AMONG THE AUTOMOBILISTS

AUTO SHOW ENDS IN MADISON SQUARE GARDEN.

One Hundred Thousand Visitors Attend Annual Exhibition—Col. Pope Says Early Dates Are Best—117 Different Makes of Cars to Be Exhibited at Chicago Show.

Madison Square Garden's eighth automobile show—the third one to be held under the auspices of the Association of Licensed Automobile Manufacturers—closed last night after a week that was regarded as unexpectedly successful in spite of the squalls of rain and financial troubles that bothered New Yorkers during the exhibition.

M. L. Downs, secretary of the A. L. A. M. show committee, said last night that the total attendance had been about one hundred thousand, which, though it fell a few thousand below that of the last show in the Garden, was surprisingly good in view of the fact that rain fell on Saturday, Monday and Wednesday and that so many motorists were so busy with financial affairs that they did not have time to visit the show. To make matters worse for the attendance, Tuesday was election day and then some rain came down on Friday night. Mr. Downs said that many of the exhibitors did not have their entire sales forces at the show until the day after election, as there had been a heavy demand for exhibitors' buttons and tickets of all sorts on Wednesday.

Charles Clifton, president of the Association of Licensed Automobile Manufacturers and a member of the show committee, said last night that the show had been a very successful one and the financial results had been most satisfactory. Col. George Pope, chairman of the show committee, received many congratulations last night. He said on behalf of the management that he was convinced that it is the proper thing to hold an early show in the Garden each year to stir up the enthusiasm which is necessary to bring about a successful season of motoring during the open season. S. T. Davis, head of the Locomobile company, said business had been very much better than he had expected and in fact had been very good. Alexander Winton declared the show had been the best one since 1902.

Many of the salesmen left last night for Philadelphia, where there is to be a local show lasting until next Saturday night. A number of the show cars that have attracted so much attention in the Garden are to be shipped over to the Quaker city to-day.

S. A. Miles, general manager of the National Association of Automobile Manufacturers, who is manager of the seventh annual Chicago automobile show, November 30 to December 7, announces that the Western national exhibition is to have a greater number of automobile exhibits than the two New York shows combined. The Chicago show, as has been the case for the last three years, will be the only national show of the year, because it will be the only one in which all automobile manufacturers will exhibit, regardless of their affiliations with other associations. The Palace show had sixty-three exhibits of automobiles and the Garden show had forty-seven, a total of 110. To date the number at Chicago is 117, and nothing but lack of space prevents the addition of at least twenty more. There are more than that number of manufacturers, who neglected to file their applications on time, still on the waiting list, including half a dozen of considerable importance.

The added space for the next Chicago show—that is to say, space which has not been occupied in earlier years—is equal to 75 per cent. of the entire space available at the Palace or the Garden. The total number of square feet of space occupied at Chicago will be about 110,000. On account of the two New York shows being held at different times it is expected that a larger number of agents will attend the Chicago affair than came to this city. The Chicago show will have a motorcycle section in which twelve different makes will be shown. The official figures give the number of accessory exhibitors as 180, but as the embargo against sub-letting of space has been removed on account of the scarcity of space it is likely that the accessory exhibitors will run over two hundred.

Milwaukee's mail collection automobiles have travelled over 35,000 miles in the nine and a half months they have been in service. Postmaster David C. Owen is now more firmly convinced than ever as to the success of the horseless mail wagons and plans the installation of several more to displace the horses now collecting the mails within the business district. But two accidents have occurred, neither one serious. The cost of the automobile service is only one-third that of horse work. Mr. Owen has received hundreds of inquiries from other cities regarding the feasibility of motor mail service. Some of the letters declare that the postmasters have found motor cars inferior to the old way but are willing to learn from Postmaster Owen of Milwaukee.

English motorists are busily engaged in a serio-comic mimic war. The motor union of Great Britain has resolved to crush the Automobile Association and has therefore decided to usurp the particular functions which the latter body has devoted itself to performing—covering the main travelled highways with warning signs and policing them with cyclists and employing scouts to warn incautious drivers of the proximity of police speedtraps. The Automobile Association comprises about 3,000 of the elite of motoring society—and some others—and its leaders have taken the initiative in an offensive way by resigning their membership in the Royal Automobile Club as a protest against the Motor Union's act. The members of the Royal Club are members of the Motor Union, as the club belongs to that organization, the same as many clubs in this country are members of the American Automobile Association.

