# MATTERS of INTEREST to the AUTO WORLD

## GOSSIP AND DOINGS OF AUTO TRADE

### Items of Interest Gathered During Tour Among Garages.

The show committee for the 1913 automobile exhibition to be held at the Fifth Regiment Armory, February 18 to 22, inclusive, under the auspices of the Automobile Club of Maryland and Baltimore Dealers' Association, have started the wheels. A meeting was held at the Auto Club, 12 West Mount Royal avenue, this week, and subcommittees for the exhibition were appointed.

Secretary H. M. Luzius, of the Auto Club, who is also manager of the show, is busy working out the finer details for the event. The plans of the floor space have been adopted by the show committee, and, in a short time, application blanks will be submitted to the dealers and others desiring to have exhibits at the military hall.

The date for closing of floor space is January 11, with Manager Luzius, at the auto club rooms. Drawings will take place at the club rooms January 22, at 8 P. M.

New members of the Automobile Club of Maryland are Charles L. Klemm, Jr., August Schoenleln, W. C. Dinsmore, Col. E. A. Baughman, Frank Gunther, Frank J. Knell and Mrs. Helen A. Baughman.

A meeting of the Automobile Club of Maryland will take place at the clubrooms January 14 at 8 P. M. Secretary Luzius desires all of the members to be present at the session.

In response to the petition blanks sent out Tuesday by Secretary Luzius for protest of owners against the proposed auto tax, he has received over 2,000 names. This batch of names will be taken up with the ways and means committee on the proposed tax at the proper time by Secretary Luzius.

Cooper & Sinclair, Madison avenue, local Moon agents, report the delivery of a 1913 model 48 Moon five passenger touring car to Louis Deal, 1329 York road. The car is equipped with the Wagner self-starter and lighting system.

The first 1913 Cadillac torpedo to be finished in battleship gray and black arrived in this city for the Standard Motor Company, Cadillac agents, this week. The car is of the standard Cadillac chassis, with the improved Delco electric starter, ignition and lighting system.

The Marathon Motor Sales Company, agents for the Marathon cars, have removed their showrooms to 1708 North Charles street. In connection with their line of cars they will also carry a full accessory department.

H. Block, manager of the Stoddard-Dayton Auto Company, 1020 Morton street, is in Boston on a business trip. On his return he will stop off at the New York auto show.

A 1913 Little Six Locomobile seven-passenger landaulette was received by the Locomobile Company of Baltimore this week. The car is finished in Locomobile blue. The inside of the car is finished in handsome goatskin leather.

Walter C. Cramer, district mechanical superintendent of the Gramm Motor Truck Company, of Lima, O., was in the city this week looking over the Gramm trucks in this city. While here he made his headquarters at the Detroiter-Baltimore Company, local Gramm agents.

The Bechler & Ogden Motor Company reports the delivery of a model K Krit touring car to Arthur Stevens, of Edmondson avenue.

Word has been received by Neely & Ensor, local agents, that four Alco trucks have been delivered to the government. Two of the trucks are to be used at West Point and two are to be sent to Manila, to be used in salvage work in the fire department. One of the West Point trucks is of the 3½-ton type with a stake body, and will be used to haul hay, straw and oats for horses at the point.

C. B. Weaver, of the Baltimore Garage Company, 1306 Morton street, is in Detroit arranging for a shipment of Keeton cars, which is expected here January 15.

## New Stevens-Duryea Car Arrives Here

Motor Car Company has just received their first new 1913 Stevens-Duryea. This car has been awaited with great interest, on account of several features of design which are original on any motor car. It is stated that the last model that the Stevens-Duryea Company will manufacture, which have delayed thus long in bringing it out in order to be sure to incorporate every mechanical and body perfectible. It admits that the automobile of reached the highest state of and the factory has endeavored to make this their ultimate car. The new and original features, which are exclusive patents of the Stevens-Duryea Company, is an adjustable rear seat in the tonneau, which can be raised, lowered or moved backward and forward by the mere turning of a crank while still the seats are occupied. The body design is unique; in fact, it does not show any break whatever where the hood joins the body, being one gradual slope from the radiator to the rear, with no dash shown.

Mr. R. C. Meeker, of Roland Park, was the first to test this new car, and was so pleased with same that he immediately insisted upon buying the identical car that he was riding in for delivery that same day.

