

Automobiles.

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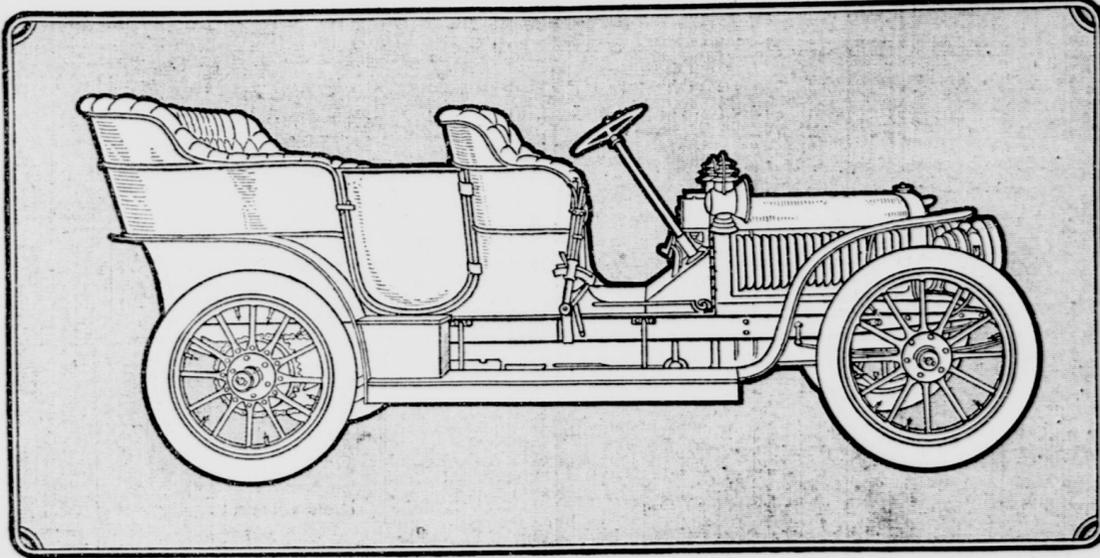
# THE LOZIER MOTOR CAR



### YOU ARE HEARING SO MUCH ABOUT

THE LOZIER MOTOR CAR is a high grade product with years of motor-building experience back of it that specially qualifies The Lozier Motor Company for the building of High Grade Motor Cars. Some of the notable features are:

- Long wheel-base—117"—36" wheels—4" 4 1/2" tires—5 1/2" tread—10" clearance.
- Platform-spring suspension.
- Weldless I-beam nickel-steel forged axles.
- Ball-bearing steering knuckles—nickel-steel forgings.
- Noiseless sliding gear transmission—gear slides of nickel-steel—gears ground to gauge.
- Self-contained annular ball bearings throughout.
- Dog-and-ratchet back-stop on differential shaft.
- Noiseless exhaust.
- Large radiator.
- Dust-proof internal expanding emergency hand brakes.
- Powerful foot brake on differential shaft.
- Annealed pistons. Interchangeable valves and parts.
- Crank-shaft machined from solid forging.
- Crank-shaft bearings hardened and ground on own centres.
- Combination bronze and ball-butt crank and crank-shaft bearing boxes.
- High tension magneto. Positive force-feed lubricator.
- Automatic carburetor with balanced throttle controlled by governor.
- Speed controls on stationary quadrant at top of steering wheel.
- Automatic disengaging cam on starting crank.
- Dust-proof aluminum case under motor and entire transmission.
- Noiseless fibre cam-shaft driving gears.
- Cottered nuts throughout. Small oilers for chassis springs.
- Cam shafts of crucible steel—cams integral.
- Nickel-steel clutch shaft—double universal joints.
- Cylinders bored and ground. Chain adjustments.



OUR EXHIBIT AT "THE OLD SHOW IN THE NEW 69TH REGIMENT ARMORY." Jan. 13 to 20, will include, in addition to complete cars, a chassis and complete line of parts in various stages of manufacture, to all of which critical inspection is invited. These parts are exhibited for the purpose of eliciting inquiry, and the list of features in the opposite column is suggested as a basis for investigation. Our salesmen will gladly explain them in detail. Cut out the list and bring it with you, so you will not forget any point you should ask about.

