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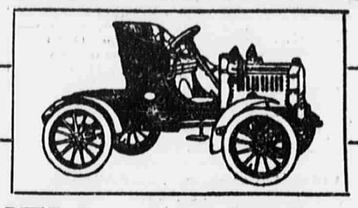
# The "Maxwell"

Model L, Runabout



Price $780.

## THE MAXWELL 4-Cylinder Touring Car WON the Deming Trophy of the Glidden Tour

1134 MILES ON SCHEDULE
AND NEVER VARIED A MINUTE

FOR VALUE
FOR RELIABILITY
FOR SATISFACTION

MAXWELL automobiles are proven. In MAXWELL cars are found those features which make for long life and reliable service.

Shaft Drive — Motor Under Hood — Multiple Disc Clutch
Three Point Suspension — Thermo-Siphon Cooling (No Pump) — Metal Bodies
Transmission and Crank Cases in One Unit

You will be in debt to your good sense if you don't investigate the MAXWELL.
MAXWELL cars bought now are up-to-date for years to come.
MAXWELL cars are sold under the positive guarantee that
AS GOOD A CAR CANNOT BE SOLD AT A LOWER PRICE.

MAXWELL-BRISCOE MOTOR CO.,
Chicago — TARRYTOWN, N. Y. — Pawtucket
Members of American Motor Car Manufacturers' Association.

Distributors:—MAXWELL-BRISCOE, INC., 317-319 West 59th Street, New York City

## AMONG THE AUTOMOBILISTS.

### SPECIAL HIGHWAYS TO PREVENT ACCIDENTS.

**Municipal Authorities of Berlin Constructing Roads in the Suburbs for Exclusive Use of Autoists—Wearing Qualities of a Car Depend Upon the Owner.**

Violators of speed regulations in Philadelphia have had their woes increased by a recent order issued by Director of Public Safety Sheldon Potter. He made the announcement that hereafter any automobilist arrested for exceeding the speed limit was to be taken to the nearest police station and kept there until a magistrate could be found to hear his case and accept bail for his further appearance.

The board of governors of the Automobile Club of America has elected the following to active membership in the organization: Le Roy Clark, William R. Coe, Henry Dalley, Alfred P. Hanan, Richard P. Hart, William A. Jamison, W. J. Matheson, John A. Rutherford, F. MacD. Sinclair, Malcolm Sloane, W. D. Sloane and Fred M. Stein, all of New York city, and Leslie D. Ward of Newark, George L. Fleitz of Detroit and Frederick C. Todd of Baltimore were elected associate members.

Municipal authorities of some of the suburbs of Berlin, Germany, have begun the construction of special highways for automobilists only. One of these special roads is nearing completion and will shortly be open for traffic. The special roadways were constructed because many children had been injured by automobiles while playing in the streets of Berlin and its suburbs.

Most club members or garage proprietors can recall instances of striking differences in the wearing qualities of cars of exactly the same model in the hands of different owners, says the *Automobile*. One autoist will get satisfactory service throughout an entire season of continual use of a car, while another in the same neighborhood, using his car less frequently perhaps, will have frequent trouble and have to pay considerable sums for replacements and repairs. Usually the owner, who has to pay the bills, blames the manufacturer of the car and never thinks that he himself is largely responsible for the difference in car and tire efficiency and durability. If any one thing more than another causes unsatisfactory service it is imperfect lubrication. This is the case with many of the so-called careful drivers, who, having consideration for the car in not slamming it over all sorts of roads at high speed, cannot understand why the machine deteriorates rapidly. Often their education in the use of machinery has been confined to the maintenance and use of a horse drawn carriage, in which an occasional greasing of the axles is sufficient, and they do not realize that the modern automobile is really a road locomotive rather than a horseless vehicle. Troubles with ignition or gears or with carburation, for example, are attended to in season, because they are immediately manifested when the car is put in motion, whereas there is often no easily recognized symptom of defective lubrication. A seized piston or bearing is warning enough to the most inexperienced; but great damage may be done to mechanism that has just sufficient lubrication to keep it from seizing but not enough to prevent destructive wear. Badly worn bearings mean that the moving parts get out of line and the whole machine slides down the decline of inefficiency to the repair shop.