It is one of the penalties of a new industry that at regular intervals of twelve months every person connected with it must have his ordinary routine scattered to the winds, says the *Automobile*. When selling automobiles becomes a commonplace there will be little need for yearly upheavals. Since we are obliged to take things as they are and not as the superior man's superior wisdom would have them be, the person who has for his mission the converting of the classes and masses from patriarchal methods of locomotion to modern means of propulsion is wise who enters into the movement with wholehearted energy. Probably individual firms could sell as many cars for spot cash by holding special exhibitions in their own showrooms and entering into a special publicity campaign as by participating in a show, but the final result to the industry as a whole would be quite different.

Shows have another object than transferring automobiles from the hands of the manufacturer to those of the user for spot cash, and that object is an appeal to the people which can only be made by a united, and, to a certain extent, disinterested effort. The supertechnical man has too frequently made it known that he does not like the modern spectacular show and that a plain chassis and plain boards would be more satisfactory. Directors of the big national shows, however, display true wisdom in making their appeal to the large majority, indifferent to the automobile industry. A trading store display pure and simple is never likely to stir up the emotions of the uninitiated. The efforts in Grand Central Palace and Madison Square at Chicago and a few other of the important cities of the country will strike the imagination of the masses as nothing else can, and it is in that power to excite interest that their chief value lies. When the automobile industry becomes a commonplace one there will be no need for shows, for there will be no converts to make.

In adjusting shock absorbers it is absolutely essential that those applied to opposite sides of the frame upon either end give the same tension. The sets applied at the front and rear ends of the car may be differently adjusted without injuring the chassis, and frequently, where the load is unevenly distributed or the springs are not properly proportioned, this may be done to considerable advantage. Where opposite absorbers are differently tensioned, however, the tendency is for the chassis to be racked and strained under usage, exactly as would be the case were springs of different strengths to be applied in the same way.

The Imperial Automobile Club of Germany is considering the project of constructing a great automobile racing course. Three of the proposed sites are in the Luneburger Heide, in the Eifel and Taunus districts, respectively. The first two have the advantage that the ground is practically worthless for cultivation and therefore cheap, while the building of the track would cost very little. Most of the members are in favor of the Taunus district for various reasons, one of which is the accommodations. The Luneburger Heide is a vast heath in northern Germany and the Eifel a barren, mountainous country near the Moselle, and both districts are poorly populated, the villages small and there is no town for miles. The Taunus, on the other hand, is a wealthy district, with a thriving population, clean villages, beautiful scenery and, above all, is able to furnish accommodation for any number of visitors. Frankfort, Wiesbaden, Homburg, Nauheim and Konigstein are within easy reach. Two plans for the proposed track have been worked out, both about 50 kilometers, or thirty-one miles, in length along toward the eastern Taunus, the other near Wiesbaden and the western Taunus.

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HARRY HILLMAN'S FINE RACE

NEW YORK A. C. CRACK WINS 600 YARD HANDICAP.

Well Timed Spurt at the Finish Disposes of His Clubmate, Pilgrim—Mile Champion J. P. Sullivan Third to Marathon Runner W. G. Frank in the Paulist A. C. Games.

The Paulist A. C. held its second annual indoor games at the Twelfth Regiment Armory last night, and the events, fourteen in number, attracted a full house. The star event of the night was the 600 yard handicap, in which figured Harry L. Hillman, Paul Pilgrim and other cracks. Hillman was on scratch and Pilgrim was in receipt of 8 yards. As the gun cracked Hillman was the first to get in motion and soon began to crawl up on his field. McNulty was in the rear and with his start of 24 yards was able to show the way for a while. Pilgrim was not idle and neither was Kear, the latter being in receipt of 10 yards. About half the way Hillman was almost level with Pilgrim and the pair had forged well toward the front. Kear, by a well timed spurt, shot out on the backstretch, but Hillman came with a rush and getting the advantage of the inside nailed the lot about fifty yards from home. Two yards from the worsted Pilgrim just nipped Kear and about five feet of space covered the New York A. C. triad.

The open mile handicap was made attractive by the presence of J. P. Sullivan, the present national champion on the scratch mark, and Fred Rogers, the ex-national champion with an allowance of ten yards. After going a few laps Rogers dropped out and Sullivan set sail for the long mark men, but although he ran well the best he could do was third place. The winner, Billy Frank, of Marathon fame, ran a rattling race from his 50 yard mark and he won, amid a scene of great excitement, from Jensen of the St. Bartholomew A. C., who had 70 yards.

There was a point prize for athletes of the Catholic Athletic League only and it went to Holy Cross Lyceum. St. Columbus, Holy Innocence, St. Anns, Mary Immaculate Virgin and St. Agnes also scored.

