

AUTOMOBILES.

AUTOMOBILES.

AUTOMOBILES.

1907.

For years we have been selling Foreign cars—not because of a fad or because we are unpatriotic, but because the best Foreign cars have been vastly better than the best American cars, and we are unwilling to handle anything but the very best.

Yet all this time we have been eagerly looking forward to the day when American genius should produce an American car as good as any Foreign car ever made—and at an American price.

That day has come. We have found our ideal. We believe

The Stearns

THE PERFECT AMERICAN CAR

We understand thoroughly automobile construction of today—our experience fits us to judge; we handle nothing but the best—our reputation makes us careful about committing ourselves.

It may be interesting to know that Guy Vaughn, the well-known racing expert, who drove a Stearns the 1,256 miles from Cleveland through Bretton Woods, N. H., to New York, says:

"We were passed by no other car on the road, nor did we have to make any repairs except those caused by accidents. We drove the car as hard as any car has ever been driven on a bad road, as we did not stop for bumps all the way from Cleveland to New York, via Bretton Woods, N. H., and I must say that a car just out of the factory that will do this is certainly put together to stay."

Stearns cars are on our floors ready to be demonstrated and delivered. The 30 H. P. car, with a double carburetter, producing when necessary 60 H. P., is one you should use. It sells for \$4,500.

WYCKOFF, CHURCH & PARTRIDGE

Broadway at 56th Street

AGENTS FOR

C. G. V. ENGLISH DAIMLER, STEARNS BARCOCK FRANKLIN

The Best All Around Car of The Best All Around Car of The Best Electric Car of The Best Light Car of

FRANCE ENGLAND AMERICA THE WORLD



AUTOMOBILES.

AUTOMOBILES.

The Autocar

Limousine or Landulet

Together with the regular touring-car body



\$3500

Giving the owner practically two cars

Extra long and heavy rear springs. Large wheels and tires. Prest-O-Lite Tank. Speedometer. Special gas lamps. Electric dome light. Clear holders, toilet articles, card cases and other luxurious accessories.

Immediate delivery

Beauty and luxury, combined with

Autocar Reliability

The power, efficiency and endurance to unflinchingly take the weather as it comes and the roads as they are.

Motor Car Company of New York and New Jersey 138 West 38th Street. Telephone 3132-38th Street.

Williamsburg Auto & Storage Company 159 Clymer Street, Brooklyn. Tel. 1266 W.—Williamsburg.

Motor Car Company of New Jersey 291 Halcy Street, Newark. Telephone 3155—Newark.

An Unusual Bargain

The 1906 demonstrating car owned and run exclusively by E. B. Gallaher is now offered for sale under extremely favorable conditions. A description of the car follows:

Cleveland

1906 model, with full equipment of lamps, horn and tools, fitted with Flandrau aluminum body; selling price of car as above specified. \$4,000
Special tool box on step with waterproof cover. 20
Siren Horn. 35
Seat covers, with leather arm pieces and leather welts. 125
Total new selling value of car as it stands. \$4,180

This car has always been kept in absolutely the pink of perfection and it has never been allowed to run down in the slightest degree. Its appearance is that of a new car and its operation is perfect. It will be sold with the same guarantee for one year as all Cleveland cars are sold.

I have a few other cars taken in exchange and left in my hands for sale, all of which may be bought at very attractive prices.

One BRASIER 30 H. P. 1905 model, mechanically perfect, fully equipped with lamps, horn, tools, etc.
One POPE TOLEDO 45-50 H. P. 1905, with cape top; fitted with 1906 transmission, in fine mechanical condition, with an elegant side entrance body that shows mechanically no wear and is in perfect condition. A 1-12 H. P. PANHARD, mechanically perfect, will be sold at a very low figure. All these cars subject to demonstration and may be seen at

E. B. GALLAHER, 230 West 58th St.
Sole Agent for the BRASIER CAR Gen. East. Distrib'g Agent for the CLEVELAND CAR
Winner of Gordon-Bennett Cup in 1904 and 1905.

FIAT

AUTOMOBILES.

We invite your inspection of some recent arrivals in FIAT Cars with bodies by the foremost French and American coach builders.

