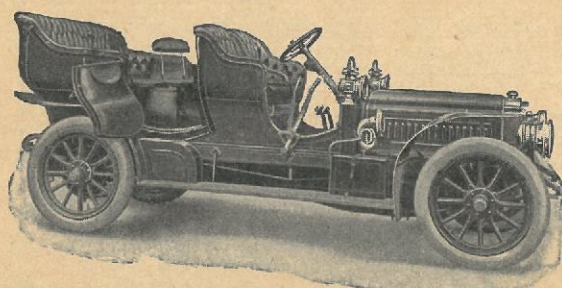


The Unquestioned American Champion **THE THOMAS FLYER**

**Wins the American Championship by
six minutes, being the Only American
Car to finish when the race was called**



Thomas Flyer, 60 H. P., \$4,000

The Thomas Flyer never in a race before, arriving at the course barely completed and practically without trying out, using ordinary touring car non-skid tires—one tire only lasting 3 miles—changing 7 tires, losing 35 minutes in all, advanced from 15th place to sixth place, passing some of the fastest cars at full speed and beating five out of the 10 long-tried-out foreign cars. Under the adverse conditions this is the most marvelous record that has ever been made.

Take this splendid achievement, in connection with the following magnificent touring car records, made by the Thomas during the past season, and you will begin to realize the true greatness of **the foremost** American Car.

Perfect score in Glidden Tour and return to Buffalo.

Three perfect scores (all Thomas cars entered) in Chicago-Elgin-Aurora endurance contest.

Road record, Buffalo to Rochester, 68 miles—1 hour 32 minutes and 45 seconds.

Hill climbing record of California Pasadena-Alhambra course.

Stock touring car record of 5 miles, standing start in 4:55; 1 mile in 57 2-5 seconds, at Atlantic Beach.

1 mile, 55 4-5 seconds, Atlantic City. First and second in one minute class, Atlantic City.

First in \$4,000 and \$5,000 touring car championship classes, Atlantic City.

50-mile world's record for stock touring cars on track—1:03:19 3-4, Philadelphia.

25-mile world's record, stock touring cars, St. Louis—34:36.

50-mile stock touring car record, Hawthorne track, Chicago—1:06:19.

50-mile Pimlico track, Baltimore—1:06:36.

Record, Philadelphia to Atlantic City—60 miles—2 hours.

Record, Philadelphia to Wilkes-Barre—146 miles—6 hours 30 minutes.

Record, Cape May to Philadelphia—93 miles—2 hours 45 minutes.

1 mile price handicap, Atlantic City, Thomas, from scratch—1:21 2-5.

Record, Philadelphia to Reading—61 miles—2 hours.

The E. R. THOMAS MOTOR CO.,

1420 Niagara Street,

BUFFALO, N. Y.

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1907 *Locomobile* CARS

Contain many features which increase the reliability and efficiency of a car, world famous for its intrinsic excellence and high quality. For 1907 we will build two models, both thoroughly tested and highly developed touring cars:—TYPE E, a most convenient size to drive and maintain, and can keep up with the fastest touring cars in a day's run. TYPE H, a touring car de Luxe. Powerful and luxurious.

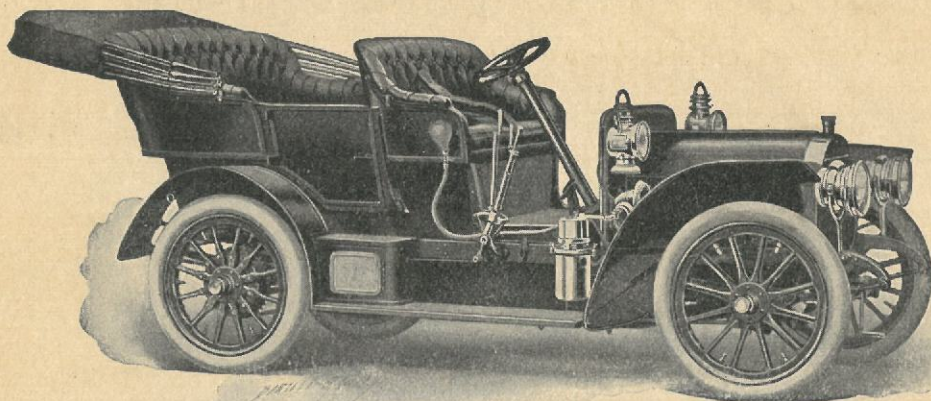
TYPE E. 20 H. P. \$2800

4 cylinder motor, make-and-break ignition—3 speed transmission, progressive system—Hess-Bright ball bearings throughout with the exception of motor—96 inches wheel base—seats 5 persons comfortably—tires 32 x 4 all four wheels. Fully equipped and ready for extended touring.

TYPE H. 35 H. P. \$4500

4 cylinder motor, make-and-break ignition—4 speed transmission, selective system—Hess-Bright ball bearings throughout with exception of motor—120 inches wheel base—seats 7 persons comfortably. Tires : front 34 x 4; rear 34 x 4½. Fully equipped and ready for extended touring.

Some Important Details. Low tension magneto with working parts enclosed and protected. Igniter anvil made in solid unit. Mechanical Lubricator warmed by exhaust, out of the way, yet accessible for filling. Emergency brakes enclosed and protected. Body ironed for top and provided with brass coat rail, adjustable foot rest and other conveniences.



Locomobile — Type "E." \$2800.
Top Extra.

The *Locomobile* Company of America, Bridgeport, Conn.

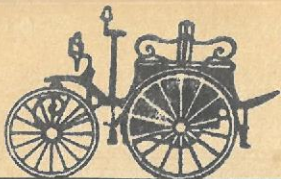
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DANSK VETERANBIL KLUB

Locomobile

BREAKS RECORD FOR COURSE IN VANDERBILT RACE

Despite almost incessant tire trouble, the Locomobile again upheld American Honor in Long Distance Road Racing.

Tracy in the fifth lap circled the
difficult and dangerous course in
the remarkable time of
29.71 Miles in 26 Minutes 20 4-5 Seconds

Also on the tenth lap of the Race Tracy passed Wagner, Lancia and Jenatzy. These two laps were the only ones in which the Locomobile did not suffer delay from tire trouble, and proved conclusively that the winner of the Elimination trials was the fastest car in the Race, foreign or American, and with the best Crew on Board. No mechanical troubles were experienced.

The slippery condition of the greater portion of the Course necessitated the use of non-skid tires, which proved utterly inadequate to meet the conditions.

The *Locomobile* Company of America, Bridgeport, Conn.

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MICHELIN WINS VANDERBILT CUP RACE, 1906

Five of the First Six Cars Were Equipped With

MICHELIN TIRES

- 1 Darracq, Wagner, MICHELIN TIRES
- 2 Fiat, Lancia, MICHELIN TIRES
- 3 De Dietrich, Duray, MICHELIN TIRES
- 4 Clement, Clement, MICHELIN TIRES
- 5 Mercedes, Jenatzy, ——— TIRES
- 6 Fiat, Nazarro, MICHELIN TIRES

The race was one in which the natural difficulties of the course were increased by its slippery condition. Of the cars that failed to make a good showing nearly all were delayed by tire troubles, which were the noticeable feature of the contest. The cars fitted with Michelin Tires were practically immune from mishaps of this character.

This victory adds to the unbroken series of wins recorded for Michelin Tires in 1904, 1905, and 1906, and verifies the claim made for their *absolute superiority over every other tire made*. Sold only directly in North America for Michelin et Cie of Clermont-Ferrand, France, by the

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"The Pullman of Motor Cars."

To Automobile Selling Agents of America :

With our compliments, we present these significant facts for consideration.

In New York City—the critical buyers' market—the Rainier has outsold any 4-cylinder car in the field during 1906.

Using the "Make and Break" method of ignition with Simms-Bosch low tension magneto, it was a year ahead of its competitors.

It has proved so entirely satisfactory—so complete in all modern features of practical value—that no experiments or changes except a few minor details, are in progress or contemplated. A new model each year is a confession of weakness and failure in the previous model.

With the prestige of its great success in 1906 it is squarely nominated for leadership in 1907.

Are you in line to share the benefit?

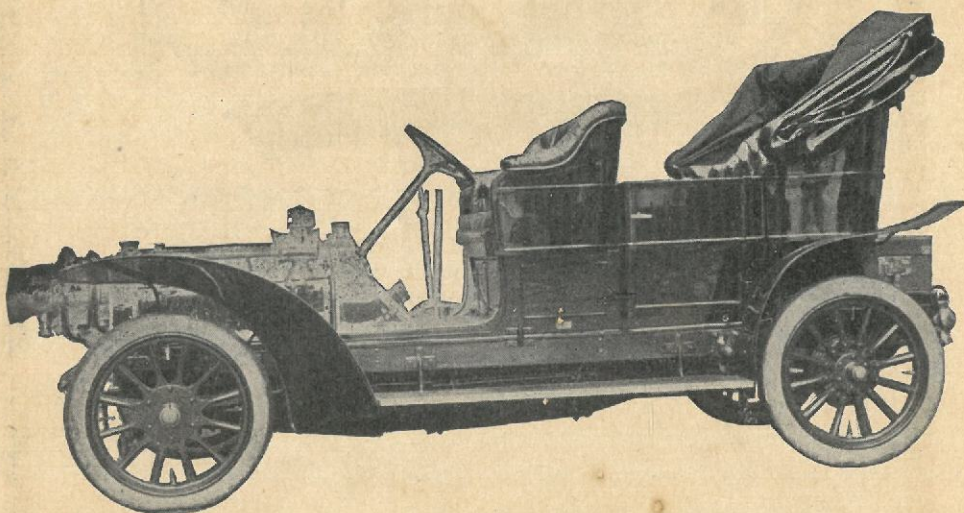
Agency contracts are now rapidly being closed, and immediate applications for open territory are invited.

THE RAINIER COMPANY, Broadway, corner 50th St., N. Y.

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The Car of 1906



Delaunay-Belleville, Shaft Driven, Large Doors, with Baggage Carrier

We have for immediate delivery Panhards and Renaults
with double phaeton and Limousine bodies by Rothschild

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The Confidence of the Public

is a priceless asset. The man, or the firm, that affects to disregard public opinion will bear watching. We are frank to say we'd risk the last dollar in the Till rather than risk the loss of our customers' confidence, or those who may later be our customers.

Now There's That Four-Cylinder

runabout. No, we're not going to tell you of its wonderful qualities; the car speaks for itself, and we're still thousands behind our orders.

We Were Accused of Bad Faith

in announcing a car of such power, such quality, at such a price. We felt badly over those charges; they hurt because we had never done anything to deserve them. Of course we are not worrying about the effect this move might have on the "Automobile Industry." We do know it will **make this Ford Motor Company the largest in the world**; and, begging pardon, that's our objective point.

But We've Made Good.

We are getting them out as fast as men and machinery can do it, better cars than our most sanguine customers hoped. Every buyer, every agent, can't be first of course; and some are mighty impatient. But they no longer doubt our good faith; and we don't have to apologize for quality,—the delay in deliveries, that is all.

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take our word at par, we will stand back of it to the last dollar.

THAT MODEL "K," the FORD "6-40," is the best touring car on earth—our word for that too. 6 Cylinders; magneto and storage battery ignition—two sets complete and separate; 40 H. P., silent as an Electric, speedy as a Racer. A \$4,000 car, we will make more of them than all the rest combined—create a demand for \$2,500 our immense output by the price, . . .

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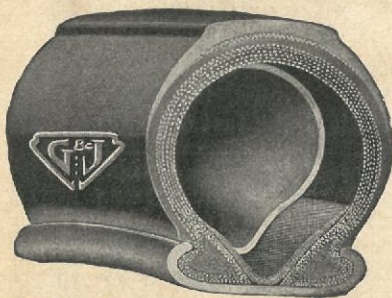
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The DE DIETRICH AUTOMOBILE, driven by DURAY, finished third place in Vanderbilt Race, $3\frac{1}{2}$ minutes behind the winner and 16 seconds behind the second car. No stop was made except at the De Dietrich tire station, near Lakeville, where, at end of fourth and eighth rounds, tires were changed and eight minutes lost. Mr. Duray stopped the second time by OUR orders, and against HIS advice and desire. The stop was unnecessary, as the tires taken off were perfect and no oil or water was needed. The four minutes thus lost cost the race.

In the Ardennes 1906 race a team of four Dietrich cars finished first (Duray), third (Rougier), fifth (Gabriel), seventh (Sorel). Duray's average over this 400 mile course of steeper hills and sharper curves than the Vanderbilt was 66 2-3 miles per hour, five miles faster than Saturday's race, the roadbed being dry on the Ardennes circuit.

The Dietrich racing cars are high horse power touring cars, and this unique racing record is a test of the reliability of the De Dietrich make.

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For Racing, for Long Hard Drives, for Every Day Use

Built on a plan **Highest Speed—Greatest Durability**
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The manner in which the tire constricts to the rim positively prevents creeping

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ASK FOR OUR PRINTED MATTER GIVING FULL PARTICULARS

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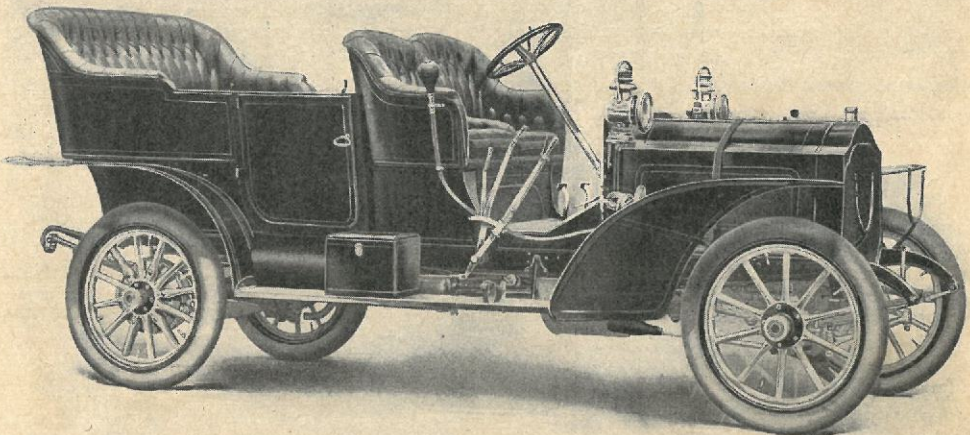
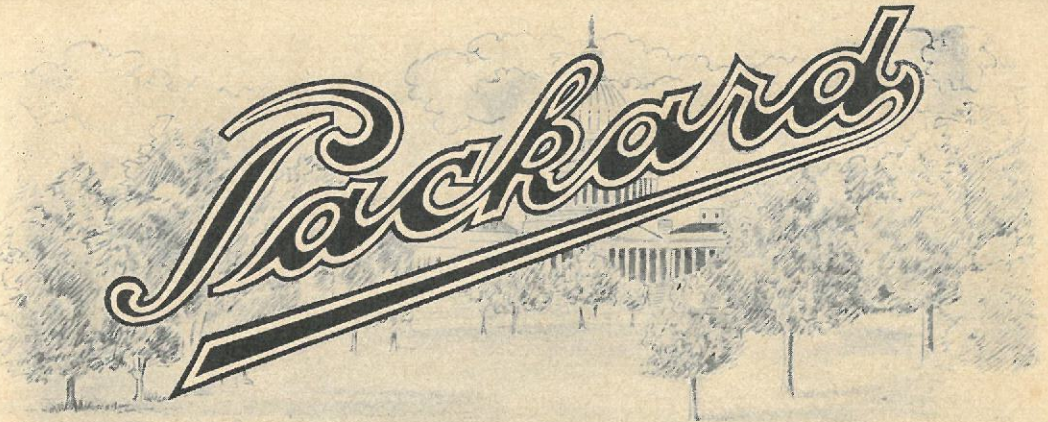
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Before a single "Packard 30" was delivered four cars were driven 50,000 miles including the Detroit-Chicago-Detroit run of 606 miles in 20½ hours and the work of the Glidden Tour patrol car.

PRICE (in standard colors and equipment) :: **\$4,200 f. o. b. Factory**
 [Special colors, Upholstery and Equipment, Extra.

Packard Motor Car Co., Dept. 7

Members Association
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New York Branch
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RENAULT

ANNOUNCEMENT

We have contracted for a few very exceptional designs in closed Renault cars, for early Fall delivery. Two of these have already arrived, and can be seen at any time.

**MEDIUM WEIGHT CARS
FOR CITY USE.**

**COMBINED TOWN AND
TOURING MODELS.**

**HIGH POWER
TOURING CARS.**

**TILESTON & BERNIN,
AGENTS FOR RENAULT CARS,
322 Fifth Ave., New York.**

CONTINENTAL

TIRES were equipped on the Pierce Great Arrow Car that won the five mile open race at Del Monte Meet, California, Sept. 16th. The time on the third mile was near to one-minute mark and is considered exceptional for a touring car.

The track was so soft in places that the car skidded fully twenty feet in rounding the corners, and the fact there was no accident proves that CONTINENTAL TIRES are equalled by none for strength and durability.

See that your car is equipped with "The World's Best" tire and you will experience the joy of riding without fear of tire troubles.



CONTINENTAL CAOUTCHOUC COMPANY,

W. TISCHBEIN, Pres.

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Factory: Hanover, Germany

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FOR MEN, WOMEN AND CHILDREN
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WITH OR WITHOUT EAR AND FACE COVERING



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Select your tire equipment with the same consideration for wear and utility as you would your engine: it is just as important---perhaps more so.

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Make your car strictly reliable and keep it so.

They combine four important advantages:---1st, unsurpassed quality; 2d, an unrivaled element of safety; 3d, a design forming the only perfect air cushion; 4th, a mode of attachment that is simplicity itself.

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CONTAINS 38 of the finest quality tools especially selected for their adaptability to road use, conveniently packed in a strong, leather-edged canvas roll. "The Tourist" is the highest type of repairing outfit procurable and contains every needed tool for both permanent and emergency use. Weighs 18 pounds and is designed solely from the standpoint of utility and quality.

Ask for Special Circular No. 2077

If interested in high-grade carpenter's tools, ask for our special catalog "Tools Outfits for Home Use" No. 2078

In addition to tools for all trades we carry a full line of Cabinet Piano and Builders' Hardware, Bolts, Screws, Nuts and Factory Supplies.

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Hardware, Tools, Supplies and Plano Materials.

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THE HAYNES

for 1907.

The same attention to mechanical detail, the same care devoted to materials and style and luxury and convenience, that has marked Haynes models for the past thirteen years, will be found in those of the coming season.

Exclusive mechanical features in 1907 as in 1906 will make it the car of maximum road performance, dependable, reliable, the car the repairman seldom sees.

For information address Desk T 29.

The Haynes is the highest powered, shaft-driven car built.

We shall exhibit in New York only at the Seventh National Automobile Show, Madison Square Garden, January 12-19, 1907.

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KOKOMO, IND.

OLDEST AUTOMOBILE MANUFACTURERS IN AMERICA.

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IMMEDIATE DELIVERIES

Fully Equipped and Guaranteed for One Year	40-45 H. P.	\$6,000	Complete Catalogue Mailed on Request
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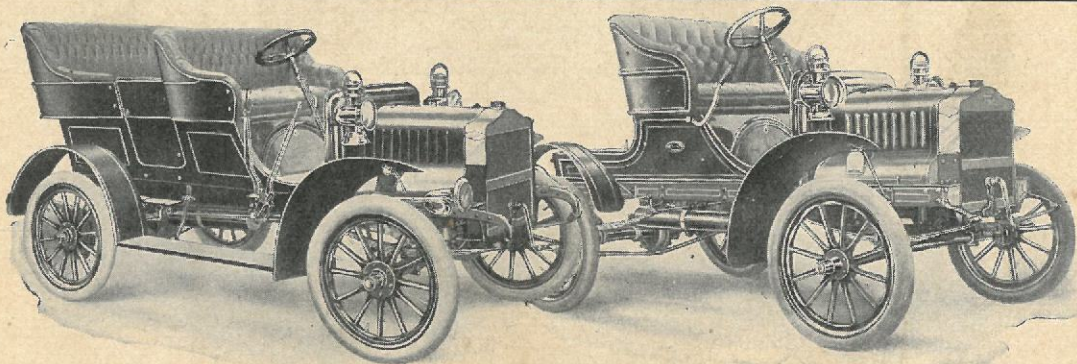
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\$1450

The "Maxwell"

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\$780



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Multiple Disc Clutch. Three-point Suspension of Motor and Transmission (Unit). Metal Bodies. No Noise. No Vibration. Equipped with Ajax Tires, Guaranteed for 5,000 Miles Riding. — Write Department 27 for Catalogue.

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PAWTUCKET, R. I.