40 Yard Run, Senior and Junior Novice—Confined to Catholic Athletic League—Won by T. F. Mulligan, Holy Cross Lyceum; Frank Connell, St. Columbus, second; Thomas Mears, St. Gabriel's, third. Time, 7 1-5 seconds.

60 Yard Run, Senior and Junior Handicap—Confined to Catholic Athletic League—Won by John Simmons, St. Columbus, 11 feet; J. Nihill, St. Ann's, 11 feet, second; W. Clark, St. Ann's, 11 feet, third. Time, 6 4-5 seconds.

440 Yard Run—Confined to the Paulist A. C.—Won by Joseph Kelley; G. V. Haggerty, second; Ambrose Verlin, third. Time, 61 1-5 seconds.

600 Yard Handicap, Open—Won by Harry L. Hillman, New York A. C., scratch; Paul Pilgrim, New York A. C., 8 yards, second; F. J. Kear, New York A. C., 10 yards, third. Time, 1 minute 19 2-5 seconds.

300 Yard Run, Handicap, Senior—Confined to Catholic Athletic League—Won by Matt Gels, Holy Cross Lyceum, 7 yards; W. A. McGowan, Mary Immaculate Virgin, 18 yards, second; J. P. McIlvains, St. Gabriel's, 16 yards, third. Time, 36 1-5 seconds.

220 Yard Run—Confined to Paulist A. C.—Won by W. H. McIntyre; Ambrose Verlin, second; Michael J. Maher, third. Time, 27 4-5 seconds.

110 Yard Run, Midget—Confined to Paulist A. C.—Won by Joseph P. Sullivan; Edward T. Nolan, second; John J. Cavanagh, third. Time, 15 2-5 seconds.

440 Yard Run, Novice—Won by W. S. Fritz, Pastime A. C.; G. R. Steiner, Jr., unattached, second; R. Skinner, West Side A. A., third. Time, 62 3-5 seconds.

600 Yard Run, Senior and Junior Novice, Confined to Catholic Athletic League—Won by George Lane, Holy Cross Lyceum; Eugene Gilmore, Dominican Lyceum, second; J. O. Timoney, Cathedral A. C., third. Time, 1 minute 28 2-5 seconds.

800 Yard Handicap, Senior and Junior, Confined to Catholic Athletic League—Won by Richard J. Egan, Holy Innocence, 10 yards; John McCue, Holy Cross Lyceum, 10 yards, second; J. J. Travers, St. Agnes, 20 yards, third. Time, 2 minutes 10 1-5 seconds.

One Mile Handicap, Open—Won by W. G. Frank, Irish A. A. C., 50 yards; Harry Jensen, St. Bartholomew A. C., 70 yards, second; James P. Sullivan, Irish A. A. C., scratch, third. Time, 4 minutes 28 4-5 seconds.

300 Yard Run, Confined to Members of the Twelfth Regiment—Won by J. W. Masterson; A. Zenner, second; J. Smith, third. Time, 39 seconds.

TRAP SHOOTING.

G. Fred Pelham and A. Tilt Divide the Honors at Travers Island.

Seven events were disposed of by the New York A. C. shooters at the Travers Island traps yesterday and a good crowd of marksmen took advantage of the fine weather. The honors of the day were divided between G. Fred Pelham and A. Tilt, both having scored double brackets. The main event of the day was the November cup, and after the last bluerock had been released there was found to be a tie between G. Bechtel, who had a handicap of six, and G. F. Pelham, who was allowed four. Both made the full score of fifty, but Pelham's work was the best of the lot, as his actual score was 46. The shootoff was transferred to the next event, which was the Sauer trophy, 25 targets. With a start of two Bechtel made twenty-two, while off the same mark Pelham stopped at nineteen.

For the Hunter cup there was a dead heat between Tilt, Sutphin and Fleming, the respective handicaps being two and five, and Fleming had the post of honor. In the shootoff Tilt won. Gus Grieff and Pelham tied in the first event, which was a scratch affair, and the former won by a target in the shootoff. Practically speaking it should be called a day of ties, for in the last item of the day another one occurred between Fleming and Tilt, but the latter won out. The scores:

November Cup—50 targets; handicap—G. F. Pelham, 4, 50; G. Bechtel, 6, 50; A. Tilt, 4, 46; Gus Grieff, scratch, 45; C. W. Billings, 2, 44; Dr. Heid, scratch, 44; T. J. O'Donohue, Jr., 2, 43; J. Fleming, scratch, 42; E. Sutphin, 10, 40; J. N. Robinson, 8, 40; A. Gates, 10, 39; J. S. Dickerson, 4, 38; A. Wagener, 10, 35; J. Kuchler, 6, 29.

