MATTERS of INTEREST to the AUTO WORLD

GOSSIP AND DOINGS OF AUTO WORLD

Items of Interest Gathered During Tour Among the Garages.

A great deal of interest is taken in the National Automobile Show, which opened in New York last night and continues all next week at the Madison Square Garden.

A number of the local dealers will go over to the opening, while several have announced their intentions of making the trip during the next week to see the gigantic exhibition of motor vehicles.

Among the dealers going over are:

R. J. W. Hamill, manager; A. S. Blair, J. M. White, O. S. Monohan, J. Metcalf and J. A. Muir, Mar-Del Mobile Company.

C. E. Trace and Jay Strouse, White Motor Company.

C. H. Clark, of Essenkay Sales Company.

D. C. Walker, of D. C. Walker Auto Company.

B. L. Gintling, of Marathon Motor Sales Company.

F. S. Bliven, of the Standard Motor Company.

J. M. Beehler, W. L. Ogden and H. F. Ogden, of Beehler and Ogden Motor Company.

J. H. Purnell and W. P. Shuler, of Colonial Motor Company.

R. H. Croxton and Thornton Rogers, Detroiter-Baltimore Company.

P. W. Schall and Harry M. Crouch, of the Schall-Crouch Auto Company.

T. W. Wilson, Jr., Locomobile Company of Baltimore.

H. S. Block and L. A. Woodward, of the Stoddard-Dayton Auto Company.

J. H. Neely and John B. Ensor, of Neely & Ensor.

Harry Mayer, of Federal Tire Sales Company.

E. B. Gooden, of Mount Vernon Motor Company.

Herbert J. Horn and E. R. Meyers, of Motor Car Company.

Thomas C. Sinclair, of Cooper & Sinclair.

Horace P. Jones, T. Wallace Jones and H. M. Thompson, of Oakland Motor Company. A. B. Ijams will go over for the truck show.

W. S. Whitehead, manager; E. C. Hyde, H. W. Curry and J. S. Ficklem, Goodyear Rubber and Tire Company.

G. B. Hall, Auto Outing Company.

Walter Scott, of Marmon and Premier agency.

Rice Brothers, of Rice's garage.

Clayton Sandruck, of F. W. Sandruck Company.

The list for floor space for the 1913 auto show to be held at the Fifth Regiment Armory, February 18 to 22, inclusive, closed yesterday. A fine list of entries has been received from the local agents of pleasure and commercial cars. On Monday definite floor plans for the exhibit will be sent those who have filed their applications. These plans will necessarily be final. Drawings for floor space will be held at the Automobile Club January 22. On Monday entry blanks will be forwarded to the accessory dealers. This list closes January 21.

New members of the Auto Club are: H. D. Calimer, Otto Bregenzer, S. W. MacLachlan, M. W. West and Samuel R. Vickers.

The board of governors of the Auto Club held a meeting at the Auto Club Thursday. They elected W. G. Sucro, the road engineer of Baltimore county, an honorary member of the organization.

R. H. Croxton, manager of the Detroiter-Baltimore Company, reports that a shipment of Abbott-Detroit cars is on the way to the city. A big seven-passenger 44-50-horsepower and a five-passenger 40-horsepower are in the shipment.

The American Express Company has received delivery of two more five-ton general vehicle electric trucks from the Electric Garage. The company has 25 of the big delivery wagons in service in this city and all of them are performing fine work.

The Shaffer Manufacturing Company, North Calvert street, received a big six-cylinder 1913 Pullman touring car from the factory yesterday.

The Beehler-Ogden Motor Company, local agents, report the following deliveries: Walter Raleigh, Edmondson avenue and Schroeder street, Krit touring, and H. C. Layman, Park Heights avenue, Krit touring car.

A shipment of Marathon touring cars, consisting of two winner and one runner models, are on the way from the factory, at Nashville, for the Marathon Motor Sales Company, 1708 North Charles street, local agents.

The Mar-Del Mobile Company reports the delivery of a two-ton Packard truck to the Baugh Chemical Company, of this city.