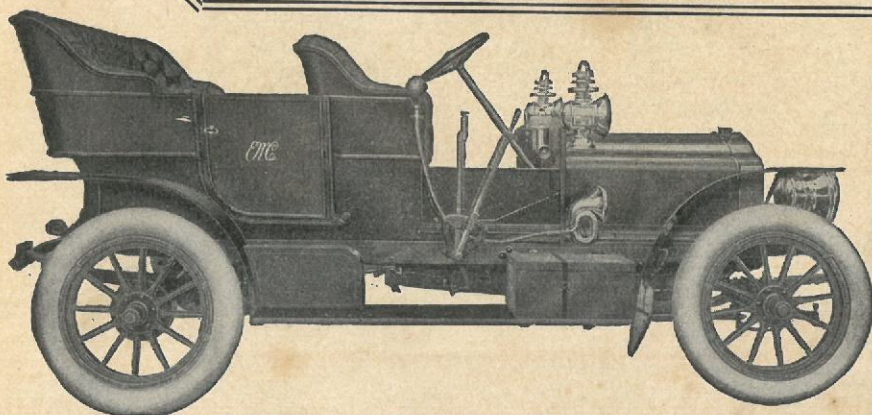
Main Office and Factory:
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Branches in all large cities.
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A QUOTATION FROM COLLIER'S ABOUT THE TWO-CYCLE ELMORE

Some things printed in Collier's Weekly the other day about the Two-Cycle Elmore are worth repeating.

There's meat in them.
It's in our language—but it's true, every word of it,
In this announcement we said:



"We believe that the two-cycle engine is the most potent force and the most vital principle in automobile construction to-day.

"We believe that no man can make the issue plain between two-cycle and four-cycle without being forced to this conclusion.

"We contend that the two-cycle principle of constant torque or continuous power is absolutely vital to the highest possible development of the automobile.

"We want you to know that the two-cycle Elmore has proven this over and over and over again

— that the last and greatest proof was the *Glidden Tour*." These statements are not mere "sounding brass and tinkling cymbals." Back of them is the evidence.

Part of it is contained in several books you owe it to yourself to read. One is called "Busy Little Two-Hundredth of a Second". Another is called "One Long Jump and Two Short Steps". A third clearly explains the two-cycle principle. Write for them at once.

THE ELMORE MFG. CO.

1504 Amanda St., Clyde, O.

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H.P.
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\$780

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A PERFECT CHEST AND THROAT PROTECTOR
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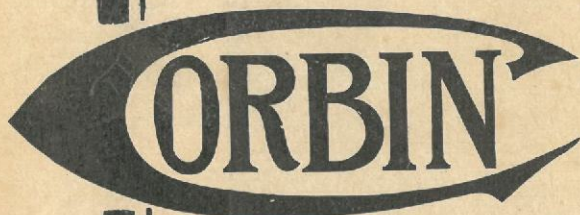
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1907

Columbia Gasoline Cars, Electric Carriages and Electric Commercial Vehicles for 1907 will comprise the most complete and perfect line of automobiles produced by any one manufacturer in the entire world. The special advantages to the dealer who handles this line are obvious. He will be in a position to meet every demand for high class vehicles with profit to himself and satisfaction to his customers.

**New models ready for delivery in
October**

*Write for full information,
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Chicago Branch, 1332-1334 Michigan Ave.
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Automobile Topics

Illustrated

VOL. XIII

OCTOBER 13, 1906

No. 1

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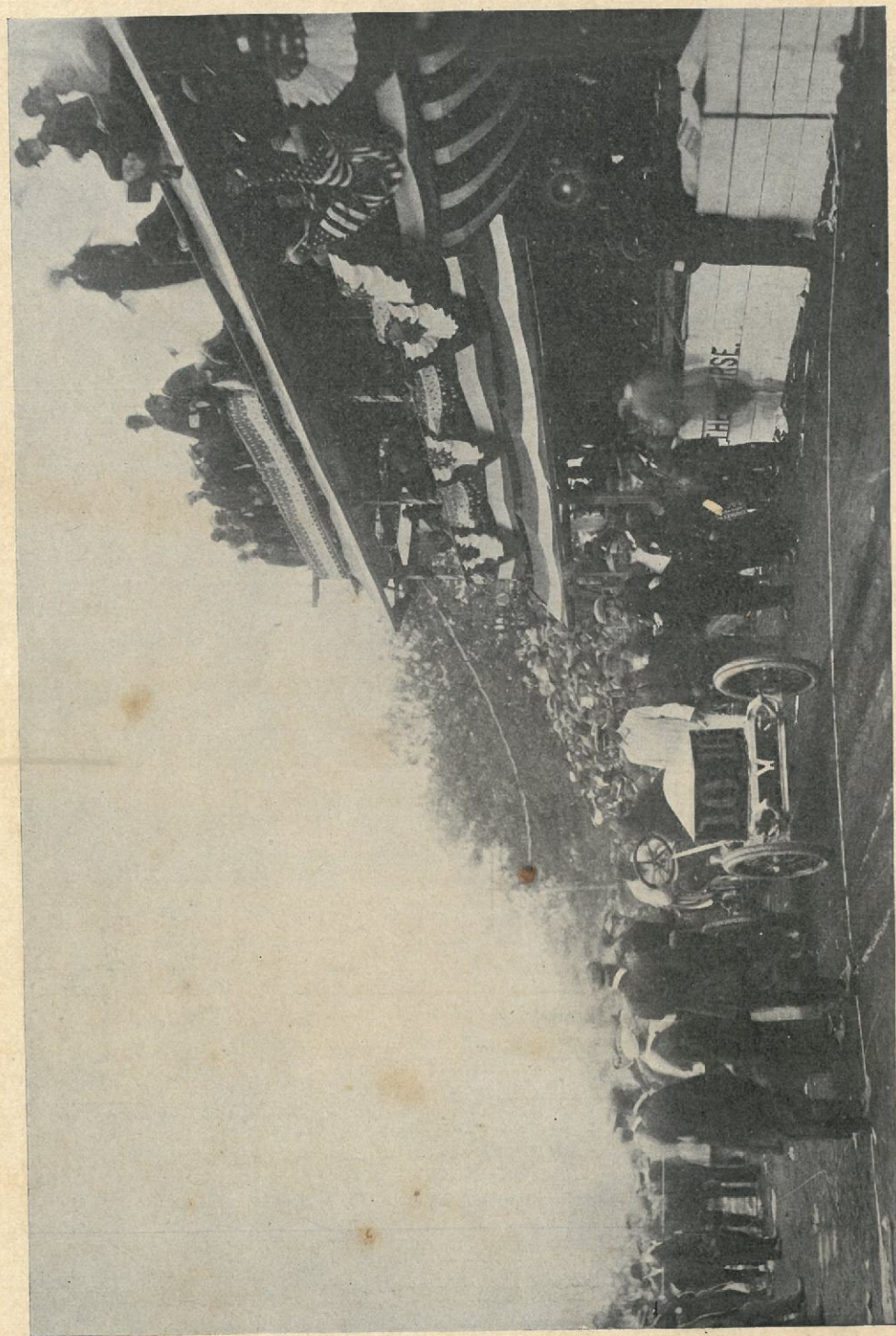
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WAGNER (FRANCE), THE VANDERBILT CUP WINNER AT THE STARTING POINT

Automobile Topics

Illustrated

Vol. XIII.

OCTOBER 13, 1906.

No. 1

FRANCE VICTORIOUS A THIRD TIME

Wins Vanderbilt Cup, as She Did in 1904 and 1905—Splendid Driving of the Dashing Wagner Overwhelms Lancia and All Other Rivals—He Drives 297.1 Miles in 290 minutes 10²/₅ seconds.

THE FIVE CARS THAT FINISHED

Finish	CAR	DRIVER	TIME	Average Time Per Hr.
1	100 hp. Darracq	Louis Wagner	4.50.10	61.43 miles
2	135 hp. Fiat	Vincenzo Lancia	4.53.29	60.70 "
3	130 hp. De Dietrich	Arthur Duray	4.53.45	60.74 "
4	125 hp. Clement	Albert Clement	5.02.00	59.00 "
5	120 hp. Mercedes	Camille Jenatzy	5.04.38	58.05 "

The fastest lap was made by Tracy, Locomobile, in the fifth round, when he covered the 29.71 miles in 26 minutes and 21 seconds.

FOR the third successive time the Vanderbilt Cup has been won by a French car, and for the second time by a French driver. Louis Wagner, driving a 125 hp. Darracq racer, crossed the tape which marked the start and finish of the race on Saturday, October 6, having covered the full ten laps of 29.71 miles in the amazing time of 4 hours 50 minutes 10 2-5 seconds, or 297.1 miles in 290 minutes 10 2-5 seconds.

The sequence of the French victories thus remains unbroken, but on Saturday, for the first time, the winning car and driver were pushed hard by a car and driver of different nationality. Vincenzo Lancia, the erstwhile lion of Italy, gave Wagner a great race, and finished only 3 minutes 19 seconds behind him.

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Right on the heels of Lancia was a third French car, Duray (De Dietrich) being

only 16 seconds behind, while Clement (Clement), also France, was within 8 minutes 15 seconds of Duray. A German car, that of Jenatzy, was fifth, while a French, an Italian and an American car were in sixth, seventh and eighth positions, respectively, when the race was called off owing to spectators crowding on the track. Thus France carried off the honors in emphatic fashion, with Italy grasping what remained and Germany and America finishing in the rear, lamely enough.

Utterly unlike the race of 1905 as it was Saturday's contest was interesting, and at times highly exciting and even thrilling. The role played by dashing Lancia last year was relinquished by him and taken up by Wagner.

Starting off with a rush, Wagner sped around the sinuous Long Island course in a style that surpassed the work of every other driver in the race. He reappeared at the starting point a minute or two before anyone expected him, and was gone in an instant, amid exclamations of astonishment and admiration. A second time the circuit of 29.71 miles was completed in even faster time than before, and then it was seen that the flying Gaul had gained nearly four minutes over his nearest competitor, and was still going like the wind.

It was these two fast laps that gave Wagner the race. The lead then gained was all he possessed at the finish and without it he would have gone down to defeat at the hands of either Lancia or Duray.

It was a bold conception and a flawless execution of a daring plan. It was the Lancia plan, exhibited in previous big races, seized and carried out with skill, judgment and daring. Logically, Wagner and those who helped him plan, took the ground that a lead once gained was precious and needed only to be retained. Taking Lancia for his pacemaker, Wagner closed up the gap of six full minutes

REFEREE W. K. VANDERBILT, JR.

that separated them at the start, and thereafter was content to stall off all efforts of the Italian to regain the lost ground. In this endeavor he was successful, although at times failure stared him in the face.



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LOUIS WAGNER

It was a transformed Lancia who faced the starter on Saturday. Evidently the failure to grasp the prize in such big races as the 1905 Vanderbilt and Bennett Cup races, after a long and seemingly safe lead had been obtained, had rankled in the minds of the Italian's advisers. In mapping out his course in the race it had been impressed on him that he was to hold a certain amount of speed in reserve.

Instead of the role of a thunderbolt, a Fabian policy had been set for

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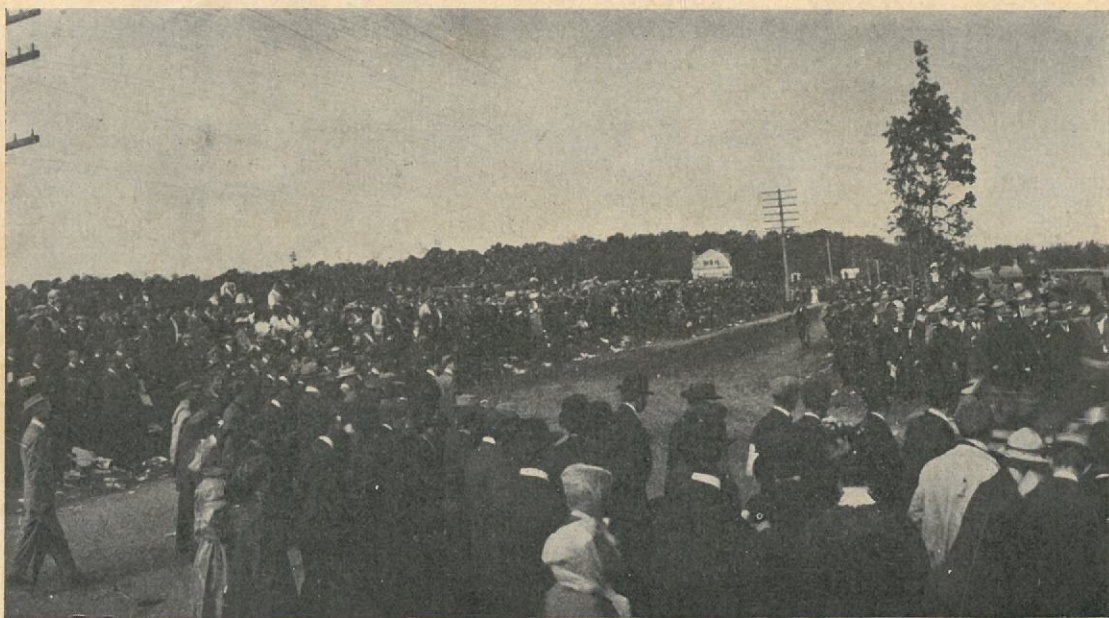
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Lancia. He was to substitute caution for the dash and audacity that had always marked his driving.

Instead of, as formerly, driving to obtain a commanding lead, and then to lose it and the prize almost within his grasp at the eleventh hour, Lancia was to make his best running in the last half of the race, to stake all on a Garrison finish.

The plan seemed to work a change in Lancia. He drove well and fast, and with judgment; but in a race where minutes sway the result one way or the other, the policy of a Fabius was not the one to succeed with. The race lay with the swift, and in the present state of efficiency attained by the motor and other mechanical parts naught but an accident could have deprived Wagner of the victory he so well deserved.

Duray, the winner of this year's Ardennes Circuit, worthily upheld his reputation as one of the cleverest drivers ever seen here. He drove a well-judged, heady race, keeping well to the front throughout the entire contest and finishing within 16 seconds of Lancia. Failing, even by such a small margin, to attain victory, Duray shattered the tradition that links the Ardennes and the Vanderbilt races and gives them a single winner. Heath turned the trick in 1904 and Hemery in 1905, but this year the Ardennes race stands to the credit of Duray, while Wagner, unsuccessful in the Ardennes, was completely victorious in the Vanderbilt contest.



THOUSANDS OF PEOPLE AND HUNDREDS OF CARS GATHERED AT THE

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Third of the memorable series of Vanderbilt Cup races, and probably the last to be held anywhere under similar conditions as to course and spectators, Saturday's race goes down into history as, in many respects, the best and greatest of the three.

It was witnessed by more people than any of its predecessors, and was more closely contested, both by the leading cars and by those tailing along in the rear, than any race ever held in this country. The result was in doubt until the winner hove in sight and thundered across the tape at the finish.

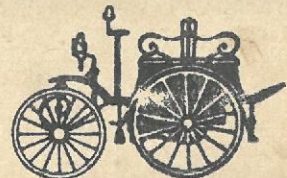
It is true that the time made was a trifle slower than that of Hemery last year. This is accounted for by the fact that the course is a harder and a slower one, and that its slippery condition absolutely precluded the high speed average maintained a year ago.

Intense and general as has been the interest evinced in previous Vanderbilt Cup races, the one under notice broke all records in this respect. All the stirring, romantic, humorous and pathetic scenes witnessed before and during previous contests were to be seen last Saturday morning and the night that preceded it. Never had there been such an outpouring of motorists and non-motorists as Long Island beheld then.

The preliminaries had afforded an inkling of the curiosity felt by the public. Curious crowds had thronged the course in the early mornings and throughout the greater portions of the succeeding days. The demand for accommodations

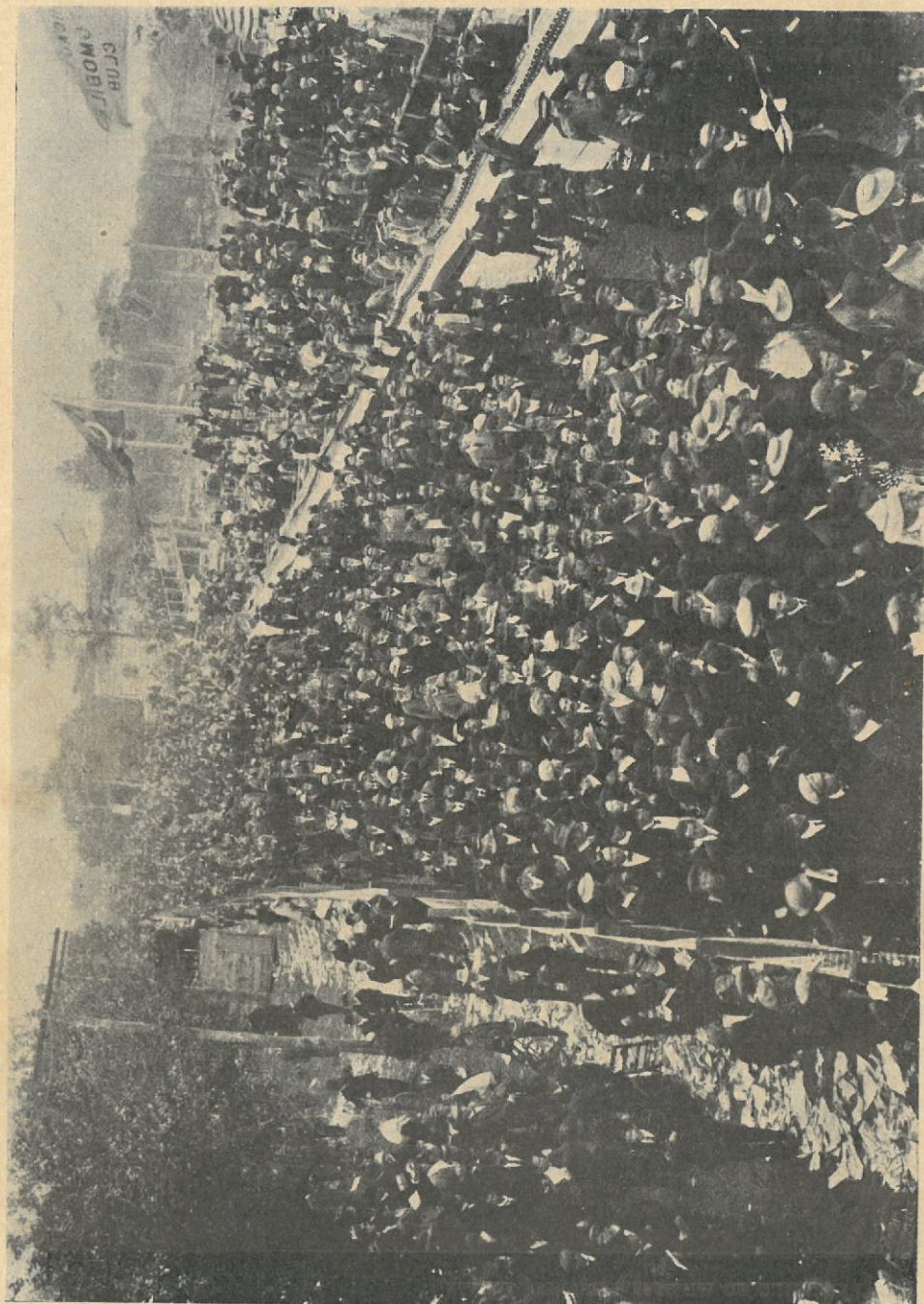


HAIR-PIN TURN, EXPECTING TO WITNESS THRILLING SCENES



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HOW THE CROWD SWARMED ON THE COURSE AT THE GRANDSTAND WHEN THE RACE WAS CALLED

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around and about the course had greatly exceeded that of last year. More people were accommodated in hotels, roadhouses, private establishments and tents than ever before. Yet the number of motoring parties and of the great, curious public camped out on and around the course was tremendously in excess of anything ever before known.



