# AMONG THE AUTOMOBILISTS

## GRANT TO TRY OUT ALCO ON MOTOR PARKWAY.

**Test for Old No. 18 Before It Goes Out to Indianapolis—Fiat Makes Change in Quarters—Quebec Gives Privileges to Motorists From Below the Border.**

Harry Grant is going out on the Long Island Motor Parkway to-morrow for a tryout of the old Alco 18 which twice won the Vanderbilt cup. This is preliminary to the departure of Grant and the Alco for Indianapolis, where he will tune up for the 500 mile race.

The Fiat Automobile Company will move to-morrow to its new salesroom at Broadway and Fifty-seventh street. The new store is on the northeast corner at this intersection and only a few doors south from the place occupied by the firm for the last three years.

The three upper floors above the new salesroom have been used for repairing and overhauling Fiat cars for some time. This work will be done there right along. The Fiat company shares the ground floor now with the Charles E. Riess Company, which handles Empire, Marion and Selden cars. After January 1 the Fiat will have the whole place.

The Province of Quebec has recently made a law providing for automobile reciprocity for citizens of the United States travelling in Canada in the same degree that the laws of the several States exempt Canadians travelling in this country. The $10 registration fee for the car necessary to travel the short distance from Rouses Point to St. Johns and Montreal will no longer be required.

"Those who have followed the trend of legislation at Albany during the past few months," says Robert Bruce of the A. A. A. touring bureau, "have heard a great deal about the prospect of completing the through route between Lake George and the Canadian line. The Canadian Government has undertaken an equally welcome improvement from Rouses Point to Montreal. The chances are that the work on the upper line will be complete by the time New York State has brought its good roads system to the border.

"For this reason the route from Elizabethtown to Montreal comes into larger importance than it would under ordinary circumstances. Generally speaking the vital stretches are from Lake George to Schroon Lake, north of Schroon Lake village to Plattsburg, and from Chazy to Rouses Point. What is considered by many as the most important part of all, considering its length and the ease with which it can be built, is the stretch from Chazy to Rouses Point, the completion of which would provide a good route from Plattsburg to the Canadian border, not only for the benefit of travel north from the Adirondacks, but also for travel coming across Lake Champlain from Burlington."

Plans are being matured for the Seventh Annual Orphans Automobile Day, which will be held on Wednesday, June 7, at Dreamland. The route of the procession is being prepared and the committee invite contributions of money and offers of cars, which may be sent to F. D. Stidham, Room 408, Thoroughfare Building.

Next Tuesday Mrs. E. S. Chapin will give a bridge party for the fund at the home of Mrs. J. D. Smith, 417 Riverside drive. The next meeting of the committee will be held on May 4 at the headquarters at 2 P. M.

An innovation this year will be the sightseeing cars, each contributed by prominent racing drivers, among whom are David Bruce-Brown, Caleb Bragg, Ralph De Palma and Louis Disbrow. The committee hopes to hear from many more.

Jack L. Straub, secretary of the J. S. Bretz Company of New York, has sailed on his annual trip abroad to visit the plants which produce the goods his company markets here. His first and longest stop will be at the F. & S. ballbearing plant of Fichtel & Sachs at Schweinfurt, Germany, and the Fries & Hopflinger ball making shops in the same town; after that he will go to Durlach to visit the electrical laboratories of Messrs. Unterberg & Helmle, the producers of the U. & H. magneto.

The Garford Company of Elyria, Ohio, has increased its capital stock from $650,000 to $2,000,000. The company has just completed a new factory building, 150 by 80 feet, three stories high, where Garford trucks and municipal public service wagons exclusively will be made. These branches, in addition to their large pleasure car business, have made the increased capitalization desirable.

When the Aeronautic Society of New York held its annual banquet at the Hotel Astor last Thursday night every item of the menu and all the decorations were arranged with an eye to the portrayal of man's conquest of the air. A feature was the menu which were printed on Goodyear aeroplane fabric. This is a new rubberized cloth made especially for the delicate wings of heavier than air machines.

S. F. Nicolai, general manager of the Independent Owners Garage Company, says: "Formerly everybody was particular to get 76 gasolene, but nowadays with the improvement in carbureters, in methods of ignition the test bulb is rarely used. The fuel test next month of the Chicago Motor Club ought to produce some very good results along this line of thought because the Standrad Oil Company is going to try to demonstrate to the motoring public that 54 gasolene is as good as the higher grades besides costing less.