The Motor Car Company has just received their first Overland equipped with electric starter and electric lights. The car is of the 45-horsepower type and is to be delivered to John E. DeFord, of this city.

The Federal Tire Sales Company, at Mount Royal and Maryland avenues, is now open for business. Harry A. Mayer, who was with the Federal Company in this territory, is the manager. Clarence A. C. Browning is also connected with the company, which is carrying a full line of rubber tires and tire sundries. The salesroom is one of the best of its kind in the city.

E. B. Gooden, manager of the Mount Vernon Motor Company, states that a shipment of Kissel Kars is on the way to this city. The shipment includes a six-cylinder Kissel, and will be here shortly. A five-passenger Kissel has been sold to William Lewis, of this city.

The local branch of the Goodyear Tire and Rubber Company now occupies the whole building at Preston and Cathedral streets, carrying a full and complete stock of tires and accessories. W. S. Whitehead, formerly of Philadelphia, is the manager of the local branch, and will be glad to have calls from patrons and customers. Several additions have been made to the sales and office force.

The Ford Auto Company reported the following deliveries:

Robert J. Taylor, Glenwood, Md.; S. W. MacLachlan, with Stewart & Co., Lexington and Howard streets, touring; Consolidated Gas Electric Light and Power Company, Lexington and Liberty streets, touring; A. Maurice Tyson, 207 N. Calvert street, touring; Armstrong-Cator Company, 13-15 West Batimore street, delivery car; W. H. Williams, Raspeburg, Md., touring, and Hampstead Garage, Hampstead, Md., touring.

During the past week the Ford Motor Company, Detroit, Mich., has shipped the Ford Auto Company, of Baltimore, Md., seven carloads of automobiles, each containing six automobiles, making a total shipment of 42 cars, which is one of the largest single shipments ever made in the State of Maryland.

The new addition to their present building—122-124 West North avenue, is near completion and the second floor is already in use as the assembling and storing department for new Ford cars.

A. M. Eastwick, Jr., left yesterday for Philadelphia and New York and will spend several days in New York at the Automobile Show.

The Ford Auto Company report the sale of 39 cars during the month of December, which is an increase of about 200 per cent. over the sales of December, 1911.

New Stevens-Durpea of Distinctive Type

A really distinctive type of motor car has been developed in the new Model C, six-cylinder Stevens-Duryea, according to E. R. Meyers, manager of the Motor Car Company, local agents, and it undoubtedly foreshadows the permanent body type for the fine motor car of the future.

This is something toward which automobile builders have been working for years, and it is not surprising that it originated from the factory which has developed all the recognized mechanical improvements in American motor cars from the beginning, 22 years ago—the three-point support, the unit power plant and the six-cylinder motor.

The new model C-Six was designed from tread to top as a single piece of construction. That is to say, the chassis and body are blended into one, not only in appearance, but in actual fact. The relations of each detail to the rest of the car were carefully weighed in making a design to give the utmost riding comfort and convenience, for the Stevens-Duryea has always been built to be the best passenger-carrying conveyance that could be devised.

The lines are peculiarly graceful, sloping from the radiator to the windshield, which is also an integral part of the body, and from there flowing to the back of the car. The mud guards, which are the only projections on the side of the body, harmonize in shape and at the same time are specially effective for their purpose.

With its distinctive beauty the new body type brings a distinctive comfort. The rear seat of the tonneau is equipped with an ingenious patented device, permitting it to be readily adjusted for height and angle of inclination. With this range of adjustment the utmost of individual comfort is insured. Add to this a depth of upholstery never attempted before, an amount of leg room that is liberal in the extreme, and restful individual chairs, and it would be difficult to devise a means of making the tonneau of the new Stevens-Duryea C-Six more luxuriously comfortable.

Electric Starters on Locomobiles

The Locomobile has always been a particularly interesting car from an electrical standpoint. Mr. T. W. Wilson, Jr., the local manager of the Locomobile Company's branch, today, in referring to the new Locomobile electric motor starter, said: "Possibly you have forgotten that the original Locomobile gasoline car of 1902 had a gear-driven electric generator with automatic switch, an arrangement which had all the essentials of the modern lighting system. This early car had spark plugs designed and built by our designers and builders.