THE SCORE CHART THAT CONTAINS PROMISE BUT WAS A DISAPPOINTMENT

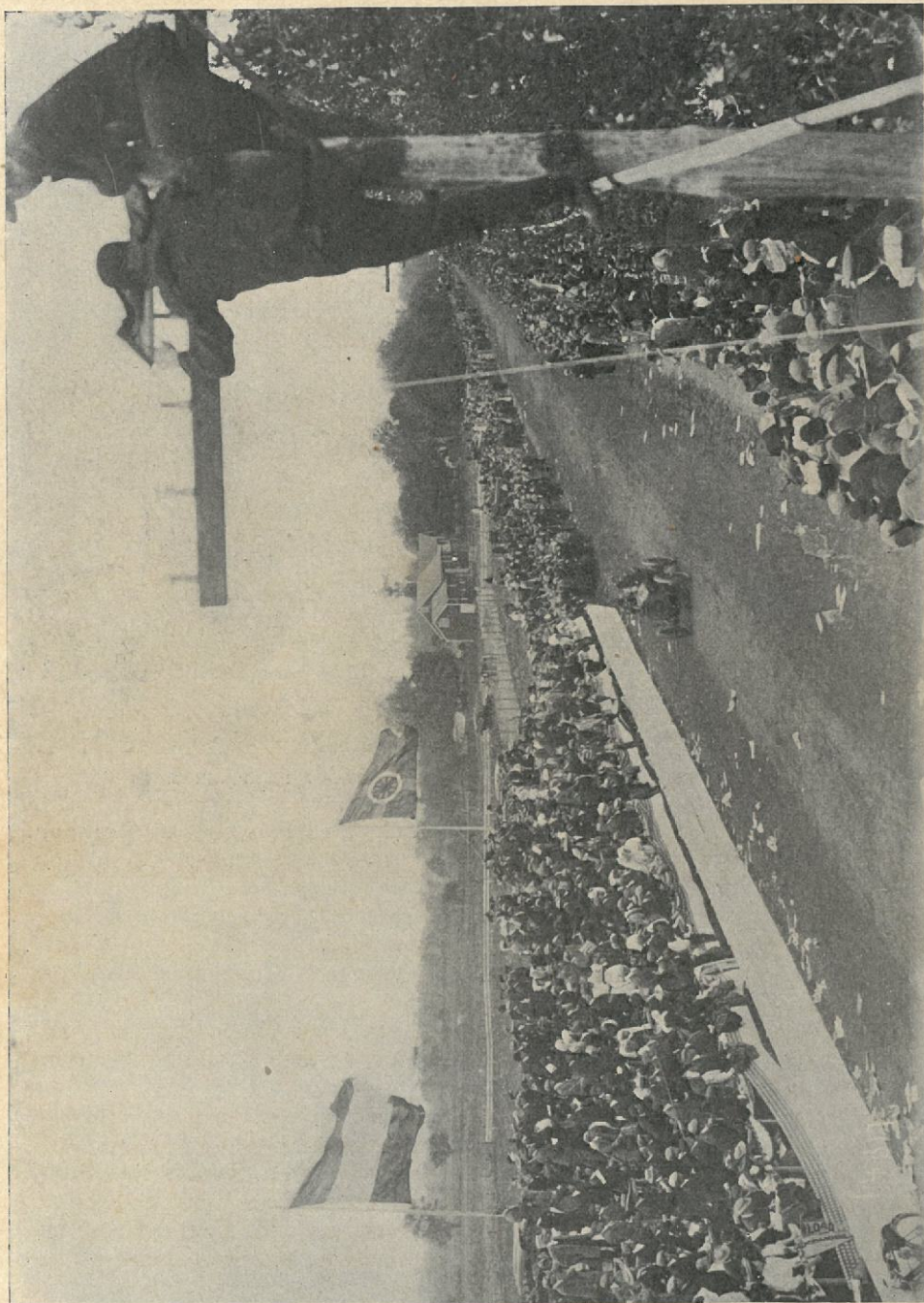
Beginning at a very early hour Friday evening, a steady stream of cars and people began to flow along the arteries leading to the course. From Long Island City to the starting point near Westbury there was a steady stream of cars wending their way to their appointed resting places all night long. Beginning at Krug's Corner, cars were lined up in the fields on each side of the Jericho road, lamps lighted and occupants either snugly wrapped up and advantageously disposed or employed in making calls on neighbors.

At the Garden City Hotel the usual scenes of the night before the race were witnessed. The immense hostelry was packed from roof to cellar. Weeks before, every particle of accommodation had been engaged, and scores of tents had been pitched on the hotel grounds and leased to parties down for the race. Not until long after midnight did even partial quiet descend on the place, and before 4 o'clock the advance guard of the racegoers was astir. A hasty breakfast was despatched and then the departure for the course and the grandstand began.

The roads between Garden City and Westbury, and every other road leading to the starting point, for miles around, were alive with cars and people long before the first sign of daylight became apparent. The night had been foggy, with a heavy mist hanging low. As morning drew near there was no improve-

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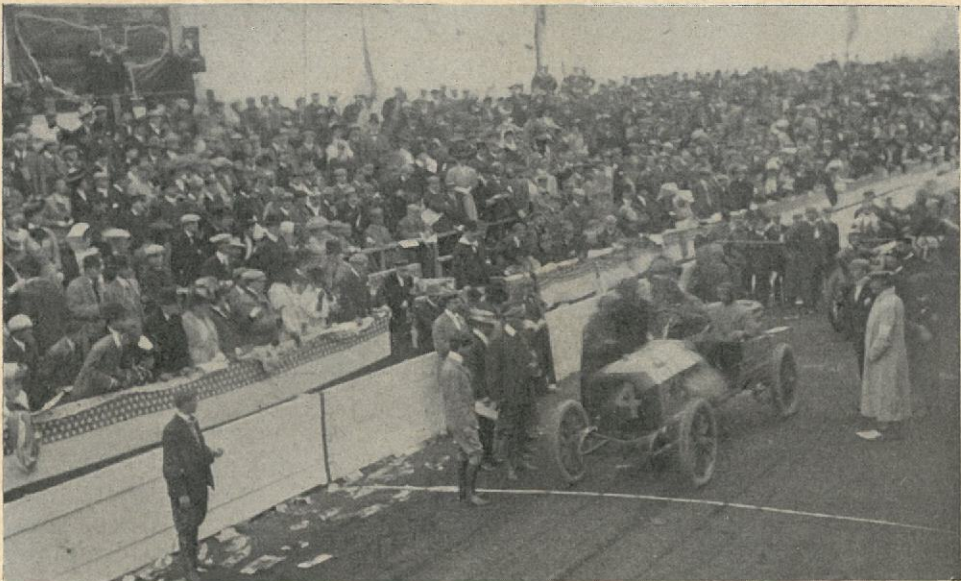
JENATZ ON ONE OF HIS FAST ROUNDS; NOTE THE ADVANTAGOUSLY LOCATED SPECTATORS ON THE POLE

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ment, and the cars, especially those from distant points, had to make their way through the depressing dampness with the chill of an early October morning pervading everything.

The sun was due to appear above the horizon at exactly 6:01. By a little past 5 the first signs of dawn had come, evidenced by partial lifting of the gloom. The grandstand was filling up, and thousands were taking up the best positions available along the course. Men, and women, too, who had slept in the open air, without covering of any kind, and with the heavy dew and fog giving them a miniature shower-bath, aroused themselves and began to sit up and take notice. Along the Jericho road, as far as the eye could reach, there were cars, cars, cars, all headed toward the grandstand, and their number augmented by still other cars



COUNTING OFF THE SECONDS TO LANCIA (FIAT)

heading from every direction for the same great highway.

At 5:30 a rope was stretched across the Jericho road at a point about a mile from the starting place, and further ingress of cars prevented. Next began the work of unloading the cars within the roped place, and of sending them back. The road was filled with people wending their way to the grandstand and other points of vantage.

In a comparatively short time wonders had been accomplished, and that portion of the road on each side of the starting point guarded by stout posts to which was nailed heavy poultry netting was comparatively free. Racing cars began to appear, springing from no one knew where. The officials began to separate themselves from the crowd of idle curiosity seekers, and what a little earlier had seemed impossible, viz., the bringing order out of chaos, had been almost accomplished.

At exactly 5:45 the tape was produced, the coil tossed on the ground and the

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two ends secured. Young Albert Clement approached Referee W. K. Vanderbilt, Jr., and shook hands with him.

The cup donor had appeared only a few minutes before. He was dressed in a new suit of light material, with fairly modest checks, with leather leggings, russet shoes, a cloth automobile cap with goggles pushed up on it. A few minutes later the Vanderbilt party approached on its way to the Vanderbilt box, which, following the time-honored custom, was located immediately west of the tape. Mrs. W. K. Vanderbilt, Jr., was dressed in her accustomed half black mourning, with her favorite, jaunty, very much tilted hat, a white sweater, a white skirt with vertical stripes and long black gloves.



ANNOUNCER PETER PRUNTY OF THE FOG-HORN VOICE

It was now almost 6 o'clock, and it became evident that there was doubt about the start taking place at the appointed hour. At 6 o'clock Announcer Prunty said that owing to the fog which prevailed at various points around the course the start had been postponed. Five minutes later he announced that the first car would be sent off at 6:15, word having evidently been received that the fog was lifting. At 6:08 Le Blon's Thomas car, which had been standing at the tape, close to the grandstand, was backed and then ran to the middle of the road with its front wheels right at the tape. Two minutes later Referee Vanderbilt approached Le Blon and gave him some instructions. Le Blon replied and gesticulated, while Chairman Thompson, Starter Wagner and others

gathered round and took a hand in the confab.

At 6:10 Le Blon's mechanic, Amiel, who was attired in a complete rubber suit, with a red cap to crown it, jumped out and seized the starting handle. The engine responded beautifully, and smoke and flame belched instantly from the huge exhaust pipes, which were in plain sight. Le Blon settled himself in his seat, adjusted his goggles and waited the word "Go!" The car shook with the mighty explosions of the engine, and President E. R. Thomas of the Thomas Company, with a yachting cap on his head, watched it from the stand. Starter Wagner began to count off the seconds, and at precisely 6:15 Le Blon got the

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word, made a good start and disappeared down the road into the lane of people that packed it on both sides.

Fifteen seconds after Le Blon got away Heath's mechanic cranked the big Panhard and climbed back into his seat. The winner of the 1904 race was attired in rubber garments, with his favorite handkerchief knotted around his neck, and



PRESIDENT S. T. DAVIS, JR., OF THE LOCOMOBILE CO., AND PARTY

when he got the word made rather a slow start. Next came undersized Jenatzy, with his straggly beard, and garbed in a white sweater. Water was dropping from the radiator and Jenatzy's attention was called to it. He got a slow start but picked up speed quickly and was away.

It was Lancia's turn next, and the burly Italian received a fine reception. The exhaust from his engine was thunderous, and he made a very pretty start, getting away fast. Lawell, the Frayer-Miller driver, made an easy start, but had only gone a few yards when his motor seemed to stop, but picked up again and carried him out of sight. Shepard, No. 6, made a good start, tearing up chunks of the road surface as he got away. Luttgen's Mercedes gave forth such heavy clouds of smoke from its exhaust that it was completely hidden from sight as it

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got under way. Nazzaro, in the second Fiat, made a very slow start, seeming to have trouble with his gears.

Tracy at the steering wheel of his big Locomobile was the next starter. He got a reception scarcely second to that given Lancia. He had an extra pair of goggles slung around his neck, and wore a red cap but no gloves. His start was slow but easy. Wagner came next and took off his goggles and cleaned them carefully and deliberately. His short cam, with its prowlike front and big tank in the rear, attracted much attention. As he got away the mechanic, Vevet, waved his hand jauntily.



PETER D. MARTIN, MRS. O. H. P. BELMONT
AND MISS MADELINE KNOWLTON

Number 11 was Keene, who of course did not start, then came Cagno, Itala, and then another vacant number, the much dreaded 13, No. 14 was Haynes, driving the car of the same name, who made a slow start, Clement was the next starter, with his blue, brass-trimmed car and blue sweater. He made a smooth, easy, fairly quick start. Dr. Weilschott, the third Fiat driver, was the next starter, followed by Walter Christie who had a patent starting arrangement rigged up on his car.

Then came Duray, the Ardennes winner, with extra

goggles, no gloves, a blue sweater, on the front and back of which, as well as on the sweater of his mechanic, was embroidered in bright yellow the arms of Lorraine. Fabry, No. 19, was the last one to get away, and then the crowd settled itself down to wait for news from the speeding cars.

It was only a few minutes later that a little slip of paper was tossed to Announcer Prunty and he called forth the depressing information that No. 1, Le Blon, was delayed between Jericho and the 5 mile point. This was followed by a second announcement to the effect that Fabry No. 19 had passed Jericho running very slowly. Half a dozen more announcements then came and after that they became spasmodic and unsatisfactory, and continued so until the very end of the race.

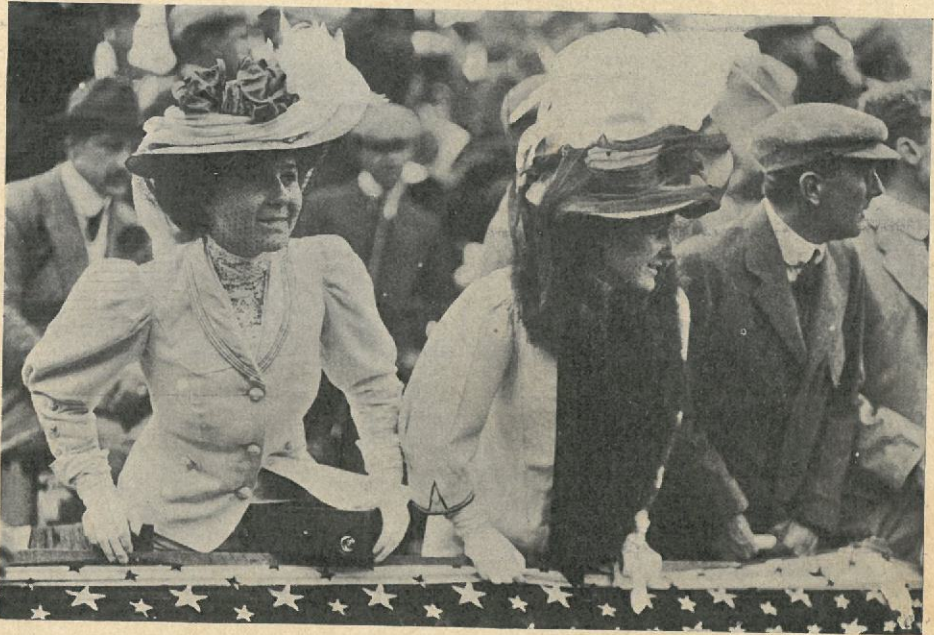
As the morning wore on the shortcomings of the telephone service became more and more apparent. On several occasions officials came up and made formal complaint, but nothing was done to remedy matters. The course was completely covered with telephone stations, each of which was supposed to send in reports of everything that transpired. This they failed most lamentably to do, or else their reports were pigeon holed and never reached Prunty. He did his

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best but it was hard work calling out unimportant messages about trivial happenings, or waiting for some news to reach him.

On a par with the telephone service was the timing. No doubt these hard-worked officials did their best. But it was a very poor best. Many mistakes were made, wrong times were given, only to be corrected, and the man who tried to keep score had a very hard time of it, indeed. Among those who watched the timing with keen interest were certain gentlemen from Boston who had formerly had a hand in the time-keeping pie. One of them spoke feelingly of the difficulty



MRS. CLARENCE H. MACKAY (AT LEFT) LADY WILLOUGHBY D'ERESBY AND MR. WHIGLAM

of timing a big race like that of Saturday, and expressed the opinion that it was entirely too big a job for one timing organization to undertake.

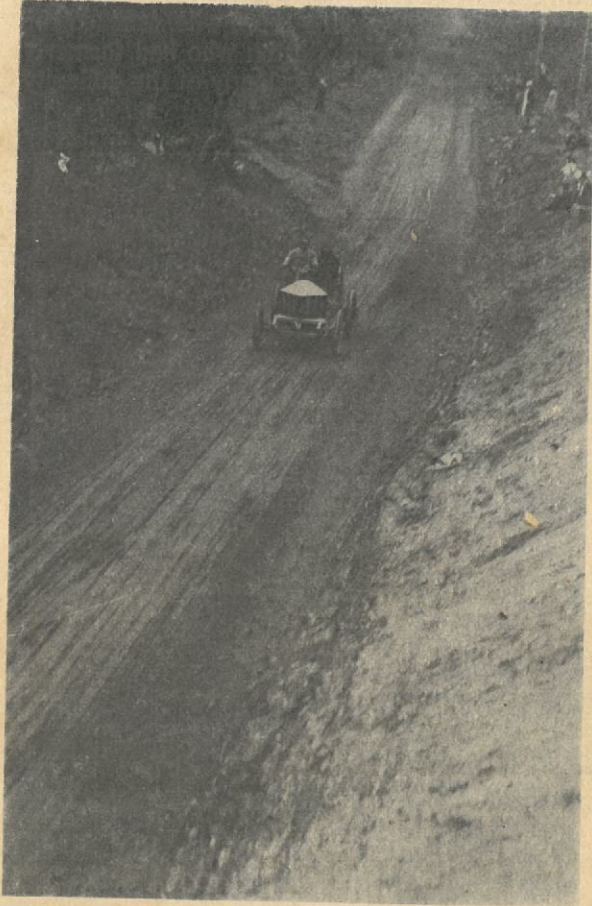
A slight attempt at decoration was made on the grandstand, and its plain wooden surfaces were relieved by rows of bunting across the front and a line of flags extending from end to end supported by poles at the ends and in the center. Just east of the middle of the stand and well toward the rear was something which appeared in the half gloom of the early morning to be a big blackboard. As the light grew, however, it gradually became clear that instead of a blackboard, it was a large frame covered with green painted canvas with a map of the course traced on it.

The start and finish line was marked to correspond to that on the road in front of the stand where the racing cars were assembled, and the route up through Jericho, Manhasset and Lakeville was traced by arrows. Two men

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were soon stationed at the telephone connecting this big map with the Judges stand, and as the cars made their progress around the course, their positions were shown by miniature colored automobiles, which were advanced from point to point as the cars progressed. Each of the four countries represented had its distinguishing color, and each car which started had its corresponding number on one of the cards.



WAGNER ON THE MANHASSET HILL.

The only objection to the system was the failure of the telephone system to keep up to the cars, which would be jumped at times from 5 to 10 miles all at once, so that aside from a general idea of the standing of the teams, the observer could not come within 5 miles of guessing where a car was.

In the excitement attending the sending away of the cars few of the spectators had given any thought to the weather. With the approach of day it had been hoped that the sun would appear and such another day as those on which the two previous races had been run be vouchsafed. The temperature was low enough to render it certain that a touch of the sun would make it very pleasant. But this was not to be. Once or twice just a glimpse of the sun was had, trying to show itself through the clouds. But the latter always got the upper hand and in the first hour after the start a little rain fell.

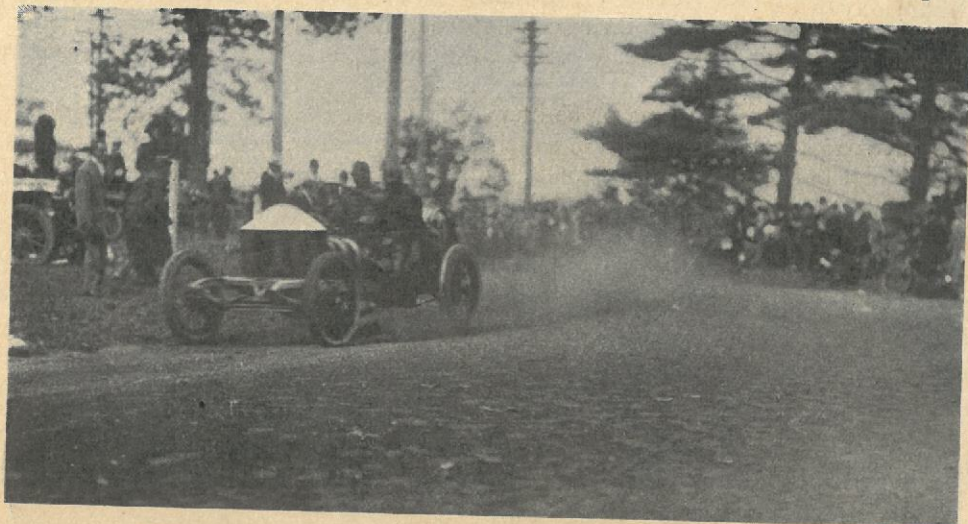
It only lasted a few minutes.

It was at 6.46 that the cry "car coming" was first heard. Flags waven, officials and officers ran round shouting to clear the course, and presently away to the west came the sound that motorists know so well. As far as the eye could reach there was a mass of humanity lining both sides of the road, with just a lane between. Between these living walls came a car, traveling at prodigious speed and growing visibly at each fraction of a second. It came near enough to see that it carried the number 3 on the radiator, and Jenatzy, for it was he, swept by like a projectile out of a monster cannon, and disappeared down the road. The Belgian,

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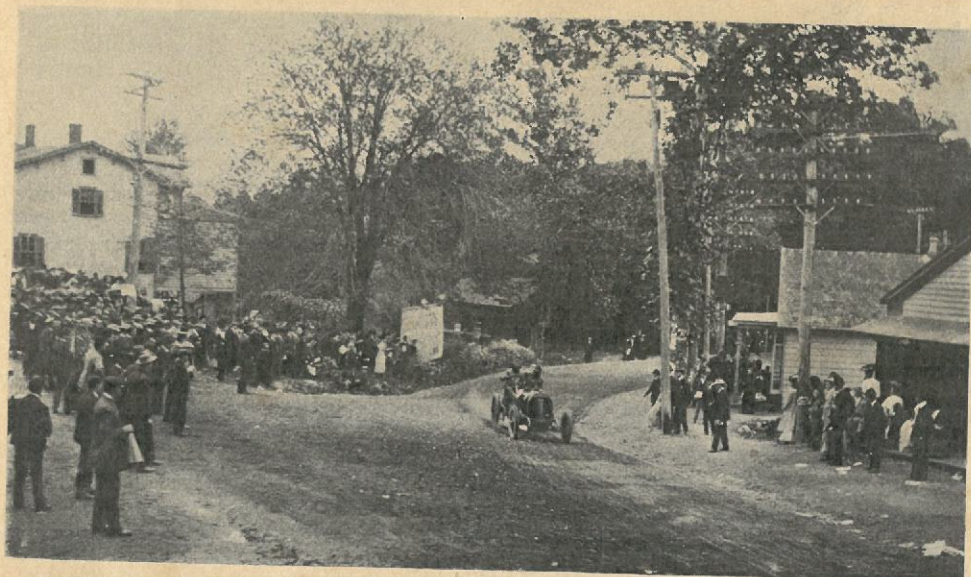
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who started in third place, had evidently passed both Le Blon and Heath, and a few seconds later his time was announced as 30:04. Scarcely a minute had elapsed



WAGNER TAKING THE HAIRPIN TURN, HUGGING THE INSIDE CLOSELY

when the warning bugle rang out again and the flags began to dance their frantic warning. The car came in sight, and "Lancia, Lancia" was cried from hundreds



LE BLON (THOMAS) AT THE TOP OF MANHASSET HILL

of throats, and the Italian favorite came and was gone before one could say "Jack Robinson." His time was announced at 30.27, or 23 seconds longer than Jenatzy's.