"In the economy test the Standard Oil Company will start three Halladay cars. One will use 54, another 62 and the third 76 gasolene, and all three cars will use the same make carbureter."

## WORM DRIVE ON HEALEY CARS.

**This Form of Gearing in Use for Two Years Now, Says Statement.**

"The recent discussion in automobile circles about the so-called new practice of worm drive, known otherwise as screw gearing, brings to the surface the fact that the first application of this principle to electric vehicles was made successfully by Healey & Co., coach and automobile builders," says a statement from that firm.

"In all the printed matter about worm drive, the fact that Healey & Co. two years ago adopted it, was no doubt lost sight of by the fact that on the Healey carriages it is called spiral transmission. This principle has been used for two years past on every vehicle turned out by Healey & Co., and has proved itself the most satisfactory method in use, because it enables the mechanism to be operated without noise or jar.

"The doing away with gears by the use of this transmission as attached to every Healey vehicle has enabled them to produce one that is entirely free from noise. The silent running of these carriages makes them so comfortable that they are the most luxurious form of vehicle for city use and yet able to make 100 miles without the necessity of recharging the battery."

## GLIDDEN NEARLY PLOTTED.

**Pathfinders Have Three-quarters of the Journey Completed.**

After a rest to-day the Glidden Reciprocity Tour pathfinders will thread their way northward from the Connecticut River Valley section of Massachusetts and cross the border line into Canada. Nearly three-quarters of the route has been covered. The balance of the trip to Ottawa will include much picturesque country and quaint Canadian towns.

The roads thus far encountered have been found unusually good for this time of the year, and when the contest begins this eighth annual reliability tour of the American Automobile Association takes place June 19-26 the highways and byways and mountain trails will be in far better shape.

This season the pathfinding car is the Touring Information Bureau's own car, in charge of Chairman Howard Longstreth of the Touring Information Board. It also carries Chairman S. N. Butler of the A. A. A. Contest Board, E. L. Ferguson, who is keeping the log book, and the official photographer, H. Lazarnick. The party left Washington, D. C., last Monday and has been making good time. The route as picked out and announced thus far includes such large cities as Baltimore, Wilmington, Philadelphia, New York, Bridgeport, Waterbury, Hartford, Springfield and Boston.

## DE PALMA CLEANS UP.

**He Wins Two Races and Gets a Record at Guttenburg.**

Several thousand persons were at the automobile race meet on the old Guttenburg track yesterday. The track was far from being in good condition, the turns being cut up and the stretches deep with soft dirt, but this was no obstacle to Ralph De Palma, at the wheel of the Simplex car he is scheduled to drive in the Indianapolis race on May 30.

This daring pilot established a new mile record for the track, covering a circuit in 59 2-5 seconds. This exceeds the mark of 59 4-5 seconds the same driver set up with the Fiat Cyclone last Thanksgiving Day.

De Palma made the new record in a mile time trial. In competition he also shined winning the five and ten mile free for all races for Class D cars. Another Simplex, driven by Glen Ormsby, was second in both these events. In the first De Palma's time was 5 minutes 29 4-5 seconds, and in the ten mile race he was timed in 10 minutes 19 2-5 seconds.

The first event was a three mile race for non-stock cars with piston displacement under 300 cubic inches. An S. P. O., with Robinson at the wheel, was the speediest in this race and led throughout. It won in 3 minutes 57 2-5 seconds, with an E-M-F second and a Chalmers third.

David Bruce Brown, the winner of the 1910 Grand Prize Race at Savannah, made his appearance on a track in the new Fiat car he is to drive at Indianapolis. He gave a ten mile exhibition and was unofficially timed in 11 minutes.

The only accident of the day occurred in the second race, a five mile free for all, when the Peerless, driven by Ray C. Gilhooley, lost the right front wheel on the turn out of the backstretch. The car dashed into the fence and knocked down about twenty feet of it before coming to a stop. The driver and mechanician stayed in their seats and were uninjured. H. J. Kilpatrick in a Hotchkiss, was running close behind the Peerless when the mishap occurred, and in avoiding a collision he was forced into the brush on the inside of the track. He applied his brakes so hard that they were put out of commission. The summaries:

First Event—Three miles open to non-stock cars, 300 cubic inches piston displacement or under—Won by Robinson (S. P. O.); B. Rouse (E-M-F), second; De Hart (Chalmers), third; Ferguson (Lancia), fourth; Cobe (Palmer-Singer), fifth. Time, 3:57 2-5.