## Motorcycle Notes

W. C. Yeagley, of Lindsay, Cal., recently made a motorcycle trip through the state, covering in one day 301 miles. He was in the saddle 10 hours and 45 minutes.

Miss Jennie Olsen and Earl Johnson, of Ackley, Ia., eloped on a motorcycle recently and were safely married.

A newspaper at Pensacola, Fla., has installed a motorcycle system of delivery.

Fourteen of the 25 special delivery messengers in the Milwaukee postoffice use motorcycles.

Motorcyclist Jack Windon has earned the gratitude of farmers near Columbus, O., by running down and capturing a man said to be a horse thief.

Rural Mail Carrier Lawson, Wichita, Kan., delivered 14,000 pieces of mail, weighing 18,000 pounds, on his motorcycle in two months.

The Fort Wayne (Ind.) Motorcycle Club has adopted a rule by which it will fine each of its members for speeding, reckless riding or any infraction of the traffic laws.

Money has been appropriated to buy a motorcycle for the building inspector at Pueblo, Col.

A driver of cattle in the Trinidad district of Colorado uses a motorcycle in his "business."

Sixty square miles of delivery territory in the city of Calgary, Alberta, is now being covered by the C. P. R. Telegraph Company by motorcycle messenger.

The Shubert Theater in Milwaukee has established a motorcycle messenger squad for the delivery of theater tickets.

American-made motorcycles are being shipped to Turkey and Spain.

L. H. Lane and H. G. Hammond, of Rochester, N. Y., have returned from a 13,000-mile motorcycle trip through England, Wales, Ireland, Germany and France.

Salt Lake City motorcyclists ride the year round.

Los Angeles motorcyclists have planned a "sunset ramble," to be held next May. The mileage each day will be short and there will be special events along the route.

## Strenuous Test for Cars

E. R. Meyers, of the Motor Car Company, local Overland agents, thinks that one of the features of the Willys-Overland Company, makers of the Overland cars, is strenuous testing of cars before they are shipped. With the necessity for rapidity of operations which an annual output of 40,000 cars entails, the treatment of its motor by the Toledo concern is an eye-opener to the uninitiated. When, after days of various operations of machining on parts and their assembly the Overland motor stands, seemingly, complete, the painstaking policy of the organization decrees that it is only just beginning its life. There is still to come the testing, which in this plant requires almost as much time as the building.

In the motor-testing department the engine is transferred from the truck on which it was delivered from the assembling-room to a stout steel and wood "horse" or frame, by means of a powerful traveling crane. A belt is run from a countershaft near the floor to the flywheel, the crank case and oil base are filled with lubricating oil and the first stage of the trial begins. For 48 hours the motor is run by the belt, for the purpose of wearing down the bearings, finding slack in the various couplings or any deficiency caused by poor material or workmanship that may exist. Expert testers, with ears attuned immediately to discern the slightest noise that betokens a flaw and to locate the trouble, watch over the spinning motors much as does a mother over a sleeping child.

## Plugit Tire Filler Here.

Gauer, Blaylock & Co., Inc., have opened an office and station at 2 West Preston street, near Charles street, where they will act as distributors for Plugit liquid tire filler. The company is incorporated under the laws of Maryland. Gifford E. Blaylock, formerly with Carl Spoerer Sons' Company and sales manager of the Henderson Motor Sales Company, local Henderson agent, is president of the company. Charles E. Gauer is secretary and treasurer of the company.

We guarantee no punctures to the user of Plugit," says Mr. Blaylock. "Plugit is a liquid tire filler, put into the inner tubes in a liquid state and remains a liquid all the time. Plugit has been thoroughly tested for months and by experience we have found that after the inner tube wears out the liquid filler can be transferred to a new inner tube. We expect to establish selling agencies for the filler in New York, Washington, Philadelphia, Boston and other cities as soon as possible."

## Enjoy Fine Hunt

F. S. Bliven, manager of the Standard Motor Company, local Cadillac agents, received a notice this week of one of the Southern agents on a hunting trip by auto. The notice reads:

Recently Roy Munger, of Dallas, Tex., accompanied by friends, made a hunting trip to West Texas, using his Cadillac touring-car not only to get to the hunting grounds, but actually employing the car in the field. Mr. Munger and his party made the trip in his car overland to Big Springs and drove thence about 60 miles north.