"This was because we wanted to make the Locomobile the 'best built car in America,' and went to the trouble and expense of making our own spark plugs, so that we could be sure of getting the best in the world. Probably you will recall the fact that for five years we went to extra expense to make our own magnetos for all of our cars, as well as all the electrical apparatus, simply to do everything we possibly could to make our car as well as it could be made. From this you will see that our new electric motor starter is the logical outcome of all of this electrical distinction of the Locomobile for years. The same men who designed and built that early four-cylinder Locomobile are the same men responsible for it today, and they are the men best qualified to develop and harmonize in a car like the Locomobile the best electrical apparatus."

All of the parts for the Locomobile starter are designed and made by the Locomobile Company, with the exception of the six-volt starting motor and the switch. The thoroughness which is characteristic of Locomobile methods is evident in the painstaking with the installation of this new apparatus. The countershaft of the starting mechanism is chrome nickel steel, hardened and ground. It runs on ball-bearings instead of plain bearings. The gears are made throughout by the Locomobile Company of specially treated chrome nickel steel, and are made from as expensive material and are as carefully made as the transmission gears.

Overland Official Returns From Tour

H. L. Shepler, general superintendent of the Willys-Overland industries, is back from a two-month's trip through Europe. He visited the London and Paris shows and inspected motor-car manufacturing plants in England, France, Germany, Italy and Belgium. Mr. Shepler is enthusiastic over the opportunities he saw for American manufacturers in the Old World.

In a discussion with E. R. Meyers, of the Motor-car Company, of this city, he said:

"None of the foreign makers have awakened as yet to the necessity for quantity production to meet the inroads those in the United States are making in their territory. And before they can awaken and put this principle into effect Americans will have given their product a thorough demonstration all over the continent and in England. Then it will be too late for the foreigners, for European buyers are fully as intelligent as any others, and they are as quick to grasp the qualities of our high-grade and low-priced cars.

"Even in Germany, where manufacturers of this country have met with the strongest opposition, the people are rapidly becoming educated to the value offered in such cars as the Overland, at a much lower price than their own countrymen can give. As a result the average German prospect is inclining to the idea that the walls of German makers and others interested in the industry are merely expressions of 'sour grapes.' In fact, many of the Germans with whom I talked are giving the manufacturers of their country the laugh, for they see the firm hold Americans are taking on the foreign markets."

To Rebuild Road

The County Commissioners of Routt, Moffat and Grand counties, Colorado, have decided to give Denver an "air-line" highway to Salt Lake City. It is planned to rebuild the old wagon road over the Gore Range, shortening it in places so that it will be only 503 miles long. The road is to be finished by next summer.

BITS OF AUTO GOSSIP FOUND EVERYWHERE

Useful Hints for Motorists Culled From Numerous Sources.

Detroit's Wolverine Automobile Club, which was to build a clubhouse with all modern gymnastic apparatus, swimming pools, etc., has decided to forego its pet project and to merge its interests with those of the Detroit Athletic Club. The latter is planning a splendid new clubhouse, and quarters in it will be reserved for the Wolverine Club. A property at the corner of John R. street and Madison avenue, on which the automobile club has paid nearly $25,000, will be transferred to the new athletic club.

The shield of the Inland Automobile Association, of Spokane, Wash., adopted last spring, has been discarded as impractical, and a thin circular brass plate with the letters of the association embossed on it in black enamel substituted.

The question of the Seattle Club, Seattle, Wash., affiliating with the American Automobile Association has been referred to the incoming board of trustees, with power to act. There is now a paid membership of 678 in the club and the treasury shows a balance of nearly $9,000.

The director of public service of Toledo, O., has asked the police department to strictly enforce the city ordinance regulating the size of tires on wagons using improved streets, especially asphalt pavements.

Detroit's down-town automobile congestion has become so heavy that it has been decided to convert one of the smaller city parks into automobile parking space. The east end of Cadillac Square, now a grassy plot, is to be paved with asphalt.