- 35 H. P. Demi-Limousine (Demarest & Co.)
- 35 H. P. Carrick Phaeton (Rothschild & Sons, Paris)
- 20 H. P. Touring Car (Cape Cart Top)
- 50 H. P. Chassis

THE HOLTAN CO.

Broadway and 56th Street.
SOLE AMERICAN AGENTS AGENCIES: Licenses Importers Under Selden Patent.
HARRY FOSDICK CO., Boston. H. ALLEN DALLEY, Philadelphia.
We will exhibit only at the Seventh Annual Automobile Show at Madison Square Garden, Jan. 12th to 19th.

NEWMASTIC FILLING FOR TIRE TROUBLES

With certain types of float feed carburetors the level of fuel in the jet alters with the inclination of the car. This is most noticeable in the case of the pattern in which the jet is placed forward of the float chamber and in the axial line of the car. The immediate result is, of course, that when ascending grades greater suction is required to lift the same amount of fuel than is required on the level, and except in the case of an exceptionally well designed apparatus, a starved mixture is apt to result. Probably on this account to a great extent many cars prove to be extremely sensitive to grades, the effect, of course, being heightened where the fuel is drawn from a tank by gravity alone. In a similar way, the choking and sputtering which many motors give vent to when throttled on descending grades may be due to a rich mixture produced by overfeeding.

College Gunners to Meet on Nov. 15. The Intercollegiate gun contest will be held this year at Princeton on November 17, the date of the Yale-Princeton football game. Harvard, Yale, Princeton and Pennsylvania, the original members of the association, are entered and it is expected that Cornell, too, will have a team in the competition.

AUTOMOBILES.

AUTOMOBILES.

Non-Stop Record of the World

MADE BY

The "Maxwell"

AUTOMOBILE

A 20 H. P. stock MAXWELL has this week accomplished an officially certified performance never before equaled in the history of motor vehicles.

After completing a 2,500 mile non-stop run in New England in a little more than 5½ days, the motor was kept running for over two days longer, bringing the mileage up to 3,000¾ miles in 7 days, 7 hours and 31 minutes at a total cost of less than \$50.

This is the greatest distance ever covered by any vehicle with self-contained power without stopping the motor.

The run is equal to the distance between New York and San Francisco and proves beyond a doubt the incomparable endurance of the Maxwell engine and the absolute reliability of the Maxwell car.

The record was made by a regular stock touring car, without any special preparation—the same as the car you buy for \$1,450.

Orders placed now insure prompt deliveries

You are invited to inspect duplicates of this car at Maxwell-Briscoe, Incorporated, 317 West 59th St., New York.

Catalogue on Request.

Maxwell-Briscoe Motor Company

Members American Motor Car Manufacturers' Association

Tarrytown, New York

REO Coupe \$2,000

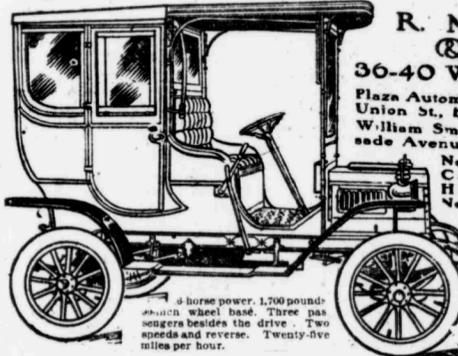
f. o. b. Lansing.

Neat, stylish, graceful, efficient; for town or country, winter or summer—this is the car.

Designed, built and fitted according to the most approved modern ideas. A delightfully comfortable riding car. Perfectly protected; and equipped with every convenience and accessory to luxurious motoring. Front and windows removable for summer. Or the entire coach body may be removed and the regular touring car body substituted—all in one hour.

A Car to look at, then ride in. Come here and do both.

Will exhibit in New York, December 1st to 8th, at Automobile Club Show, Grand Central Palace.



R. M. Owen & Co., 36-40 W. 60th St.

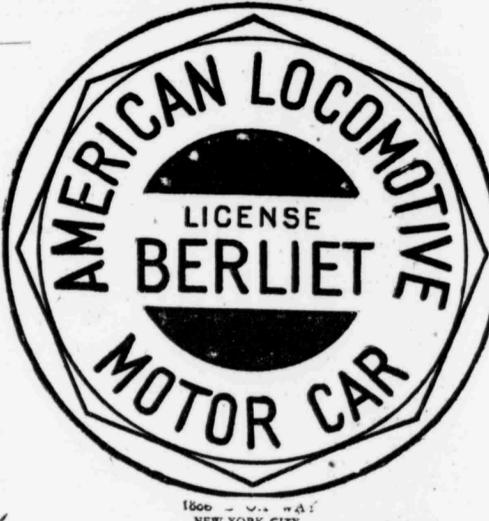
Plaza Automobile Co., 922 Union St., B'klyn Agents.