Second Event—Five miles, free for all, Class D cars—Won by De Palma (Simplex); Ormsby (Simplex), second; Kilpatrick (Hotchkiss), third. Time, 5:20 4-5.

Third Event—Ten mile exhibition by David L. Bruce-Brown, 70 horse-power Fiat—Unofficial time, 11 minutes.

Fourth Event—Mile exhibition—De Palma (Simplex), 29 2-5 seconds; Ormsby (Simplex), 1 minute 1 4-5 seconds; Rouse (Pullman), 1 minute 10 seconds; Cobe (Palmer-Singer), 1 minute 16 4-5 seconds; Robinson (S. P. O.), 1 minute 12 2-5 seconds.

Fifth Event—Ten mile free for all, Class D cars—Won by De Palma (Simplex); Ormsby (Simplex), second; Robinson (S. P. O.), third; Cobe (Palmer-Singer), fourth. Time, 10 minutes 19 2-5 seconds.

## WORK ON 1912 PACKARDS.

**Shops Now Turning Out These Machines Steadily.**

Thirty-five Packard cars were shipped from the factory the last two days in March, when a cleanup was made for the season of 1911. Two weeks later the first of the dealers' demonstrators for 1912 were on their way to the Packard establishment in Chicago. Regular shipments to purchasers of new cars will commence early in May. All shipments follow a regular schedule conforming to dealers' allotments. These are made with a view to maintaining a uniform distribution of cars to all parts of the country.

On March 18 the last 1911 car was checked in from the chassis erecting room. On March 19 the first 1912 car went through the same door. The figures in the time office show that from a maximum of 7,200 men a low point of the ebb tide between seasons maintained a sturdy showing of 5,000 workmen. There are necessarily some gaps in the finishing rooms, but the men employed there were shifted in such a way as to keep the forces practically intact. Some of them went to work in the truck division, which is working overtime in the effort to keep up with the orders.

The Packard organization applied itself to the problems of the new car many months ago. In the spring of 1910 the designs of 1912 models took definite form in the minds of the executives and engineers. In the summer of 1910 a small army of draughtsmen worked out the designs. The fall of 1910 saw the work of collecting raw materials well under way. The factory machine went into action when the manufacturing manager received the first blue prints from the engineering department. Then followed the designing of tools and dies. Jigs and fixtures for milling, drilling and grinding were adjusted to a margin of one-one-thousandth of an inch. Then came actual manufacturing.

The body department got under way first because it takes ten weeks to develop a body in the Packard shops. After that it spends six weeks in the finishing rooms. The lining up of the other shops entering into a floor space of thirty-three acres was accomplished with less interruption than ever before. The factory is now working at normal capacity on 1912 cars.

## SOMETHING IN A NAME.

**Especially When That Name Is Chalmers, Says Carl Page.**

"The man who made the inquiry, 'What's in a name?' should have finished the job and given us an answer. The tone of his inquiry would lead one to believe that he thought there was nothing in a name," says Carl H. Page, local dealer in Chalmers cars. "As a matter of fact there is everything in a name. If there were not it wouldn't be worth while to advertise trade marked products.

"In buying an automobile the name is the biggest thing one gets. After all it doesn't make much difference about the specifications as long as a car gives the right kind of service. And the only way you can know anything about service is by the name. The name on a motor stands for certain things—it stands for the reputation that car has with the people who own it; it stands for what the car has done in contests; it tells in a word the kind of company which builds the car; it is the public's means of knowing whether a car is honest or dishonest.

"To my mind the monogram on a Chalmers radiator stands for more than any other name in the automobile industry; it stands for the many victories of the Chalmers in contests of all kinds during the last three years; it stands for the winning of the 1910 Glidden trophy in the longest and hardest contest ever held. That monogram is the buyer's insurance that the car which bears it was designed by Chalmers engineers, constructed of material which has come up to the Chalmers inspection standard, built by the Chalmers organization in the Chalmers factory, tested by the Chalmers inspection department and backed by the guarantee of Chalmers service.

