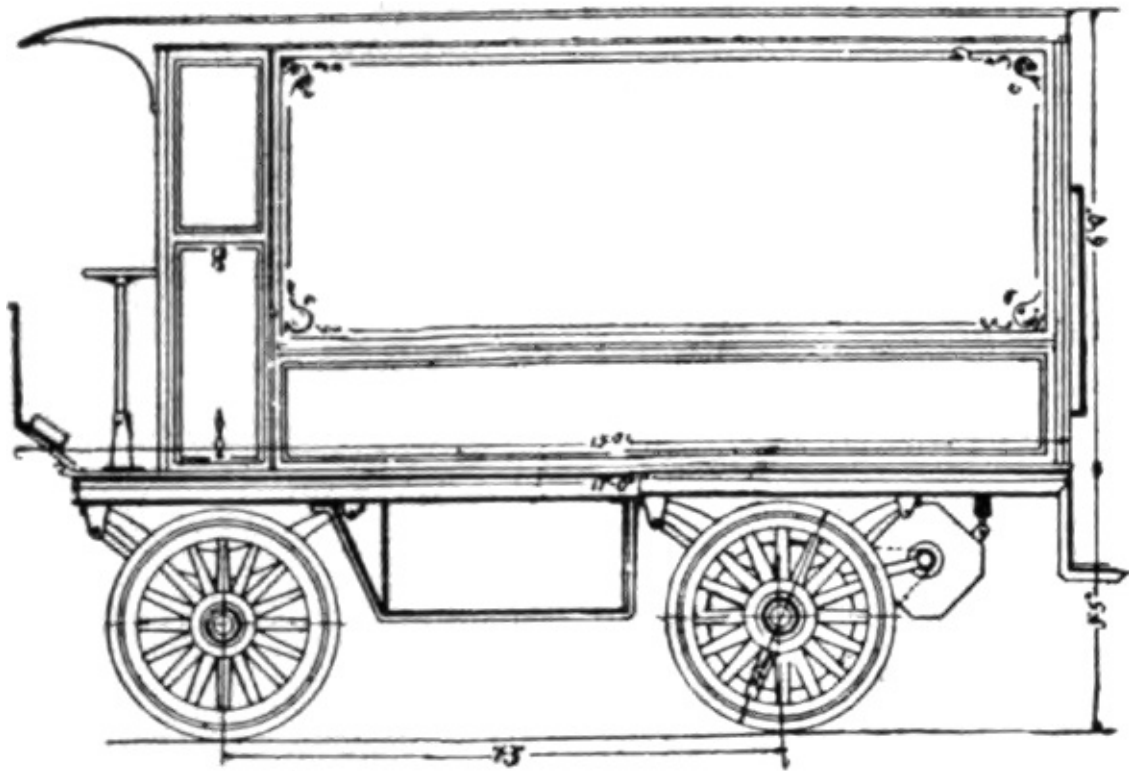
Omnibus. General Vehicle Co., Long Island City, N. Y.



BODY: Omnibus
SEATS: 16 passengers
WHEEL-BASE: 112 inches
TREAD: 56½ inches
TIRES, FRONT: 36 × 5 inches
TIRES, REAR: 36 × 5 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: 36 × 4 in.

TIRES, REAR: 36 × 5 in.

BRAKES: On rear wheel and driving shaft

SPRINGS: Platform

FRAME: Channel steel

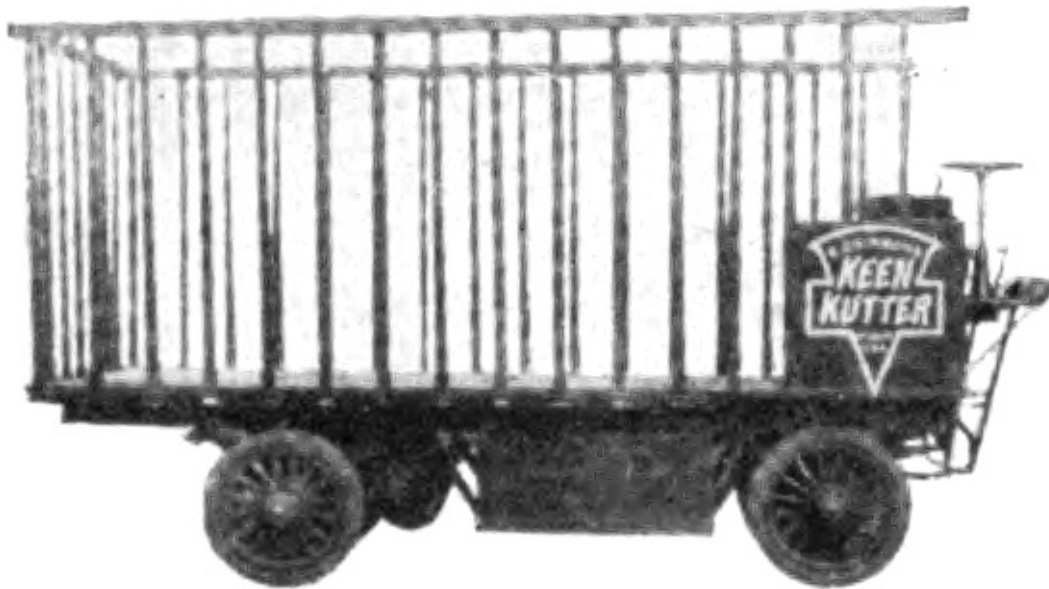
MOTOR: Synnestvedt electric

MOTOR SUSPENSION: In rear under body

SPEEDS: 4 forward, 2 reverse

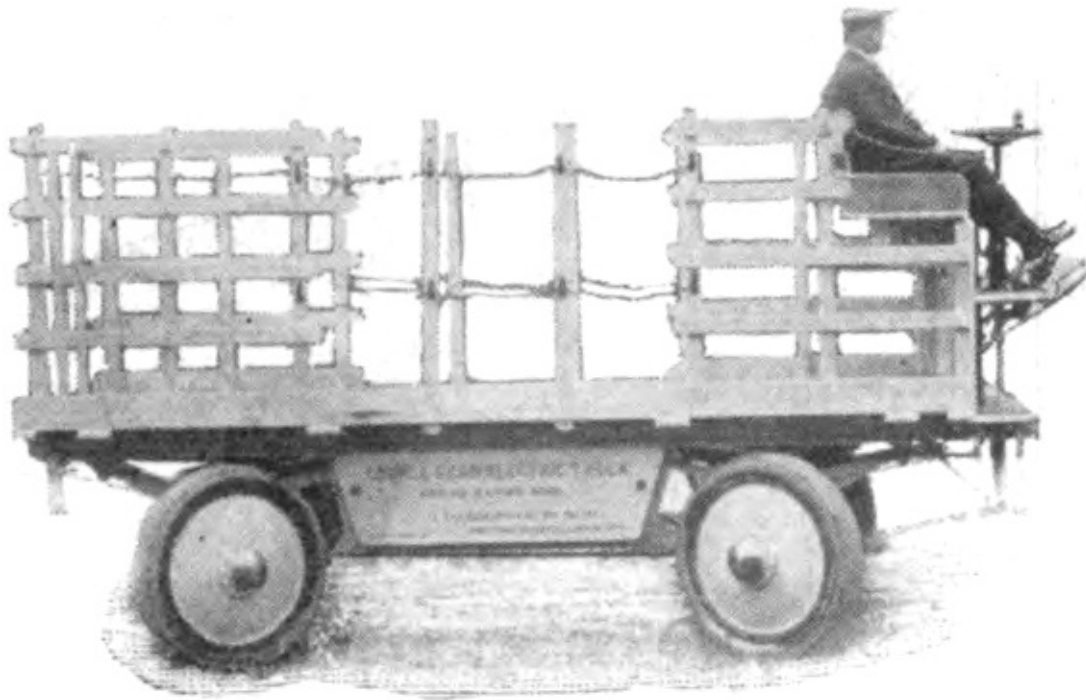
DRIVE: Chain

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: 36 × 7 inches
TIRES, REAR: 36 × 4 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.