Scrupulous attention should be given to lubrication to see that there is always an adequate supply of oil or grease in the proper receptacles and that it gets to the point to be lubricated. Too liberal lubrication is merely wasteful, too little is destructive, and lubricants are cheaper than new machined parts of steel or iron. It is well to follow the example of the horsemen and attend to the needs of a car after finishing a run. Fill up the reservoirs so that a little forgetfulness before starting out will not result in a big repair bill. Often an owner will start out with nearly empty lubricators for "just a little run down town," and later will find something unexpected to do and the little run will extend into a considerable journey without adequate supplies on board. Unless in a great emergency, neither a locomotive nor a steam vessel is sent out on a trip, however short, without complete supplies on board. The engineers in charge have learned by long experience not to take unnecessary chances.

In view of the fact that the much discussed tour for the Glidden trophy ended without any one being declared the individual 1906 winner—thirteen drivers finishing with perfect scores—an editorial which appeared in the *Motor Way* while the contest was in progress is interesting. It read in part as follows: "The great majority of the owners of motor cars are not looking for long and arduous tests of their cars—tests that require weeks to perform, leaving their cars mechanical wrecks and the drivers physical wrecks, perhaps. Such tests cost money—too much for the value received—and few men can spare the time. To practically drop out of business for a month in these busy, hustling times and go away for a month on an automobile tour is more than the average man can stand—and it is the average man who is using the automobile to-day. The son of a rich father, who must have something to do to kill time, can take a tour three months long, if he likes, and then stay a month longer, and the world would be the gainer, but the man of moderate means must get back to his desk. The Glidden tour is a great and good thing, but it is too big a job to be tackled by the ordinary man. Manufacturers enter tests of this character in self-defence, because the other fellow is entered and each one feels it incumbent on him to follow suit and show that his car is as good as the rest. An unfortunate accident, in which the car or the driver is entirely blameless, may put him out of the running, and his time and money have gone for naught. He is simply an 'also ran.'

"The car with the lowest score may be every bit as good as any car in the tour, but the public forgets and listens only to the loud huzzas of the winner. All honor and glory to the winner, of course, because both car and driver deserve all they get, but do not blame the one overtaken by misfortune. There is a growing tendency throughout the country to promote smaller and less strenuous tests in which the ordinary man is eligible. To at least 90 per cent. of the owners of motor cars a drive of 100 miles is considered a pretty fair day's work, and they are content with that. The week end run of fifty miles or 100 miles is what the average man and his family most enjoys, and if he can be shown that his car will accomplish this without trouble he is satisfied. The large number of entries in the 173 mile endurance run from Los Angeles to Riverside, Cal., a few days ago shows how the general public is willing to attempt a practical test that will demonstrate the reliability of the car and at the same time not prove wearisome.

"There were 101 cars in that test and over one-third came through with perfect scores. Many of the others had trifling accidents or were penalized for something which had no bearing whatever on the work of the car. Over at Detroit the automobile club promoted a run of 100 miles and a large number of the members turned out and enjoyed the trip. Chicago, the natural centre of the automobile industry in the West, will have a reliability test along common sense lines next Thursday, and it is one in which manufacturers, dealers and owners alike should participate. It will afford a good demonstration of the reliability of the car and at the same time be an enjoyable little tour. There are a few grades that will test the cars as severely as any grades in a day's journey from Chicago, and all the ordinary problems encountered in country touring will be found on this 100 mile trip. It is a pleasure trip that the average motor car owner can take without loss of time, the expense is not worth mentioning and the run will bring out the weak points of the car if it has any, but more especially will it bring out the weak or strong points of the driver—and often the car is blamed for something in which the driver is at fault."

William H. Butler of the Automobile and Aero clubs of America sails on the Kaiser Wilhelm der Grosse on Tuesday next for an automobile tour of France, Spain, Holland and Germany. Mr. Butler is a member of the Aero Club of America and will while abroad, make ascensions to develop and perfect some new and original ideas in aeronautics. He will be present at the international aerial contest in England in September.