"When you buy an automobile be sure that you buy a name which stands for good things."

## POINTERS ON TIRES.

**The Proper Care of Spare Tubes and Envelopes, as Urged by Michelin.**

"The average motorist has learned by experience to take proper care of the mechanism of his car, but he too often neglects his tires," says Michelin. "Ordinary care accorded spare envelopes and tubes is good insurance and will save the motorist much trouble and money. A few suggestions at this time regarding the proper care of tires may be of benefit.

"Never carry spare tubes unprotected in the tool box: they will inevitably come in contact with sharp tools and greasy substances, resulting in their serious injury. It is a well known fact that oils and grease are deadly enemies to rubber.

"Exposure to strong light and varying degrees of temperature is also very injurious to rubber, robbing it of its elasticity and making it brittle. All of these dangers are overcome by the use of waterproof cloth bags made expecially for carrying spare inner tubes. These are supplied by all accessory dealers.

"Motorists sometimes carry spare tubes in the original cardboard boxes. The jolting of the car in motion causes the tubes to chafe against the sides of the boxes, eventually weakening or even wearing away the rubber. Unless the tubes are to be stored in the garage they should always be taken from the original boxes and placed in tube bags.

"Most of the above hints may also be adapted to spare envelopes, exposure to strong light and dampness being particularly injurious. An envelope should never be carried unprotected on the roof of a car or left uncovered in the garage. Waterproof wrappers or cases are made especially for the protection of spare envelopes and their use will mean a big saving to the automobile owner."

## RACING NOT FOR SPEED ALONE.

**Car Endurance Is Shown by It, Says Howard Marmon.**

"Nothing affords so strenuous a test of a motor car's fitness for every day service as its ability to prove itself a consistent victor in long distance races," is the opinion of Howard Marmon of the Nordyke & Marmon Co. "A victory here and there in the course of a season's racing may well be attributed to chance—the coincidence of a number of favorable conditions usually summed up in the word luck. But to win time after time in the longest contests when matched against the most worthy competitors that American skill and machinery can produce is the reward of true worth.

"A more or less erroneous impression prevails as to the object of racing. The average man does not want a car for speed alone and if the only thing to be achieved by the manufacturer were the trophies offered and the glory of winning them it would be a doubtful expenditure of time and money. But no amount of care in test and inspection during the course of building nor even the most severe trying out process to which the factory expert can subject the car, is quite the equivalent of the stresses to which the machine is subjected in long distance racing.

"Continued high speed for one hundred miles or more calls for the best that is in a car. Every part must stand up under strains far in excess of what it will be called upon to bear in actual service. The motor must develop its greatest power continuously for a long period, the cooling and lubricating systems must be capable of meeting requirements far in excess of the ordinary, and every element of the transmission—every bolt, nut and screw—must demonstrate that it has a factor of safety well beyond the terrific racking that sustained speed in competition brings to bear.

"It is certain proof of a car's capacity for speed and endurance under the most trying conditions that the manufacturer seeks to bring out in racing. In no other way can it be demonstrated so unmistakably. If there be any faults of design or points of weakness in its construction the test of continued racing cannot fail to bring them to light; usually at a critical moment when the defection of a comparatively unimportant part spells failure to finish. The giving way of different members under such conditions means that their life as measured by the stresses of ordinary service would be comparatively short.

"But not one race or two is sufficient to show these things conclusively. The element of luck is a strong factor, and the machine that manages to survive with credit to itself is frequently unfit for further service at the conclusion of a race. A car must be consistently and uniformly victorious to prove itself by the long and arduous tests of the racing field."

## CAR AT THE CURB'S ALL RIGHT.

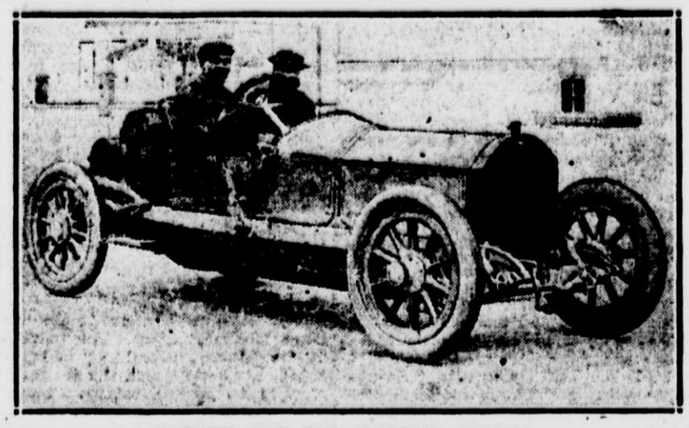
**Electrics May Be Left Standing in Safety Many Places.**