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The well wishers of the American cars were further depressed at this point by the announcement that Tracy, Locomobile, had stopped at the Willetts road to change his non-skids. At 6.52 the cry arose that two cars were coming, and this brought nearly everybody to their feet. It was Shepard No. 6, and Wagner No. 10, who were having a desperate battle, with the advantage all on the side of the fleetier Wagner. How he ever got room to draw up alongside Shepard and yet avoid striking anyone will never be known. But get there he did and down the straight road the two cars came at their utmost speed. Finally getting by, the Frenchman pulled over into the middle of the road again. In quick succession came Lawell, Frayer-Miller, showing that he had made his lap in good time. Right



CARE-FREE, DANGER-IGNORING SPECTATORS, NEGLECTFUL OF WARNINGS

on his heels was Nazzaro of the Fiat team. Announcer Prunty now began to call off the official times of the cars that had passed. It was known that Wagner's lap had been very fast, but when it was put up as 28.26 it was seen that France had scored first blood and had the fastest first lap to her credit by a good margin. Wagner's time was more than a minute and a half better than that of Lancia on the first lap, notwithstanding that the latter had made the second fastest lap of all. The appearance of Duray (De Deitrich) almost neck and neck with Cagno, showed that the Ardennes winner was also making splendid time, his lap figuring out at 30:18 placing him third. Next came Tracy (Locomobile) who arrived at the grandstand at 7:03. He brought his machine to a stop and the mechanic Poole, jumped out and both he and Tracy began to talk to the wondering officials. Chairman Thompson motioned to Tracy to go on, and Poole jumped in his seat and the car glided away to the east. The cause of the stoppage was revealed a moment later when Referee Vanderbilt called to the the telephone operators to send around word to the various stations that the racing men were complaining that it was impossible to speed up owing to the crowding on the course. He added that if the crowding did not cease the race would be called off. Following this the energetic referee jumped in his car and started to make a round of the course to see that the clearing was actually taking place.

With the announcement that Le Blon had put on three tires at Albertson's put

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a further damper over the hopes of the well wishers of the American team. These hopes were only slightly revived when at 7:13 Le Blon himself passed, going well.

The first car to complete the second lap was Jenatzy's. As a reward for his clever driving the Belgian received a hearty round of cheers. In less than a minute Lancia passed and it was announced that he had gained enough on the second lap to put him ahead of Jenatzy, the times for the second lap being 60:01 for Lancia and 60:18 for Jenatzy. It was not until Wagner had passed for the second time that his wonderful work was clearly revealed. His time on the two



PUZZLE : FIND THE ROAD

laps was 56:22 4-5, nearly four minutes better than the next man. His second lap had been covered in 27:56.

It now became evident that Wagner had taken the place of Lancia as the sensational driver of the day. The second feature of note was the fine running of Duray and the nip and tuck race between Lancia and Jenatzy. Starting only one minute apart these two drivers were having a true battle royal, first one and then then the other gained an advantage, only to lose it on the next lap.

Meanwhile Duray, who had been in second place on the first three laps, had dropped to fourth place on the fourth lap. The latter revealed that Wagner was first with a lead of almost five minutes over Lancia, the second man. Then came Jenatzy, who was only nineteen seconds behind Lancia, while Clement had advanced to fifth place.

The fifth lap was a splendid one for Lancia and a comparatively slow one for Wagner, the result being that the latter's lead over Lancia had been reduced to 50 seconds, the nearest that anyone got to Wagner throughout the race, and even this was due to a stop made by Wagner to take on supplies and change tires. The sixth lap saw Wagner forge to the front again, Lancia having made

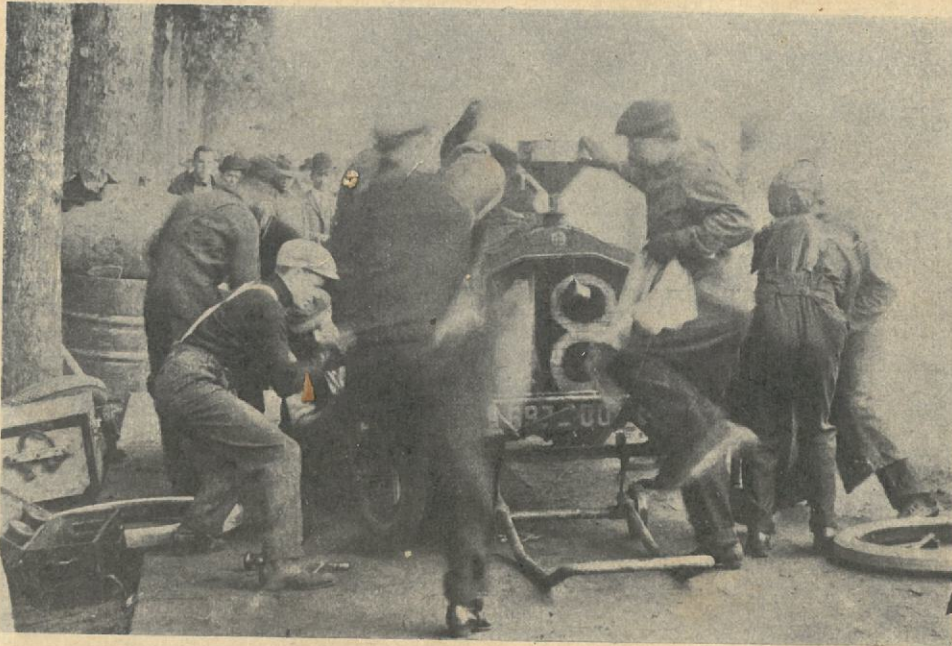
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a change of tires, and thus lost all the advantage he had gained. Duray crept up again and was only sixteen seconds behind Lancia in the sixth round, and tied him on the seventh, the time of each being 203 minutes, 43 and 4-5 seconds.

Wagner lost a little ground in the eighth lap, the order then being Wagner, Lancia, Jenatzy and Duray.

Meanwhile Tracy and Le Blon had been experiencing the hardest kind of luck. Tire after tire had given way, causing delays that deprived them of every



QUICK WORK—CHANGING TIRES AND FILLING TANKS OF NAZZARO'S FIAT

chance of making any kind of a showing. Outside of the tires, both cars were in splendid shape. When they ran at all they developed tremendous speed, Tracy doing particularly good work in this direction.

It was the fifth round that furnished a tremendous sensation. It was known that Tracy was going very fast, but when the time for the full lap of 29.71 miles was put up as 26.21, there were cheers, waving of flags and handkerchiefs and a general rejoicing that showed how popular the splendid work of the American was. The lap was the fastest of the entire day by more than a minute, the next fastest round being that of Wagner, the sixth, in 27.23.

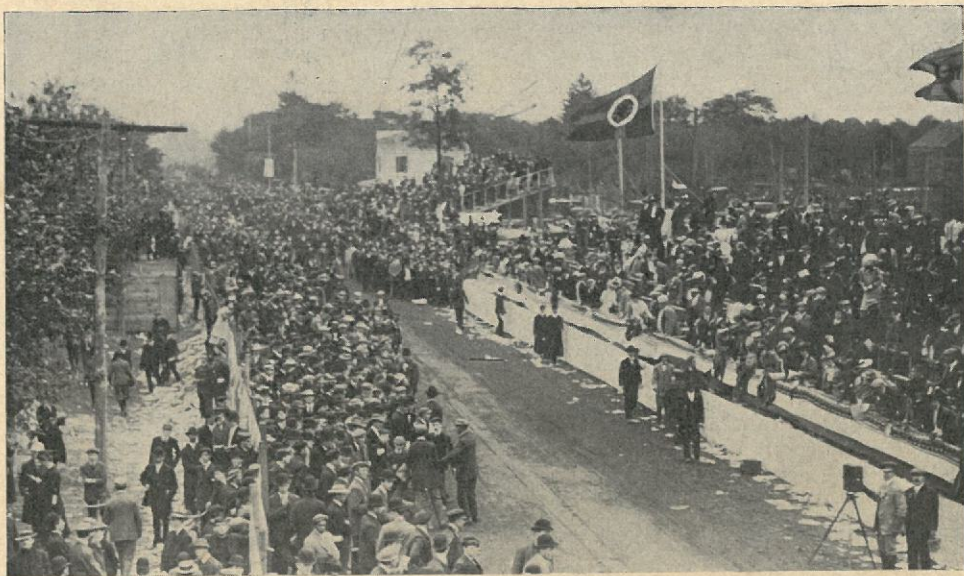
The bad time that so many spectators expected Wagner to experience never came. The Frenchman's race was a masterly one, well judged and always in. The truth of this was revealed by the sensational happening of the tenth lap, when the report came that Wagner had put in at Bull's Head "with tire troubles." Wagner had regained his command of the race, and at the end of the ninth round had a lead of 6 minutes 16 2-5 seconds on Lancia, the second man; that is, Wag-

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The Management and the Police

While on the whole the management was not very much open to criticism, neither was it of the thorough snappy order that marked that of the previous years. There were instances of crass stupidity and others that had the aspect of favoritism. Among the photographers the growing was both loud and deep after the Elimination Trials; they received a little better treatment on Saturday and consequently are in a better humor. They claim that they were hustled about from place to place and deprived of the opportunity of taking some of the pictures they



SHOWING HOW THE SPECTATORS SWARMED ON THE COURSE WHEN NO CAR WAS COMING wanted, while other photographers are alleged to have been given special privileges.

The egregious blunder of the Elimination Trials, whereby no means of ingress to the press stand was provided from the rear, was remedied. Other complaints related to the dilatory character and lack of completeness of the road repairs and the utter uselessness of the constables employed to keep the crowd in check. To the latter was undoubtedly due the accidents of the day, one of which had a fatal ending.

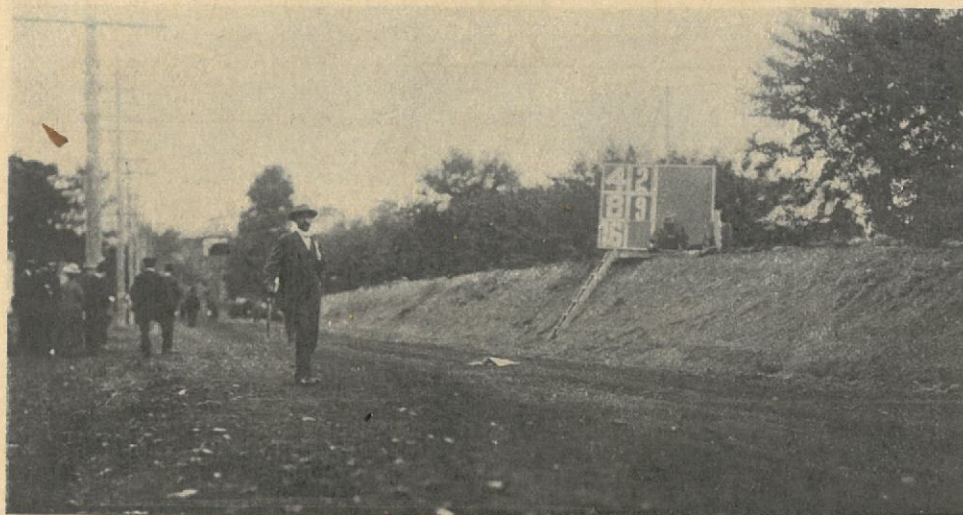
When scarcely an effort was made to hold the crowd in check in the immediate vicinity of the grandstand, it is scarcely to be expected that at more remote places the perfunctory efforts to maintain order should be successful. How the officers at the former point stuck to their work was made plain by a stroll taken east on the Jericho road by an AUTOMOBILE TOPICS representative, beginning at the stand and extending for about a mile and a half.

On the northerly side of the road the barrier erected to keep the crowd back had been wantonly demolished. This barrier consisted of posts four by six and

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about 10 feet high, placed in the ground at intervals of about 15 feet. To them had been fastened poultry netting of unusual thickness and strength. The work of putting it up had been done in an extremely thorough manner and the netting was straight and excellently secured. This temporary fence extended west from the grandstand for nearly half a mile and east for a somewhat smaller distance. At an early stage of the race this netting had been squeezed and ruthlessly torn from the posts and cast to the ground. With it out of the way the crowd surged into the road, covering it completely when no car was in sight. When the bugle sounded and the flags began to wave, evidences that a car was coming, the crowd became attention. But instead of clearing the road they merely stood and gazed to the west, from whence the car must come. When it got in sight and the flags began



HOW THE FIAT DRIVERS WERE SIGNALLED TO

to wave with the utmost franticness, there would be a reluctant parting of the crowd and slowly a lane would be opened, a lane just wide enough to permit the car to get through with a foot or so to spare. Down it would come, bounding and swaying, with flame issuing from its exhaust pipes and the thunderous exhaust making a deafening noise, the car and its driver the very incarnation of speed. With a roar and a rush it would sweep by and disappear to the east. The instant it passed the crowd would close in and follow it with their intent gaze as long as they could see it. Should a second car come there would be lively hustling to get the crowd back in time for it to pass. What would have happened had a tire burst or the driver for any reason lost control of his car? The people were there by thousands, strolling along calmly and unconcernedly, men, women and children, as if the passage at 90 miles an hour of racing automobiles was an every-day occurrence.

Yet the ease with which the crowd could have been controlled was made plain. At one point a constable possessed of backbone kept his section of road

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clear. The wire netting was down here as elsewhere, yet he walked up and down sternly ordering everybody back behind the line of posts.

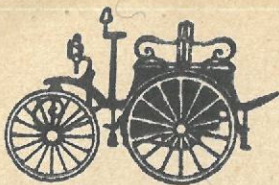
One of the exciting incidents of the morning, which occurred just in time to liven up the wait between cars, was the appearance of a big husky newsboy with a still bigger and huskier voice in the grandstand, shouting "Wuxtry, Wuxtry, all about the big automobile race. Latest afternoon Wuxtry World, 'steen persons killed, Wuxtry." After shouting this about for ten or fifteen



W. K. VANDERBILT, JR., ADDRESSING THE CROWD AT THE FINISH

minutes, and finding no one to buy the vivid green ink bespattered sheet he carried under his arm, he began to raise such a commotion that shouts of "Put him out" were heard from all directions, and Chairman Thompson himself vaulted the rail into the stand and undertook the job.

Scarcely less remarkable than the work of all the cars in the race, only three of the seventeen starters being out of the running when the contest was called off, was the showing made by the American team. There were practically no mechanical troubles. The five cars ran well, the Haynes and Christie at a considerably slower rate of speed than the racing cars, but still without stoppage or delay. The Lawell Frayer-Miller made several laps, while both the Thomas and Locomobile cars, driven by Le Blon and Tracy, respectively, proved themselves speedy and reliable. Their trouble as well as that of the Frayer-Miller, was the bad behavior of their non-skidding tires.

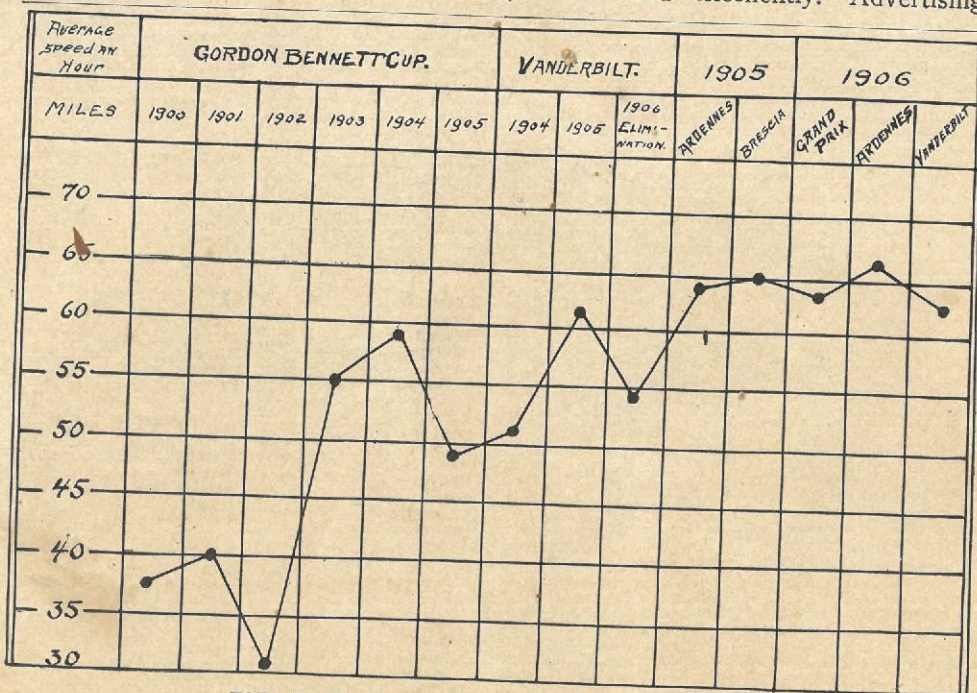


DANSK VETERANBIL KLUB

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The experience with the latter forms the most deplorable part of the day's story. In the Elimination Trials two weeks earlier, the Diamond tires, which were fitted to all of the American cars, had worked excellently. Advertising



HOW SPEEDS HAVE INCREASED IN ROAD RACES

The Story of the Race Told

No.	First lap— 29.71 miles.		Second lap— 59.42 miles.		Third lap— 89.13 miles.		Fourth lap— 118.84 miles.	
	Time.	Pos.	Time.	Pos.	Time.	Pos.	Time.	Pos.
1—Le Blon.....	57.33	16	89.16	15	120.02	15	150.09	12
2—Heath.....	39.50	13	79.13	13	113.38	12	147.11	10
3—Jenatzy.....	30.02	2	60.18	4	89.27	4	117.33	13
4—Lancia.....	30.27	4	60.01	3	88.56	3	117.13	12
5—Lawell.....	33.34	8	100.15	16	150.27	14	190.24	16
6—Shepard.....	32.26	7	64.04	5	94.58	6	125.21	6
7—Luttgen.....	34.32	10	66.47	8	110.03	10	142.44	9
8—Nazzaro.....	30.41	5	65.44	7	107.08	9	141.29	8
9—Tracy.....	38.48	12	77.41	12	122.32	16	154.10	14
10—Wagner.....	28.26	1	56.22	1	84.40	1	112.22	1
12—Cagno.....	35.18	11	71.38	10	104.05	8	137.19	7
14—Haynes.....	45.18	15	79.54	14	114.08	13	152.36	15
15—Clement.....	31.21	6	64.52	6	93.37	5	121.54	5
17—Christie.....	34.08	9	67.47	9	103.02	7	148.36	11
18—Duray.....	30.18	3	59.11	2	87.30	2	120.28	4
19—Fabry.....	41.28	14	76.49	11	113.07	11	151.11	13

Foxhall Keene, No. 11, did not start.

*Lancia and Duray tied for second place.

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The Race by Laps.

FIRST LAP	
WAGNER	28.26
Jenatzy	30.02
Duray	30.18
Lancia	30.27
Nazzaro	30.41
Clement	31.21
Shepard	32.26
Lawell	33.34
Christie	34.08
Luttgen	34.82
Cagno	35.18
Tracy	38.48
Heath	39.50
Fabry	41.28
Haynes	45.18
Le Blon	57.33

SECOND LAP	
WAGNER	27.56
Duray	28.53
Lancia	29.34
Jenatzy	30.16
Shepard	31.38
Le Blon	31.43
Luttgen	32.15
Clement	33.81
Christie	33.89
Haynes	34.36
Nazzaro	35.03
Fabry	35.21
Cagno	36.20
Tracy	38.52
Heath	39.23
Lawell	66.40

THIRD LAP	
WAGNER	28.17
Duray	28.19
Clement	28.45
Lancia	29.55
Jenatzy	29.09
Le Blon	30.46
Shepard	30.54

Haynes	34.03
Heath	34.25
Cagno	34.28
Christie	35.16
Fabry	36.17
Nazzaro	41.24
Luttgen	43.16
Tracy	44.51
Lawell	50.18

FOURTH LAP	
WAGNER	27.42
Jenatzy	28.06
Clement	28.17
Lancia	28.18
Le Blon	30.07
Tracy	31.83
Luttgen	32.41
Duray	32.58
Cagno	33.14
Nazzaro	33.21
Heath	33.33
Fabry	38.05
Lawell	39.57
Shepard	40.23
Haynes	44.28
Christie	45.34

FIFTH LAP	
Tracy	26.21
Lancia	28.07
Duray	28.26
Nazzaro	29.21
Le Blon	30.33
Luttgen	32.05
WAGNER	32.08
Heath	33.29
Fabry	33.49
Shepard	33.53
Jenatzy	34.31
Haynes	35.68
Clement	36.32
Cagno	38.19
Christie	57.43
Lawell	.....