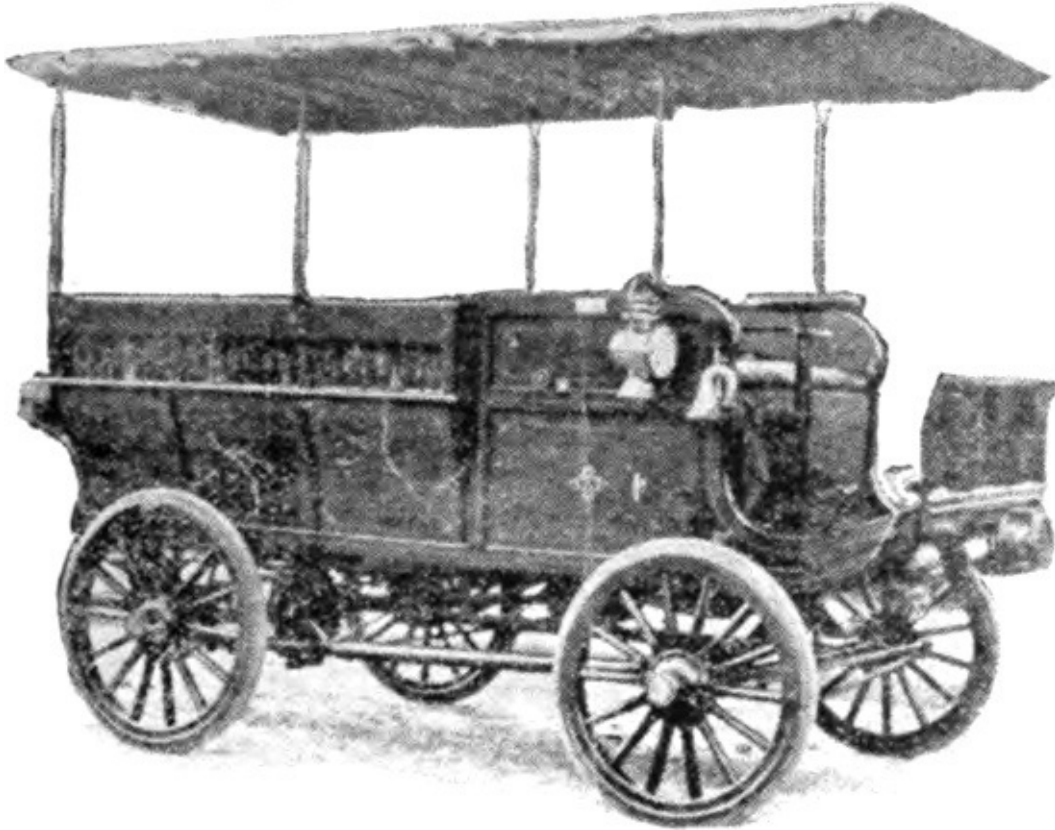
**Thompson, Model A, Delivery, 10–12 H.P. Thompson Auto Co.,
Providence, R. I.**

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, 30 × 2½ in.
TIRES, REAR: Solid, 32 × 2½ 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.
Providence, R. I.**

Thompson Auto Co.,

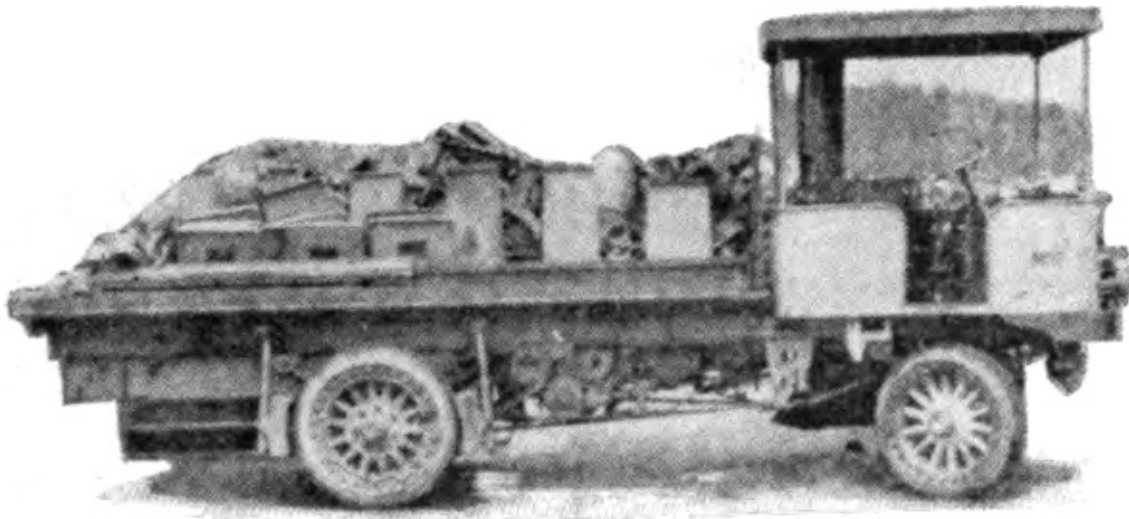


PRICE: \$2,250
BODY: Iron and wood
SEATS: 10–12 persons
WEIGHT: 3,000 pounds
WHEEL-BASE: 102 inches
TREAD: 62 inches
TIRES, FRONT: Solid, 30 x 2½ in.
TIRES, REAR: Solid, 32 x 2½ in.
STEERING: Triple thread screws
BRAKES: Rear wheels, double-acting
SPRINGS: Full elliptic
FRAME: Iron and wood
HORSE-POWER: 10 to 12
BORE: 4½ in.; STROKE: 4¾ in.
CYLINDERS: Two
VALVE ARRANGEMENT: Sliding type

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: 33 × 7 in., (wood)

TIRES, REAR: 36 × 9 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

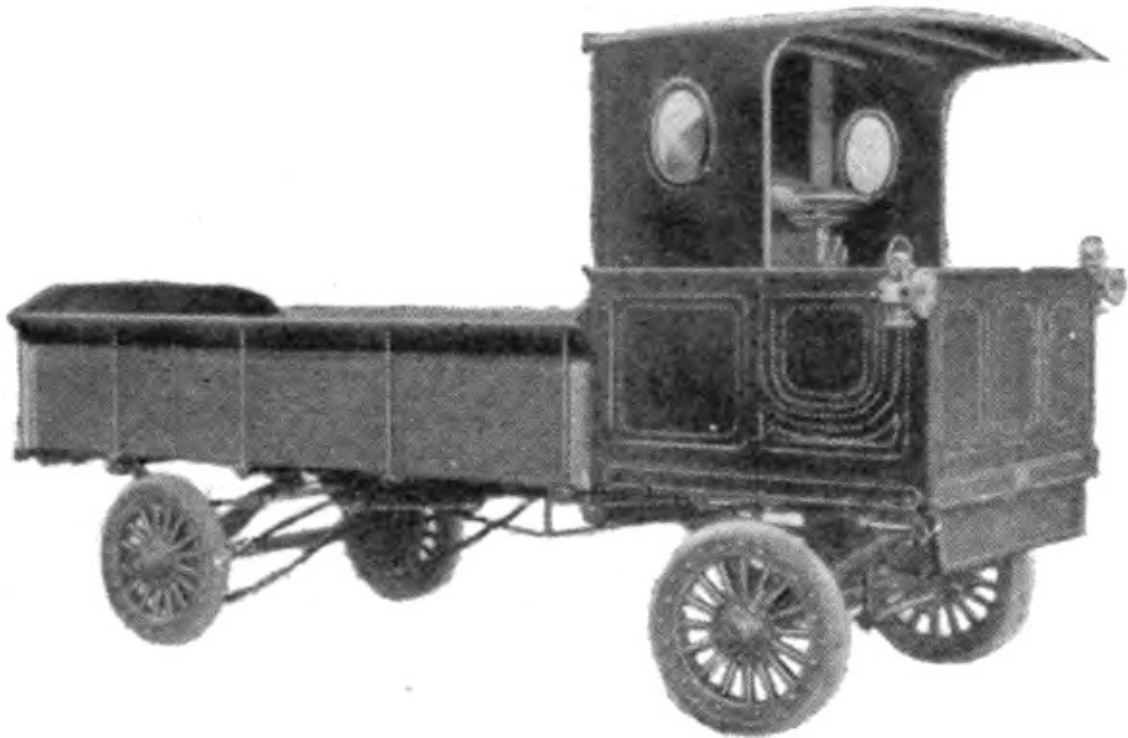
DRIVE: Double chain

**Steam 8-Ton Truck, 35 H.P. Pittsburgh Machine Tool Co., Allegheny,
Pa.**

*Maker's illustration not ready—will be published later and of 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: Poppet 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 band and reverse