"Doubtless most women know a great deal about shopping, but there are some things about it they do not know perhaps," says Nathaniel Platt, chairman of the Electric Automobile Dealers Association. "Recently a woman who owns an electric car and drives it herself told a Broadway dealer, 'I would use it more for shopping and theatregoing and visiting friends at the hotels, but it is against the law to leave cars standing in the street.'

"This is a false impression held by many, for automobiles may be left inside streets without breaking any traffic laws or they may be left on avenues in front of hotels and theatres, provided of course they do not obstruct the carriage entrance. There have been instances of taxicab despatchers attempting to make private vehicles move along and not stand in line in space 'hired' by taxicab companies. They have no right to do this, and furthermore an owner is perfectly safe in leaving his car at a curb regardless of any attempted bullying, for no taxicab man will dare attempt to move it, as the cab company would be liable to suit for such an act.

"While it is true that cab companies have stand privileges at hotels and elsewhere, their privilege does not include the exclusion of private vehicles, for cabmen cannot rent public thoroughfares.

"Another thing which most women do not know is that any regular department store, nearly all the hotels and many glove, shoe, clothing stores, &c., will gladly furnish pages or carriage men to watch cars left at the curb while owners are within. Thus an owner need never fear that his or her car may be stolen. In fact in recent years there is no case on record of an electric car being stolen from the streets of New York. Crooks let electrics alone, as they are more difficult to dispose of at short notice than second hand cars, for prospective owners of electrics as a class would not do business with any but legitimate dealers."



DAWSON AND THE MARMON SPECIAL.

## TO SAVE CORNELL'S ATHLETES.

**Plan to Limit Activities of Men Likely to Fail in Examinations.**

ITHACA, N. Y., April 29.—A scheme to cut down the list of the athletic "busts" at the midyear and June examinations, thereby saving to the several teams men who ordinarily are lost twice every year, is now under consideration by the Cornell athletic council.

A committee is at work planning some rules which will restrict undergraduates in the number and variety of their outside activities. For the last ten or a dozen years Cornell has lost enough good men to make up one good track team, a baseball team and a football team, through bust notices or probations. It is to remedy this condition that the managers' office is now at work.

The plan is to limit in some way the number of activities in which a man may engage at one time. At present there seems to be no limit so that men load themselves up with extra curriculum activities until the inevitable bust notice or probation comes.

The committee does not contemplate limiting any one man to one major sport, but if he can carry two without suffering in the class room he will be permitted to do so. If, however, it develops that he is falling behind he will be asked to drop one of the sports. In this way a good man may be saved to one sport where if he kept on he would be lost to two. The plan is to keep a card index of every man engaged in any enterprise over which the athletic council has jurisdiction. A record will be kept of each man's showing in the class room. When it appears that he is not abreast of his course he will be warned and advised to drop some of his extra activities. By keeping in touch with these men it is believed many busts will be prevented.

The plan originated with former Graduate Manager William J. Dugan. The council has jurisdiction over every sport team, the masque, the musical clubs and the dramatic clubs.

**Catskill Contests in July.**

The Motor Contest Association, Inc., of this city announces that the Catskill reliability contest and hill climb will take place on July 1, 2 and 3. The route will be through Englewood, New City, Haverstraw and West Point, the first stopping place being Newburgh. From there the run will lead to some point in the Catskills not yet decided upon. On Sunday the cars will be kept in control and early on Monday morning the climb up the Kaaterskill Clove Mountain, near Haines Falls, will take place.

The climb is expected to be over by 11 o'clock, when the start will be made back to Newburgh, where lunch will be taken, and then the run home to New York will finish what is expected to be a splendid three days test of cars and drivers and at the same time give the entire party a fine outing.

Entry blanks may be had from the Motor Contest Association at 1777 Broadway.