### AUTOMOBILE NOTES.

The Winton school for automobile salesmen will open on August 14 and continue for at least five weeks. Forty students have been enrolled, and no further additions will be made, inasmuch as it is the aim to give each student personal instruction of a character that would be impossible with a larger class. Lectures on automobile construction and mechanics will be delivered by Harold B. Anderson, mechanical engineer of the Winton company, while road work, quizzes and general instruction will be in the hands of the company's supervisors, Messrs. Smith, Owesney and Arbuckle, assisted by M. Halstead, chief of the parts department. Lectures on salesmanship will be delivered by J. D. Kenyon of the Sheldon school of salesmanship, and on advertising by William Boyd of the *Saturday Evening Post* and E. C. Patterson of *Collier's Weekly*.

"In making the changes that have taken place in the various Columbia models produced during the past few years," explains an official of the Electric Vehicle Company, "we have been guided by what might be called a preponderance of practical automobiling opinion. In providing humanity with motor cars, the manufacturer has simply got to be guided by what the people want, but to keep within the right limits the maker must be very careful, for there are always those who are ready to follow a leader who carries a fad or fashion to the utmost limit; but the extremists have never made any deep or lasting impression upon the trade and industry."

Evidence of growing business is seen at the factory of the H. H. Franklin Manufacturing Company at Syracuse, N. Y. A new four story building is in course of construction which will increase the floor space 25,200 square feet and give employment to about 1,600 men. The Franklin company has never been able to meet the demand for its cars and the business of this season has made the enlargement of its factory necessary. Aside from the new factory, there will be erected a new shipping room with loading docks on either side accessible to the railroad.

Henry W. Doherty, the Boston representative of the Aerocar Company, has a way of not only silencing but convincing those who raise a question about the efficiency of the Aerocar motor. Recently he had a man who was sceptical about the air cooling properties of the motor. It was a sweltering hot day. Mr. Doherty promptly removed the fan belt from his Aerocar, invited his passengers to board and started out from Worcester for Barre. It was about twenty-one miles over a country where the hills ranged up as high as 18 to 20 per cent. The motor cooled perfectly and acted the same as though the fan had been running.

When Lozier cars No. 38 and No. 62 in the recent Glidden tour left Hotel Champlain, the Glidden route took them past the doors of the Lozier factory at Plattsburg, N. Y. It was naturally expected that after the gruelling run from Buffalo and through the mountains some adjustments or repairs, which could be quickly made at the factory, would be necessary, but the drivers of both cars waved their greetings to the factory people and passed on without stopping.

C. A. Duerr & Co., agents for the Royal Tourist, have been more fortunate than their brethren who deal in high class automobiles this season, inasmuch as they have been getting regular shipments right through the summer after having disposed of their original allotment. This condition has been made possible by the greatly increased facilities of the Royal factory at Cleveland and the disposition of the manufacturers to place New York ahead of all its agencies in the matter of deliveries.

The recent death of President John S. Gray of the Ford Motor Company necessitates the following changes in the directorate of the company: Henry Ford has been elected president to succeed Mr. Gray and John F. Dodge succeeds Henry Ford as vice-president. These necessary changes will in no way affect the policy or the plans of the company.

Harry S. Houpt, the popular agent for the well known Thomas Flyer automobiles, returned to New York on Friday. He was away for about ten days in his 50 horse-power Thomas, accompanied by Mrs. Houpt and a party of friends.

### Oldfield Beats Bald in Close Auto Race.

WASHINGTON, Aug. 4.—Barney Oldfield and Eddie Bald helped to popularize automobile racing at Bennings to-day before a crowd of 6,000 persons. Oldfield and Bald competed for a purse for winning the best two in three heats at a distance of three miles. Bald won the first heat by a few feet and finished in a dead heat in the second. After a long wait the dead heat was run off at a mile and Oldfield barely won by a spurt at the finish. Oldfield won the third and deciding three mile heat again by a few feet. The track was slow and the time was slightly slower than 1 minute 20 seconds in the fastest heat.