SPRINGS: Half elliptic

FRAME: Armored wood

BORE: 3¾ 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

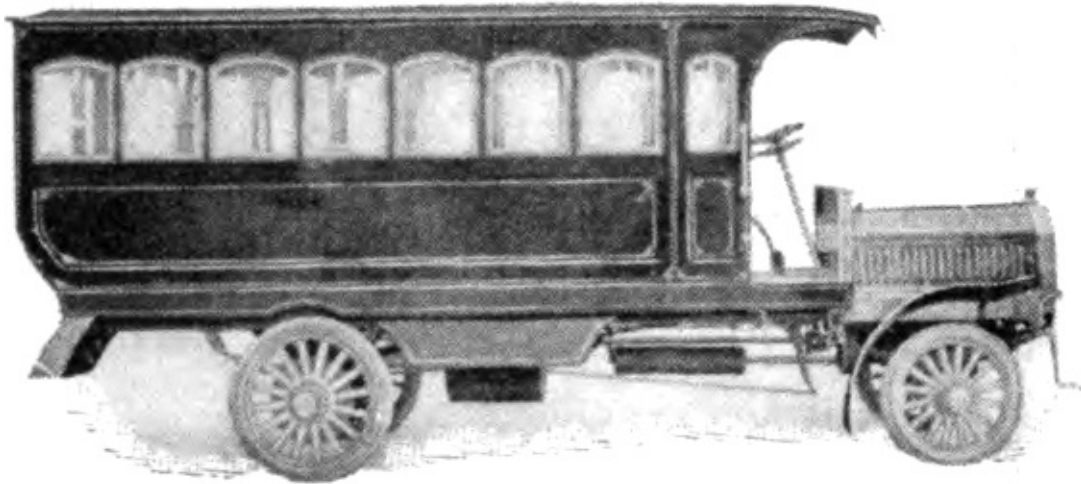
Coulthard Coal Truck. American Coulthard Co., Chicago, Ill.



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.

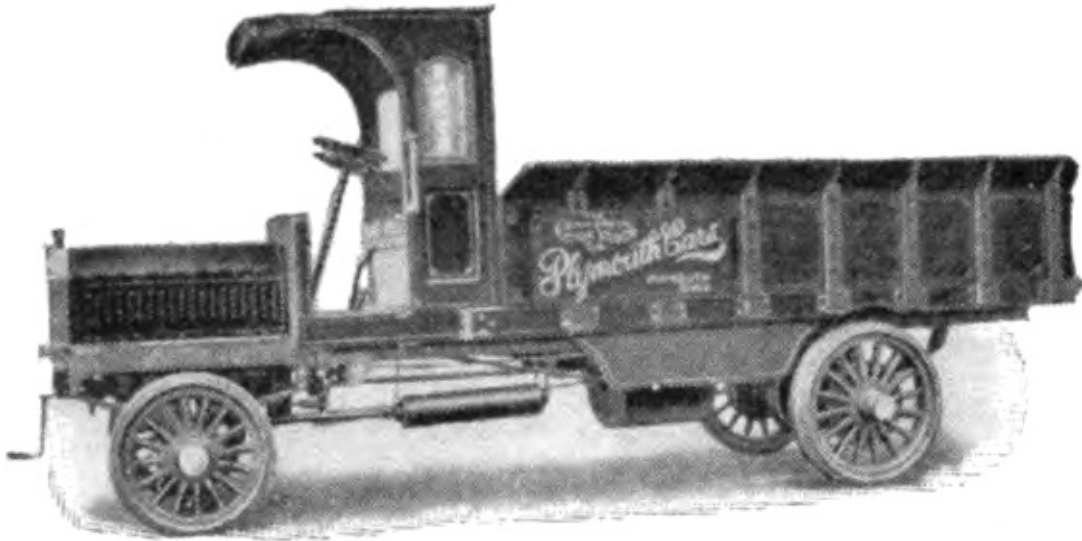
(TOO LATE FOR PROPER CLASSIFICATION.)



BODY: Rear entrance bus
SEATS: 20–24 passengers
WEIGHT: 4,500 pounds
WHEEL-BASE: 144 inches
TREAD: 56½ 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.)

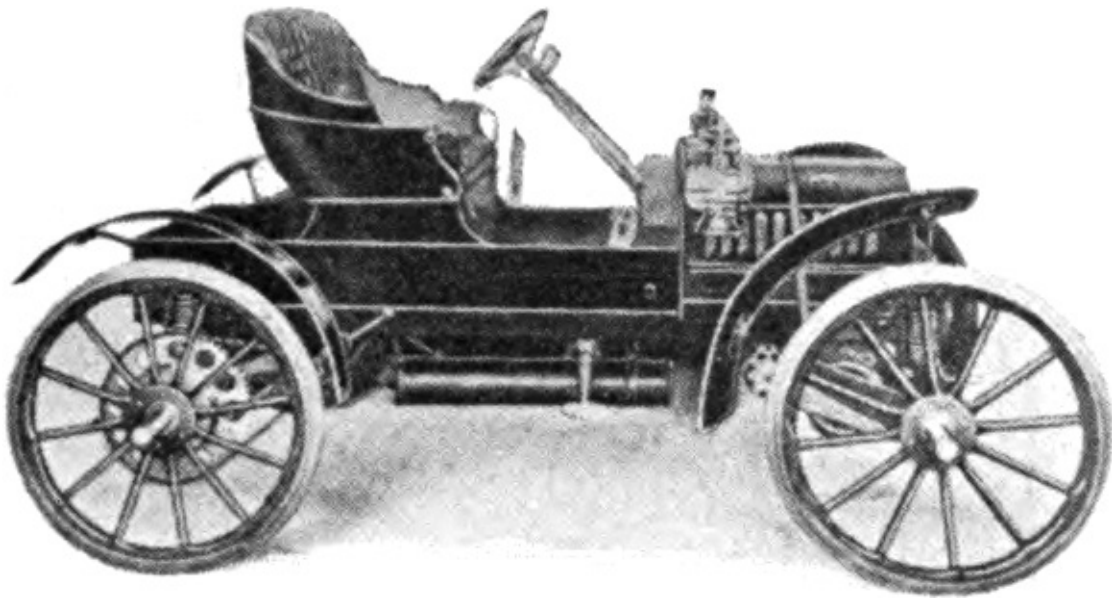


BODY: Side board truck
CAPACITY: 2 to 3 tons
WEIGHT: 4,500 pounds
WHEEL-BASE: 144 inches
TREAD: 56½ inches
TIRES, FRONT: 32 in., single
TIRES, REAR: 36 in., dual
BRAKES: Internal expanding in rear hub drums
SPRINGS: Semi-elliptic
FRAME: Braced channel steel
BORE: 5 in.; STROKE: 5 in.
CYLINDERS: 4 vertical 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

CHANGE GEAR CONTROL: Side REVER
DRIVE: Chains to spur gear reduction

TOO LATE FOR PROPER CLASSIFICATION.

Brush Runabout, 6 H.P. Brush Runabout Co., Detroit, Mich.



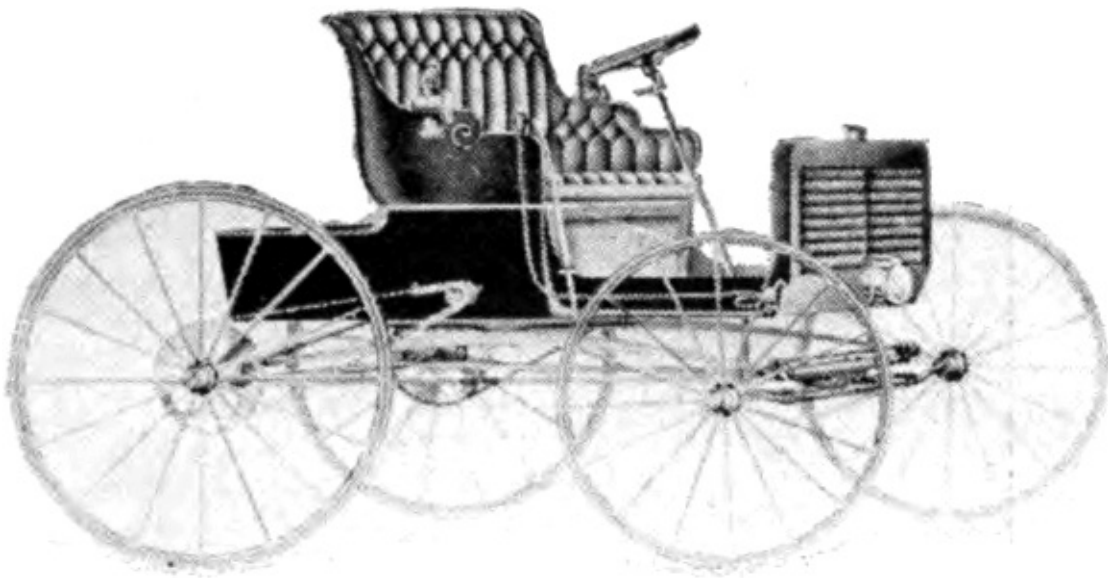
PRICE: \$500
BODY: Piano box
SEATS: 2 persons
WHEEL-BASE: 74 inches
TREAD: 56 inches
TIRES, FRONT: 32 in., solid
TIRES, REAR: 32 in., solid
STEERING: Eccentric and pinion
BRAKES: Expanding type on rear wheels
SPRINGS: Special helical type
FRAME: Wood
BORE: 4 in.; STROKE: 4 in.
CYLINDERS: Single, vertical
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: 36 × 1¼ in. cushion