**LOZIER MOTOR CARS** are building in sizes of 35, 40 and 60 horsepower, the Type C being of 35 H. P., the Type D of 40 H. P. and the Type E of 60 H. P.

The prices are from \$4,500 to \$7,500.

## THE HISTORY OF THE LOZIER MOTOR COMPANY IS A RECORD OF SUCCESSFUL ACHIEVEMENT

**W**E WILL BUILD THIS YEAR 150 LOZIER MOTOR CARS—AND BUILD THEM RIGHT—WE DON'T KNOW ANY OTHER WAY. We could build five times as many if we bought our parts here and there and assembled them in a hurried manner. These, however, would not be LOZIER cars. Ours is not patch-work construction. Not five cents' worth of piece-work enters into the make-up of a LOZIER car. Our workmen are trained and required to do the best work and have no incentive to make ten parts, for instance, in order to gain a day's wage where three would be all that one man could do and do right. We are alive to the impossibility of building strictly high-grade automobiles in great quantities in factories at present existing (and it must also be apparent to the intelligent purchaser), so we are satisfied with turning them out one at a time—three times a week. This secures to the purchaser that uniformity in high-grade construction that has always characterized the product of The LOZIER MOTOR COMPANY. The equipment and accessories of LOZIER cars are the best to be had. The bodies are made by one of the great carriage makers of New York, whose reputation is worldwide.

Our new building at the northwest corner of 55th Street and Broadway—a fine four-story and basement structure—will be devoted entirely to the business of this company, with its high-grade line of Motor Cars, Motor Boats and Marine Motors.

**THE LOZIER MOTOR COMPANY, 55th St. and Broadway, New York City.**



### FOR "AUTO" BUYERS.

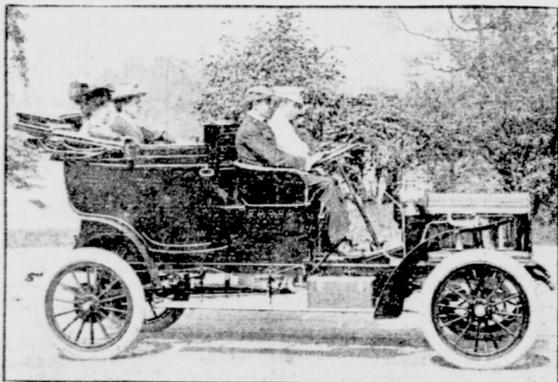
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and Locomobile. It is a patented device that makes riding over rough roads easy, increases speed and saves damage to machinery. Thousands of cars were supplied last year. The suspension will be exhibited at both shows, and in attendance will be E. V. Hartford, president of the American Automobile Association, who has just returned from the Hartford company in the American and J. A. Hartford, and Messrs. Burnett and Stevens, of the selling staff.

The army exhibit from Hagerstown, Md., of automobiles built by the inventor of Crawford bicycles is not only interesting in introducing 1906 models of the high class Crawford cars, but it also shows that the talent of R. B. Crawford has produced a motor car equalling in all respects the high reputation long enjoyed by him as an inventor. Nowadays dealers ship cars under their own power over the road to the automobile shows, sending entire exhibits in that way—a good commentary on the reliability of the motor cars as they are made to-day. The Knox Automobile Company of Springfield, Mass. The cars came through practically in a body, a few coming on Saturday to start the exhibit. That they came through successfully without incident in the present state of the weather caused much favorable comment yesterday. The cars which came through were three Knox four cylinder cars, brought on three ton trucks; a Hmoine on a truck, one King of Belgium four cylinder car, one straight line tonneau four cylinder, and a Model P tonneau. There were also a two cylinder runabout, a two cylinder survey and one three ton truck for the West Indies Transportation Company, to be exhibited at the Garden, and a four cylinder demonstrating car under its own power.

The Waltham Manufacturing Company has on display in the Breslin Hotel lobby one of its 25 horsepower Swift Special touring cars, fully equipped with top and lamps. Any one interested in high grade automobile manufacture of the latest air cooled type will enjoy an inspection of this car. The Waltham Manufacturing Company is a pioneer in air cooled construction, and the excellent product it is presenting to the public this year will surely be appreciated by automobile buyers. It is exhibited at the Madison Square Garden show will be an exceptional one, embracing one model each of its various types.