"Automobile hunting is the greatest sport in the world," Mr. Munger said on his return to Dallas. "We shot from the car nearly all the time and the Cadillac took me nearly any place I wanted to go. In fact, some of the places we pulled through would have been impassable for a horse and buggy."

## Another Triumph

Another great triumph is scored by the Abbott-Detroit cars, according to Manager Croxton, of the Detroiter-Baltimore Company, local agents, at North and Maryland avenues. After careful investigation of every competitive line and considered every high-grade feature, one finds the 1913 Abbott ranking among the best.

No company is more progressive than the Abbott Motor Company. They build the up-to-the-minute cars. Their policy is to have only the latest and best, to be thoroughly up-to-date in every particular.

The 1913 models will prove all of this upon investigation. They are superior to other cars of their class. In them the prospective buyer will find convenience, luxury and mechanical perfection found in the highest-priced cars on the market.

## Locomobile Wins Test

T. W. Wilson, Jr., resident manager of the local branch of the Locomobile Company of America, received a telegram from I. J. Morse, of the San Francisco branch, as follows:

"Our local agent in Seattle, Mr. Thomas MacKay, reports the following results of success: Pending sale to the city of Seattle, two five-ton truck tests made on a hill five blocks long with a 19 per cent. grade, five other trucks competing. During demonstration Locomobile carried 6½ tons to the top with a perfect score.

"As a result of a competitive demonstration with all of the trucks, which we wired you the other day, city of Seattle have purchased Locomobile truck; will probably be followed by order of five more."

## Radiator Notes

There is no formula for finding the radiator cooling surface necessary for any four-cylinder motor that is applicable to all types and makes of motors or radiators. This is because of the great variation in the cooling efficiency of the various designs of motors and radiators made. Each radiator maker, however, will be able to very closely approximate the amount of surface of its own design most suitable for any particular motor.

## Shows Large Increase

An increase of 30 per cent. in the amount of license money paid into the Alabama treasury by automobile owners has been registered this year. The entire amount realized this year is slightly in excess of $40,000.

## PLANNING FOR PHILADELPHIA AUTO EXHIBIT

### Nearly Every Car Made in Country to Be at Show.

Philadelphia, January 4.—The drawings for floor spaces for members of the Philadelphia Automobile Trade Association for their twelfth annual show, to be held from January 18 to February 1, under one roof in the new building of the Automobile Club of Philadelphia on Twenty-third street, between Market and Chestnut, were held at the headquarters of the Trade Association last week.

Nearly every one of the 60 active members of the association was represented and, practically all of them drew for space, representing more than 60 different makes of leading gasoline pleasure cars and six makes of electric pleasure cars, these drawings representing the exhibits for the first week of the show. The drawings for the second week for the commercial car exhibit will be held later. Along with the drawings for the pleasure car exhibit were held also those for the accessories, which have the privilege of continuing their exhibits throughout the second week as they occupy the spaces around the sides of the room on the third floor and do not conflict in any way with the car exhibits.

The representation of participants at the drawings was gratifying in the extreme to the management of the show, as it evidenced that practically all of the leading cars in the country would be on display, in addition to such others as would be exhibited by nonmembers of the association, of which quite a number are expected, as there is sufficient floor space available still to accommodate them, an advantage that the association is glad to offer them, as they desire the show to be as representative of the automobile products of the world as any exhibit in the country this winter. They are particularly pleased to be able to show electric pleasure cars along with the gasoline pleasure cars, as this plan is the logical one and the most advantageous to all concerned.

The following cars were represented at the drawing: American, Speedwell, Harmon, Bergdoll, Detroiter, Fiat, Jackson, Stutz, Rambler, Krit, Alco, Mitchell, Knox, Oldsmobile, Overland, Regal, Havers, R. C. H., Hupp Yeats Electric, Velie, Lion, Cadillac, Woods, Detroit and Walker Electrics, Metz, Cartercar, Chase, Pathfinder, Lozier, Page Detroit, Rauch and Lang Electric, Baker Electric, Herreshoff, Case, Premier, Reo, Haines, Henderson, Palmer Singer, Apperson, Locomobile, Kissel, Peerless, Stanley Steamer, Franklin, Simplex, S. G. V., White, Winton, Buick, Chalmers, Garford, Ford, Pierce Arrow, Hudson, Oakland, Packard, Stearns, Stevens-Duryea, Studebaker, Mercer and Republic.