TIRES, REAR: 40 × 1¼ in. cushion

STEERING: Gear and pinion

BRAKES: On countershaft

SPRINGS: Long side semi-elliptic type

BORE: 3¾ 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

CHANGE-GEAR CONTROL. SIDE LEVEL
DRIVE: Side chains

**Beebe Runabout, Model F, 14 H.P. Western Motor Truck Works,
Chicago, Ill.**

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

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

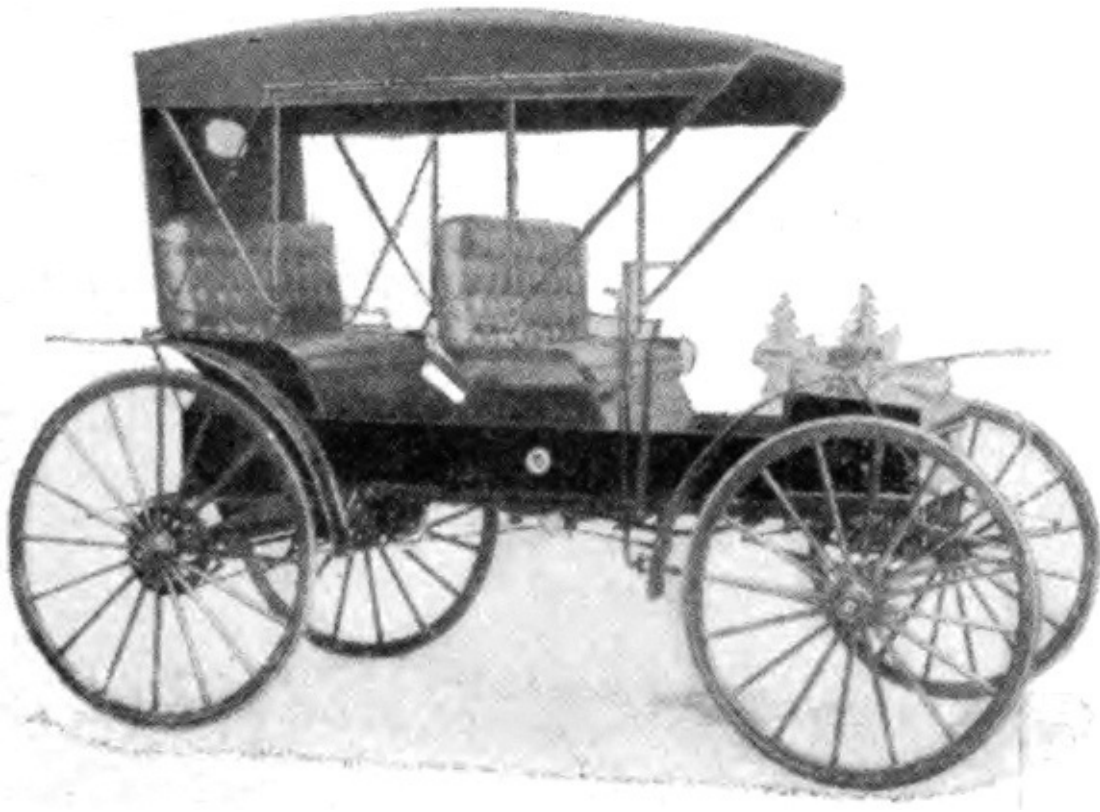
LUBRICATION: Force feed

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: 40 × 1¼ in. solid
TIRES, REAR: 44 × 1¼ in. solid
STEERING: Side lever
BRAKES: Double-acting external and internal on drums
SPRINGS: Full elliptic
FRAME: Angle steel
BORE: 4¾ 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