### Questions Answered.

Edward J. Power, New York.—They fought before the Olympic A. C., New Orleans, on September 7, 1882. John L. Sullivan was beaten in twenty-one rounds. Corbett's victory went on record as a complete knockout, although Sullivan contends that he was nothing more than exhausted when the end came.

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# Remarkable Achievements OF THE Oldsmobile

## 4 Cylinder Palace Touring Car

*During 1906*

1. Run from New York to Poughkeepsie on High Speed with gear shift lever locked and officially sealed, making the entire trip, including all hills on high gear. A PERFORMANCE NEVER EQUALLED BY ANY OTHER CAR.
2. 100 Hour Non-Stop run in Chicago.
3. 200 Hour Non-stop run in Detroit.
4. Winner of Vibration Test at Empire City Track Carnival (New York).
5. Winner of Brake Test at Empire City Track Carnival (New York).
6. Successful climb to the mountain heights of Twin Peaks, San Francisco.
7. Perfect score in the famous Glidden Tour entitling car to highest award. From Buffalo, N. Y., to Bretton Woods, N. H., 1135 miles.
8. 500 Mile Non-Stop run from Bretton Woods, N. H. to Herald Square, N. Y. City, with same car that made perfect score in Glidden Tour, and starting the day after the Tour was ended. The run to New York was made in 26 hours and 18 minutes.
9. Winner of Hill Climbing Contest, Crawford Notch, White Mountains—one of the most trying and the severest hill climbing tests to which automobiles have ever been subjected.

Need any more be said to convince you that this is the successful American Automobile? Could we or anybody else offer stronger proof than this array of achievements of the *Oldsmobile?*

*Remember that the 4 Cylinder Oldsmobile is only $2,250*
WHERE CAN YOU EQUAL IT?

OLDSMOBILE CO., OF NEW YORK
*Broadway and 51st St.*

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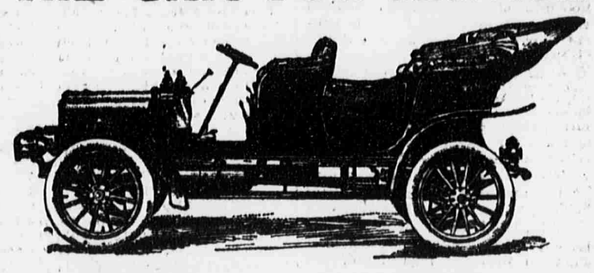
# THE INCOMPARABLE WHITE

THE CAR FOR SERVICE



**Private Owners in the A. A. A. Tour.**

The most interesting feature of the recent tour to the general public was the performance of private owners. As in all previous tours held in this country, White owners turned out in comparatively large numbers. Four White private owners started and four finished the tour—as many as any other three makes combined.

Augustus Post, of New York, made a perfect score for the Deming trophy, but, owing to his official position on the committee, relinquished his claim to the trophy in favor of the other car which had a clean score. Mr. Post did not even have a puncture nor did he make any replacement or adjustment whatever.

Paul H. Deming, of Detroit, chairman of the touring committee, a non-contestant, came through in his usual faultless style, carrying in his runabout from two to seven people, as the duties of his position demanded.

J. G. Cassatt, of Philadelphia, not only drove from his home to the starting point at Buffalo, but also drove from the finish at Bretton Woods back to Philadelphia, thus putting to his credit the greatest mileage of anyone participating in the tour. Mr. Cassatt's only penalization was due to a piece of waste clogging his gasoline line.

The car of L. F. Braine, of New York, which had seen 12,000 miles of service before the tour commenced, was the only 1905 machine to complete the tour.

Of secondary importance are the doings of drivers representing the various companies. H. K. Sheridan, entered for the Glidden trophy, was penalized at but one of the 54 checking stations. Here he lost two points, due to three nail punctures in a 12-mile control.

WHITE GARAGE
42 W. 62d St., New York — 19 Railroad Place, East Orange
1380 Bedford Ave., Brooklyn — 666 State St., New Haven

TRACTION TREAD TIRES

Six Months' Guarantee Without Reserve.