The accessory concerns that drew for spaces are J. F. Buchanan Company, Gibney Motor Supply Company, Keystone Lubricating Company, J. H. McCullough & Son.

The drawings as given above gave the greatest satisfaction to the participants, owing to the admirable distribution of the cars, which provides an equally interesting exhibit for all three floors. The show committee has arranged for express elevator service from the first to the third floor, so that the public can reach the top floor with the greatest ease and can use the stairways for coming down, giving them the chance to see the entire show without stair climbing.

## Auto Racing Makers May Make a Pool

Some automobile concerns which are perfectly willing that a race driver shall get anything but money out of his connection with their racing cars are formulating a plan of a pool of interests for the 500-mile race at Indianapolis next May. The plan is that all these makers shall share in the expenses of entering and practicing for the race, with drivers hired on a salary basis only.

The driver is to agree that, no matter where he finishes, he gets no share of the prize money. There is no provision for a bonus for a driver, even if he gets the big prize, which is $20,000 or $25,000. These makers have the idea, apparently, that this is too much money to trust to any one racing driver. Someone might take it away from him, so the scheme to follow is to keep it in the family.

If any cars in the pool finish anywhere in the money the takings are to be split up among the members of the pool. Thus if a man puts in three machines which run away in the ruck he still has a chance at a split-up if some other member of the pool comes in at the top.

This isn't giving the racing driver much of a chance, to be sure, and it is the driver who takes most of the real risk after all. Furthermore, it depends largely upon his skill if the car comes through, because there are few automobiles so intelligent as to win races in the hands of incompetent drivers.

It is not any very great encouragement to a race driver to go in for the salary only, and the pool cannot very well hope to get the best talent by such offers as these.

## Gathering Data on Roads of Country

Having now at its disposal road maps of 23 states, the Touring Bureau of the Federation of American Motorcyclists is closing negotiations which will complete the list of state maps. Three map-making concerns will probably be selected to furnish the remaining maps and thus put at the disposal of the Federation's near-20,000 members accurate and detailed information upon which to base their 1913 riding.

The Touring Bureau was only recently established by the F. A. M. and it is calling upon its members, or any motorcyclist or other person having road information to send it to the bureau at 51 Chambers street, New York city.

The state maps at the bureau's disposal are Colorado, Connecticut, Idaho, Iowa, Indiana, Kentucky, Maine, Maryland, Delaware, Massachusetts, Michigan, Missouri, Montana, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Utah, Vermont, West Virginia, Wisconsin and Wyoming.

The bureau also has sectional maps of several states, including the transcontinental routes. There are also some 300 tours, mapped in various parts of the country, available.

A special effort is now being made to obtain detailed road information in California. The Automobile Club of Southern California has recently completed 30 new road maps and the bureau hopes to obtain them from the club.

All road and touring information gathered by the bureau is being systematically carded and filed so that it will be readily available for the use of motorcyclists. The gathering of this information is a slow and tedious process, but by the time the 1913 touring season begins motorcyclists will for the first time have definite touring information at their command within their own organization.

## Owner Tells How It Feels to Skid

Every man with an automobile should adopt as his first rule of conduct the moral precept, "Don't skid," said the citizen with the startled look. Recently I started down town with my wife in a car that was not rough shod. I have never used chains, for until then I had never skode, skad or skidden, whichever word is right. Therefore, I had never felt the need of chains, and we seldom use anything until after we have needed it badly.

My wife had told me that she was afraid to go in the car with the asphalted boulevard so slippery.

We started, but when we reached a place where a curve was just ahead, and were going about 20 miles an hour, along came two huge battleships headed in the opposite direction. They were making the usual speed on a 10-mile-an-hour legal limit—thirty-three miles.

I started to slow up. I applied the foot brake, and the car proceeded at a greatly accelerated speed. When I twisted the steering wheel the whole mechanism laughed at me. I don't know where we were going, but we were on our way. The car was now going sidewise, daring any other car to try to use the road.

We were headed toward a steep bank that rose above the roadway. The hind end of the car kept even with the front end till the latter hit the bank. And then the hind end swung around in exactly the opposite direction from the one in which we wanted to go.

My wife started to walk home. She felt the need of exercise. I went to the telephone and called a garage man to come and get that machine.