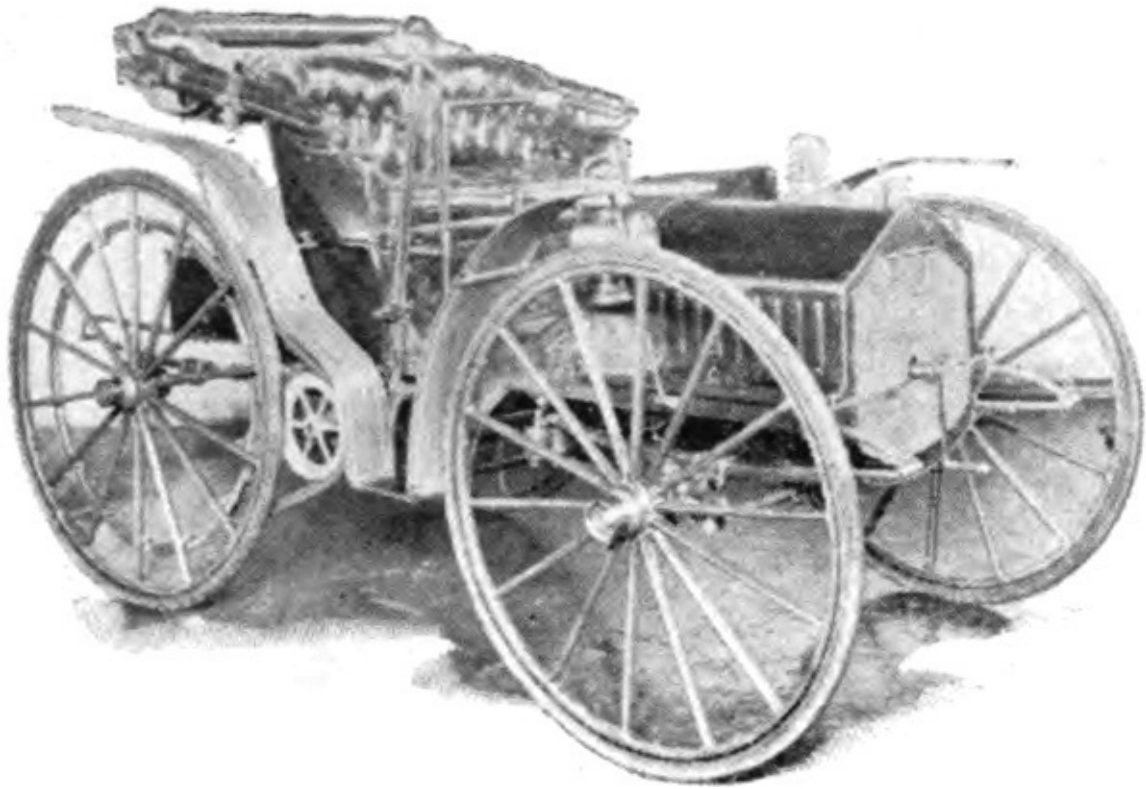
CLUTCH: Leather-faced

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: 44 × 1¼ inches

TIRES, REAR: 48 × 1¼ 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

**Beebe Tourabout, Model H, 20–24 H.P. Western Motor Truck Works,
Chicago, Ill.**

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

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

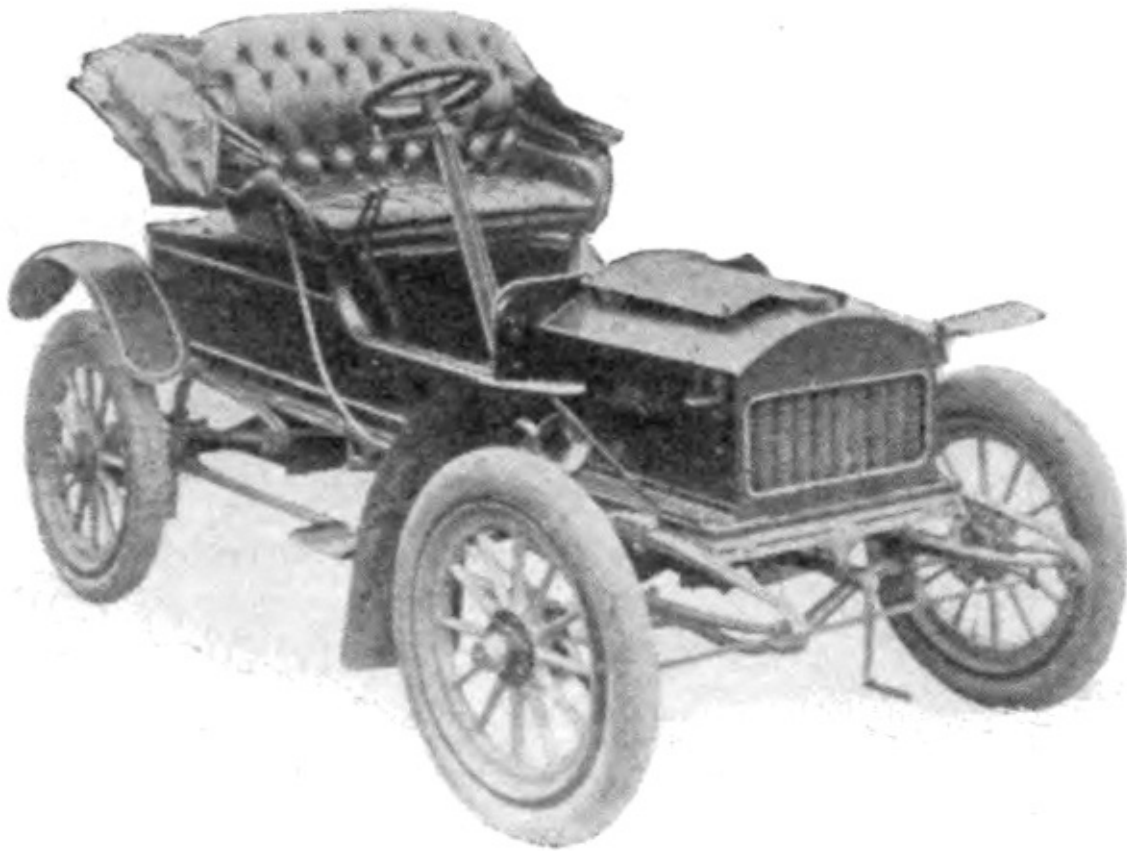
CHANGE GEAR: Planetary type

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: 34 × 3 inches

TIRES, REAR: 34 × 3 inches

STEERING: Screw and nut

BRAKES: Internal expanding

SPRINGS: Full elliptic

FRAME: Wood

BORE: 4⅞ in.; **STROKE:** 3½ in.

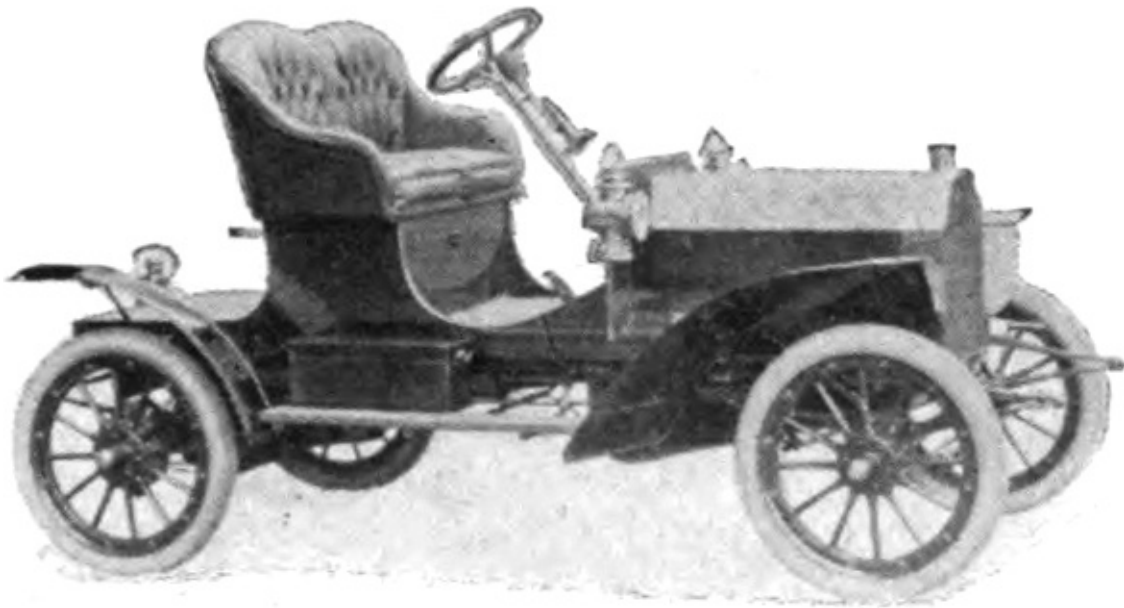
CYLINDERS: Three, two cycle

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: 28 × 3 inches

TIRES, REAR: 28 × 3 inches

STEERING: Irreversible internal worm gear

BRAKES: On transmission and rear hubs

SPRINGS: Full elliptic

FRAME: Steel, well trussed and reinforced

BORE: 3½ 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

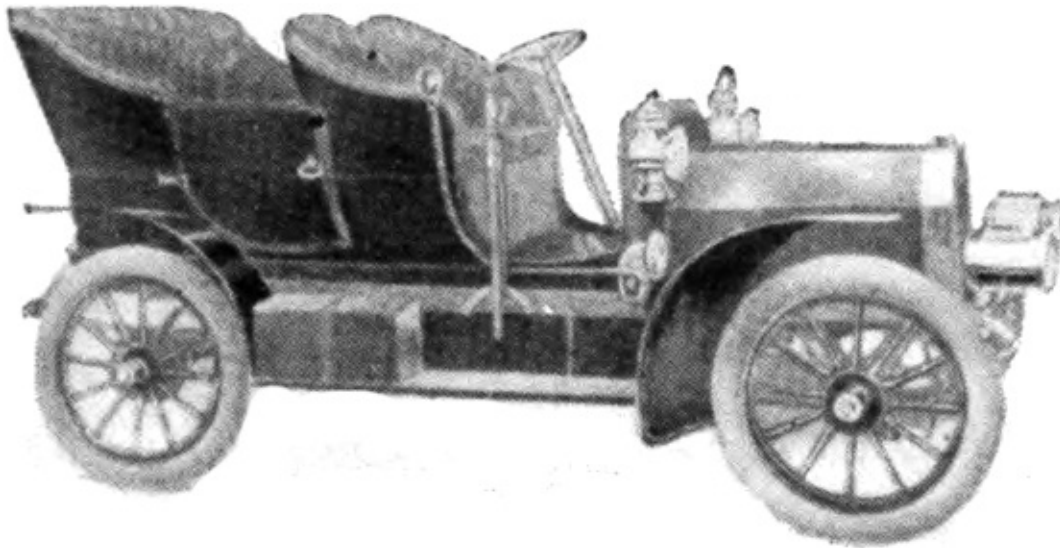
DRIVE: Shaft and bevel gears

Model, Style 10, 24 H.P. Model Automobile Co., Peru, Indiana

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

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: 32 × 3½ inches
TIRES, REAR: 32 × 3½ 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

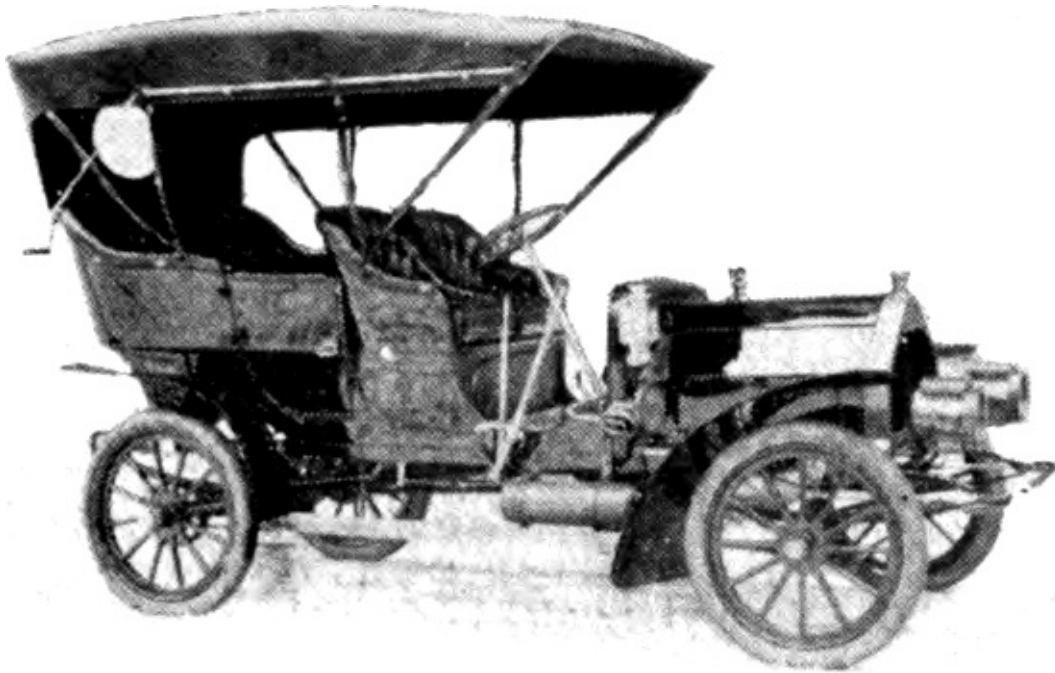
**Beebe Touring Car, Model K, 20–40 H.P. Western Motor Truck Works,
Chicago, Ill.**



PRICE: \$1,450
BODY: Side entrance tonneau
SEATS: 5 persons
WEIGHT: 1,550 pounds
WHEEL-BASE: 100 inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 3½ 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: 32 × 3½ inches
TIRES, REAR: 32 × 3½ 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: 6

DRIVE: Shaft

Kato 4 Wheel Drive, 20 H.P. Four Traction Auto Co., Mankato, Minn.