SIXTH LAP	
WAGNER	27.23
Jenatzy	28.40
Nazzaro	28.57
Clement	29.22
Duray	29.46
Cagno	30.09
Shepard	30.24
Lancia	33.02
Heath	36.45
Tracy	38.23
Le Blon	38.49
Fabry	47.18
Haynes	49.32
Luttgen	51.56
Lawell	.....
Christie	.....

SEVENTH LAP	
WAGNER	27.41
Duray	28.05
Clement	28.10
Jenatzy	28.21
Lancia	28.22
Cagno	32.08
Heath	35.37
Le Blon	35.55
Luttgen	37.31
Nazzaro	37.49
Fabry	38.39
Tracy	40.26
Lawell	.....
Shepard	.....
Haynes	.....
Christie	.....

EIGHTH LAP	
Tracy	27.56
Nazzaro	27.58
Jenatzy	28.17
Clement	28.18
Lancia	28.38
WAGNER	30.45

Le Blon	30.50
Duray	31.18
Cagno	32.15
Luttgen	33.21
Heath	38.09
Lawell	.....
Haynes	.....
Shepard	.....
Fabry	.....

NINTH LAP	
Nazzaro	27.25
WAGNER	27.54
Duray	28.00
Lancia	29.06
Clement	29.32
Le Blon	31.20
Cagno	35.59
Jenatzy	37.44
Heath	.....
Lawell	.....
Shepard	.....
Luttgen	.....
Tracy	.....
Haynes	.....
Christie	.....
Fabry	.....

TENTH LAP	
Duray	27.52
Clement	28.12
Lancia	29.00
Jenatzy	29.29
WAGNER	31.58
Le Blon	.....
Heath	.....
Lawell	.....
Shepard	.....
Luttgen	.....
Nazzaro	.....
Tracy	.....
Cagno	.....
Haynes	.....
Christie	.....
Fabry	.....

in Tabular Form.

Fifth lap— 148.52 miles.		Sixth lap— 178.26 miles.		Seventh lap— 207.97 miles.		Eighth lap— 237.68 miles.		Ninth lap— 267.39 miles.		Tenth lap— 297.10 miles.	
Time.	Pos.	Time.	Pos.	Time.	Pos.	Time	Pos.	Time.	Pos.	Time.	Pos.
180.42	12	219.21	11	250.16	9	281.06	8	312.26	7	.....	...
180.40	13	209.25	10	253.02	8	287.10	9	.....	...	.....	...
162.06	4	180.46	4	209.07	4	237.24	3	275.09	5	304.33	5
145.20	2	178.22	2	206.44	*2	235.22	2	264.28	2	293.39	2
.....
159.14	6	189.38	6	.....	.....	.....	.....	.....	.....	.....	.....
174.44	8	225.00	13	262.31	12	295.52	11	.....	.....	.....	.....
170.50	7	199.47	7	237.36	6	265.34	6	292.59	6	.....	.....
180.30	11	218.53	9	259.19	10	287.16	10	.....	.....	.....	.....
144.30	1	171.53	1	199.33	1	230.18	1	258.12	1	290.10	1
175.38	10	206.37	8	238.45	7	270.30	7	306.29	8	.....	.....
194.34	14	244.06	14	.....	.....	.....	.....	.....	.....	.....	.....
158.26	5	187.48	5	215.58	5	244.16	5	273.48	4	302.00	4
206.19	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
148.53	3	178.39	3	206.44	*2	237.52	4	265.52	3	293.45	3
175.00	9	222.18	12	260.57	11

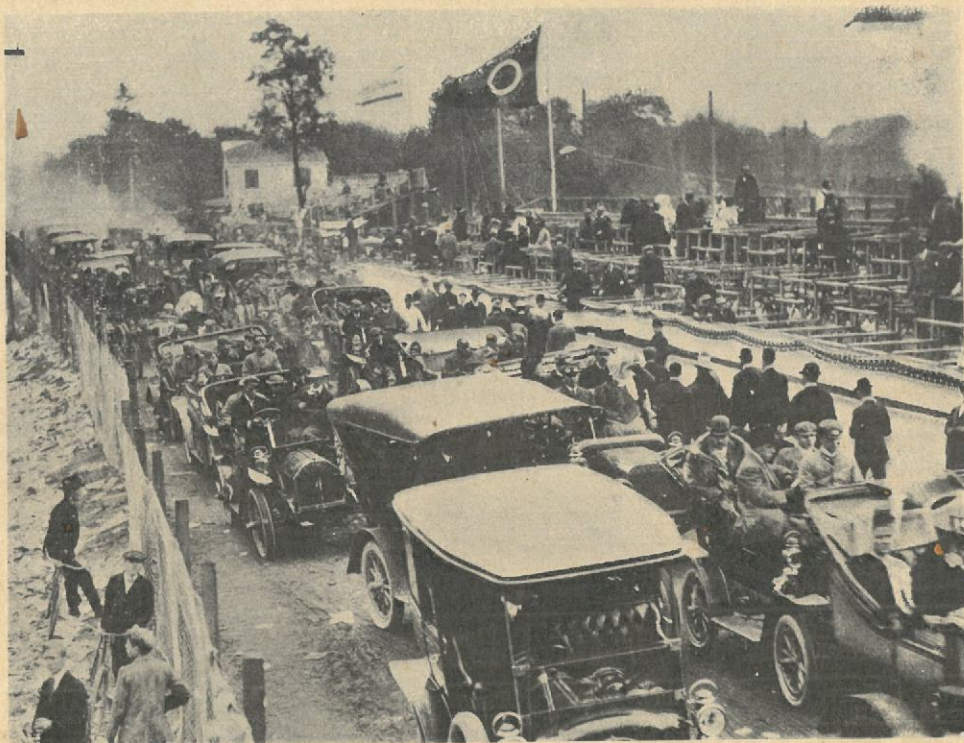
Dr. Weilschott, No. 16, disabled on first lap.

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Manager Kingman of the Locomobile Company of America put the matter succinctly and clearly when he said to an AUTOMOBILE TOPICS representative that they had been "simply perfect."

Had no change been made for Saturday's race the result would probably have been just the same. But the rain of the previous day had soaked the roads and rendered them slippery, while the absence of sun in the morning prevented them drying out as they should. With this situation confronting them the drivers, American and foreign, saw the necessity of fitting non-skids, and with-



THE SCRAMBLE FOR HOME

out a single exception they proceeded to do so. To quote the words of J. A. Braden of the Diamond Rubber Company, the situation was just this:

"These leather non-skids were responsible for whatever tire trouble that developed. They are not durable under high speed, and it was a certainty that there would be trouble when they were put on. The contrast when Tracy changed to the regular flat tread Diamond wrapped tread construction speaks for itself.

"Nine-tenths of all tire delays in the race, American and foreign, were due to the non-skids—and this statement is based on reports of men stationed at every American and foreign control."

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Automobile Topics Special Race Issues

No such journalistic feat as the publication of an automobile race daily was ever before projected in this country, much less carried to a complete success. Automobile Topics Special made a record, and it has been the recipient of praise all along the line for its splendid work.

Beginning with the day preceding the Elimination Trials, viz., September 21, and continuing through Saturday and the Friday, Saturday and Sunday of the race itself, Automobile Topics Special was published, its entire contents being devoted to the race. It was on sale each morning with the regular morning papers; and on September 22 the edition was on the streets within an hour after the finish of the race, fully two hours ahead of any other paper, containing a complete illustrated account of the race. For the race on October 6, the third and final issue was published on Sunday. It was devoted entirely to the story of the race, fully illustrated, written from three different points, and containing tables that illuminated the story in a remarkable manner. These six issues contained one hundred columns of reading matter, forty columns of cuts and 25,498 lines of advertisements.

The delivery of Automobile Topics Special on October 5, 6 and 7, covering the Vanderbilt race throughout New York City and Long Island, was greatly facilitated by the use of three automobiles—the new 6-cylinder Pierce Great Arrow car, kindly placed at the disposal of the publisher by the George N. Pierce Company; the Pope-Hartford car which did such good service during the elimination trials for Automobile Topics Special, and which was again loaned for the occasion by the local branch of the Pope Manufacturing Company; and the Rainier car, which the Rainier Company assigned for this purpose.

On Friday, October 5, the Pope-Hartford car was in commission bright and early for a quick run to the Garden City Hotel and about Long Island, delivering Automobile Topics Special at the various headquarters and tire camps and at the weighing-in. Friday evening the Rainier car went into commission, taking the editorial staff to the headquarters of Automobile Topics, located near Westbury.

The delivery of October 6, the day of the race, involved considerable care and preparation in order to get it out on Long Island, at the Garden City Hotel, at the grandstand, and at the various points of interest about the course where the crowds were gathered, early in the morning before the start of the race. The Pierce Great Arrow car, shortly after midnight left the office of Automobile Topics with a large quantity of the papers, fresh from the press, and carrying a force of newsboys, made a fast trip to the Garden City Hotel, and then to the grandstand. A half hour later the Pope-Hartford car, with several thousand more copies, in charge of a member of the staff of Automobile Topics Special, left for Long Island, and covered the points of interest on the course, delivering copies of the paper to many of the spectators in the smaller stands. On the arrival of the Pierce car at the Garden City Hotel, arrangements were made to place a copy of the paper in the hands of all of the people leaving there for the race, and on

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the arrival at the main grandstand a distribution was started, covering the crowds in the vicinity of the start and finish, and also placing a copy in the hands of nearly everyone who had seats in the grandstands. From the opposite side of the track, hundreds of Automobile Topics Special could be seen in the early morning hours, just about the time of the start of the race, being attentively read.

In addition to this automobile service, a constant stream of boys was sent out, one after the other, on trains of the Long Island Railroad, and, in spite of the crowded condition of traffic, they made good time and met the representatives of the paper who were on the ground without any mishaps whatever.

Preparations were carefully made also to see to it that the immense crowd going out by way of the Long Island Railroad had an opportunity to purchase this special daily paper. Between the hours of 1 o'clock and 5, on Saturday morning, many thousand copies of Automobile Topics Special were sold by the newsboys who thronged the entrance to the East 34th street ferry. These boys were largely recruited from the ranks of the husky voiced young gentlemen who throng the theatre districts in the late hours of the evening with the "extras" of the regular evening papers, and who were only too glad to have an opportunity to sell the race daily, for which there was a good demand during the busy hours of Saturday morning. Every train that went out from Long Island City was dotted with readers of Automobile Topics Special, who found this an agreeable manner in which to while away the journey from Long Island City to Mineola, Westbury and other points.

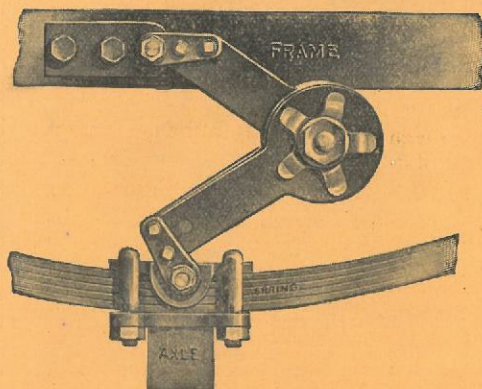
The delivery of the Sunday paper throughout the city was greatly assisted by the work of the Pope-Hartford car, which made a trip in the morning throughout the Broadway district, and not only called at the various hotels and newsstands, but also visited the local automobile houses, many of which are open on Sunday. The Rainier car also performed valuable work on Sunday morning, leaving shortly after dawn with a supply for the Garden City Hotel, where many racegoers lingered on Sunday. Preparations were also ably carried out to see to it that the travelers on the L. I. RR. were not neglected, and all had an opportunity to purchase the Automobile Topics Special of Sunday throughout the day.

A Tool Outfit That Sells on Sight

It is true that only too many owners and drivers are ignorant of the proper use of good tools, when they have them, and that others wouldn't know a good tool when they saw it. But for the man who knows how to use a repair kit and who does use it to make his repairs in preference to sending his car to the shop or garage, the Tourist Autokit has been prepared. It consists of thirty-eight pieces, wrenches, chisels, files etc., all bearing the well-known H. S. & Co. trade mark. The man who knows tools knows H. S. & Co. means the highest quality possible, and quality is a big thing when it comes to automobile tools. The total weight of the kit is eighteen pounds, and the list price is \$25. To the man who is looking for quality, the Autokit, made by Hammacher-Schlemmer & Co., 4th avenue and 13th street, New York City, is recommended.

Automobile Topics Tour

IMPROVED TRUFFAULT-HARTFORD SHOCK ABSORBER TRADE MARK



OWNERS, CHAUFFEURS, MANUFACTURERS

Your 1907 Car will not be complete unless it be
equipped with

TRUFFAULT-HARTFORD SHOCK ABSORBER

THE PIONEER

THE BEST

Adopted as part of regular equipment of: Pierce Great
Arrow, Locomobile, Studebaker, Peugeot, Brasier,
Matheson, Stevens-Duryea, Gubron-Brillie, Rossel,
Napier, Aerocar and Watson-Conover.

Cars under 1500 lbs., \$40
(Four suspensions)

ABSOLUTELY GUARANTEED

Cars over 1500 lbs., \$60
(Four suspensions)

HARTFORD SUSPENSION COMPANY

E. V. HARTFORD, Pres.

67 Vestry St., NEW YORK.

APPLICATIONS MADE AT GARAGE, 212-214 WEST 86TH STREET.

POSTAL US FOR PARTICULARS

HARTFORD AUTOMOBILE TIRE PRICES

Are based solely upon the value of the product and the reputation of the house. They are not varied by seasons or localities, or affected by the lower forms of competition. Purchasers will find it economical in the end to pay these prices, and the trade will handle them with the same satisfaction and ultimate advantage as formerly.

SPECIFICALLY TO THE AUTOMOBILE DEALER:



Prices that represent quality are not paid grudgingly, or as an exception, by the very best trade; but quite as a matter of course. Many people judge largely by the price and take the highest on faith, and it's a mighty good business asset if yours can be considered a place



where this can be done, with underlying consciousness on the part of the buyer that he is getting a "square deal." Knowing this, what fair excuse has any man for selling less than the best to those who want nothing else and are willing to pay for it?

Imitations of our tires and our methods, even if they do give you a little larger profit for the time being, ultimately result in distrust and loss of trade. Better keep in the lead than drop back into the line.

PRICES AND QUALITY ABSOLUTELY MAINTAINED.

The Hartford Rubber Works Company, Hartford, Conn., U. S. A.

BRANCHES:

New York, Boston, Philadelphia, Buffalo, Chicago, Cleveland, Detroit, Denver, Los Angeles, San Francisco.

Mention "Automobile Topics" when writing.

Loose Sheets of This and previous Sections may be Obtained by Remitting Ten Cents.

Philadelphia to Washington

Routes from Philadelphia to Baltimore and Washington are many, and all of them have some disadvantages. Generally speaking, the shortest routes contain the worst stretches. The route here given, however, combines the most direct and the most passable roads and is the way to be selected if one does not wish to make a long detour to the west to avoid the atrocious roads on each side of Baltimore.

The details of the route follow:

Continue past City Hall on South Broad street to Walnut street (two squares), turn right and follow Walnut street to 42d street, where turn left to Baltimore ave., then right on Baltimore ave. to Cedar ave. Follow Cedar ave. to 52d street, then turn left and shortly right into Baltimore ave. again. Continue out Baltimore ave. to Lansdowne ave. bearing south into Darby. Or, take Walnut street as before to Woodland ave., then turn left by the University of Pennsylvania and out Woodland ave., (following trolley tracks) to

DARBY (6 miles).
Continue through Darby, bearing left over creek and up hill into the Philadelphia Pike. Follow pike through Glenolden, Norwood and Ridley Park to end of pike at Chester. Here turn right and immediately left into 14th street. Continue past Military Academy on right, then turn left one block to 13th street. Turn right on 13th to Upland street. Turn left on Upland street to Seventh street, then right to business section of

CHESTER (15 miles).
Continue out Seventh street one mile, turn right two blocks and then left into Ninth street, and then straight ahead to Trainer. Turn sharp left here to Linwood, across railroad and turn right into the Philadelphia & Wilmington Pike and follow through Claymont, Belleville and Practical Farmer, over stone pike with long and steep hill. Follow this pike straight into Wilmington, crossing bridge over Brandywine Creek, bearing right and again left into Market street to center of city of

WILMINGTON, DEL. (28 miles).
Turn right into West 11th street from Market street five squares, then bear right into Delaware ave. Continue, bearing left into Pennsylvania ave. and shortly, after half a mile beyond, turn sharp left into Broome street. Turn right from Broome street into W. Fourth street and then left into Union street. Continue out Union street across railroad tracks and at trolley turn left through Price's Corner. Just beyond turn right and continue straight ahead, turning left, then right, through Marshallton and again straight ahead to St. James Church, where turn left for short distance, then sharp right for 4 miles. Bear left across bridge, then right short distance and left over railroad tracks. Again bear left into Main street

NEWARK, DEL. (43 miles)
Follow Main street, and at Balt. & Ohio RR. station bear right, continuing almost due west and direct through Appleton (48 miles), Fair Hill and Blue Ball to Calvert (55 miles) and Rising Sun (60 miles). At first forks beyond Rising Sun take left fork and at cross roads about 1 1-2 miles beyond town turn right through Colora (65 miles). Half mile beyond village turn

left to Liberty Grove, where turn right through Rowlandville (67 miles). Continue for short distance, turning right and following river road up the east bank of the Susquehanna River to

CONOWINGO (70 miles).
Turn left across bridge over river, turning again left and following down west bank of river 3 miles where right turn is made to Darlington. Continue straight ahead and immediately after crossing bridge over creek turn right one half mile and then left into Deer Creek. Continue through Glenville and 1 1-4 miles beyond town turn left for about 1 1-2 miles to high hill. Turn sharp right here for 2 1-2 miles and at sign "To Darlington" turn right short distance and then bear left into Churchville (80 miles). Continue through town and direct on Churchville Road (macadam) five miles to

BELAIR, MD. (85 miles).
At court house turn left into Harford Road (pike) and continue direct with trolley line through Carney, Hamilton and Lauraville. Continue on Harford Road, which becomes Harford avenue to North Avenue, just beyond Clifton Park, on left. Turn right into North avenue 3-4 miles and then left into St. Paul street (belgian blocks and asphalt) to center of city and Court House Plaza,

BALTIMORE (108 miles).
From Court House Plaza turn left into Lexington ave. and straight out to Fulton street (about 1 1-2 miles). Turn right into Fulton street four blocks to Edmondson avenue, where turn left and continue direct over bridge over Penna. RR. and then cross bridge over Gwynn's Falls and Western Maryland RR. tracks, and continue with trolley tracks, finally striking the old Frederick Road (macadam). Continue out Frederick Road, and 8 miles from Baltimore turn left into Rolling Road, cross trolley tracks, and near crest of long hill, opposite dwelling with hedge in front, turn right for long descent down hill. Bear right alongside river one half mile and then left, crossing bridge over Patapsco River,

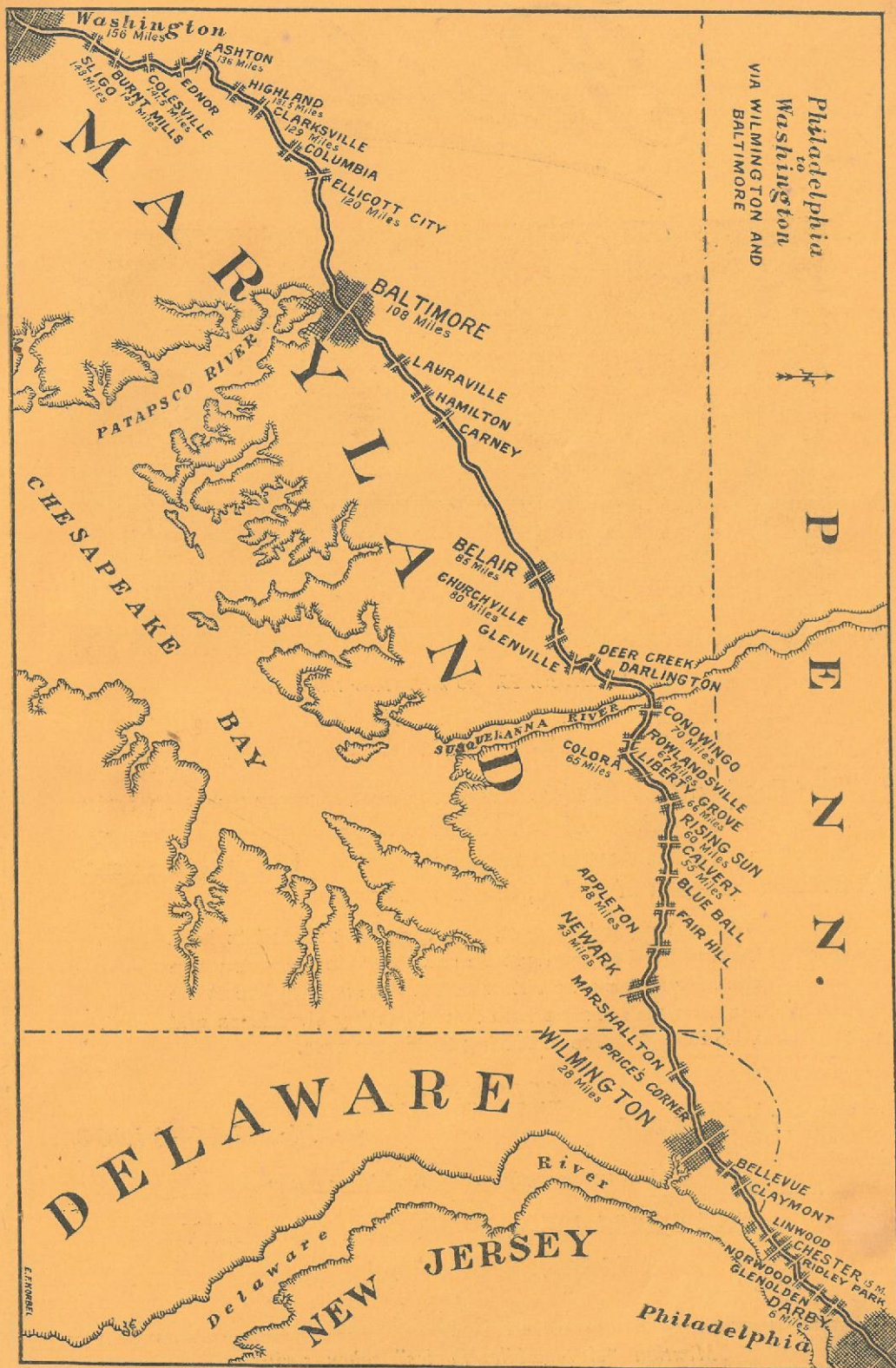
ELLICOTT CITY (120 miles).
Bear left into dirt pike direct to Columbia, where turn right to Clarks-ville (120 miles). Turn left through Clarks-ville to Highland (cross roads) and direct over Patuxent River bridge, turning left through Ashton (136 miles). Continue through Ednor Colesville (141.5 miles), and Burnt Mills (145 miles). Two miles beyond take left fork to Silgo (148 miles), and continue through Silver Spring into Seventh street pike. Follow the pike into Seventh street to center of city. Or, either Eleventh or Fourteenth streets can be taken by turning left on Whitney ave., and thence to center of

WASHINGTON (156 miles).