## 760 MEN TO WORK ON NEW YORK GARDEN

### Tomorrow Large Squad Will Start on National Auto Show.

Special Dispatch to The American.

New York, January 4.—Tomorrow will see 760 men undertake the work of rebuilding the interior of Madison Square Garden to accommodate the thirteenth national automobile show, which will open in that building and the Grand Central Palace next Saturday night. These 760 workmen will include steel construction workers, decorators, carpenters, electricians, sheet-metal men, carpet layers, sign painters, elevator builders, sculptors, telephone linemen, painters and men of numerous other trades. In all, there will be 1,200 people employed by the show management in the Garden during the automobile show period, in preparation and during the show. This may seem unbelievable to the average show visitor who naturally would wonder what so many men could do.

A little farther up the line, a few hundred men are busy getting the Grand Central Palace into shape for its half of the national show, but inasmuch as this building will not have to have its interior entirely rebuilt, such a large army of workmen is not necessary. In the Garden the heaviest feature of the work of rebuilding is the erection of the steel pillars and suspending the steel girders which support the elevated platform and extra wide balconies. Four gangs of men, 25 in each gang, will have their work cut out for them. Two steam hoisting engines and two electric hoisting engines are required for their operations.

The most remarkable thing about their work is that within three days they erect a larger skeleton of steel which supports greater weight than the steel frames of the average office building. When one stops to consider this huge network of steel measures more than one-sixth of a mile around and that more than 200 tons of metal and more than a million feet of lumber enter into its makeup, and furthermore, that this great inner ribbing of the Garden can be dismantled again within a few days after the show is over without injuring the building itself—one can regard the work as a truly remarkable piece of constructive engineering.

This has been the transformation process at each of the last two automobile shows in the Garden. It is done in order to increase the floor space in the building, and the galleries extend out into the amphitheater toward its center anywhere from 20 to 50 feet. Five thousand square feet of mirrors in the wall paneling will convert the building into a veritable crystal palace, these mirrors producing an optical illusion which will make the Garden appear much larger than it really is. White and gold are to be the dominant colors, although green and crimson will be strongly in evidence. The girders of the big dome will be screened by a canopy of 5,400 yards of fire-proofed cloth of fluffy azure blue, amid which 7,700 tungston incandescent lamps will twinkle. Twenty huge arc lamps with crystal "skirts" or shades will be pendant from the roof. Fifty thousand feet of wire will be necessary to wire the building. Workmen will be required to work night and day to complete the gigantic task. Not only is there much rough construction, but several tons of fireproofed lattice work to cover all this will be required. There will be an abundance of foliage strung; more than 12,000 yards of carpeting will be used in the Garden.

All told, there will be 702 exhibitors in the two buildings for the two weeks. Part I., during which pleasure cars, accessories and motorcycles are to be shown, will show 467 exhibits. Part II., which is to house commercial vehicles and accessories, will have over 250 exhibitors. In the Garden 42 makers will display pleasure vehicles the first week, while the Palace has a greater number—46 all told.

## New Jersey Starts Convict Roads Work

The beginning of a very interesting experiment was made recently in New Jersey when 16 convicts from the state prison were put to work repairing the White Horse road, which runs from Trenton to Allentown. The men were in charge of three deputies and worked under the direction of a foreman from the State Road Department. They were selected from among the 1,2000 convicts as being physically and by disposition of the sort to be let out of doors. Mainly they were long termers who are nearly through with prison service.

The men shivered at first, but presently they began to get warmed up and stripped down to their blouses. Road Commissioner Stevens made arrangements for warm and nourishing food for the road workers. They quit work at 4 o'clock.

Upon the result of the experiment begun will depend largely what action the next New Jersey legislature will take in extending the field of convict labor on the roads.

Convict road work is no novelty in the South or in the Northwest, but hereabout it is new. It has been urged for this state that it would be a good thing, helping to increase the total of miles of road built because making the dollars go further. If the Jersey test is satisfactory it may mean something to the legislators in this state.

## Rider Saves Three

Pursuing a frightened and runaway horse eight squares through the streets of Spokane recently, a modest hero on a motorcycle overtook and stopped the animal and saved the lives of a baby and two women who, helpless, had been riding in the wagon to which the horse was hitched.