Shootoff—Bechtel, 2, 22; Pelham, 2, 19.

Trophy Shoot—25 targets—Gus Grieff, 22; G. F. Pelham, 22; C. W. Billings, 21; T. J. O'Donohue, Jr., 21; J. Fleming, 20; G. Sutphin, 15; J. N. Robinson, 10.

Shootoff—Pelham, 23; Grieff, 22.

Sauer Trophy—25 targets; handicap—J. Fleming, scratch, 24; J. S. Dickerson, 2, 23; J. N. Robinson, 3, 22; Gus Grieff, scratch, 22; Dr. Heid, scratch, 22; G. Bechtel, 2, 22; G. F. Pelham, 2, 19; C. W. Billings, 3, 19; A. Tilt, 2, 18; T. J. O'Donohue, Jr., 1, 17; A. Wagener, 5, 16; A. Mumford, 5, 18; E. Sutphin, 5, 16; J. Kuchler, 3, 9.

Hunter Cup—25 targets; handicap—A. Tilt, 2, 24; E. Sutphin, 5, 24; J. Fleming, scratch, 24; Dr. Heid, scratch, 23; J. Kuchler, 3, 22; C. W. Billings, 1, 22; Gus Grieff, scratch, 21; A. Mumford, 2, 21; J. S. Dickerson, 1, 22; J. N. Robinson, 3, 20; G. Bechtel, 3, 20; T. J. O'Donohue, Jr., 1, 19; A. Gates, 5, 18; A. Wagener, 5, 14.

Shootoff—Same conditions—Tilt, 20; Fleming, 18; Sutphin, 16.

Walsrode Cup—25 targets; handicap—Gus Grieff, scratch, 24; G. F. Pelham, 2, 23; J. Fleming, scratch, 22; J. N. Robinson, 3, 21; A. Tilt, 1, 20; G. Bechtel, 2, 20; C. W. Billings, 1, 19; T. J. O'Donohue, Jr., 1, 19; Dr. Heid, scratch, 19; A. Gates, 5, 18; J. S. Dickerson, 1, 18; A. Mumford, 5, 17.

Trophy Shoot—25 targets; handicap—G. F. Pelham, 3, 25; J. Fleming, scratch, 24; Gus Grieff, scratch, 22; C. W. Billings, 2, 21; J. S. Dickerson, 2, 22; J. N. Robinson, 4, 21; A. Tilt, 2, 21; A. Mumford, 5, 20; T. J. O'Donohue, Jr., 2, 20; G. Bechtel, 3, 19; Dr. Heid, 1, 19.

Trophy Shoot—25 targets; handicap—A. Tilt, 2, 24; J. Fleming, scratch, 24; J. S. Dickerson, 2, 23; J. F. Pelham, 2, 22; Gus Grieff, scratch, 20; C. W. Billings, 2, 20; T. J. O'Donohue, Jr., 2, 18; A. Gates, 3, 15; G. Bechtel, 2, 14; A. Mumford, 5, 14.

It was announced yesterday that the amateur trap shooting championship of the United States will be held at Travers Island on December 17.

DR. LUMBARD WINS HANDICAP.

Harlem Tennis Club Autumn Fixture Ends With a Five Set Final.

The final of the autumn handicap tournament on the courts of the Harlem Lawn Tennis Club, 131st street and Seventh avenue, resulted in Dr. J. Lumbard, minus 15, winning the singles yesterday after a long five set match. The winner met Dr. Meltzer on even terms after he had disposed of another opponent. During the first and second sets Dr. Lumbard's drives for placement and passes held him in the lead despite the clever stroke playing of Dr. Meltzer. So well did Dr. Meltzer manoeuvre during the third and fourth sets that his opponent was only successful in winning four games. In the final set Dr. Lumbard came up strongly on his net game and won at 6—4.

Edgar Leventritt and Dr. Richard Chapman gained the final brackets of the election day singles handicap, which remained unfinished. The summary:

Handicap Singles—Second round—Dr. A. R. McMichael, scratch, defeated Dr. William Rosenbaum, minus 40, 6—4, 5—7, 6—4.

Semi-final round—Dr. J. Lumbard, minus 15, defeated Dr. A. R. McMichael, scratch, 6—4, 5—7, 8—6.

Final round—Dr. J. Lumbard, minus 15, defeated Dr. V. Meltzer, minus 15, 8—6, 6—4, 5—6, 1—6, 6—4.