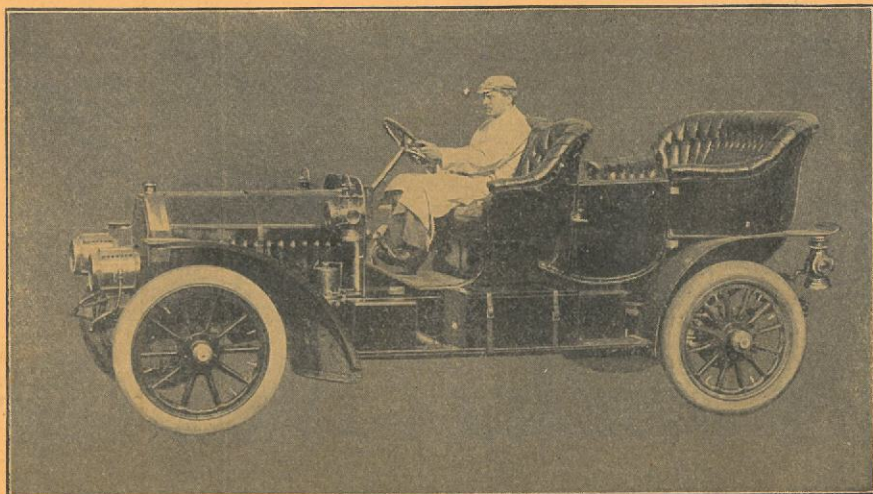
Table d'Hôte, \$1.50
Specialties a la Carte

CAFE DES BEAUX-ARTS
NEW YORK'S ELITE RESTAURANT
80 West 40th Street

Supper delightfully
served
Three Orchestras



Peerless



1907 Model No. 15. 45 horse-power touring car

Secure a Thorough Demonstration

The Peerless 1907 Models show a great advancement in automobile construction. Attention has been given to improvements in the motor and details of the car in general to insure attractiveness in detail of design, finish and comfort.

Without regard to cost, the very best materials have been utilized throughout the car. Simple in construction the new Models are better suited than ever before to the requirements of men who do not employ chauffeurs and who take pleasure in driving their own cars.

1907 Models

Model 15—\$5,000

Model 16—\$4,000

Advance information will be furnished on request

THE PEERLESS MOTOR CAR COMPANY

Lisbon St., Cleveland, Ohio

Member A. L. A. M.

Mention "Automobile Topics" when writing.

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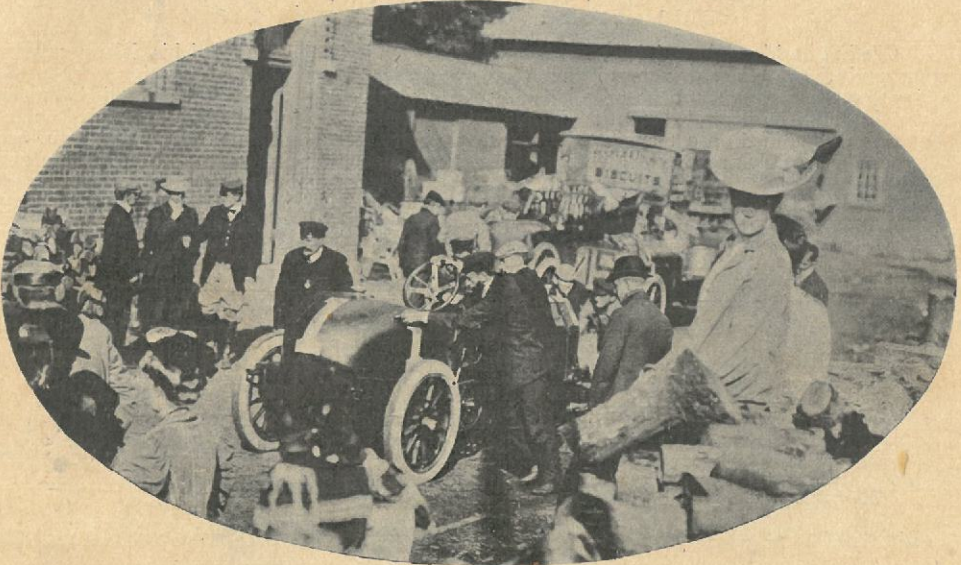
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Trouble to Make the Limit at Weighing-in

Usually the weighing is a tame and uneventful affair. The rain of Thursday night, however, changed all this. The certainty that the roads would be wet and slippery on Saturday rendered the use of non-skidding bands necessary. This not only added weight, so that many of the cars were brought up over the limit of 2,204 pounds, requiring all sorts of scaling down and stripping to get within it, but it proved the undoing of the American team, as the event proved.

The greater part of the weighing-in process was accomplished by noon, and when the officials closed the scales at lunch time, only Christie, Le Blon and Clement were missing.

Shortly before the scales were opened at ten o'clock George Heath, appeared, towing his racer behind a big touring car. Duray, Jenatzy and Wagner followed in succession. Heath's Panhard weighed in with the magneto attached,



LE BLON'S THOMAS ON THE SCALES

at 2,218 pounds, which, with the allowance of 15 pounds for the magneto, gave a leeway of just one pound. Duray weighed in without the magneto and tipped the scale at 2,215 pounds, or 11 pounds over weight. The question of tire holders, which in some cases were removable and in others secured to the chassis, was called to the judges' attention, and they finally ruled that where tire holders could not be removed, the car should be allowed twelve pounds.

Jenatzy was third, and it took four attempts to bring his Mercedes down to weight. In doing this he sacrificed an emergency brake and the footboards. It was the same thing all along the line, every car being so close to the mark that the smallest of parts made a big difference. Wagner cleared; with his Darracq,

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by four pounds, Tracy made the exact weight at the first attempt, and Lancia's Fiat weighed exactly 2,200 pounds.

Luttgen made 2,202 pounds in two attempts, without the magneto, and Dr. Weilschott and Nazzaro brought their Fiats to the 2,204 mark on the first attempt. Shepard had the hardest time of all, and it took him over an hour to bring the big Hotchkiss down to weight. Lawell made the exact weight, Cagno's Itala was weighed in with the magneto attached, at 2,217 and Fabry's car without the magneto made exactly 2,204.

After lunch Le Blon, Clement and Christie were weighed, the first making 2,218 pounds with magneto, Clement, 2,219 also with the magneto attached, and Christie's front drive car weighed only 1,823 pounds, complete with cushions and all equipment.

Some Tricks of the Racing Trade

Chafing at his enforced idleness, and watching eagerly the work of his fellow countrymen and the foreign drivers in the Vanderbilt race, Herbert H. Lytle has written for AUTOMOBILE TOPICS some observations on the contest. Lytle, it will be recalled, finished third in the American Elimination Trials on September 22, in his big Pope-Toledo racer, but was disqualified on a technicality. Up to the very last moment he hoped that some turn of the wheel of chance would give him the coveted opportunity to start, and during the early part of the race his car stood ready in the Pope quarters by the course, engine running and only needing Lytle's hand at the wheel and the putting in of the clutch to take its place in line. That he watched the race to some purpose the accompany remarks will show. The foreign drivers and their "team work," as he indulgently terms it, received particular attention. Ed.

Watching an automobile race that you expected to be in is a good deal like being the commander of a regiment of soldiers held in reserve while the battle proceeds in the distance. I imagine that the condition of mind of the commander is a good deal like my own upon the morning of October 6. Of course, we held out until the very last in hopes that through some means our car would get in, but when the final decision came somewhat of a load was lifted off our minds and we determined to look at the race purely in the light of spectators.

All the men in our shop were told to help anybody on the road in trouble, and Dingley and I left on a tour of the course as far as we could cover it on foot. We saw the race from as many different standpoints as possible, picking, of course, the difficult spots which I had encountered during practice spins before and after the elimination race. I thus had an opportunity to compare the handling of the various drivers with my own, under like conditions.

The one thing that impressed me more than anything else was the team work of the European drivers. When I say team work I do not mean that the drivers of the European cars took any unfair advantage of the other drivers. One particular incident which occurred three times in succession within my observation I will describe as an illustration of the manner in which a complete understanding on the part of certain drivers influenced results.

After the second round three foreign cars bunched within one-eighth of a mile. When this trio of cars overtook one of the other cars the procedure was extremely interesting. The leading car of the trio, after signalling that it in-

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tended to pass the car in front, gave the preceding car a wide berth, the car following cut off a small bit of the distance intervening, and the last car barely shaved the wheels of the car being passed, the driver of which, at this time, being reduced to a condition of mind by which he thought that the entire list of entries intended to pass him in a bunch.

The fact that the foreign drivers turned on their exhaust during the passing operation assisted in the demoralization of the other driver, and in two of the instances the passed car was delayed at least a minute before recovering headway. I do not mean to say that the drivers of the foreign cars deliberately crowded other cars, and I do not think that the advantage taken was unfair, certainly not as unfair as the old pocketing process which became a familiar feature in the bicycle races of several years ago. However, it is simply a peculiar circumstance which must have had a result in the outcome of the race, for, as I said before, when this incident occurred the car passed usually lost a mile.

The crowds on the track undoubtedly cut down the time considerably, and the conditions were much worse than during the elimination race. Notwithstanding this drawback, the race was one of the most interesting I have ever seen, and shows conclusively that the automobile race as a big game has come to stay. The element of danger which the papers have made so much about is, after all, a matter of small moment, so far as the drivers are concerned. Every condition in the game is improving, and with the gradual diminution of the uncertainty there will come a better and larger appreciation of the sport on the part of the public.

The showing made by the American cars, considering the full history of the race, was as good as could be expected. Next year it will be better.

Omaha's Flower Parade a Success

OMAHA, NEB., Oct. 6.—About 100,000 people saw the automobile flower parade, the most brilliant outdoor event of the annual Ak-Sar-Ben festival at Omaha. Twenty-five automobiles, many of them most lavishly decorated, took part in the parade. Prizes were given for the most artistic touring car, most artistic runabout, most unique design and handsomest turnout driven by a woman.

D. C. Bradford's automobile was awarded first prize in the touring class, and the popular voice gave it first place in point of beauty in the whole parade. It was filled with beautiful young women and literally swathed in pampas grass brought from California.

Race Meet Announced for Empire City Track

Encouraged by the interest in racing on the road displayed as a result of the Vanderbilt contest, the Empire City Trotting Club announces that it will promote a race meet at the Empire City track on October 20. A 100-mile race for stock touring cars is scheduled as the main attraction, and an effort will be made to secure some of the Vanderbilt Cup racers for exhibitions.

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De Luxe Company Reorganized and Goes to Detroit

The De Luxe Motor Car Company, which was formed in Toledo, O., last spring, by F. C. Keeton of Toledo, and George M. Verity of Middletown, O., with a capitalization of \$750,000, has just been re-organized and the capital stock increased to \$1,000,000. In the reorganized company N. M. Kaufman of Marquette, Mich., is president; George M. Verity is vice-president; F. M. Keeton, secretary; Ralph R. Caldwell of Cincinnati, O., assistant secretary; D. W. Kaufman of Chicago, treasurer; W. H. Morgan of Alliance, O., Mr. Harry E. King of King & Tracey of Toledo, O., and Mr. W. E. Whiting of Detroit, are directors.

While the works in Toledo are to be continued, the company has acquired the plant of the Blomstrom Motor Co. of Detroit in which 800 to 1,000 men will be employed during the coming fall and winter, and the company's main office will hereafter be in the latter city. Mr. Keeton and Mr. Verity will be the active managers of the business and will both be found at the main office in Detroit. Frank S. Davis, John A. Herzog and Fred. A. Meeks are the mechanical engineers in charge of the construction of the first models, and John E. Locher is superintendent of works. All of the gentlemen named, except Mr. Verity, are practical automobile men of long experience. The first models of the De Luxe Company will be on exhibition at the coming New York show in December and Chicago in February.

Reo Joins; A. M. C. M. A. Membership Increases

There is plenty of reason for the feeling of elation which the American Motor Car Manufacturers' Association is experiencing. No less than 14 new members have been admitted or applied for membership within a few weeks, and the latest and in some respects the most notable of these is a last week's recruit, viz., The Reo Motor Car Company of Lansing, Mich. The Reo line will be shown at the exhibition of the Automobile Club of America, which is to be held in the Grand Central Palace, New York, December 1 to 8.

The membership of the association is now 37, or nearly 50 per cent. more than it was two months ago.

All A. M. C. M. A. Members Get Space on "Ground Floor"

The drawing for space in the Grand Central Palace allotted to the American Motor Car Manufacturers' Association occurred on Friday of last week. First choice fell to the De Luxe Automobile Company, but as all the members of the association, with the exception of those exhibiting commercial cars, were able to secure space on the main floor, there was general satisfaction expressed at the outcome.

The commercial vehicles are, in accordance with the rule of the Automobile Club of America, to be placed on the floor above that allotted to pleasure vehicles.

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U. S. Court Restrains Strikers

TOLEDO, O., Oct. 9.—The United States government has taken a hand in the strike situation at the local plant of the Pope Motor Car Company, Judge R. W. Taylor of Cleveland, of the United States District Court, having issued an injunction order, which restrains the striking machinists from further interfering with the company or its employees.

On August 30, two of the company's employees were discharged for just reasons, when the union immediately put in an appearance before General Manager A. E. Schaaf and demanded that the discharged men be reinstated within twenty minutes. The company did not acquiesce to the unjust demands of the union, so a strike followed. The company immediately began to fill the places with other men, when the striking machinists began to resort to threats, coercion and intimidation of employees about the plant, through the placing of pickets. The situation became so grave that the Pope people have been compelled to temporarily establish a sort of boarding house within the walls of the factory, that the new employees of the factory might be given protection. A force of cooks and waiters have been employed about the plant for the past few weeks.

The injunction order of the United States judge has won a just victory for the Pope-Toledo people, the order having been served on 276 defendants, including all the members of the local union and James J. Keegan, fifth vice-president of the International Association of Machinists, the latter being called upon to take charge of the strike situation. The order prohibits any of the strikers from entering the grounds or congregating nearby, posting pickets, intimidating prospective employees, molesting any one or anything about the premises, interfering with employees on their way to and from work or visiting them at their homes, intimidating wives or families of the employees at their residences.

Early the police department was called upon for protection, but being refused the needed aid from the city mayor down the entire line of officials in power, the Popes decided to carry their case to a higher tribunal, when the sweeping order from United States Judge Taylor was made.

The hearing before Judge Taylor will be held next Saturday morning at the government building in this city. In the meantime, the Pope plant is running with a full force, the strikers' places having been filled to a man.

Dunn Gets Press Agency of Garden

A very large, juicy and toothsome plum, to wit, the press agency of the Seventh National Automobile Show at Madison Square Garden, has been bestowed upon R. L. Dunn. There was considerable competition for the position, but Dunn landed it and will begin at once to set in operation the various schemes he has in mind to boom the show. Dunn was formerly with Colliers, and of late has been doing publicity work for the Pope Company. He is energetic and brimful of ideas, and altogether the selection is a good one.

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AFTER a four months' automobile tour in Europe, Gen. and Mrs. C. M. Spitzer of Toledo, O., returned home last week. The general and his wife drove about 8,000 miles. Numbered among the incidents of their tour was the trying experience of being compelled at the point of a gun to return to St. George, near the boundary line between Germany and

France, and pay a fine for violating the speed ordinance of the village.

ARCHIE McLACHLAN of Cleveland drove a 1907 Royal Tourist car from that city into Canada last week, on what was intended as a trial trip of the car. He soon forgot all about the working of the new 1907 features, and turned the trip into one of pleasure. The first day out McLachlan made Hamilton, Ont., nearly 300 miles from Cleveland, and he then continued for ten days, visiting a number of Canadian cities and towns.

STANLEY LINFORD of Richmond, Va., accompanied by a party of friends, left Allegheny, Pa., for his home last week. From Allegheny they went through Gettysburg to Baltimore, Washington, thence to Winchester, down through the Shenandoah Valley to Natural Bridge, from which point they went on to Richmond. By going over this route the party traveled over about 500 miles of the finest and grandest section of the country.

AMONG the Philadelphians to view the Vanderbilt Cup race was W. B. O. Dauenhower, who, with a party of friends, drove over last week in a Pope-Hartford car; C. W. Longstreth, in a Maxwell car; W. Wayne Davis, in a Packard car; Percy L. Neel of the Quaker City Automobile Company, in a Pope-Toledo; Joseph Buchanan, in a Royal Tourist; B. Tatem, in a Peerless; and the White enthusiasts to make the trip were George H. McNeely, M. G. Price, P. V. Hoey and H. L. Stahler.

A PARTY of motorists, consisting of Mr. and Mrs. W. H. Hurley, Mr. and Mrs. George Blake of Camden, N. J., and W. L. Blake of Brooklyn, N. Y., stopped at Reading, Pa., last week en route to Gettysburg. After doing the battlefield the party returned home by way of Carlisle and Harrisburg.

EDWARD ZUSI of Newark, N. J., accompanied by his family, drove from that city recently to the Berkshires by way of the Delaware Water Gap, Milford, Port Jervis, Newburg and Poughkeepsie.

A FAMILY party, at the head of which was Mr. Winters, a prominent manufacturer of Worcester, Mass., drove to Philadelphia last week, stopping at Newark en route. On the return they drove through Eastern Pennsylvania, New York State and the Berkshires, covering altogether about 1,500 miles.

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At last contracts have been let by the Chicago Automobile Club for the erection of its new home at No. 15 Plymouth Court. Last Saturday the work of demolishing the buildings which now occupy the site was begun. It is planned to have the laying of the cornerstone, which will be attended with elaborate ceremonies, about Thanksgiving, and in

about six months the club hopes to take possession of the building. The house will be five stories high, 70x100 feet, and will be of quaint design. The main floor will be the entrance to the garage, which will be on three floors, reached by an elevator. On the second floor will be the living and lounging rooms, while on the third will be the restaurant and café. The fourth and fifth floors will be given up to sleeping apartments, while in the basement will be located the old English grill room and bowling alleys.

THE Automobile Club of Switzerland, stirred by the numerous complaints concerning the arbitrary action of the authorities in regard to the operation of motor vehicles in that country, invites all "victims" to immediately report their cases to the club, and intends to use every means in its power to bring about an end to the prevailing scandal.

THE Cleveland (O.) Automobile Club's quarterly mileage contest ended October 1, but it will be some time before Secretary Goddard can check up all the odometers and determine who is the winner of the prize. The last prize was won by Fred J. Baird, who made 4,380 miles in three months.

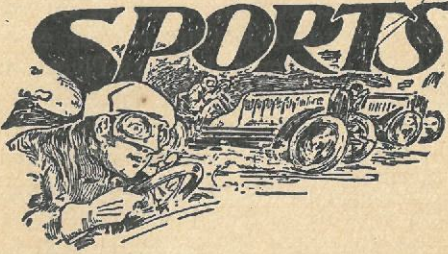
A MEETING of the Associated Automobile Clubs of New Jersey will shortly be held to consider several important matters connected with automobiling in that State. The meeting will be held at the new clubhouse of the New Jersey Automobile and Motor Club in South Broad street, Newark.