An effort is being made to induce New Orleans residents who have cottages at Northern summer resorts to make the trip as members of the Glidden tour next spring. There are several hundred persons in New Orleans owning cottages in the North and the novelty of making the trip through the country has appealed to many.

The new state registration law of Arizona is now in effect. Under its provisions every owner of a motor vehicle must register each machine in the office of the secretary of state. A complete description of each car, including the name of the make, factory number, style and motor power, must be given. The registration fee is $5 for a machine of 40 horsepower or less.

Encouraged by the success of the first motor-driven street-cleaning machine made, the superintendent of Sing Sing Prison, New York, is preparing to manufacture motor trucks on what he calls a "large scale." The machine can be sold for $5,000, and as the city of New York is required to purchase New York state prison-made goods whenever possible, there will be a fairly good market for the machine. They cannot be placed on the open market or sold to private individuals. However, when the prison has made a truck, any city or state institution or department has to give it the preference in buying a machine.

The first automobile fire engine and hose wagon purchased by Cleveland, O., has been put in service.

In a general election held at Hattiesburg, Miss., a tax to provide $100,000 for good roads carried with little opposition.

The first class in elementary automobile engineering organized by the University of Missouri, at Columbia, Mo., now has 35 students enrolled.

Philadelphia motorists are not only hoping to run the heretofore annual Fairmount Park race next year, but also have their eyes on one of the other big races—either the Grand Prize or the Vanderbilt.

Montgomery, Ala., has installed its second motor-driven fire engine.

Automobile fire-fighting apparatus will shortly be installed by Moline, Ill.

Marion, Mass., now has a motor combination chemical and hose wagon, which was installed recently. It was presented to the town by Col. Harry Converse, of Boston, a summer resident.

An automobile bus line is to be established between Rochester and Churchville, N. Y. Three trips a day are to be made, and as soon as some new roads are built the service is to be extended to Bergen.

There are now 7,931 licensed chauffeurs in the State of Ohio, according to the annual report of the registrar of automobiles.

The annual automobile show of the Bloomington (Ill.) Automobile Club will be held, as in former years, in the Coliseum, in February.

Motor trucks of 1913 vintage are to be shown in Buffalo, N. Y., separately from the pleasure cars. The Buffalo Automobile Trade Association has decided to stage them in the Broadway Auditorium from March 18 to 22. Pleasure cars will be shown at the time originally proposed—January 27 to February 1.

Motor bus service will be established in Huntington, Ind., by the newly organized Huntington Auto Transit Company. The city has 10,000 inhabitants, but has never had street-car service, and there are no prospects of any in the near future.

There is a movement on foot to organize all of the automobile clubs in Indiana into a state organization. An effort is being made to bring the clubs of Logansport, Indiana Harbor, Jeffersonville, South Bend, Fort Wayne, Kokomo, Salem, Muncie, Madison, Terre Haute and Winchester into the organization.

Result of Study at Automobile Shows

A study of any automobile show proves of unusual interest this year. It is very clearly shown that the order of things is reversed. In the past the manufacturers on their own accord worked out the new feature they desired to incorporate into their product and offer to the public, but even a first glance today shows clearly that the manufacturers this year are guided by what the public has demanded and is demanding; in fact, these features are so thoroughly the result of the public's demand that the manufacturers in many instances have found it necessary at the eleventh hour to make hasty preparations to get in line.

Just as the public said the single and two-cylinder car must go, so today the shows indicate that not only has the public said that the six-cylinder must be the high-class car of the future, but that the manufacturer has accepted this verdict, and those that are not already in line show that it did not take them long to act on their convictions.

The fact that the Premier with its reputation led off in a Little Six and established a price basis for this class of car is undoubtedly accountable for the fact that this car has proven one of the greatest centers of attraction and interest at the shows.

TIMELY MOTOR GOSSIP FROM OTHER LANDS

Plan to Number Highways of France for Aid of Users.

It is probable that in the near future French roads will be numbered. The movement toward this end, which was begun several months ago, has now assumed large proportions through the President signing a petition asking for the scheme. Milestones, according to the plan, will be erected, marked with the number and class of the road, all roads being divided into four classes—national, departmental, those of main communication and those of common interest. It is thought that this plan will make it much easier to use the French roads. If put into effect, the plan provides for the local district to bear the expense.