**Touring Club Branch in Washington.**

The first branch office of the Touring Club of America has been established in the Colorado Building at Washington. It was formally opened yesterday in charge of Le Roy Mark. Mr. Mark was one of the founders of the Automobile Club of Washington and its secretary for several years and is now vice-president of the club. Frederick H. Elliott, secretary of the Touring Club of America, left for Washington on Friday to be present at the opening of the Washington headquarters.

## FUTURE FIRM AND HAPPY.

**George M. Dickson of the National Sees Things That Way.**

"The present and future of the automobile business promise to be prosaic but prosperous," according to George M. Dickson, general manager of the National Motor Vehicle Company. "From my study of the industry I believe that the 'wildcat' period is over. From now on the maker of motor cars will manufacture his product to meet an actual demand rather than to make a self-propelled vehicle to which the public must be educated. The automobile business has ceased to be a game. It is now an industry. The automobile has become a staple article.

"For a time there was an apparent overproduction of motor cars, which immediately gave rise to the stories of panic in the industry. A deeper study of the actual conditions, however, shows that this was not true. Promoters and others lured by the sudden wealth that might be obtained entered the business without the experience so necessary to success. Great numbers of second rate and inferior automobiles were thrown on the market. Naturally these machines did not move as quickly as the promoters had thought and a temporary financial stringency swamped these makers.

"But this inevitable failure was no more due to the lack of demand and condition of the industry than if a maker of sewing machines failed because he sold a machine that would not work, or that a baker was driven out of business because his bread was short weight. The trouble never has been with the industry in general, it has always been with the maker himself.

"The maker of high grade motor cars has never suffered during any of these periods. When the automobile purchaser makes his choice he is usually guided by two things. First, the number of satisfactory performances in the hands of owners; second, by the showing that the car has made in race competition. While the buyer may not admire the lines of the 1905 model he sees on the street, he does appreciate the fact that the car was made well enough to stand up under the strain of continued use, and though few persons desire to drive a car at seventy or seventy-five miles an hour, the merciless stress of prolonged speed in racing is extensively valuable in showing as it does how much abuse as well as use the car is capable of sustaining.

## USED CAR FIRMS ACTIVE.

**Broadway Auto Exchange and Times Square Company Both Expanding.**

Louis C. Jandorf, president of the Broadway Auto Exchange at 1759 to 1767 Broadway, says he finds no evidence in his business of a slack demand for reconstructed automobiles.

"On the contrary," he said, "I have not the slightest cause for complaint. We are going right ahead both here and at our factory at Eleventh avenue and Fifty-eighth street and have even found it necessary to open a branch store at 1720 Broadway, near Fifty-fourth street, only two blocks away from our main salesrooms, for the display of autos and bodies. We find the demand for good, high class, reconstructed autos sufficient to keep our selling and buying forces on the move.

The Times Square Automobile Company has moved to 1718 Broadway, at Fifty-fourth street. After extensive alterations in this building they will have a very large space devoted to the sale of new and rebuilt cars. They will also handle tires at cut prices, as well as tops, windshields, bodies, &c. This company has distributing houses in Philadelphia, Chicago, St. Louis, Kansas City and Dallas.

## DETAILS OF THE RAINIER.

**Unit Construction of Clutch and Transmission a Feature.**

One of the mechanical features embodied in this year's Rainier cars is that the transmission and clutch are in a single unit. The clutch, while contained in a separate housing for the transmission in its final assembling, is integrally joined to the transmission. This practically eliminates any chance of the transmission and clutch getting out of alignment. No universal joint as is ordinarily used is necessary. It is very compact and permits of greater accessibility than will be found on cars of other makes. A screwdriver is the only tool necessary to adjust the clutch, which can be done in a minute's time.

The clutch is constructed of multiple steel and bronze disks operating in oil and the arrangement of toggles in the clutch permits it to be engaged softly without the jarring and grabbing so noticeable in many high powered cars. In case of any slipping through wear it is easy to adjust without calling in a mechanical expert. The transmission is a four speed selective type, one reverse, with direct drive on third speed.

The counter shaft is placed below the drive shaft, which permits the use of sealed bearings, preventing oil leakage. The case is aluminum with a removable cover, while the universal connecting the propeller shaft and the transmission is enclosed in a separate aluminum housing.