The motorcyclist saw the horse when it started its wild dash. He saw the danger of the women and the child. Guiding his machine with one hand, he followed and, catching up, sped along neck and neck with the frightened animal, making frantic efforts to grasp the lines. His machine was steady and true and did not waver in this emergency. Finally he was able to grasp one of the lines and succeeded in bringing the horse to a stop. Then, when the women and the baby had been taken care of by others, the motorcyclist vanished without giving his name.

## To Have Motor Trucks

The Toledo (Ohio) City Council has passed an ordinance providing for a bond issue of $200,000, to be used for motorizing the fire department. Bonds are to be issued and bids for the motors asked for. In addition to the fire department, the money made available, which will total $270,000 with the sale of the horses and apparatus, will enable virtually every city department to be motorized. A motor truck for the fire alarm telegraph system will be bought, the electrical, building and smoke inspectors will be furnished with machines, and several will be given to the police department.

## Ohio After New Laws.

The Ohio State Association of Automobile Owners is laying plans to secure two new laws, which it is hoped to have enacted by the legislature, which will have a far-reaching effect and which will be of special interest to all owners of motor cars. One of the desired laws will make it a penitentiary offense to steal an automobile.

## USEFUL HINTS FROM REALM OF MECHANICS

### Mudguards, Hollowed Out for Sand, Is New Anti-skid Device.

One of the latest antiskidding devices to appear has been patented. It consists of a pair of specially constructed hollow mudguards to contain the sand. These are substituted for the regular members over the rear wheels. A valve is provided, operated by a handle from the driver's seat. When the car starts to skid on a slippery road, pulling the handle releases the sand, which flows in the sidewise path of the tires and stops the skid.

To prevent blowouts—Take off your cover. Cut a strip of canvas sufficiently wide to cover the breach and long enough to catch between the bead and outer rim. Apply your solution and insert the patch on the inside. Next, put in your inner tube. Then adjust your tire and inflate. The canvas will prevent the inner tube from blowing out through the hole in the cover.

It frequently happens that when one starts to adjust the rubber tubes of his water system to the pipes, the ends of the latter are bound to be corroded. The remedy is to rub a little vaseline on the inside of the tubing and on the outside of the pipes, then the rubber will slip on easily.

Sufficient oil to lubricate the gears is enough for your magneto. Overoiling is liable to interfere with the contact. This defect, of course, interferes with the proper working of the machine as a whole.

## To Hold Tool Show

The project of hodling an exhibit of machine tools in connection with the annual New York show has been definitely settled. The exhibition will be held as a portion of the part two period, beginning January 20. Assurances of co-operation on the part of the Machine Tool Builders' Association as a body and also from individual members representing large companies have been received and a large and varied exhibit has been promised.

## Unique Truck Use.

L. S. Davidson, of Portland, Ore., has equipped a one-ton motor with a complete motion-picture outfit and is touring. The power wagon was piloted out of the city recently to visit towns where electric lights are not used. With the power from the gasoline motor a 110-volt dynamo generated enough electricity to run the moving-picture outfit and one arc light. His equipment weighs 1,500 and the truck is rated at 25 horsepower.


Owners of Pleasure Electrics—We Guarantee These Tires 10,000 Miles—two Years

Nearly everybody now knows that Motz Cushion Tires are *easy-riding* and *trouble-proof*, but do you realize the great *economy* of these tires?

Do you realize that every set of Motz Cushion Tires is guaranteed for 10,000 miles—two years?

Do you realize that the upkeep cost on a set of Motz Cushion Tires is practically nothing?

Do you realize that *four*, not *five*, of these tires make a complete set.

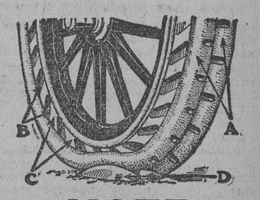
What if the initial cost of Motz Cushion Tires *is* a trifle more than pneumatics, is not the additional cost paid back ten times over?

They Ride Easy

Motorists and motor car makers once thought that only pneumatic tires could be *easy riding* and resilient, but Motz Cushion Tires upset all calculations. Thousands now know *from experience, from using Motz Cushion Tires*, that they were wrong. They know that no pneumatic, except under excessive speed, is more resilient than the Motz.