Elliott F. Shepard, the nephew of William K. Vanderbilt, arrived in this city on the Baltic last week to attend the automobile shows and to assist Mr. Archer of Archer & Co. in the Hotchkiss exhibit. Mr. Shepard is to drive a big Hotchkiss car



A "WHITE" STEAM CAR WITH LANDAULET BODY.

In the next European road race, and will attend the Ormond meet in company with Mr. Archer. They will take South with them a Hotchkiss car, leaving on Saturday evening, January 29. Europe will send its greatest drivers to America for the Ormond meet. Lancia, who was here in the Vanderbilt race last October, and who had the race won but for an accident, and Cedrino, also of Italy, are on the ground. France will send Henry, winner of the Vanderbilt race, and Edmund, and England will send Walter Clifford Earp and Guinness, a young amateur sportsman who bears a famous name. Italy will be reinforced by George W. Young, an American sportsman for whom H. W. Fletcher, winner of the Vanderbilt race at Ormond last year, will drive. England will also send over William Hilliard, who will drive a Napier. Guinness, the Englishman, will drive a French Darracq.

An important deal was consummated in the automobile world last Tuesday, when the Frayer-Miller Motor Car Company closed with Harry Houp for his big garage, at 49th-st and 7th-ave. The Frayer-Miller company will enter its new home just as soon as Mr. Houp's new garage in the upper Broadway district is ready. With the cold weather and deep snow, the enthusiasts with air cooled motors come to the front, and arguments pro and con on questions of cooling become more general. There is a noticeable picking up of interest in the air cooled motor. This victory for the Frayer-Miller 2-horsepower car.

With the announcement, made unofficially, that he will retire with the present year from the chairmanship of the American Automobile Association racing board, Robert Lee Morrell raised a storm of protest all over the country. His friends, and they are legion, are demanding that he continue in the position. One year ago, when this same Mr. Morrell was elected, many wise men smiled and predicted dire consequences. Yet Mr. Morrell made good in every way, and the question of his successor has been far too hard a nut to crack.

Importers of the Hotchkiss, the car made by the famous French engineer, and of the De Leon, a new car, took the initiative recently and have advertised liberally a year's absolute guarantee for their cars. This form of guarantee is to enter the lists. Manager Archer, of Archer & Co., agents in America for the Hotchkiss car, received the gold medal of the Paris Exposition for its mechanical features and construction. This victory for the Hotchkiss caused a boom in the Archer camp over.

E. B. Jackson, of the Chadwick Motor Car Company, has brought to New-York the first of the \$3000 Chadwick cars to be handled by this company—the product of the Fullerton Construction Company, of Philadelphia. The Chadwick company will handle the entire output of this company from the New-York office, the location of which is to be determined upon in a few days.

There is one car at the New-York shows which is distinctly an American product. This car is not an imitation in any way of European cars. The Frayer-Miller is fitted with an air cooled engine, marking an epoch in automobile engineering. This form of air cooling is different from any other form of cooling ever known. The air is forced by a rotary fan through a duct to the jackets which surround the cylinders. This form of cooling is positive, and in the many tough tests of the last year has never been known to fail.

The Wayne Motor Car Company and A. L. Kull have entered for the middle distance class at Ormond, and a lot is expected of the Wayne, for it has been constructed with an idea of lightness and speed. Deacon Holmes will drive the Wayne. Manager A. L. Kull, of the Wayne Company of New-York, is more than pleased with the reports from Deacon Holmes, now in Detroit, with regard to the Wayne middle distance racer. Mr. Holmes believes firmly that this car will walk away from the field, so fast is it. Mr. Kull believes now that he made an error in not entering the lists for the heavy-weight as well as the middleweight class. The Wayne is a car constructed of stock parts and light for its power. Mr. Kull, with his New-York friends, will travel south in the Wayne special car to see the little flyer go against the Fiat, Jr., the Reo Bird, driven by Dan Wurgis, and the others.