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

PRICE: \$1,800 about
BODY: Aluminum side entrance
SEATS: 5 persons
WEIGHT: 1,800 pounds
WHEEL-BASE: 95 inches
TREAD: 56 inches
TIRES, FRONT: 3½ × 30 inches
TIRES, REAR: 3½ × 30 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

Senator, 22–24 H.P. Victor Automobile Co., Ridgeville, Ind.

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

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: 30 × 3½ inches

TIRES, REAR: 30 × 3½ 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

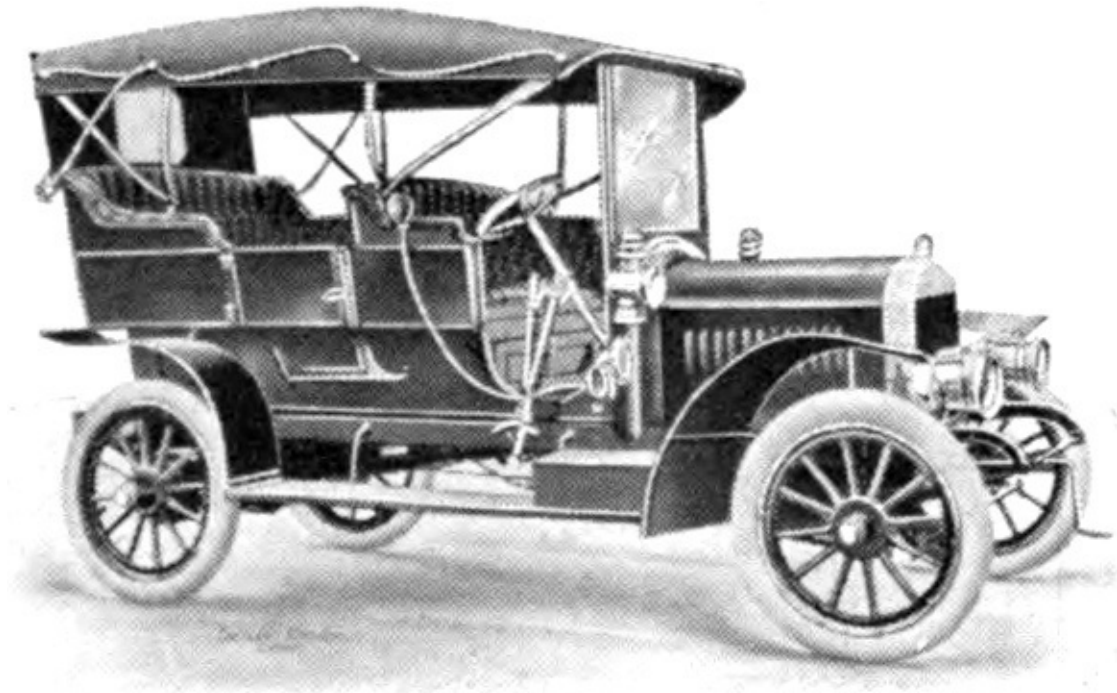
SPEEDS: 2 forward and reverse

CHANGE-GEAR CONTROL: Selective type

DRIVE: Shaft

Shoemaker, Model C, 30–35 H.P.

**Shoemaker Automobile Co., Freeport,
Ill.**



PRICE: \$2,200

BODY: Side entrance tonneau

SEATS: 5 persons

WEIGHT: 2,000 pounds

WHEEL-BASE: 102 inches

TREAD: 56 inches

TIRES, FRONT: 32 × 4 inches

TIRES, REAR: 32 × 4 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

CARBURETOR: 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

**The Chatham, 22–24 H.P. The Chatham Motor Car Co., Ltd.,
Chatham, Ont.**

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

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: 32 × 3½ inches

TIRES, REAR: 32 × 3½ 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

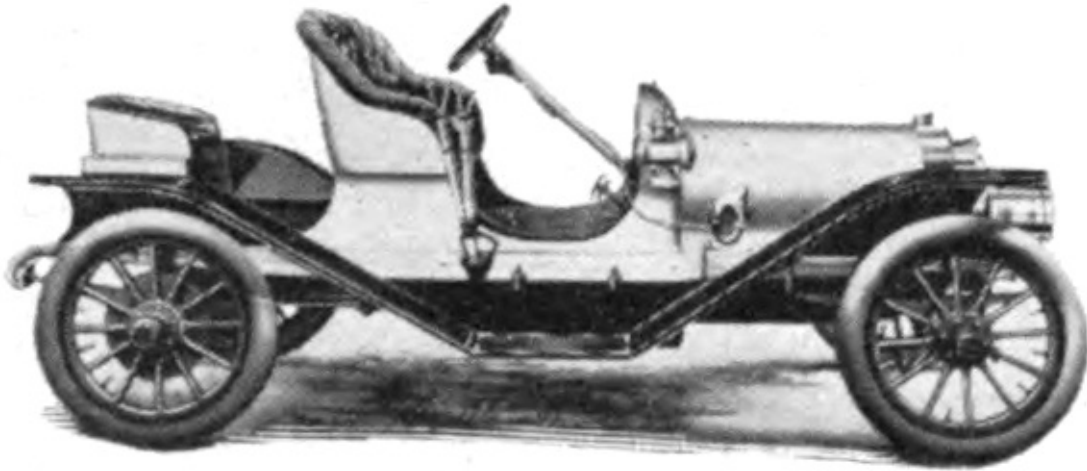
CHANGE GEAR: Sliding—selective type

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: 34 × 4 inches

TIRES, REAR: 34 × 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 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