## BEHIND WITH MARIONS.

**Indianapolis Overland Plant to Help Supply Demand.**

The Marion, manufactured by the Willys-Overland Company and sold through the Marion Sales Company, this year has exceeded its previous performances. The Marion plant of the Willys-Overland Company has at no time this year been able to fill orders with any promptness and is now far behind. Steps are being taken to increase the output beyond the maximum provided for at the commencement of the season.

John N. Willys, president of the Willys-Overland Company, proposes to devote the whole of the present Overland plant at Indianapolis, which is now making three models of the Overland, to the manufacture of Marions for the ensuing season. The models of the Overland heretofore made at Indianapolis will in future be made at Toledo.

The Marion will as heretofore be marketed independently of the Overland, and the two organizations during the coming year will be entirely distinct.

Marions here are distributed by Charles E. Riess & Co. of 1776 Broadway.


AUTOMOBILES.

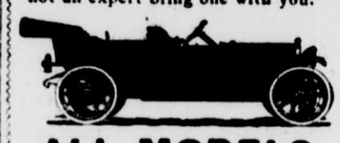
KLINE KAR

An Expert Mechanic

of high standing in the local Automobile trade accompanied a prospective purchaser at a demonstration a few days ago. The prospect bought and the expert became a Kline enthusiast, stating that

KLINE MOTORS

in material and design were the best he had seen. Why not come and see for yourself? And if you are not an expert bring one with you.



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ALL MAKES Bought, sold and exchanged. Times Sq. Auto Co., 1710 Broadway.

AMERICAN Roadster—Traveler—Tourist. American Automobile Co. Broadway at 47th St.

BENZ Auto Import Co. of America. 244-6-8 West 54th Street, N. Y.

BRUSH Cars. John Moore & Co., 2006 Broadway. Phone 5369 Columbus.

BUICK Motor Co., B'way, between 55th & 56th Sts. Phone 4060 Columbus.

CADILLAC Cars, Parts, Repairs, Garage. Columbus Circle. Tel. 6611 Col.

Carhartt Cars 1869 BROADWAY. Tel. Columbus 7156.

CORBIN 1866 BROADWAY (63d St.) Phone 5093 Columbus.

HENRY Crawford-Thomson Co. 1849 Bway. Tel. 8226 Col.

E-M-F & Flanders | Studebaker Bros. Co. of N. Y. Broadway & 59th St. Phone 7151 Columbus

KNOX Knox Automobile Company. 1966-1968 Broadway. Phone 4524 Col.

LEXINGTON 40 H. P. $1,650. C. S. Baeder, Agt. 1998 Broadway. Tel. 498 Col.

NATIONAL POERTNER MOTOR CAR CO., 1922 B'way (64th St.). Phone 8166-7 Col.

MAXWELL MAXWELL-BRISCOE (Inc.) 3 West 61st St. Phone 4140 Col.

SIMPLEX "Made in New York City." 1860-1862 B'way. Tel. 5158 Col.

SPLITDORF MAGNETO Walton Av. & 138th St. Branch 1679 Broadway.

STEVENS-DURYEA A. G. SPALDING & BRO., 29 W. 42d. Tel. 1253 Bryant. 1875 Broadway. Tel. 5161 Columbus.

WHITE WHITE CO., Broadway and 62d St. Phone 5952 Col.

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| 28x3 | $10.50 | 32x3½ | $16.85 |
| 30x3 | 11.25 | 34x3½ | 17.35 |
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| | | | |
|---|---|---|---|
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| Stroke | 5 1-2 inches | 5 1-2 inches | 5 1-8 inches |
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| Phaeton Chassis | 139 | 129 1-2 | |
| Runabout Chassis | 121 1-2 | 114 | 108 |

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| Front | 36x4 1-2 | 36x4 1-2 | 34x4 |
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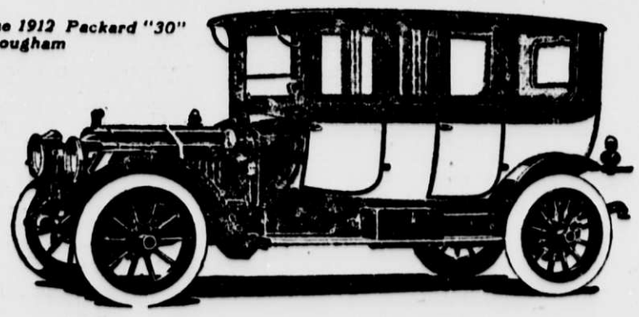

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