If tires wear out or blow out we give new ones—not excuses.

No other tire company dares to give such a clean guarantee.

THE RECORD.

2500 tires now running without puncture or blow-out. On the advance car of the Glidden Tour. The only car to go through without tire trouble.

On a ten-horse power runabout on July 29th, Atlantic City to New York, five hours and forty minutes, 137 miles—record for any car under 50 H. P.

TRACTION TREAD TIRES,
1695 BROADWAY, N. Y.
Tel. 816 Columbus.

HARRY S. HOUPT
OFFERS
The following bargains in second-hand cars:

1 50 H. P. Thomas $1600.00 (Perfect Condition)
1 50 H. P. Thomas $1500.00 (Perfect Condition)
1 40 H. P. Thomas $1600.00 (Thoroughly overhauled and painted)
ALSO
1 Rauch & Lang Electric Brougham, absolutely new, has never been run, regular price $3000.00; will sell for
$2200.00

Have given up the Agency for this car, as we have no facilities for caring for Electric Cars in our New Building.

THESE CARS CAN BE SEEN IN
THE NEW HOME
OF THE
THOMAS "FLYER"
HARRY S. HOUPT,
63d Street and Broadway.

THE HOL-TAN CO.

Delivery Bulletin

20 H. P. "FIAT" Touring Car with Cape Cart Top.
20 H. P. "FIAT" Victoria with Hood.
20 H. P. "FIAT" Landaulette.
20 H. P. "FIAT" Chassis.

Second Hand Cars

60 H. P. 1904 Model "FIAT" - $7,000
60 H. P. 1905 Model "FIAT" - $8,500

Price of these cars when new $13,500

Broadway and 56th Street

SOLE AMERICAN AGENTS. Licensed Importers under Selden Patent.
Agencies: HARRY FOSDICK CO., Boston. H. ALLEN DALLEY, Phila.

1907 MODEL "C" TOURING RUNABOUT $2,000.

Aerocar
FOUR CYLINDER—AIR COOLED.

MODEL "A" LUXURIOUS TOURING CAR $2,500.

A slick, fleet new car of exclusive body design. It contains many original features, giving comfort and ease on long high-speed runs. The "Club Man's Car."

A big, roomy, handsome, five passenger car of striking beauty. The greatest automobile value offered to-day at $2,500. With complete touring equipment (value $500) for $2,800.

ARRANGE FOR DEMONSTRATION. IMMEDIATE DELIVERIES.
THE AEROCAR COMPANY
PERCY OWEN, Gen'l Eastern Sales Mgr. Broadway and 73d St.
Represented by { Arnold & Storms, 1384 Bedford Ave., Brooklyn, N. Y. / Motorvehicle Company, 518 Broad St., Newark, N. J.

THE ROYAL TOURIST

is the strongest, most reliable and most flexible car built in America. There are now 460 of those

HONEST ROYAL TOURIST CARS

in constant use. How often do you see one of them laid up on the road for repairs?

A few of these cars for immediate delivery—for sale by a company whose deed is even better than its word or promises.

C. A. DUERR & CO.,
2182 BROADWAY.

TRACTION TREAD TIRES

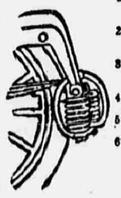
AUTO TIRES, 20% OFF LIST.
AMAZON TIRES AND TUBES,
which we sell at 20% off Tire Trust list, has hit the trust so hard that we have PRACTICALLY BUSTED IT!
We GUARANTEE Amazon Tires for 5,000 Miles. Better try Amazons. You will find a great SAVING on Tires and less TROUBLE.
Everything for the Automobile here, at cut prices. LARGEST AUTOMOBILE Supply House in America. Two 5 story buildings. Established 15 years.
Downtown Store, 8 Park Place. Phone 8065 Cortlandt. E. J. WILLIS CO., and Uptown Store, 231 West 54th. Phone 5131 Columbus.

HOTCHKISS.
BUILT LIKE A GUN BY GUN MAKERS
HOTCHKISS & CIE., PARIS.