Election Day Handicap Singles—Semi-final round—Edgar Leventritt, scratch, defeated J. Hendrick, plus 15, 6—4; Dr. Richard Chapman, minus 15, defeated Dr. William Rosenbaum, minus 40, 6—4.

W. Merrill Hall Captures Point Tennis Trophy.

W. Merrill Hall captured the season's point trophy on the tennis courts of the Hamilton Grange Lawn Tennis Club yesterday after tying with Paul Mead in the finals, which were contested on election day. Hall was under the heavy handicap of minus 50, which he received earlier in the season because of his victory in the club's championship. Both he and Mead had won five matches and lost one in the final series for the cup, but the latter appeared to have a distinct advantage with only a handicap mark of minus half 15. With the long uphill work necessary on Hall's part the majority of the games went to deuce and vantage before Hall won at 6—1 and 6—2.

AUTOMOBILE NOTES.

In the Wayne Thirty for 1908 the builders assert there is the most economical and mechanically correct transmission it is possible to obtain in automobile construction. It is a system that saves from 7 to 20 per cent. of the power that would be wasted under the ordinary arrangement of transmission, engine and propeller shaft. Wayne transmission is placed under the rear axle, necessitating an absolutely horizontal drive shaft under normal load. "When designing the Wayne car the advantages that could be obtained by placing the transmission on the rear axle appealed to me greatly," said Designer Kelley of the Wayne company, "and I determined to so build the car that such an arrangement would be possible and practical as well. It is a well established fact that in transmitting power from a universal joint which works at an angle, from 7½ to 20 per cent. of the power generated is absorbed by the joints before it reaches the point of application.

"It is equally well known that even though universal joints are used at either end of the propeller shaft, if the propeller shaft is perfectly horizontal—on a direct line with the transmission and the engine shaft—there is no absorption of power by the universal joints. With the transmission on the rear axle the Wayne cars are enabled to use a propeller shaft 36¾ inches long. This length of shaft together with the general construction of the frame reduces the propeller shaft angles to a maximum of 2¾ degrees with the car standing still and no weight in it. With a normal carload and the car standing still there are no angles. It requires but a half spring deflection to throw the propeller shaft horizontal. Naturally, we have a saving of power and corresponding saving of expenses by such an arrangement as this, which are very commendable features in themselves."

"Undoubtedly one of the strongest arguments that could be put forth in support of the correctness of the two cycle theory in gas engine construction is a recent statement issued by a four cycle manufacturer in which he says that a delay of one-two hundredth of a second in the opening or closing of a valve can reduce the power of its cylinder 20 percent.," says B. A. Becker of the Elmore Manufacturing Company. "This is easily proven," continued Mr. Becker. "For example, take an engine running at 1,200 revolutions per minute. In such engine the valves stay open long enough to admit 50 cubic inches of gas and shut again, all in the fortieth of a second. By a simple mathematical computation it will be seen that a delay of one-two hundredth of a second in opening will cut off one-fifth of the power supply. There is little wonder that valve manufacturers are telling that their products are made from nickel steel, uniformly ground, so that they will not pit so quickly. It would be a wonderful bit of steel that would keep a valve down to a two-hundredth of a second adjustment when it was being hammered 1,200 times a minute under heat and pressure." The Elmore car is guaranteed to travel 1,500 miles on one set of dry cells, and that without having any engine trouble.

Although it might be supposed that the time for breaking records has passed for this year, a telegram from Los Angeles gives the information that the West is still open as a ground for such events. The telegram was from Jean Bemb and says: "Broke Los Angeles-San Diego record yesterday. Time, 4 hours 39 minutes. This is 1 hour 6 minutes better than the best previous record." The car with which Bemb made his record is a 1908 Thomas 4-40 Detroit, which was shipped recently to the Western Motor Car Company at Los Angeles. Californians, so the dealers in that State say, have little regard for track records, looking on racing of that kind as purely spectacular and not showing the good qualities of the car in as thorough a manner as the establishing of road records. The distance between Los Angeles and San Diego is approximately 145 miles, and like the roads between most cities in California is a mixture of good and bad thoroughfares. The bad predominate between the two places, and the record between them is coveted with as much eagerness as that between San Francisco and Los Angeles. Scarcely a week passes that some one does not make an attempt to gain it. The record which Bemb has just broken by an average of almost one mile an hour for each of the 145 miles has stood for almost a year.