The Napier Motor Car Company, of No. 78 Boylston-st., Boston, is preparing to turn out more cars from its American factory at Jamaica Plain, and an addition costing \$100,000 has been made to the factory there. The New-York agency has been fitted up anew, after lying idle for a long time.

and there will be cars for the American field this year, according to Manager Woods. Hilliard, driver of the Napier 2-horsepower car at Ormond, will hold the wheel of the celebrated 20-horsepower Napier car which won the English elimination trials last year and which later competed in the Gordon-Bennett race. Hilliard will compete at Ormond and then go to Havana for the great Havana road race. Manager Wood, of the New-York branch of the Napier, just opened at 49th-st and Broadway, said yesterday that Walter Clifford Earp had started from Boston and passed through New-York. He will devote his time to preparing on the Ormond beach. Earp may also go to Cuba.

The Renault Freres agency has obtained a great number of Renault cars for this country. Many orders were especially filed for customers who were wise enough to place the orders prior to the departure of Mr. Milleson for Europe.

One of the interesting features of the Garden show, which appeals to the sportsman as well as to the ordinary motorist, is the Locomobile racing car which finished third in the Vanderbilt race last October, beating fourteen out of sixteen racing cars, and being the only American product to finish among the prize winners. The car is the property of Dr. Harold E. Thomas, of Chicago, who paid \$3,000 for the machine, and through whose courtesy the company was enabled to include it among the exhibits to be found at its stand in Madison Square Garden.

### ORMOND-DAYTONA OFFICIALS.

The following officials have been announced for the automobile race meet on the Ormond-Daytona beach, Florida, on January 22 to 27:

Referee—Robert Lee Morrell, of New-York.  
 Assistant referee—H. L. Bowden, of Boston, and Frederic R. Pratt, of Newark, N. J.  
 Judges—Elliott F. Shepard, of Paris, France; A. G. Batchelder, of New-York; Ernest S. Partridge, of New-York; Charles H. Hyde, of New-York; E. L. Potter, of Board of Times—S. M. Butler, of New-York; John C. Kerrison, of Boston; S. A. Miles, of Chicago; Alden L. McIntyre, of New-York; Walter S. Basser, of Cleveland; E. De Mar, of London, England.  
 Clerk of course—Frank G. Webb, of Brooklyn.  
 Assistant clerks of course—Douglas Andrews, of Brooklyn; and Joseph Tracy, of New-York.  
 Starter—D. H. Lewis, of Buffalo.  
 Assistant starter—F. S. Steensrup, of Newark, N. J.  
 Official reporter—T. E. Fitzgerald, of Daytona, Fla.  
 Scorers—Louis R. Smith, of New-York; J. B. Parkinson, of Daytona, Fla.; and George Armita, Jr., of New-York.  
 Race committee—S. H. Chen, Ass. Pres. E. A. Lewis, George E. Selring, James Cornell, J. E. Bosburn and F. Francis.  
 Tournament executive committee—Ass. Pres. chairman, Robert Lee Morrell, H. L. Bowden, W. J. Morgan,

A. M. Butler, D. H. Lewis, A. G. Batchelder and Frank G. Webb.  
 Examiners of cars and technical committee—A. M. Butler, of Bridgeport, Conn.; E. T. Birdall, of New-York; and A. Rawlinson, of London, England.  
 Umpires—P. T. Kimball, of Omaha; F. Hathorn, of Boston; J. D. Price, of Ormond, Fla.; C. A. Bicknell, of Daytona, Fla.; S. O. Walden, of Detroit, and E. J. Dennis, of Nassau, N. Y.

### PHOTOGRAPHING A "SPIRIT."

There is a French professor, M. Charles Riché, who firmly believes that he has photographed an apparition. It need perhaps hardly be added that M. Riché is a Spiritualist, and the "manifestation" took place in a snug villa, Alcaires, in the presence of a select company of the elect. The light of the chamber was screened, but it was possible to observe the motion of the persons present and to see the time by a watch. In one corner of the room was placed the cabinet, without which no medium seems equal to the occasion. From this cabinet there issued an "apparition" of human form, and Professor Riché promptly snapped it, getting a very good negative. Some would have preferred the evidence of a lighted match.



THE 20-HORSEPOWER SEVEN-PASSENGER WAYNE.