ARCHER & CO.,
1597 Broadway.
'Phone, 902 Bryant.

1904 WHITE STEAM car for sale; first class condition; with top and glass front; best offer. X, box 109 Sun office.

WHY ARE MORE
Supplementary Spiral Springs
BEING USED ON CARS THAN ANY OTHER SHOCK ABSORBERS?



1st—Because they relieve all the lateral and tensile strain.
2d—Because they take the dead weight from the tires.
3d—Because they are an insurance against broken springs.
4th—Because the car rides easier.
5th—Because they increase the speed.
6th—Because they absorb vibration from the engine.

Fit Any Car
Adjusted While You Wait
Three Days Trial Free

SOMETHING NEW.
HARROUN AUTO BUMPER
Insure your Lamps, Radiators and Tires with a BUMPER. Backed up by spiral springs to absorb collision shocks.

HEADQUARTERS.
Limousine Bodies, Cape Tops, Slip Covers, Gabriel Horns, etc. Write or send for 19-c catalog and samples. Live agents wanted in uncovered territory.

Auto Cover & Top Mfg. Co. (Inc.)
W. I. FICKLING, Pres.
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AUTOMOBILES WANTED
Highest prices paid for good cars.
E. J. WILLIS CO., 231 West 54th St.
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AUTOMOBILE SNAPS GALORE

Never have we had such a complete stock of ABSOLUTELY RELIABLE, high grade cars.

Remember, we are the ONLY CONCERN WITH FACTORY attached, where every Automobile is put in new condition. Every known make represented and all side entrance, up-to-date.

LARGEST six story Building; LARGEST stock.

1906 new Locomobiles, big cut in price; fifteen-twenty Locomobile, $1700; $2700 Stoddard-Dayton, $1400; eighteen Packard, $1650; Knoxes, $200-$400; Oldsmobiles, from $125; Northern Runabouts, from $175; Northern Touring, $800; Rambler, 1905, $600; Buick, $750; Maxwell Touring, top, &c., $950; 1906 Pope-Toledo (cost $4000), at $2650; twenty horse Locomobile, side entrance, $1200; Pope thirty-thirty-five, from $1250; Peerless, semi-Limousine, $1000; Peerless, twenty-four, side entrance, $900; Studebaker, side entrance, $750; Reo, swell ($150 top), $800; Cadillacs, any price from $200; Dozen Autocars, from $400; Ford, top, glass front, $600; Stearns (like new), $2500; $6000 Matheson, $2250; Thomases, cheap; Fiats, Darracqs, Panhards, from $1200. 100 Others. If you want "QUALITY" and not "Hot Air" see us.

Auto Tops, Bodies, Lamps, Tires, new, at 1-3 value. DEMONSTRATIONS CHEERFULLY allowed prospective buyers.

BROADWAY AUTOMOBILE EXCHANGE.
247-249 West 47th. Telephone, 2097 Bryant.

100 Autos Slaughtered, $150 up.

Owners needing the SPOT CASH have instructed us to refuse no reasonable offers.

Selling on 5% commission (POSITIVELY no other charges) naturally we will take on sale ONLY quick selling, up-to-date BARGAINS.

Latest arrivals include: Five Franklins, six Cadillacs, four Wintons, three Ramblers, three Elmores, three Buicks, four Pope-Hartfords, and Pope-Toledos, Decauville, Rochet-Schneider, Locomobiles, Knox, Nationals, Moryes, Queens, Marions, Autocars, Oldsmobiles Fords, Panhard Runabout, Mors, White, and other reliable Runabouts and Touring Cars too numerous to mention.

We solicit your inspection of our stock, and WILL GLADLY DEMONSTRATE any Auto.

E. J. WILLIS CO., 231 W. 54 near B'way.
Established 15 years. Telephone, 5131 Columbus.

UNMATCHED BARGAINS
300 to 500, comprising all makes of Automobiles. No assortment of new and second-hand equal to ours. Reasonable demonstration on all cars. We are the largest dealers in the world.
TIMES SQUARE AUTO CO.,
215-219 WEST 48TH STREET.

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