"I have not the least misgiving as to what bearing the present financial disturbance shall have upon our business for 1908," says R. E. Olds of the Reo Motor Car Company. "Surprising as it may seem, it is nevertheless true that our sales increased at least 50 per cent. immediately after the San Francisco disaster. For a period of about ninety days subsequent to the upheaval people came right in the salesrooms of our San Francisco agency and got Reo cars, and it kept our big factory busy day and night for a long time to meet the demand. With our factories and mills all working to their full capacity and daily turning out millions in wealth to this country, with every railroad kept at its wits' end to move our stream of wealth from one section of our country to the other and to foreign parts, I cannot help but look for a more prosperous year during 1908 than any in the history of the Reo."

The proper nomenclature of automobile bodies has come in for considerable discussion lately, and possibly the names used by the well known firm of Quimby, Newark, N. J., carry the most weight, as it was the first large carriage concern in this country to take up automobile work. Emerson Brooks, vice-president of the company, went to Chicago in 1905 to see the *Times-Herald* race and returned to Newark with optimistic views of the industry. When asked about the proper names for various panel shapes on touring bodies he said: "The most popular panel design and most difficult to make was the Roi des Belges, or King of Belgians, in aluminum. The popular styles of the day are the tulip, or concave, the convex and standard. The last is made with plain panels and requires no bending or beating of the metal. The King of Belgians is very little in demand. Of course the standard is the least expensive of the four types, but noiphe convt lemda lteil best of all to demilimousine and similar tops. In regard to enclosed bodies we differentiate between large and small bodies by applying the words town and touring; for instance, a town limousine, seating two or three inside, possibly with one or two emergency seats, and a touring limousine, seating five inside, all facing forward; landaulets the same, although in Europe a large body of the latter description is called a limousine-landaulet, as only the rear portion falls and the balance remains in position, like a limousine. The so-called knockdown landaulet, which has no roof over the front seat and which is enjoying a great vogue in New York at present, opens like a touring car, and has as yet received no satisfactory name beyond the one mentioned."

The English distributors of the Hotchkiss car have been opening up a new plan of campaign in England in establishing agencies and demonstrating the new 1908 models. A number of cars of the new 1908 16 horse-power type were set aside as "agents' demonstration" by the London and Parisian Motor Company, Limited, of London, and these were sent to all towns of note throughout the kingdom previous to the Olympia show. Not only were the established agencies of the company visited, but the cars were sent to towns where inquiries had been made by mail. As a result all the large buying centres had a chance to see the new Hotchkiss before its competitors were ready to unfold their secrets at the big London exhibition. A heavy sale of Hotchkiss cars was the natural outcome of this method of campaign.

The new demountable rim of the Continental company has attracted wide attention. It is already well known in Europe and its use there is rapidly increasing. "Practically all the tire troubles," says Mr. Tischbein, president of the Continental company, "arise from the first hurried repair made on the road. The chauffeur is flurried or nervous, and as a result, sand or small stones get between the tube and the shoe; or the tire is insecurely fastened to the rim or insufficiently inflated and more trouble ensues. With a demountable rim all this is avoided. The spare tire is always inflated and ready for quick an instant application, and the punctured one may be repaired properly and at the leisure of the driver. These considerations are so great and so far reaching that while it may be slow of attainment, I believe that the final triumph of the demountable rim is beyond question."

J. M. Studebaker, president of the Studebaker company at South Bend, Ind., returned recently from a trip on the Continent. Mr. Studebaker said that the phase of the automobile business which especially interested him abroad was the large number of American cars which he saw there. Mr. Studebaker was also interested with the large number of closed cars in use in England, and on the Continent. He said that he believed that at least two-thirds of the high class cars he saw there were of the enclosed body type. Most of these cars were of medium horse-power.

Alexander Winton is confident that the six-cylinder is the ultimate standard of design and he has shown his faith by limiting the Winton production to six cylinders exclusively. A year hence the Winton company shall have gathered statistics covering the performance of all their six cylinder cars and believe that the figures will bear out all the assertions they have made relative to the greater effectiveness and the minimized cost of up-keep of the six.

The wood sill and elliptic spring suspension as originated and exclusively used by the Franklin company is used on all models. The springs are of elliptic style, giving great ease in riding. The running boards have been lowered an inch and a half, making access to the motor cars much easier. The front mudguards have been stiffened in order that they will not produce undue vibration. Although this year there has been a great increase in power in all the models, the Franklin Company has by careful selection of materials kept the weight down to where it was on the 1907 models.