There is a wealth of minor improvement in many of the latest French machines. The spring suspension is unsettled. Some who have used three-quarter elliptic gears have reverted to the semi-elliptic. Shock-absorbers are more general. Universal joints have been improved and radius and torque rod constructions have been improved upon. The double-drop frame has come in for more general consideration. Lastly, one of the best business manufacturers has adopted the American idea of selling a completely equipped car, which, if it takes hold, can be readily seized upon by the American exporter, and the movement will work more or less of a revolution in the French selling field, as well as one which will aid in the exportation of American cars to South America, Australia, etc., where they are in competition with French products, and where the European product has largely dictated the selling situation.

Announcement is made that both French and Belgian societies of motor manufacturers are arranging collective displays of motor cars for the international exhibition to be held at Ghent next year, and have already booked space for their exhibits. The conditions of display are of the most stringent nature, and the authorities stipulate that no manufacturer or agent will be permitted to show a foreign body on a Belgian chassis or the reverse.

A loan netting $650,000 has been floated by the Empreza Autoviaria Paulista, a company which has a government concession for building an automobile road connecting Sao Paulo and Santos, Brazil. The building of this road will mean that an automobile will become a necessity to each one of several thousand coffee planters interested in the vast territory between these two ports.

Arrangements are being made for the establishment of an automobile service between Cartago (Costa Rica), Neredia and Alajuela. Passengers, express and freight will be carried. The company holding the concession agrees to keep the road in repair in return for the exclusive right of operating such a line.

Two bishops in Spain are using American landaulets, instead of the traditional mule-drawn carriage. The cars are particularly useful to the bishops in reaching the outlying districts.

According to cabled reports from Europe, a factory has been erected at Amsterdam, Holland, to manufacture synthetic rubber from fish.

Big Goodyear Lead

At the Cleveland Automobile Show, held January 4 to 11, 64 of the 160 cars on exhibit were equipped with Goodyear tires.

A large share of these cars were equipped with the Goodyear nonskid tire, which consists of an extra tread vulcanized onto the regular tread. This nonskid tread is white and makes a striking appearance, especially when placed upon a car with a black body. The nonskid properties are attained by deep cut blocks, which are intended to grasp the road surface in every direction.

A new feature in nonskid treads is embodied in the basal construction. The blocks meet at the base, so that the strain is distributed. It is claimed that when nonskid projections are separated the strain is centered on a very small part of the fabric, which causes a short-lived tire, but that when the blocks widen out as on this tire the strain is distributed just as with smooth-tread tires.

Guaranteed Used Locomobiles

Safe to buy because GUARANTEED.

Low in price because USED.

1912—6—"48"
7-passenger touring car. Looks and runs like new.

1911—6—"48"
7-passenger touring car. New top—repainted, mechanically perfect.

1910—4—"30"
5-passenger touring car. Brought right up to date. Fore doors; full equipment.

1909 Velie
5-passenger touring, good condition, cheap.

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BALTIMORE, MD.

HAVING DESIGNED AND MADE A CARBURETTER for automobiles, would like to get permission from some auto owner to give it a trial. Address MACHINIST 1408, This Office. Sit

FAST TIME ON MOTORCYCLES DURING YEAR

Official Record on the Two Wheelers Is 36 4-5 Seconds.

The fastest official mile traveled by a motorcycle during the year of 1912 was 36 4-5 seconds.

This was at the rate of 97.82 miles an hour and was ridden by Ray Seymour at Los Angeles, Cal., May 17, 1912.

On the same day and in the same test Seymour flashed on around the track, mile after mile, until he had hung up new official records up to and including 20 miles.

He rode the 20 miles in 12:52 4-5. A few days later, on May 24, he broke the existing records from 20 to 30 miles, riding the 30 miles in 20:21 4-5.

These were the only new professional records made during 1912, although there were many attempts in which the record was not adopted as official for various reasons announced by the competition committee of the Federation of American Motorcyclists.