SEVERAL owners and dealers of San Jose, Cal., have just formed the Santa Clara County Automobile Club. George Polhemus has been chosen president, and Joseph Faull secretary. The directors are Leonard Peacock, J. S. Williams, Joseph Henry, Frank Martin, J. R. Chance, Joseph Faull, E. P. Lion, C. H. Anderson and George Polhemus.

THE Topeka, Kan., Motor Car League has been formed by about 20 motorists of that city. One of the first actions of the new body was to adopt a set of rules concerning the laws of the road, and distribute them for general use among its members. Included in a series of events to be promoted by the club is a race meet to be held Labor Day on the local horse track.

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THE Chicago Automobile Trade Association is busy arranging plans for its economy test, the date of which has been fixed for October 18. The contest will start in Chicago and finish at Cedar Lake, Ind., a distance of about 50 miles. The route to be followed runs through South Chicago, Hammond, Hessville, Ross, Merrillville and Crown Point,

over macadamized roads the major portion of the way. The rules to govern this contest are a departure from any employed in the conduct of a similar affair. At the starting point the gasoline tanks will be filled to overflowing, the quantity noted, and then the cars will be sent away. At Crown Point, en route, the cars will be officially weighed, then the 6 miles to Cedar Lake will be covered and the tanks refilled. As the quantity poured in will be known it will be easy to determine how much fuel each car consumed on the journey. Then the highest score will be arrived at by taking the weight of the car and dividing it by a divisor which represents the quantity of gasoline consumed. Only fifty cars will be allowed to compete in the contest, and each entrant must nominate an observer. Believing that the economy part of the affair will not be sufficient, the promoters are arranging an elaborate banquet and dance for the evening.

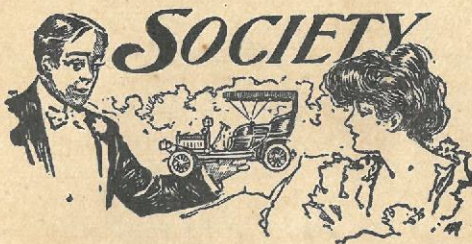
THE second annual hill-climbing contest of the Rochester Automobile Club will be held today up West Duguay Hill, in the town of Penfield, N. Y. This is the same hill on which the club held its climb last year, and the distance from the top to the bottom is 2,760 feet. The event is to be divided into eight classes as follows: 1st, cars rated at 16 hp. and under; 2d, cars rated from 17 to 22 hp. inclusive; 3d, cars rated from 23 to 30 hp. inclusive; 4th cars rated from 31 to 40 hp. inclusive; 5th, cars rated above 40 hp.; 6th, all steam cars; 7th, free-for-all class, including racing and stripped cars; 8th, all electrics. Silver cups are to be awarded to the winner in each class.

A CROWD of about 3,500 people witnessed the races run October 3 under the auspices of the Kansas City Automobile Club at Elm Ridge, Kan., a mile track in that city. In addition to the entrants, hundreds of cars were in the paddock. The track, built for running horses, was soft and slow, in spite of its treatment with oil. Following is the summary:

Fifty miles, stock cars: Pope-Toledo, J. H. Wittman; Buick, J. C. Whittle; Jackson, C. B. Richards; time, 1:07:41. Five miles, runabouts up to \$1,000: Buick, J. C. Whittle; Buick, Ford; time, 7:37. Five miles, touring cars up to \$1,800, catalogue equipment: Buick, J. C. Whittle; Buick, Buick; time, 7:32. Five miles, touring cars \$1,800 to \$2,800 catalogue: Stevens-Duryea, Theo. Peltzer; White, F. E. Grant; Ford, C. C. Meade; time, 7:31. Match race between Pope-Toledo and Thomas, five miles: Thomas, J. Walker; Pope-Toledo, H. Gilmore; time, 7:16. Five miles free-for-all: Thomas, F. E. Grant; Buick, Stevens-Duryea; time, 6:57. Three miles novelty, stop each mile and discharge and pick up passengers: Thomas, Buick, Stevens-Duryea; time, 5:26. Five miles stock cars: Pope-Toledo, Phil Otto; Pope-Toledo, J. H. Wittman; Pope-Toledo, Frank Woodward; time, 5:49½. Match race, five miles: A. C. Webb, Premier; and J. H. Wittman, Pope-Toledo; won by Webb; fastest mile, 1:04.

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VANDERBILT Cup race day has always been looked upon as a social event, and the contest of Saturday was no exception. It mattered little to the fashionable folk that the day was damp and dull. As early as 3 a. m. the day's program was entered upon, and not until noon, despite the fog, mist and rain, did the attention of the racegoers flag. The res-

idents of the villas and villages in the Meadow Brook and North Shore colonies began to assemble at dawn, and all the boxes on the grandstand were occupied at an early hour. Mrs. William K. Vanderbilt, Jr., was among the early arrivals. She wore a very becoming black and white striped suit and a black hat much tilted



A PORTION OF THE GRANDSTAND AT THE VANDERBILT RACE; THE
O. H. P. BELMONT BOX IN THE CENTER

to one side in a style which is very becoming to her. She was the personification of animation during the race, taking the deepest interest in everything and talking in a vivacious manner and applauding and cheering the victors. Mr. and Mrs. O. H. P. Belmont, who have just recently returned from Hot Springs, Va., occupied a box near that of the Vanderbilts. Mrs. Belmont wore a motor coat of ecru trimmed with brown, and a brown hat with a large bird on one side. Mrs. Peter Martin, who with Mr. Martin was with the Belmonts, was in dark gray with a small toque of straw, trimmed in gray and black. With the party were also Mr. Harold Sterling Vanderbilt, who has just returned from a visit to his sister, the Duchess of Marlborough at Blenheim. Another party from Hempstead was Mr. and Mrs. Thomas Hitchcock, Jr., who had among their guests Mr. and Mrs. Clarence Mackay. In another box was Mrs. Harry Payne Whitney in a green and blue plaid, with a picture hat in which these two colors in dark shades were mingled. For a while with Mrs. Whitney was her brother, Cornelius Vanderbilt

Automobile Topics

Illustrated.

A WEEKLY JOURNAL DEVOTED TO THE INTERESTS OF
AMERICAN AUTOMOBILISTS.

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Entering Upon a New Year

Today AUTOMOBILE TOPICS begins its seventh year of publication. Conceived on original and, as it proved, popular lines, it at once achieved favor—a favor it has never lost. Its founder—E. E. Schwarzkopf, then, as now, president of AUTOMOBILE TOPICS Incorporated, had a clear, a prophetic, idea of its sphere, and his fellow workers have labored zealously to so shape its course that it should occupy this sphere in the most fitting manner.

In the endeavor to be topical, bright, newsy and spontaneous, it has yet been dignified, sane and consistent. It appeals now, as it has since its foundation in 1900, to the automobile user, and gives him a graphic picture of automobilism, dished up in appetising fashion and according to a carefully thought-out system, in which each phase of automobiling has its place. If success be the supreme test this policy is the right one, for no publication has a more loyal clientele or readers who show greater interest and appreciation than do those of AUTOMOBILE TOPICS.

During the year entered upon today AUTOMOBILE TOPICS will maintain its present high standard of excellence. Plans have been laid to improve it, and they

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will shortly be carried into effect, with a result that cannot but be pleasing to its readers.

Lessons of a Year of Road Racing

With the running of the Vanderbilt Cup race, the automobile road racing season of 1906 has closed.

We have learned a good many lessons from each of the three great races of the year, viz., the Grand Prix, the Ardennes Circuit and the Vanderbilt Cup contest. As we have previously pointed out, the lessons of the Grand Prix and Ardennes, we now need only examine the Vanderbilt contest and compare it with its two predecessors.

The success of the Darracq car in winning for the second time the Vanderbilt race, needs careful study, as such victories cannot be won in two consecutive years without the combination of perfect machinery and perfect driving.

As bearing on this, however, we have to point out that of the three Darracq cars which participated in the Grand Prix, which was run on June 26 and 27, one was put out of the running during the first lap, Wagner, the winner of the Vanderbilt race, was put out of commission during the third lap, and Hemery, last year's victor in the Vanderbilt Cup race, did not figure after the fourth of the twelve laps. In the Ardennes race, run on August 13, Henriot, in a Darracq, finished second and Wagner eighth. Henriot's car was used by Wagner in the Vanderbilt Cup race, last week, and landed, by skillful driving, in the first position.

This simply demonstrates that racing cars have to be prepared early in order to figure creditably in the races. It took several months to bring the Darracq car to the high grade of perfection which enabled it to win the Vanderbilt race. American manufacturers, therefore, should perceive and digest this lesson, in case they participate in racing, which has in the past helped to develop the touring car, they should go about the matter early, build their car and give it all the trials possible, in order to develop its shortcomings and weaknesses.

The characteristics of Wagner's car are as follows: Motor, 180x150 mm.; 1,200 revolutions per minute; 3 speeds; it was rated in the European races at 125 hp.; it has a remarkably short wheel base, 96 inches; shaft driven; low tension magneto.

On such a course as the Vanderbilt, with eleven sharp corners, the short wheel base had a decided advantage over the long wheel base.

The removable rim has again demonstrated its superiority. Without removable rims Wagner would certainly have lost the race, as he changed his tires on the last lap, when he was only six minutes ahead of the second car, Lancia's.

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Had he not had removable rims it would have taken more minutes than the difference of his advantage, and the race would have been lost to him.

There is also a lesson to be learned from Lancia's driving. The Italian placed himself second to Wagner by 3 minutes 18 2-5 seconds. Comparing the time of the individual laps of Wagner and Lancia, it appears that Lancia lost exactly these 3 minutes on the first two laps, which he made in the comparatively slow time of 30:27 and 29:34, together 60:1, against Wagner's 28:26 and 27:56 2-5, together 56:22 2-5. All Lancia's other laps were made between 28 and 29 minutes. Wagner stopped in the 5th lap to refill and change tires, which explains the time of that lap of 32:18 1-5, while Lancia stopped in the 6th lap to refill and change tires, which accounts for his time of 33:02 for that lap.

Lancia was under instructions to go cautiously, and these instructions, apparently, were the cause of the first two slow laps. It is folly today, when the automobile machinery in the racing car, as well as in touring cars, has attained such a state of perfection, to count with certainty on the motor going wrong. Automobile races today, barring accidents, are decided by the drivers' skill and judgment. Every second counts, and the car which gains an advantage in the first lap is hard to beat. This is shown by the fact that not a single car in the Vanderbilt race went out of commission on account of mechanical troubles.

When a race of 300 miles is decided on a small margin of 3 minutes for the winner and of 16 seconds between the second and third cars, the perfection of the engines is clearly demonstrated.

The remarkable evenness of running of the five cars that finished, and which is proof of the perfection of the modern automobile, is shown by the following table:

LAP	WAGNER	LANCIA	DURAY	CLEMENT	JENATZY
1	28.26	30.27	30.18	31.21	30.02
2	27.56	29.34	28.53	33.31	30.16
3	28.17	28.55	28.19	28.45	29.09
4	27.42	28.18	32.58	28.17	28.06
5	32.08	28.07	28.26	36.32	34.34
6	27.23	33.02	29.46	29.22	28.40
7	27.41	28.22	28.05	28.10	28.21
8	30.45	28.38	31.18	28.18	28.17
9	27.54	29.06	28.00	29.32	37.44
10	31.58	29.00	27.52	28.12	29.29
Total	290.10	293.29	293.45	302.00	304.38

Virtually there were fourteen cars running when the race was called. The three last cars were disabled through no fault of their engines, but simply by accidents. It was the first time in the history of automobile road racing that anywhere near such a large proportion of the starting cars were still in the running when the race was declared off. This is the more remarkable on account of the condition of the course and the uncontrollable mob, which packed the straight stretches and only opened a lane for one car to pass, thereby handicapping the

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competitors and preventing them from passing each other on the straight stretches. It was for this reason that most of the cars were passed in front of the grandstand, the only spot which was left open for such a manoeuvre.

The accompanying table shows the work of the winners and their chief competitors in the three big races of the year:

	Grand Prix 766 miles. 12 hrs. 14 m. 7 secs. Average 62.28 miles.	Ardennes 372.46 miles. 6 hrs. 4 m. 38 secs. Average 66.12 miles	Vanderbilt 297.10 miles. 4 hrs. 50 m. 10 secs. Average 61.43 miles
Szisz (Renault)	1	not entered	not entered
Nazzaro (Fiat)	2	" "	6
Clement (Clement)	3	6	4
Lancia (Fiat)	5	not entered	2
Heath (Panhard)	6	" "	9
Duray (DeDietrich)	8	1	3
Jenatzy (Mercedes)	10	10	5
Shepard (Hotchkiss)	[did not finish out in 8th lap]	not entered	disabled
Wagner (Darracq)	[did not finish out in 3rd lap]	8	1
Cagno (Itala)	[did not finish out in 3rd lap]	not entered	9
Le Blon (Thomas)	not entered	not entered	8
Tracy (Locomobile)	" "	" "	10
Luttgen (Mercedes)	" "	" "	11
Fabry (Itala)	" "	" "	12

It is thus clearly demonstrated that the Renault of Szisz, which won the Grand Prix, is not surpassed by either the Ardennes or the Vanderbilt winners, as the latter were both entered in the Grand Prix and beaten, while the Grand Prix winner was not entered in either the Ardennes or the Vanderbilt, and, consequently, was not defeated by either of them. For this reason the characteristics of the three cars are interesting, and shed much light on the building of successful racing cars—a lesson which American manufacturers will not be slow to study and digest.

	Bore & Stroke R. P. M.	Tire dimens. Front Rear	Speeds	Drive	Wheelbase	Rims	Ignition
Renault 105 hp. (Szisz)	165 x 150 mm. 1200	870 x 90 mm. 880 x 120 mm.	3	Shaft	2 m. 90 cm.	Detach.	High tension magneto
De Dietrich 130 hp. (Duray)	185 x 160 mm. 1100	870 x 90 mm. 880 x 120 mm.	4	Chain	2 m. 90 cm.	Detach.	Low tension magneto
Darracq 125 hp. (Wagner)	180 x 150 mm. 1200	870 x 90 mm. 880 x 120 mm.	3	Shaft	2 m. 85 cm.	Detach.	Low tension magneto

Before concluding these remarks upon the lessons of the Vanderbilt race, I cannot be silent on the defeat of the Locomobile car, which was due, in a large measure, to lack of judgment and lack of skill on the part of its driver. That the car had the speed was clearly demonstrated by the fact that the fastest lap of the race, 26:20 4-5, was made by it, as well as a second lap nearly as fast, the former being at the rate of 67 miles an hour.

E. E. S.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

Automobile Exports for August Show Big Increase

During the month of August the value of automobiles shipped to foreign countries was \$467,131, as against \$260,853 for the same month in 1905. The best customer for the month was British North America, with \$150,210 to its credit. Next in order was United Kingdom, \$122,630, and Mexico, \$103,498. Detailed figures are as follows:

	Aug. '05	Aug. '06	8 months ending Aug. '05	8 months ending Aug. '06
United Kingdom	43,560	122,630	535,391	952,543
France	41,489	15,250	238,005	271,286
Germany	6,612	7,569	90,543	107,675
Italy	7,595	1,125	145,754	234,997
Other Europe	11,542	7,280	199,949	171,255
British North America	79,093	150,210	436,643	656,343
Mexico	27,594	103,498	114,737	484,865
West Indies and Bermuda	3,463	12,159	96,577	201,441
South America	8,338	12,093	38,120	84,409
British East Indies	9,010	2,228	22,838	23,545
British Australasia	10,699	11,124	49,883	87,957
Other Asia and Oceania	8,323	20,099	45,545	44,535
Africa	3,522	.....	25,391	9,622
Other countries	13	1,866	1,758	5,947
Total	260,853	467,131	2,041,134	3,336,420

No Water-Cooled Marmons Next Year

The Nordyke & Marmon Company, Indianapolis, Ind., manufacturers of Marmon air-cooled cars, announce that it is their purpose to continue their air-cooled motors exclusively. One of the special features of the 1907 Marmon line will be an 8-cylinder air-cooled car. The cylinders will be placed four on a side, set at an angle of 90 degrees, and it is said the engine will be but slightly longer than that of a 6-cylinder car. The wheel-base will be 124 inches and the car will comfortably seat seven persons. Lightness of weight will be a special feature and the new car will weigh little more than 3,200 pounds. The body will be of cast aluminum.

Mechanical Branch Discusses Steels and Oils

Last week the Mechanical Branch of the Association of Licensed Automobile Manufacturers held a two-session meeting at the association's offices in New York City. The subjects under discussion were lubricating oils, steels, brakes and material for them.

Representatives of the leading steel manufacturers were present and explained the old and new methods used in the making of steel and other factors having to do with the preparation and production of the material.

AFTER October 20 Francis Draz & Company, agents for Pommery and other brands of champagne, will be located at No. 24 Hudson street, corner of Duane.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

How a Pierce Car Shot the Chute

Outside of circus and similar feats, no such sensational performance is on record as that made by a 32 hp. Pierce Arrow car last month. The accompanying illustration tells its own story.

The photograph from which Park, Pittsburg, where the chute. The Pierce car which accompanied the 1906 model, with standard gear, and no chains. The grade is 33 to top.

The car entered the lagoon necessary to go through averaging 22 inches in incline. It ascended the miles per hour, and at the on a regular turn table and being made on an average however, midway between the brakes were put on a dead standstill, lighting their ci-brakes were re-

it was made was taken at Luna is located, on September 4 last. plished the feat was a regular runabout body, Bailey tread tires per cent, 285 feet long from foot

at the lower end, making it about 200 feet of water, depth, before striking the chute at an average of 14 top it was turned around started down, the descent age of 8 miles per hour ; tween top and bottom and the car stopped to the occupants gars. Then the leased and the



car shot down the balance of the incline, striking the water at about 15 miles per hour, thoroughly drenching the occupants, but in no way hindering the car from continuing its journey through the water to the lower end and out.

Pope Company Buys More Land

Two purchases of land adjoining its plant were recently made by the Pope Motor Car Company of Toledo, O. The site is now composed of about ten acres of land, which is in the form of a square.

AUTOMOBILE TOPICS

The Only Weekly Published for Automobile Users

No More Smoke From Waverley Factory

The smoke nuisance is one that confronts all cities where manufacturing is done, and forms a problem that municipal authorities have to battle with from one year to another. Indianapolis is having her share in the struggle, and the smoke inspector has been kept busy in his rounds. But, after all, an intelligent application of thought to the subject will convince anyone that such a nuisance could be done away with economically in the long run, by all manufacturers who would go to the first cost of providing their plants with smoke consumers.

Such is the conclusion reached by the Pope Motor Car Company in regard to their Waverley factory. To secure perfect combustion of the smoke issuing from its chimneys it has installed a Jones stoker. The Waverley power plant is a large one, consisting of seven Atlas return tubular boilers of 100 hp. each, which supply steam to three Atlas automatic cut-off engines of 150 hp. 200 hp. and 250 hp., respectively. These engines in turn furnish the power to operate three large electric generators of the following capacity: One of 80 kw., one of the 125 kw. and one of 175 kw.

It requires seven stokers in this equipment, one for each boiler. The Jones stoker is the under-feed system. The supply of air is proportioned to the supply of fuel and these relative quantities are governed to a nicety, automatically, by the demands for steam.

Leaves Him Free for Other Enterprises

The retirement of Emil Grossman, secretary, general manager and director of the Continental Caoutchouc Company, which concern he established in America in 1903, leaves him free to devote his entire time to his other enterprises. They consist of The Motor Car Equipment Company, the National Sales Corporation and the Royal Battery Company. Mr. Grossman is president of all of these.

DURING 1907 the Haynes line will be represented in Boston by C. S. Henshaw. A building now in course of construction at the corner of Newbury street and Massachusetts avenue will be occupied as soon as it is completed.

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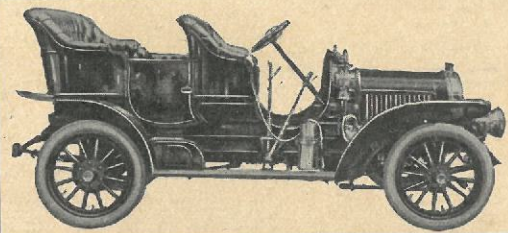
Address.....



THE object of the Heights Garage and Storage Company, which was formed in New York last week, is the establishment of a large co-operative garage. The new concern has secured eleven city lots near 161st street and Riverside Drive upon which the building will be erected. According to the plans the structure will extend from Riverside Drive to the New York Central tracks, which run along the river bank. The building is to occupy sixty-five feet on Riverside Drive and will be one hundred feet long. It will have only one story elevation on the front, but on account of the slope of the ground to the river several floors will be provided for storage of automobiles. It will have a trussed roof, doing away with upright supports in the main body of the building. Among those interested in the scheme are Charles E. Finley, R. H. Fowler, William Gamble, William Hills, Arthur L. Smith, John D. Beals and Walter R. Comfort, all prominent business men of New York City.