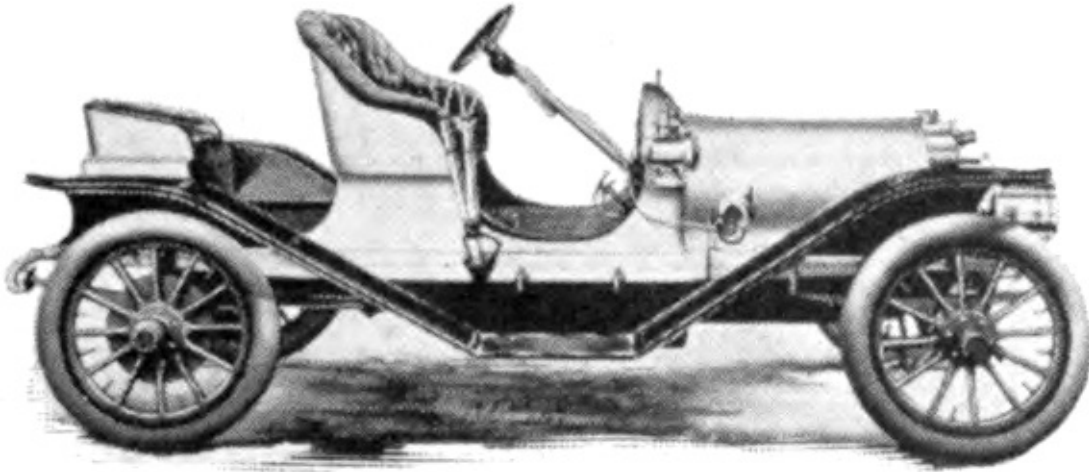
SPEEDS: 3 forward and reverse

SPEEDS: 5 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: 34 × 4½ inches

TIRES, REAR: 34 × 4½ inches

STEERING: Double screw and nut

SPRINGS: Semi-elliptic

FRAME: Pressed channel steel

BORE: 4⅞ 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

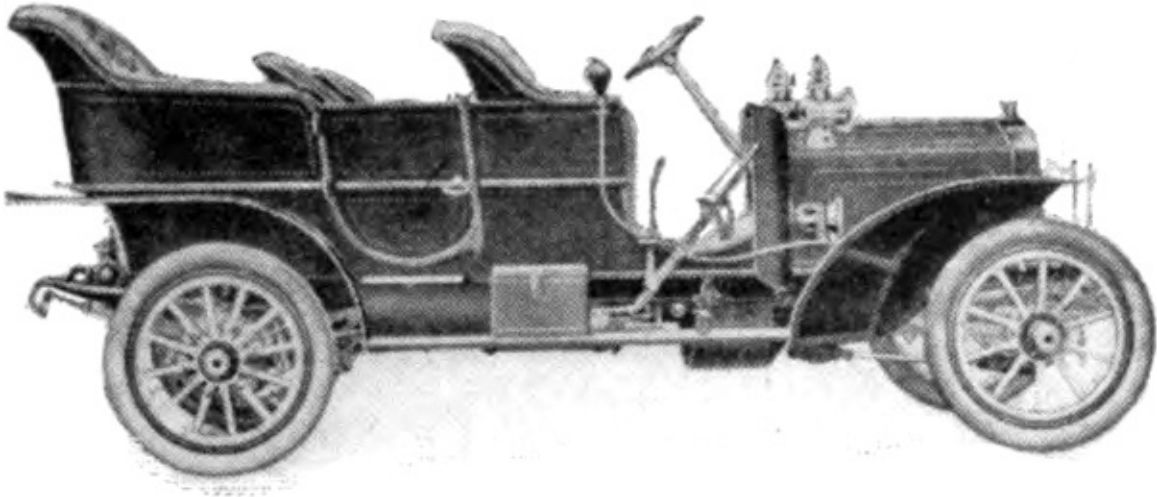
CLUTCH: Self-contained; leather-faced

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: 36 × 4 in.

TIRES, REAR: 36 × 4½ 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

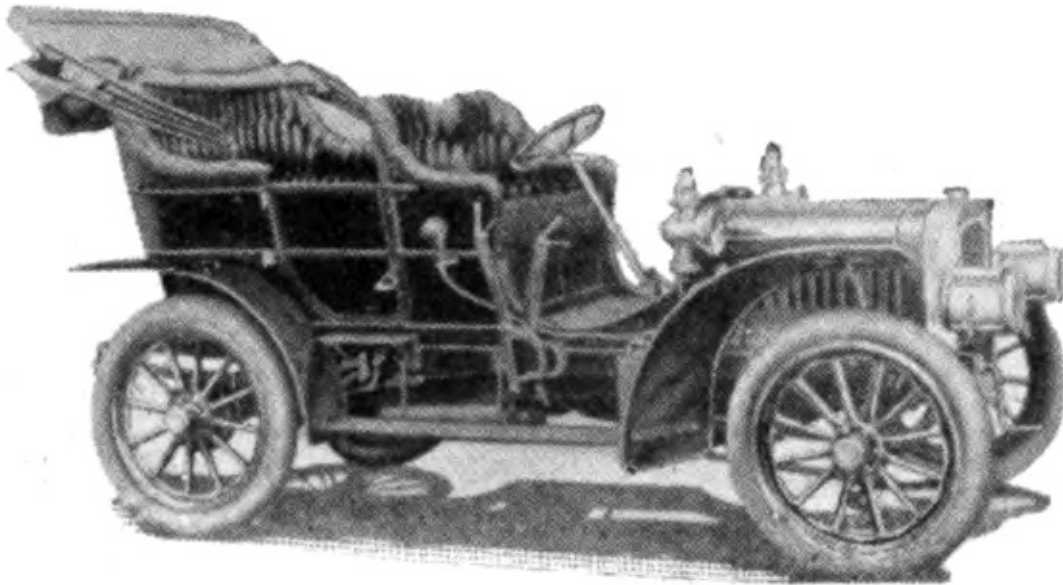
**Heine Velox, Model M, 45 H.P. Heine Velox Motor Co., San Francisco,
Cal.**

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

PRICE: \$4,500
BODY: Side entrance tonneau
SEATS: 7 persons
WEIGHT: 2,790 pounds
WHEEL-BASE: 127 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 3½ inches
TIRES, REAR: 34 × 4 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: Side
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Side lever progressive
DRIVE: Bevel gear

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: 34 × 4 inches

TIRES, REAR: 34 × 4 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

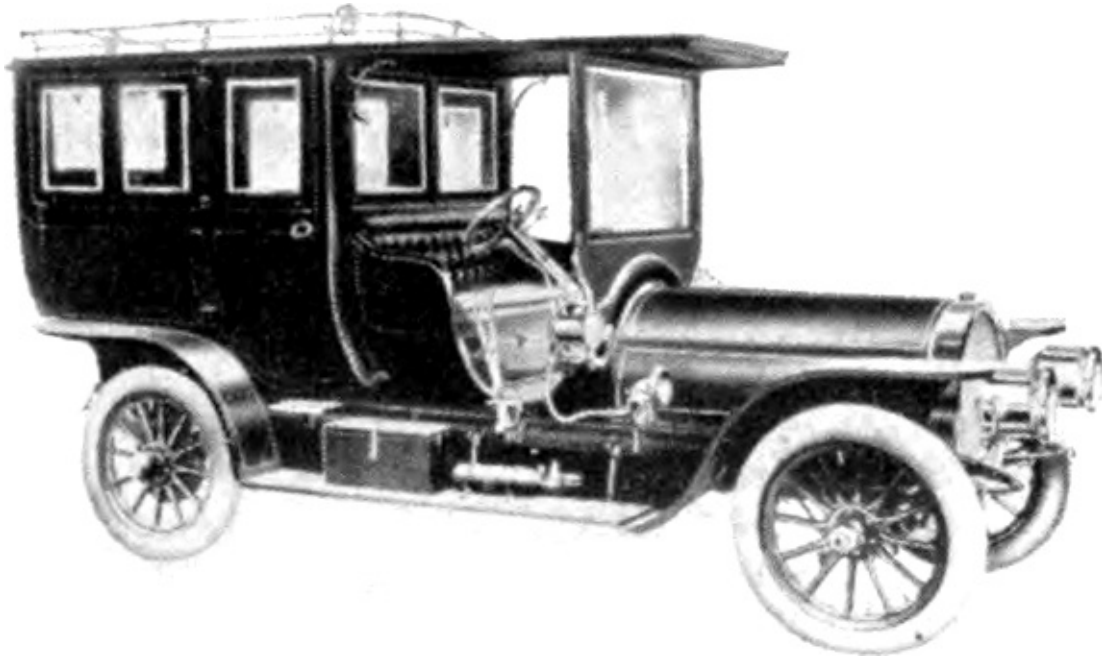
CHANGE GEAR: Sliding type

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: 36 × 5 inches
TIRES, REAR: 36 × 5 inches
STEERING: Double screw and nut
BRAKES: Double system; Hub brakes; internal expanding
SPRINGS: Semi-elliptic
FRAME: Pressed channel steel
BORE: 4⅞ 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
CARBURETFER: 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

Shawmut, Model 6, 35–40 H.P. Shawmut Motor Co., Stoneham, Mass.

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

BODY: Side entrance
SEATS: 7 persons
WEIGHT: 2,400 pounds
WHEEL-BASE: 112 inches
TREAD: 56 inches
TIRES, FRONT: 34 × 4 inches
TIRES, REAR: 34 × 5 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.
N. Y.**

C. Rossler Mfg. Co., Buffalo,



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

Great Smith, 6 Cyl., 50–60 H.P. Smith Automobile Co., Topeka, Kan.