Note the construction of this remarkable tire. Note the double, notched treads (A in picture), which prevent skidding and distribute the weight to the sides. The sides are undercut (see B), which allows free action of slantwise bridges (see C). These bridges are elastic. They give and yield like the air in a pneumatic tire. Note D in the picture, showing shock-absorbing qualities when tire runs over a stone.

Needless to say, Motz Cushion Tires end all punctures and blowouts.




MOTZ Cushion Tires

All Leading Electric Car Makers Adopt Them

The demand for Motz Cushion Tires in two years has multiplied tenfold. On every boulevard, in every city, wherever electric cars are used, Motz Cushion Tires *predominate*. All leading pleasure electric manufacturers have adopted Motz Cushion Tires as standard equipment.

New Tire Book Ready

Motz Cushion Tires fit any standard clincher, universal quick-detachable or demountable rim.

Our latest Tire Book is now ready for mailing. Don't fail to get a copy. Send a postal today and get acquainted with the tire that gives utmost *riding comfort*, utmost *convenience*, utmost *mileage*, utmost *economy*. Give specifications—name of car, model, size of rims, etc.

The Motz Tire and Rubber Co. Factories and Executive Offices AKRON, OHIO

*Service Stations in All Principal Cities*

Branches—Boston, 4 Dundee St.; Chicago, 2023 Michigan Ave.; Cleveland, 1932 Euclid Ave.; Detroit, 999 Woodward Ave.; Kansas City, 409 E. 15th St.; Los Angeles, 336 W. Pico St.; New York, 1737 Broadway; Philadelphia, 1409 Race St.; Pittsburg, 300 N. Craig St.; St. Louis, 4436 Olive St.

(269)



Another Great Triumph

After having investigated every competitive line and considered every high-grade feature, you will declare all honors to the incomparable 1913

Abbott-Detroit

Triumph upon triumph is the story of the Abbott-Detroit. They are the matchless masterpieces of automobiledom. Each succeeding year the new models are the talk of the entire country. They are "up-to-the-minute" cars. No company is more progressive than the Abbott Motor Company. Their policy is to have only the latest and best, to be thorough and up-to-date in every particular.

The 1913 models prove all this. They are superior in every respect to other cars of their class. If all marks of identity could be removed you would guess their price at from three to five times as much. In them you find every convenience, luxury and mechanical perfection found in the highest priced car on the market.

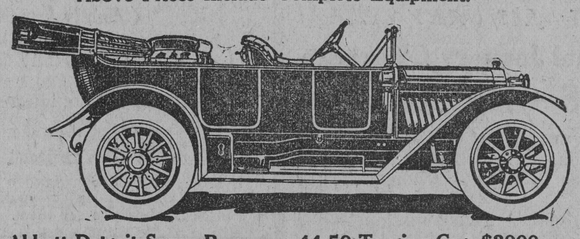
They are not only the BEST CARS IN THE WORLD AT THE PRICE, but for downright comfort, durability, all-around efficiency and service, they cannot be excelled irrespective of price.

**The features are innumerable, but remember these: First, the powerful, silent, long stroke, Continental motor, the unit power plant, the selective transmission, multiple dry disc clutch, full floating rear axle, the new underslung spring construction, which has taken them all by surprise, the sensational Abbott-Detroit self-contained Electric Self-Starter. Full electric light equipment, No-Rim-Cut Tires, Booth Demountable Rims, latest body designs, piano finish, hand-buffed leather, 12-inch Turkish roll cushions.**

Carefully Note These Prices and Models

34-40 Fore-Door Roadster, 116-inch wheel base.....$1800
34-40 5-Passenger, Fore-Door Touring Car, 116-inch wheel base.....$1800
44-50 5-Passenger, Fore-Door Demi-Tonneau, 121-inch wheel base.....$2075
44-50 7-Passenger, Fore-Door Touring Car, 121-inch wheel base.....$2100
44-50 Battleship Roadster, 121-inch wheel base.....$2250
44-50 7-Passenger, Fore-Door Limousine, 121-inch wheel base.....$3050

Above Prices Include Complete Equipment.



Abbott-Detroit Seven-Passenger 44-50 Touring Car, $2000

Ask for Demonstration and Descriptive Literature.

THE DETROITER-BALTIMORE COMPANY
DISTRIBUTORS
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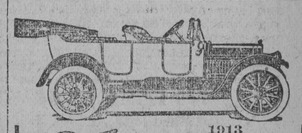

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