THE Wheeler Manufacturing Company, Detroit, Mich., formerly the Rands Manufacturing Company, manufacturers of automobile accessories, are endeavoring to secure a factory with 40,000 square feet floor space, together with ample yard facilities, along a railroad. Their present plant has become inadequate. If a suitable building cannot be found they will erect one sufficient to accommodate an increase in their force to 250 men.

GASTON PLAINTIFF, of the New York branch of the Ford Motor Car Company, was a recent visitor at the factory, where he placed an order for a large number of Ford runabouts and 6-cylinder touring cars. That the runabouts are meeting with success is evidenced by the fact that there are 96 of these cars in New York and vicinity, and as yet no trouble has been experienced with any of them.



POPE
AUTOMOBILES

1907

POPE HARTFORD
MODEL L

represents a car in many ways superior to 1906 Model F—and Model F is acknowledged to be the most reliable car of its kind in the world.

Numerous important improvements suggested by our 29 years cumulative experience has brought the product of our famous Hartford factories up to the highest state of efficiency as regards speed, strength, and reliability.

SPECIFICATIONS.

MOTOR: Four cylinder; vertical; water cooled, all gears encased—valves all mechanically operated and interchangeable—25-30 h. p. Nickel steel crank shaft. Carburetor special design, very flexible. Jump spark ignition. Provision for magneto.

CLUTCH: Inverted cone type of large diameter.

TRANSMISSION: Sliding gear type with three speeds ahead and reverse.

DRIVE: Through a propeller shaft, pinion and bevel gear to the rear axle.

LUBRICATION: By a special oiler located under the hood, driven by belt from the cam shaft, with sight feeds on the dash.

FRONT AXLE: Solid forging made of special steel of the I-beam type.

REAR AXLE: Of solid steel running on large ball bearings in tubular sleeve.

STEERING: Strictly irreversible. Worm and sector type.

BRAKES: Two sets operated by foot pedals and side lever.

CONTROL: Ignition and throttle levers on top of steering wheel but not revolving with it. Gears changed by one hand lever.

FRAME: Armored, similar to our Model F frame.

BODY: Entirely new design, distinct and elegant. Double side entrance. Roomy tonneau with large doors.

HOOD: Improved design. Front guards overlapped and connected with the frame.

WHEEL BASE: Increased to 102". Tread 56".

WHEELS: 32 x 4" front and rear, running on large ball bearings.

EQUIPMENT: Full set of lamps, horn, tools and floor mats.

PRICE, FULLY EQUIPPED, \$2750

Extension Top \$150 Extra

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HARTFORD, CONN.

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Member Association of Licensed Automobile Manufacturers



Mention "Automobile Topics" when writing.



Babcock
Stanhope
Model 1

(Design Patented) \$1650.

Fifty miles on one charge. Two or three occupants, 18 miles per hour; 2 1-2 H. P. motor; four full elliptic springs.

Babcock Electrics

The whole family gets more good of Babcock Electrics than from any other kind of vehicle.

They are always ready; so simple to operate and easy to control, that women and children can use them with greater safety than they can drive a horse.

They are so speedy that the man of business finds the Babcock a great convenience.

Their substantial elegance and solid comfort command their use for all occasions—social calling, shopping, pleasure-driving, church, theatre, everywhere about town.

Babcock Electrics run easier and with less power than other electrics, because of their solid construction and fine adjustments, although their large motor and battery-capacity carry the Babcock faster and farther on one charge than any other electric vehicle.

Write for catalogue D which describes all models; and book of Babcock principles.

Babcock Electric Carriage Co.

C. A. Benjamin, Secretary and Manager of Sales.
Buffalo, N. Y.

THE Welch-Estburg Automobile Company, Milwaukee, Wis., has been dissolved, Emil Estberg having withdrawn. Hereafter the company will be managed by the Welch brothers, Gale and W. O. The company will retain the Pope, Northern and Packard lines for 1907.

ABOUT 40 owners of Ogden, Utah, are endeavoring to establish a co-operative garage in that city. They have signified their intention of taking up the \$25,000 capital stock with which it is proposed to float the company. The new garage is to be established at the old postoffice building on Twenty-fourth street.

THE Manchester, Vt., Automobile Company has just been formed by Thomas Hines and John C. Heald of that city. The company is erecting a garage at Main and Tama streets, 44x60 feet in dimensions.

THE Prentiss Motor Car and Supply Company of Boston have just secured the Studabaker line for the New England States. The company is located in the Colonial building, at 100 Boylston street.

SPEED indicators for automobiles will be manufactured in Minneapolis by the Oliver Instrument Company, a recently incorporated concern with a capital stock of \$20,000. F. C. Oliver, one of the incorporators, is the inventor of the instrument. Harry Pence and W. R. Gray are the other incorporators.

THE Mobile Motor and Machine Company Bay City, Mich., opened its new garage last week. L. C. Schroeder and George J. Stringer are the members of the company.

THE Locomobile agents of Newark, N. J., the Green Motor Company, have leased the new Surburg Building on Bloomfield avenue, Montclair, N. J., and will open a branch there.

THE Cook Electric Garage is to be opened at No. 144 Pacific avenue, Long Beach, Cal., this fall. It will care for electric vehicles exclusively.

AN uptown branch has just been established by the Healy Leather Tire Company, at No. 1906 Broadway.

Mention "Automobile Topics" when writing.

AN addition to Philadelphia's automobile row will be that of the Haynes Automobile Company, who will open an agency at No. 220 North Broad street on or about October 15. The new branch will be under the management of H. Hunter, formerly with the Maxwell Company.

THE Western Garage at No. 220 South Fortieth street, Philadelphia, has been purchased by Louis A. Passavant & Brother. Alterations and additions of an extensive character are in course of operation, which, when completed, will make this probably one of the best appointed garages in the city.

THE quarters of the Philadelphia G. & J. Tire agency, under the management of Berrodin and Levy, will shortly be enlarged, to accommodate the rapidly increasing business in the Quaker City.

FORD runabouts have recently been sold by the Philadelphia branch to Charles Hall of Swedesboro, N. J.; A. Rothchild, Wilmington, Del.; Dr. W. A. Steele and A. Boyd Cornell of Philadelphia.

RECENT purchasers of Elmore cars from the Philadelphia representatives include Joseph Meakin, Allen Haley, Ellwood Smith, Joseph Romano, Edward Reardon and William McNutt.

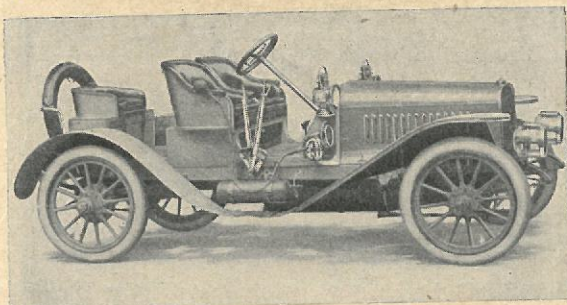
EXTENSIVE alterations have been made to the offices and garage of the Martin & Hart Motor Company, Thomas representatives in Philadelphia.

D. P. COLLINS, agent for the Columbia line in Pittsburg, Pa., opened his new salesrooms on Seventh avenue, near Grant street, last week.

It is expected that the new quarters of the American Automobile Company, Pittsburg, Pa., will be ready for occupancy about October 20.

AFTER making extensive alterations in their showrooms, the Iams Motor Company of Pittsburg are now ready to conduct their business. For 1907 they will represent the Royal Tourist line.

THE Cleveland 1907 SPEED CAR



Cleveland 1907 Speed Car 30-35 H.P. Price \$3500

It is all very well to marvel at the enormous speeds made by special racing cars over a clean course, but it is vastly more interesting and as a matter of fact more wonderful to the automobile buyer to know that a CLEVELAND stock car made the run from Cleveland to New York, 702 miles including detours, in 30 hours and 10 minutes, or an average of 23.32 miles per hour.

This remarkable performance was accomplished September 18th by Mr. Edgar Park of Larchmont. The gasoline consumed was 46 gallons for the entire trip, or an average of 15.24 miles per gallon. From Buffalo to Rochester, 74 miles, exactly 4 gallons of gasoline were used, and from Albany to Poughkeepsie, 73 miles, exactly 4 gallons of gasoline were used.

Mr. Park writes—"I cannot find a means of expressing my enthusiasm over the success of this journey, as we did not stop once for any cause whatever, except for the purchase of gasoline and oil, and for food and sleep. I consider the miles per gallon **amazing**."

Another proof of our undisputed statement that the CLEVELAND is the car **without one weak spot**, built for extraordinary as well as ordinary service.

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Department 4, CLEVELAND, OHIO
New York, E. B. GALLAHER,
228-30 WEST 58th STREET

General Eastern Distributing Agent

BOSTON—Butler Motor Car Co., 998 Boylston St.
PHILADELPHIA—Diamond Motor Car Co., 2117 20th St.
PITTSBURG—Colonial Automobile Co., 5518-20 Walnut St.
CHICAGO—Cassady Fairbank Mfg. Co., 1413 Michigan Ave.
ST. LOUIS—St. Louis Automobile Co., 3685 Olive St.
SO. CALIFORNIA—Lord Motor Car Co. So. Los Angeles St., Los Angeles, Cal.
NO. CALIFORNIA—J. W. Leavitt & Co., San Francisco, Cal.

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"AJAX" TIRES

stand firmly for the "square deal" in Tire manufacture. The

GUARANTEE

that goes with each Tire is an insurance policy that absolutely assures the owner at least

5,000 MILES RIDING

The quality and workmanship of the "AJAX" make it the only Tire that can *afford* to carry such insurance.

Send for copy of our Guarantee, stating size Tire you are using.

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AJAX-GRIEB RUBBER CO.

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FACTORIES:

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THE FOSTER SHOCK BRAKE

is the best and most perfect device yet invented for eliminating shocks to your automobile occasioned by riding over rough places.

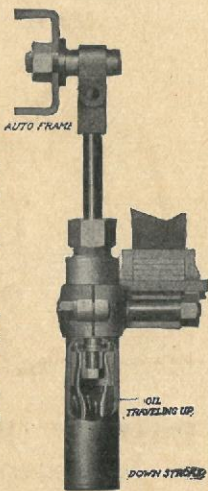
It takes away all the jar, prevents breakage and adds to the life of the machine.

Most dealers carry them in stock. All dealers should.

Write for particulars.

GABRIEL HORN MFG. CO.,

978 Hamilton St., CLEVELAND, O.



GEORGE E. BLAKESLEE, manager of the Crescent Auto Company of Jersey City, N. J., has arranged to handle the Pope-Toledo line in Hudson County next season, having the exclusive agency for this territory.

PLANS have been filed by the E. R. Thomas Motor Company, for the erection of a new concrete power house to cost \$5,000.

THE Hubbard Motor Car Company of Boston, manufacturers of gasolene engines, are arranging for the erection of a new factory building. The building will be of brick, 50x200 feet, and it will be located at the corner of North Main and Stack streets.

A FORD runabout is entered in the election day races to be held by the New Jersey Automobile and Motor Club.

THE Smalley Motor Company of Bay City, Mich., is building an extension to its main building, 144x60 feet. The company is now building motors for denaturized alcohol, and is reported to be finding a heavy market in Cuba, South America and other foreign countries where gasolene prices are prohibitive.

A NEW garage and salesroom have been established on Fell and Ashbury streets, San Francisco, by E. P. Slosson and A. J. Dickenson, agents for the Premier car.

FRANK S. VAN FREES of San Francisco, has prepared plans for a two-story garage to be built by Henry E. Bothin. It will front 106 feet on Pacific avenue and 67 feet on Polk street, San Francisco, and will cost \$15,000. It has been leased to the firm of Harvey and Hanna.

THE Keystone Automobile Company of Pittsburg has outgrown its present facilities and it has been obliged to contract for the erection of an additional building to be used for repair work. The new building will be a one-story brick, 30x50 feet, at Euclid avenue and Commerce street.

AN Aerocar agency has just been established in Philadelphia at the headquarters of the Hump Motor Car Company.

THE Commercial Motor Truck Company, formerly of Toledo, O., have removed to their new factory at Plymouth, O. Officers have been elected as follows: President, Charles A. Keller; vice-president, H. H. Tate; treasurer and manager, B. F. Irwin; secretary, Roy H. S. Spencer.

THE recently-formed Wolverine Rubber and Manufacturing Company, Detroit, Mich., have opened a salesroom at 237 Jefferson avenue, and their factory will be located at Pontiac, Mich. Officers elected were: President, George E. Goble; secretary and general manager, O. H. Joy; treasurer, D. Craig.

THE aluminum and bronze business of the National Car Works of Rochester, N. Y., has been purchased by the Syracuse, N. Y., Aluminum and Bronze Company, manufacturers of automobile parts.

FIRE in the Longacre Garage, No. 307 West 47th street, New York City, recently, destroyed three touring cars, besides damaging the building and contents to the extent of several thousand dollars.

THE J. H. Brady Auto Company, recently incorporated in Detroit, Mich., with \$10,000 capital, has just secured the Peerless line.

Incorporations

BEDFORD, IND.—Postal Auto and Engine Company, with \$20,000 capital stock, to manufacture and sell automobiles. Incorporators: Sherman L. Keach, Charles A. Walker, Newton M. Anderson.

NEW YORK, N. Y.—New York Gasolene Engine Company, with \$10,000 capital, to manufacture gasolene engines, etc. Incorporators: R. P. Flagg, M. C. Dunsbaugh and M. M. Hall.

NEW YORK, N. Y.—Autolyte Manufacturing Company, with \$6,000 capital, to manufacture automobiles, etc. Incorporators: W. H. Schleicher; Thomas M. Debevoise and Edward S. Daine.

NEW YORK, N. Y.—Acton Garage, with \$10,000 capital. Incorporators: W. C. Strange, W. C. Strange, Jr., and R. G. Strange, all of New York.

ANOTHER VICTORY FOR MONOGRAM OIL

WAGNER the Winner of the
W. K. VANDERBILT, Jr. CUP RACE

PRONOUNCES IT
WITHOUT AN EQUAL
COLUMBIA LUBRICANTS CO.
OF NEW YORK.

78 Broad Street, NEW YORK CITY.

SOLARS

FOR MOTOR CARS.

TO BE
LAMPLESS
IS TO BE
SIGHTLESS



A POOR
LAMP IS
EQUIVALENT
TO NO
LAMP

MADE BY
BADGER BRASS MFG. CO.
KENOSHA, WIS.

11th Avenue, 36th & 37th Streets
NEW YORK CITY



The Jones Speedometer for reason of its accuracy and durability won the Automobile Club of Great Britain and Ireland's Gold Medal in the Reliability contest for Speed Indicators. Eleven instruments, representing four countries, entered.

One instrument only went through the 30 days' trials without adjustment—responded to every test for accuracy and scored an absolutely perfect record. That instrument was the

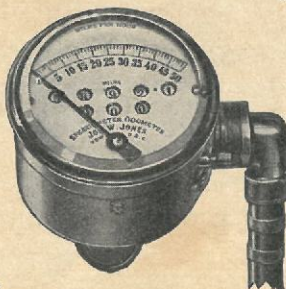
JONES SPEEDOMETER.

The judges in awarding the club's GOLD MEDAL ruled that the Jones was the most reliable speed indicating device in the world. The following shows the order of merit.

1. JONES
2. ELLIOTT
3. COWEY Ind.
4. GRATZ
5. VULCAN
6. COWEY Rec.
7. WARNER

Auto-Meter
Jones Speedometer

Manufactured by
Jos. W. JONES
128 West 32d St., N. Y.



THE ONLY EXTINGUISHER

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\$2.00 each, \$18.00 per dozen

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HOODS, TANKS, MUD GUARDS, MUD APRONS, METAL DASHES, MUFFLERS, METAL HAMPERS, SPROCKET STEPS AND COVERS, ALUMINUM BRAZING.

REPAIRING OF ALL KINDS IN OUR LINE.

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Office and Works: 527-529 W. 56th St., NEW YORK CITY.

THE A-Z CO

THE A-Z CO

HOUSTON, TEX.—Texas Automobile Company of Houston, with \$10,000 capital stock. Incorporators: Ivan F. Vick, Vivian Vick and T. S. Vick.

NEW YORK, N. Y.—Motor Realty Company, with \$10,000 capital. Incorporators: W. O. Saxton and W. C. Saxton, Jr., New York, and F. H. Leitheiser, New Brunswick, N. J.

CLEVELAND, O.—The Buckeye Auto Top and Trimming Company, with \$15,000 capital. Incorporators: M. W. Crafts, F. B. Evarts, W. J. Dickinson, Mary J. Dickinson and Albert Doerr, all of Cleveland.

NEW YORK CITY, N. Y.—The Schlosser Manufacturing Company, with \$10,000 capital stock, to manufacture and deal in motor vehicles. Incorporators: Conrad Schlosser, Philip Schlosser and J. B. Schlosser, all of New York.

BOSTON, MASS.—Suffolk Motor Company, with \$55,000 capital stock, to deal in automobiles and motor boats, etc. Officers: President, James J. O'Brien; treasurer, Robert M. Currier; clerk, Frank O. White.

HOLYOKE, MASS.—Holyoke Motor Foundry Company, with \$100,000 capital. Incorporators: President, L. Sanders, Nyack, N. Y.; secretary-treasurer, E. Y. McHugh, Holyoke, Mass.

NEW YORK CITY, N. Y.—New York Gasolene Engine Company, with \$10,000 capital, to manufacture gasolene engines. Incorporators: R. P. Flagg, M. C. Dunspaugh and M. M. Hall.

YONKERS, N. Y.—Howard Motor Works, with \$25,000 capital. Incorporators: H. F. Frevert and D. G. Phillips, New York City; W. S. Howard, Yonkers.

MINNEAPOLIS, MINN.—Oliver Instrument Company, with \$20,000 capital, to make automobile speed indicators. Incorporators: Harry Pence, W. R. Gray and F. C. Oliver.

BOSTON, MASS.—Stranahan-Eldridge Company, with \$50,000 capital, to manufacture and deal in automobiles, motors, etc. Incorporators and officers: President, W. E. Eldridge, Boston, and treasurer, F. D. Stranahan, Brookline.

Mention "Automobile Topics" when writing.

NEW YORK CITY, N. Y.—Heights Garage and Storage Company, with \$42,000 capital, to deal in automobiles. Incorporators: W. J. Weller, Brooklyn; P. N. Fowler and W. Garrison, New York City.

BOSTON, MASS.—Barnard-Briggs Manufacturing Company, with \$250,000 capital, to make automobiles. Incorporators: A. H. Barnard, H. L. Palmer and J. L. Briggs.

THE Michigan Motor Company, Grand Rapids, Mich., will hereafter be known as the Michigan Wheel Company.

MELROSE, MASS.—Walter E. Shepard Company, with \$10,000 capital, to deal in motor vehicles. Incorporators: Walter L. Shepard and Chester B. Shepard, both of Melrose Highlands, Mass.

NEW YORK, N. Y.—Heights Garage & Storage Company, with \$42,000 capital, to manufacture and store automobiles. Incorporators: William J. Weller, P. N. Fowler and Wilbert Garrison.

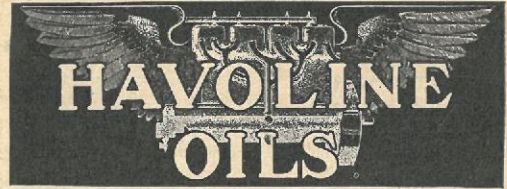
CAMDEN, N. J.—The J. H. Lake Company, with \$100,000 capital, to manufacture steam and gasoline engines. Incorporators: John H. Lake, William F. Gardiner, John H. Lukens, all of Camden.

PERU, IND.—Model Automobile Company, with \$50,000 capital stock, to manufacture and sell automobiles. Incorporators: Milton Krauss, A. I. Bodudtha and W. S. Mercer.

BELLINGHAM, WASH.—Bellingham Automobile Company, with \$3,000 capital. Incorporators, A. M. Lane, Marie Land and W. H. Land.

CLEVELAND, O.—The Punctureproof Tire Company, with \$100,000 capital. Incorporators: Frank Gentsch, G. Knodler, Frank Calvert, Edgar A. Anderson and C. E. Saunders.

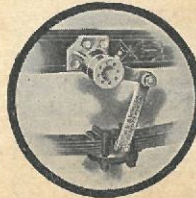
OGDEN, UTAH.—Ogden Automobile Company, with \$15,000 capital, to deal in, repair and store automobiles and bicycles. Incorporators: Albert Scowcroft, John S. Corley, Oscar B. Madson, William Van Allen, E. N. Musselman, G. W. McCune and Ralph Grange.



**FOR AUTOMOBILE LUBRICATION
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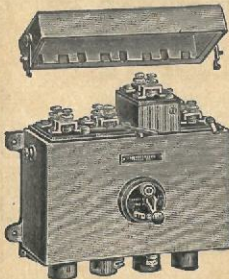


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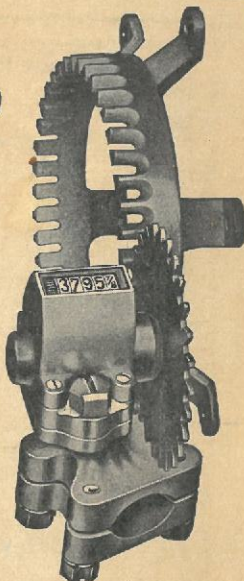
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