William Smith, 394 Palisade Avenue, Jersey City

Newark Motor Car Co., 285 Halcy Street, Newark.

4 horse power, 1,700 pound maximum wheel base. Three passengers besides the driver. Two speeds and reverse. Twenty-five miles per hour.

(HUB CAP)



1906 - 1907

NEW YORK CITY



1907 MODEL 20 H. P. RUNABOUT \$2000.00 THE AUTOCAR COMPANY, Member American Motor Car Manufacturers' Association, New York, N. Y. PERCY OWEN, GEN'L. EASTERN SALES MGR., 134 W. 47th ST., NEW YORK. Alfred A. Storms, 124 Bedford Ave., Brooklyn. Central Automobile Co., New Haven, Conn.

AMONG THE AUTOMOBILISTS.

CHARLES BABY LEHMANN IS ON HIS WAY HOME.

Wedding Bells Will Ring for Mr. Shepard's Mechanic When He Reaches the Old Farm—German Auto Drivers Handicapped by Title of Ouerhorwagenfuhrer

Elliott F. Shepard's big French racing mechanic, Charles Baby Lehmann, has gone back to his native country to be married. He sailed for home on La Provence of the French Line last Thursday. Lehmann weighs about 250 pounds, is 5 feet 2 inches tall and is proudly called Baby because of his unflinching good humor. When Lehmann was making preparations to come to this country for the Vanderbilt cup race with Mr. Shepard, he told his fiancée that he would hurry back to her after the race and they would be married. He had expected that Mr. Shepard would return to France immediately after the cup contest, but when he found that Mr. Shepard had not settled upon a sailing date Lehmann asked permission to return home by himself, which was readily granted when Mr. Shepard learned the reason for the request. Lehmann said that his intended wife had always lived on a farm and devoted most of her attention to hoeing potatoes, and he thinks she will be greatly astonished by what she will see when he brings her to this country. He is expected to come back here in the near future, as a prominent automobilist has asked him to take charge of his stable of cars and act as a racing driver if required. Mr. Shepard had expected to send his 150 horse-power Hotchkiss racer back to France on the same boat with Lehmann so that the latter could superintend unloading it at Havre, but could not arrange to have it inspected by the customs officers in time. Mr. Shepard will probably remain in this country for several weeks longer.

The Supreme Court of Massachusetts holds that the fact that a motor car in which the defendant was riding at the time he was charged with operating at an excessive rate of speed was registered with the Massachusetts highway commission by defendant, and in his own name, warranted a finding that he was the general owner thereof, or that he had such a special property in it as to give him control thereof under a law requiring motor cars to be registered "by the owner or person in control thereof." The court holds that the offense of driving a motor car at an excessive rate of speed is a misdemeanor and not a felony. The court also holds that proof that the motor car, which was registered in the owner's name, was being run by the operator at an illegal speed while defendant was in the tonneau established prima facie that defendant, having power to control the machine, either knew or allowed it to be illegally run, and was therefore guilty.

Word comes from Germany that the Kaiser has declared war on international automobile terminology, and has decided that so far as his own country is concerned the language of motordom shall be "made in Germany." He has caused an intimation to go forth that hereafter there shall be no such functionaries as "chauffeurs" in the imperial service, but that they shall be called "wagenfuhrer" (wagon drivers) and the expectation is that "garage," "chassis" and "tonneau" will soon follow the chauffeur into oblivion. It is expected that the modern German's (to-day) use for words of foreign origin, especially from English and French, the Kaiser, the recipient of widespread praise for his efforts to purify the German language of foreign corruption. It is expected that the Kaiser will accomplish this by the "Majesty" recently gave a fresh evidence of his determination to do so, by mandating that French terms should be struck out of the military code, substituting undiluted German idioms. It is expected that the automobile language the Kaiser's chief automobile driver must struggle through life as best he may under the title of "Ouerhorwagenfuhrer."