Jake De Rosier, the old motorcycle warhorse, still holds the official professional records, made during 1911 and 1910, from 35 to 100 miles. De Rosier's time for 100 miles is 75:24 2-5.

In the amateur field Lon Claflin hung up a new series of official records from 1 mile to 17 miles for 1912.

His first mile was made in 38 2-5 seconds—two seconds slower than Seymour's professional time. This record was also made at Los Angeles, Cal., on the same day that Seymour cleaned the slate up to 20 miles—May 17. Claflin's time for the 17 miles was 11:24 3-5.

Don John's amateur records for 18, 19 and 20 miles, made at Los Angeles, April 4, 1911, still stand. His time for 20 miles was 14:23 3-5.

Fred Huyck's amateur records from 21 to 70 miles, made at Springfield, Mass., September 6, 1909, have not been bettered. His time for 70 miles was 58:48 2-5.

R. Stubbs holds the amateur records for 80, 85, 90 and 95 miles. He went 95 miles in 1:02:03 1-5 at Birmingham, Ala., in 1908.

C. Gustafson made a record of 400 miles in 4:92:36 at Springfield, Mass., October 1, 1909. On the following day C. Spencer hung up records from 500 to 1,000 miles at Springfield. His time for 1,000 miles was 22:20:59.

TO TRANSPORT SOLDIERS IN MOTOR TRUCKS

Statistics Show That the War Department Would Save Money.

A plan for transporting the Twenty-third United States Infantry from Fort Benjamin Harrison, near Indianapolis, Ind., to the Pacific Coast and return during the summer of 1913, using motor trucks for the trip, has been worked out by Col. Edwin F. Glenn and other officers of the regiment. The plan is to be submitted at once to the experts of the War Department for consideration, and if it meets with their favor Congress will be asked to appropriate $450,000 for the experiment. Colonel Glenn has long held a theory that the motor truck is to take an important part in the mobilization of troops and in actual warfare. He believes the experiment to be proposed would be well worth the cost involved if it would establish the unquestionable efficiency of the motor truck for army work. According to his plan, it would require 140 motor trucks for the trip, and it is estimated the regiment could advance at the rate of 60 miles a day. The average daily march for infantry on foot is 15 miles a day, and for cavalry 25 miles. Colonel Glenn believes each truck could carry two squads, consisting of 14 privates, two corporals, one surgeon and a driver, together with their necessary equipment and baggage. Additional trucks would be required for hauling gasoline, oil, tires, spare parts and other necessary things.

New Preparation Clears Carbon

A new preparation to remove carbon deposits from cylinders is attracting the attention of motorists. It is claimed for the invention, which is called "Six Little Yankees," that it does away with the necessity of having the cylinders scraped and cleaned by the easy method of placing "Six Little Yankees" in each cylinder every 500 miles or so of travel.

Loss of power is usually attributed to carburetor trouble by the majority of motorists. In the majority of cases it is due to carbon deposits in the cylinders. To enrich the gas mixture by increasing the gasoline flow in the carburetor while it frequently increases the power temporarily, eventually adds to the carbon deposit, and necessitates even more frequent cleaning of the cylinders.

The new methods of carbon removal does not require time or trouble. The motor is started and as soon as it has warmed up the "Six Little Yankees" is placed in one cylinder at a time by removing the spark plugs. Allow the motor to stand for about five minutes while the material dissolves, then the motor may be started again. For a short time a foul-smelling black smoke will issue from the exhaust. It will be found that the power has been increased to the maximum. This should be done every 500 miles. Each cleaning of a four cylinder motor costs less than 70c.

The office of the Six Little Yankees Company is in The Bulletin Building, Philadelphia.

Clubhouse Plan By Motorcyclists

That the affairs of the Maryland Motorcycle Club are in a healthy state, and that the club is booming the sport, was shown at the annual election of officers. The club is the only affiliated F. A. M. club in the city, and, after weeding out a few of the dead ones, the secretary reports more than 100 members in good standing, each pledged to get one or more new members, so as to make the proposed plan of a new clubhouse, with garage attached, shower baths and other comforts, a reality.