It is a matter of current knowledge among those familiar with the racing game that Barney became a convert to the Goodyear Detachable tires on Goodyear Universal rims nearly five years ago, since which time Barney has never had an accident of any description, never had a tire come off the rim in service, in fact, reports that tire troubles practically disappeared after this equipment was put on. If this is true, and Barney holds up his right hand and swears that it is, it speaks most strongly for the safety and efficiency of the Goodyear Universal rim, to say nothing of the durability of the detachable tire, which they are featuring so strongly this season.

In years past most of the imported and other high priced cars have been sold in New York and other big cities of the East, but according to recent experience the Western cities are increasing their patronage of the highest class of cars remarkably. James Joyce, general manager of the American Locomotive Automobile Company, which has had a show of its Berliet cars at the Waldorf-Astoria for two weeks, says that the number from the West who are taking an interest in even this highest priced distinctive car and are willing to pay for it, is astonishing. He says that the visitors from a hundred miles beyond New York made light of all panic talk and seemed prepared to indulge themselves in the best things to be had even more freely than usual.

At the New York show Mrs. Joan Cuneo ordered a new 50 horse-power Rainier, and when questioned said that she hoped to be in most every contest going next season, now that she has a high powered car of quality. Asked if she included track races, she replied, "Oh, yes. I suppose I am foolish to risk my neck, but I can't help it; I just love the excitement."

The failure of springs to retain easy riding qualities and their wholesale breakage in practically all makes of cars brought springs to the attention of all makers of cars. For 1908 Columbia cars springs of a special alloy of steel and composed of a very large number of thin leaves are used. They have resisted the most determined efforts to accomplish their ruin successfully. Spring suspension is a leading talking point in the new models.

Gen. John T. Cutting, so well known to New Yorkers, states that admirers of the Oldsmobile Palace Touring Car of 1907 will scarcely recognize their favorite in the new model M Palace Touring Car of 1908. The chassis is practically the same with the exception of an engine of greater power and a double system of ignition.

The most expensive car at the Madison Square Garden Show, a 60 horse power Pierce limousine with a six cylinder engine, was sold to H. S. Chapman of Glen Ridge, N. J., by W. H. Ellis of the Ellis Motor Car Company of Newark, N. J. A check for $6,500 was handed to Mr. Ellis in payment.

The Locomobile is the only car which was shown at the Garden show having a bronze engine bed and a bronze transmission case. Bronze is approximately four times as strong as aluminum, which is generally used for the purpose, so the strength of both motor and gear box on the 1908 Locomobile can be appreciated.

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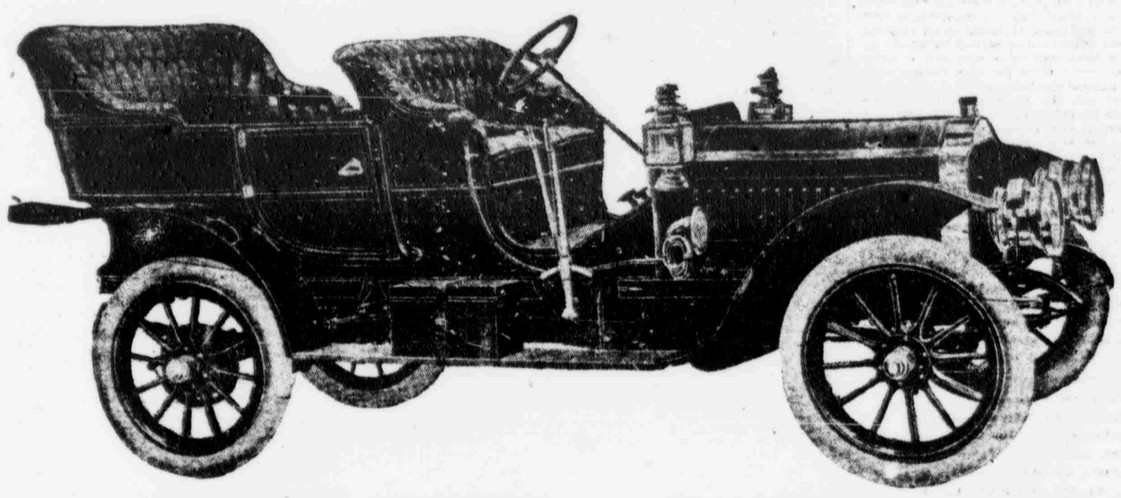
The Car That Has No Valves

19 Elmore VALVELESS 2 CYCLE 08



ONE YEAR AGO WE PROMISED YOU REMARKABLE RESULTS IN THE 1907 ELMORE BECAUSE OF TWO CARDINAL FEATURES IN ITS CONSTRUCTION:—*CONTINUOUS TURNING POWER* AND THE ABSENCE OF *ALL* VALVES.