The members of the Kansas City Automobile Club have determined to do all in their power to secure good roads in the vicinity of the Missouri city, and at a recent meeting the following resolution was adopted: "Resolved, that the Kansas City Automobile Club is deeply interested in the construction and maintenance of good roads in Jackson county, not wholly for the purpose of running their automobiles smoothly and safely, but very largely because they know from their own observations, locally, that good country roads add not only to the number of and convenience

LOZIER

THOROUGH TESTING

- In securing the raw materials for the many parts that go to make up a high class motor car it would be most unwise to expect a uniform product if a rigid system of tests were not employed—a definite standard. That such a system is employed—and successfully so—by The Lozier Motor Company, is evidenced in the uniformly high grade character of LOZIER MOTOR CARS.
- Rough-stock tests are important—very important—and in the purchase of this rough stock, our inspectors visit the mills and personally supervised the tests prescribed, and by way of verification, and for the purpose of safeguarding against errors, re-tests are made upon delivery of the stock at our factories.
- As the raw material moves from stage to stage, its manipulation and final finishing, each stage is passed upon in succession, and no part gets farther than it deserves to go.
- In the construction of THE LOZIER MOTOR, it is, after assembly, run for a period by applied power on a jack, and later under its own cover on its testing stand—tests being made for compression, valve setting, brake horse power, etc.
- The final test on the road is made before the chassis goes to the coach trailer, and for 500 miles over all kinds of roads, with uphill tests for climbing qualities, down dale for brake efficiency and adjustments, and on the level at varying speeds, every LOZIER MOTOR CAR is made to prove itself worthy of the name, so that when it reaches the customer it is not a stranger to any conceivable sort of road work.
- We have at our showrooms a 1907 LOZIER CHASSIS for your inspection.
- Early deliveries of Type F, 40 H. P. Touring Cars, \$5,000.

THE LOZIER MOTOR COMPANY

55th St. and Broadway. We will exhibit only at the Seventh Annual Automobile Show at Madison Square Garden, Jan. 12-19, 1907. Member, A. L. A. M.

DORRIS

TAKES FORT LEE HILL

ON HIGH SPEED with regular stock touring car and full equipment. Test made on Friday, October 19th, 1906.

The Only American Built Car on Record That Has Accomplished the Feat

Dorris Cars Are Famous Because They Stand Up. Dorris Machines Also Hold the High Speed Record, 500 Miles. New York to Boston and Back, Without Change of Gears.

30 H. P., 4 CYLINDERS, \$2,500 GUARANTEED FREE OF REPAIRS FOR ONE YEAR.

BARNETT-JACKSON COMPANY

No. 236 West 54th Street, New York. Write, call or telephone for demonstration. Tel. 1781 Col.

of the suburban population, but very largely increase the value of all property in their immediate vicinity, will use their influence for and vote only for such candidates for J. dca of the County Court, regardless of politics, who are not only pledged, but whose past record assures them they will repair and preserve the roads we now have, and give Jackson county the good roads to which its wealth and position in the state and in the country at large entitle it.

From Paris comes this advice for tire users from one of the most famous French tire makers: "Every careful chauffeur now takes our advice and carries one or two spare tires with him, no matter how short his journey may be. He acts wisely in this, for one cause of the deterioration of tires is the heavy way in which they are repaired on the road. Even the careful chauffeur, however, sometimes finds himself without a spare shoe and has to put on a patch in the open air. This is how he should proceed: Take off the shoe and turn it in order to facilitate the

placing of the patch; choose a piece of rubber cloth a few inches larger than the blow-out and cover it, as well as the inside of the shoe, with a layer of solution, taking care not to use too much. When the patch has been placed in position and is dry, rub all over lightly with a cloth dipped in French chalk. Then remount the shoe. The immediate result is that when pressure is applied the air chamber becomes so thoroughly attached to the shoe that it cannot be withdrawn without tearing. In addition the solution gathers up the French chalk, which agglomerates, hardens, and finally cuts the air chamber. Therefore avoid too much solution and always rub the chalk on with a cloth. When the tire is remounted, inflate it to about two pounds pressure, then place a temporary sleeve in position over the shoe and lace it tightly round the rim, just as you would lace a boot. Make it as tight as possible and securely fasten the laces. All