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

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: 4½ 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

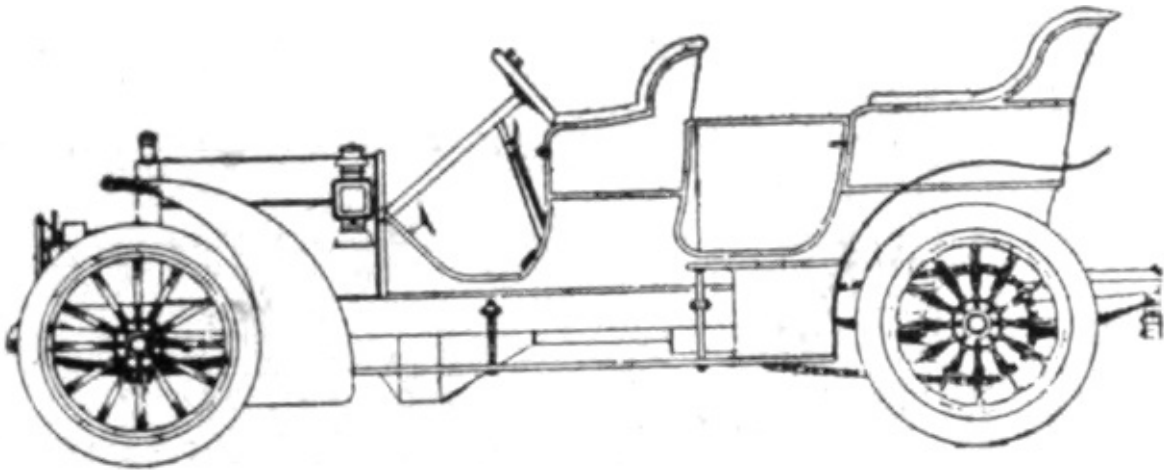
DRIVE: Shaft

**Leon Bollee, 16–24, 20–30, 30–45, 45–50 H.P. Norris N. Mason, New
York**

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

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: 910 × 90 mm.
TIRES, REAR: 920 × 120 mm.
BRAKES: Double expansion on rear hubs and transmission
SPRINGS: Semi-elliptic
FRAME: Pressed steel, drop frame on all except 30–45
BORE AND STROKE: 95 × 130 mm., 106 × 130 mm., 120 × 150 mm.,
130 × 150 mm.
CYLINDERS: 4, cast in pairs
VALVE ARRANGEMENT: On opposite sides
MOTOR SUSPENSION: From main frame
COOLING: Water; cellular radiator
IGNITION: Jump spark (double system)
CURRENT SUPPLY: Simms-Bosch magneto and storage batteries
CARBURETER: Special (non-adjustable)
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: Selective 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: 36 × 4 inches
TIRES, REAR: 36 × 5 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

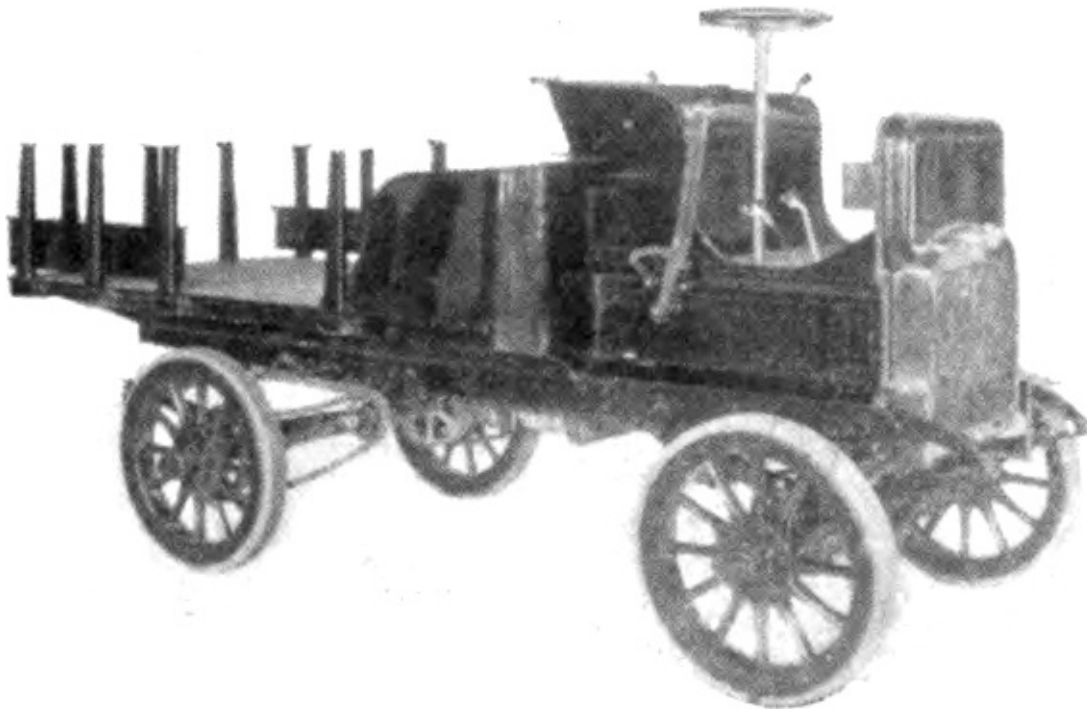
Staver, 20 H.P. Runabout. Staver Carriage Co., Chicago, Ill.



BODY: Victoria type
SEATS: 2 persons
STEERING: Tiller
BRAKES: On transmission
SPRINGS: Three-quarter elliptic type
CYLINDERS: Double opposed
VALVE ARRANGEMENT: Horizontally above cylinders
MOTOR SUSPENSION: Horizontal 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 × 3½ in., solid

TIRES, REAR: 32 × 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: 2 forward and reverse

SPEEDS: 5 forward and reverse

CHANGE-GEAR CONTROL: Progressive type

DRIVE: Side Chains

Leon Bollee 6 Cyl., 30–45, 65–75 H.P. Norris N. Mason, New York

Maker's illustration not ready—will be published later and of 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: 875 × 105 mm.
TIRES, REAR: 920 × 120 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: Opposite sides
MOTOR SUSPENSION: Main frame
COOLING: Water, cellular radiator
IGNITION: Jump spark (double)
CURRENT SUPPLY: Magneto and storage battery
CARBURETER: Special (non-adjustable)
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: Selective system
DRIVE: Chains

Richmond, Model E, 20 H.P. The Wayne Works, Richmond, Indiana

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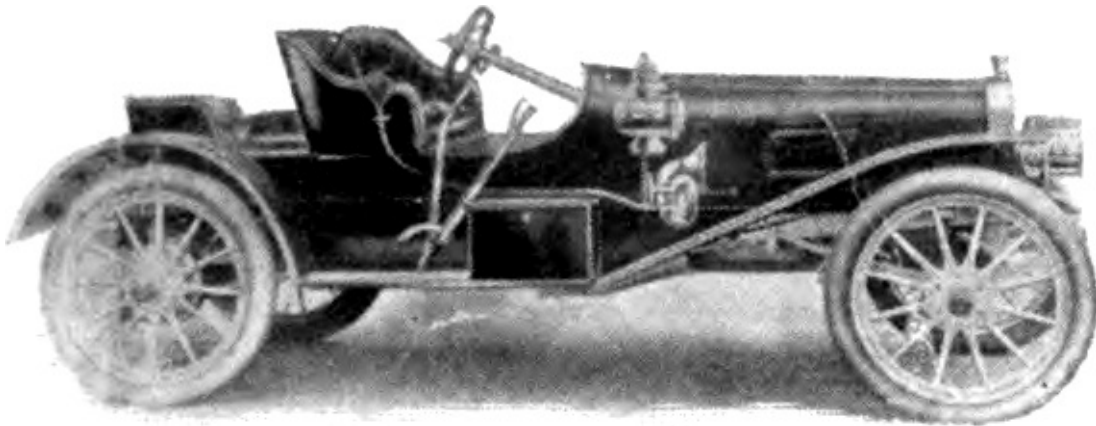
BODY: Touring with detachable tonneau
SEATS: 5 persons
WHEEL-BASE: 90½ inches
TREAD: 56 inches
TIRES, FRONT: 30 × 3½ inches
TIRES, REAR: 30 × 3½ inches
BRAKES: Expanding on rear wheel hub drums
SPRINGS: Full elliptic
FRAME: Armored wood
BORE: 3¾ in.; STROKE: 4 in.
CYLINDERS: 4 vertical
MOTOR SUSPENSION: Main frame
COOLING: Air
IGNITION: Jump spark
CURRENT SUPPLY: Batteries
CARBURETER: Automatic
LUBRICATION: 4 feed gravity oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Leather-faced reverse cone
CHANGE GEAR: Sliding type
SPEEDS: 3 forward and reverse
CHANGE-GEAR CONTROL: Progressive 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 (approximate)
WHEEL-BASE: 112 in.
TREAD: 56 in.
TIRES, FRONT: 36 × 4 in.
TIRES, REAR: 36 × 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 radiator
IGNITION: Jump spark
CURRENT SUPPLY: Storage battery
CARBURETER: Combination automatic
LUBRICATION: Sight feed oiler
MOTOR-CONTROL: Spark and throttle
CLUTCH: Electric
SPEEDS: 5 forward and 2 reverse
CHANGE-SPEED CONTROL: Small hand lever
TRANSMISSION: Separate electric motor under electric control as
 auxiliary
DRIVE: Double chain

Ford, Model K Runabout, 40 H.P. Ford Motor Co., Detroit, Mich.



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: 34 × 4 inches

TIRES, REAR: 34 × 4 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 radiator

IGNITION: Jump spark (two systems)

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

Transcriber's Note:

Obvious spelling and punctuation errors have been silently corrected.

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