Frank O. Boyd, who, with Elmer Snyder and Rodger Wilkens, are responsible for the birth of the club, and who has devoted lots of attention to building up the organization, picking the best riders in the city, was again unanimously elected president; Frederick Shaffer, whose wise head will help to keep the youngsters out of trouble, vice president; William S. McCauley, secretary, and William Wood, treasurer. Nelson Johnson, who was the big mileage runner in the club, and who was awarded the diamond-studded medal for the best attendance on club runs, now holds the position of captain, with Elmer Snyder, the runner-up and winner of the second prize medal, first lieutenant; Charles Frank, second lieutenant; Frederick Wilkens, third lieutenant. Dr. Fred Lautenbach and Rodger Wilkens were elected as additional members of the executive committee, to serve with the officers in planning the club's prosperity.

The annual club banquet will be held January 30, and will be limited to club members and a few only of invited guests as this annual fixture is sure to tax the limit of the hotel banquet halls. Captain Johnson is mapping out a schedule for the runs; and, weather permitting, has called a blind run from Druid Hill Park at 10 A. M., Sunday. John Carroll is busy arranging a glee club, and it is very likely that he will get plenty of volunteers to help out on the banquet entertainment.

USEFUL HINTS FROM REALM OF MECHANICS

Scheme for the Heating of Touring Cars by Air From Motor.

A touring car may be warmed in winter with very little trouble if it be fitted with storm curtains that can be drawn sufficiently tight to exclude most of the outside air. If this is the case, fit a large ventilator in the dash, to allow the warm air from the motor and radiator to enter. A pipe may be tapped into the exhaust manifold and led through a radiator in the tonneau, exhausting into the open air.

When using the engine as a brake in descending hills with the ignition cut off, open the throttle. This will materially cool and clean the cylinders, while if the throttle be closed, a certain amount of oil will be sucked into the cylinders from the crank case.

Carbon trouble is one of the recurring annoyances of automobile motors which has never been entirely removed. The heat of combustion is so high that even the best of oils leave some deposit. This may be so small that it is not noticeable after an entire season's use, but, on the other hand, it might be so great that the motor refuses to function as it should. When going over the car during the winter it would be best to thoroughly clean the cylinders of all traces of carbon.

SIX LITTLE YANKEES

Will keep motor free of carbon, increase power, and give a smooth running engine. Used while car is in use. Write for booklet. Carton contains 72; sufficient for 3 cleanings of a four cylinder motor, non-explosive. Absolutely harmless to any motor.

Sold and recommended by the following:
Auto Supply Co., 217 W. Saratoga St.
Zell Motor Car Co., Mt. Royal Ave. East.
Ford Motor Car Co., 122 E. North Ave.

Beware of Imitators.
See that this label is on box.

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Six Little Yankees Co., 407 Bulletin Building, Philadelphia. $2.00 box

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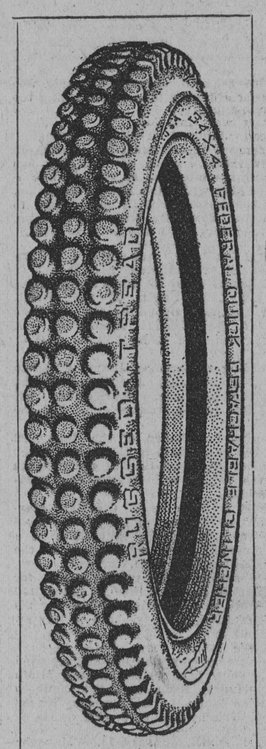
Federal Tires represent the highest achievement of the tire-making art—better automobile tires are not made.

Federal Tires are the tires to select. Their exceptional endurance is the result of highest quality.

Compare Federal Tires with other tires—give them the road test—and their widespread reputation as "EXTRA SERVICE" tires will be quickly appreciated.

Made in all sizes for all standard rims.



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Write Quick for Agency Proposition in Your Territory.

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Fully Equipped.
Marathon "Winner" Touring, 35 H. P., 116-in. Wheel Base, Fully Equipped..... $1350
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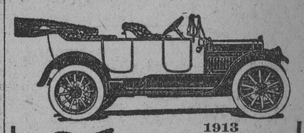

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