Fresh from the brilliant fulfillment of that promise, we come to you now with the absolute assurance of a bettermnet equally as vital as either of the others, to wit:—We now have, with the installation of the Atwater-Kent spark generator, the most perfect system of ignition ever placed in an automobile.

That you may immediately appreciate the extraordinary nature of this newest Elmore development, let us say that with this system of ignition the Elmore four-cylinder car has repeatedly been run 2,000 miles on one set of six small dry cells.

If you still fail to grasp the far-reaching significance of this improvement, let us explain further that this means practically *an entire season's use* of your car on two sets of dry cells—with which every Elmore is equipped.

If you will try and conceive, in addition to this economy of current, an ignition system in which you absolutely escape all the mental strain and worry incident to the troubles which arise from batteries, timer or coils—you will begin to understand why we rank this achievement in importance with the continuous torque of the Elmore two-cycle motor and its freedom from valves.

As to the incalculable advantages of the latter, the evidence of years attained a volume in 1907 which actually removes the entire question from the realms of controversy. The great increase in six-cylinder cars is in itself a confession of the inherent defectiveness of the four-cycle principle of intermittent impulses—and an admission that the continuous turning power of the Elmore is indispensable to the perfect car.

We would advise every owner in America who wishes to keep in touch with the most important development in automobile construction to study the valveless two-cycle Elmore for 1908. Call on the local agents for a practical demonstration.

THE ELMORE MFG. CO., Amanda Street, Clyde, O.

Members A. L. A. M.

A. E. RANNEY & CO., 1851 Broadway — New York Agents

AUTOMOBILES AT FORCED SALE.

Owners of many automobiles, left with us on consignment, are so hard pushed for money that they have authorized us to accept any reasonable price. When a sale is forced you know it is the time to look for a bargain. We therefore invite bids on the following cars:

Tonneaus and Touring Cars.

Packard, 4 cyl., 30-35 H. P.; Panhard, 4 cyl.; Rochet-Schneider limousine; Columbia limousine, 45 H. P.; Matheson, 4 cyl., 60-65 H. P.; Corbin, 4 cyl.; 2 Locomobiles, both 4 cyl.; 2 Auto Cars, one 4 cyl., one 2 cyl.; Reo limousine, 22 H. P.; Oldsmobile Palace Touring Car, 4 cyl.; F-I-A-T, 4 cyl.; St. Louis, 4 cyl.; 4 Wintons, two very slightly used; Wayne, 4 cyl.; Pope-Hartford; Buick, like new; Queen, 4 cyl.; Pope-Toledo, 2 cyl.

In addition to the above we have 100 additional tonneaus with prices fixed at from $375 to $3,200. We will also accept bids on these cars and submit your offer to the owners.

Bargains in Runabouts.

Over 30 runabouts, among which are Darrow Phaeton, $600; Auto Car, $550; Ford, 4 cyl., $500; Knox, $300; Buckmobile, $250; others as low as $100.

The largest line of steam and electric cars in New York. If seeking a steamer or an electric we can save you about one-half the dealers' usual charge. Our location, 3 blocks from Broadway, and the fact that we charge 5 per cent. commission for selling, collecting from the owner, means that you save from $200 to $300 by buying here.

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Pope Toledo, swell, $700; Pope-Hartford, $1,000; Locomobiles, $500 $750-$1,000; Oldsmobiles, racy Runabouts, $600; Rainiers, $700 to $1,500; 1906 National, $600; Renaults Landaulettes, $1,200 to $2,500; swell Peerlesses, $1,300; Mercedes, $650; Rochet-Schneiders, $800-$1,250; Packards, $650-$2,200; 1906 White Steamers, $750-$900; Cleveland, $750; Thomas Flyers, $600-$800; Some 30,000 Cars at 2,000; 250 other unusual opportunities.

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Bodies, $150 to $850; many new; All makes.

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80 per cent of all the Quick Detachable Rims in use are Midgley. Put them on your car.

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Do you have to crawl along the wet, slippery, slimy roads at a snail's pace because you are afraid of skidding?

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ABSOLUTELY NON-SKID.

Hartford Midgley Treads stand by you in all kinds of weather. They never let your machine slip or slide.

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Thousands of little hooks with sharpened points like cat's claws grip the ground continuously.

You can't forget Hartford Midgley Treads because they're right in the tire itself. You can't forget the trouble and danger they save you.

Look at the pictures—see the four endless spiral coils of the toughest piano wire, each having thousands of these little spikes upon it.

GET THEM ON YOUR CAR NOW.

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