

Features of the Cars in Madison Square Garden

Told in Short Paragraphs

The Packard Motor Car Company of Detroit is showing its 1908 Packard "Thirty" as the standard touring car, with cape car top and also a limousine, a runabout, and as a standard chassis in the priming coat. The four-cylinder vertical motor is of 6-inch bore by 5½-inch stroke. The inlet and exhaust valves are on opposite sides, mechanically operated and interchangeable. The crank case is of aluminum alloy in three sections. The bottom one is a removable oil well. The carburetor is of the float feed, aspirating nozzle type, with automatic auxiliary air inlet. It is water jacketed for uniform temperature and has a butterfly throttle. The motor is water-cooled by means of a gear-driven rear pump and a tubular radiator with fan. Ignition is by jump spark, with an Elsemann low-tension magneto. There is a storage battery for reserve and for starting from the seat.

The Locomobile gasoline car is exhibited for the seventh successive season, the company making much of the fact that it has been building touring cars of the type now standard since 1902. The mechanical changes in the Locomobile, although numerous, are not of a radical nature. Wheel bases are longer, bodies are more elegant and offer more conveniences, riding qualities have also been bettered and increased efficiency combines with the already proved reliability of the output of this conservative company. The new "20" is a four-cylinder car of moderate size and power for five passengers, and it is intended to fill a demand for a car of the highest quality but of a convenient size to drive and maintain. One of the principal features is a four-speed selective transmission unique among American cars of this size and power. The pressed steel frame is of alloy steel, and the car springs are made from the same material. The radiator and motor are placed further back on the frame than heretofore, causing a better distribution of weight, better riding qualities, and improved appearance.

C. B. Warren, the new sales manager of the Haynes Automobile Company, has returned to New York. Mr. Warren made his trip West to prepare the exhibit for Madison Square Garden. He returned with reports of an unprecedented demand for agencies coming from all over the country. "The demand for Haynes agencies," said Mr. Warren yesterday, "comes from districts in which it has never before been sold."

The Pope-Toledo cars at the Madison Square Garden show consist of three different types. One is the new touring car. The wheel base is 126 inches, with 36 by 4 inch wheels in front and 36 by 4½ inch wheels in the rear. The car has a side-chain drive, with the chains encased. Its keynote of design is close attention to those fine details and niceties of construction which enhance the comfort and convenience of the user in quietness, freedom from vibration, cleanliness, speed, luxurious accommodations and appointments, ample carrying space for luggage, an entire separation of the mechanical part of the car from that used by the passengers; two separate and independent systems of ignition on two separate sets of spark plugs, practically eliminating all electrical trouble; incased noiseless chrome nickel-steel chains, an enclosed, detachable pan under the car to prevent the entrance of dirt or water to the propelling mechanism, and an absence of brass parts, blued steel being used on all parts handled by the chauffeur.

On the 1908 Matheson, especial pains have been taken with the form of chain drive, and the way in which the forward sprocket is fitted over a spherically ground ball bearing is itself a refinement of design which is as beautiful as it is simple. A refinement among the essentials of the motor itself has been introduced in the shape of a ready take-up to the connecting rod bearings. This consists of a wedge located behind one of the halves of the connecting rod bearing, which wedge can be advanced in a lateral direction by means of two screws, one on either side of the head of the rod. To the practical automobilist, the new Matheson gasoline tank will undoubtedly appeal, for although of exceptional capacity, it is divided into two compartments, one of which contains but five gallons.

Modern types of electrical lamps for speedometers, clocks, oilers, tool boxes, &c., are included in the Wico line of electrical appliances for the automobile, brought out by the Witherbee Igniter Company and shown among the accessories in the gallery.

The Apperson models this year are a thirty-five horse power shaft-driven runabout, seating four, listed at \$2,775; seven-seated chain-driven fifty horse power touring car, listed at \$4,200; the "Jack Rabbit" semi-racer, listed at \$5,000, and the Apperson full racer, "Big Dick," one of the most powerful cars of this type built in this country.

The Franklin Company is distributing a neat booklet entitled "A Trifle Technical." It is chiefly devoted to the five important features characteristic of the Franklin circulators. In brief, they are the auxiliary exhaust, the wood sill, concentric valve, the dome head, and four elliptic springs with no torque or strut rods.

As typical of the high-class equipment found throughout on the Studebaker car the ignition is by the Simms-Bosch low-tension magneto, in connection with make and break spark. A nice point in connection with this system is the ease whereby the ignition can be refined. The magneto is so arranged that it can be taken off without disturbing any other part of the mechanism.

The exhibit of the E. R. Thomas Motor Company provides one of the chief attractions of the new season's models, the new Thomas cab or town car. Following the initiative set by several French makers, the four-cylinder en-

gine has been made in a single simple casting, tending greatly to make it much more compact, this being one of the essentials most desired in the power plant of a car intended solely for city use. To the same end the forward part of the frame has been narrowed to a much greater extent than usual in order to have an extra amount of space between it and the front wheels, thus obtaining a particularly small turning radius, so that these cars will be able to get around in narrow streets without reversing.

Motorists who use lighting gas generators on their cars will be interested to know that several new models are shown in the Garden exhibit. One includes a shaking grate generator in which, it is stated, all the difficulties experienced with generators in the past have been overcome, and which now affords all the advantages of the storage pressure system, without any of the expense. This shaking grate generator is exhibited by the Rushmore Dynamo Works.

The Elmore car exhibit consists of one four-cylinder touring car, fully equipped. This is known as the Elmore "Forty." The Elmore three-cylinder touring car, fully equipped, is known as the Elmore "Thirty," and there is a three-cylinder roadster. The most interesting feature is the four-cylinder chassis, fitted with a sectional engine exposing all of the working parts and the transmission in operation. This sectional exhibit is of particular interest because the two-cycle cylinder is clearly demonstrated and the beneficial points easily shown.

The Studebaker exhibit is divided into three classes, each class occupying a full space. The exhibit of gasoline passenger cars consists of a "Thirty" runabout, "Thirty" limousine, "Forty" touring car, and a "Forty" polished chassis. In the electric car exhibit there are four Studebaker models, and in the commercial section are six delivery wagons and trucks.

The Goodyear Company is showing at the Garden the new 1908 Goodyear red seal inner tube, which is made from pure Para rubber, lightly compounded to add wearing quality, and which is claimed to be the best in quality and construction possible in the manufacture of inner tubes. The tube is guaranteed against defects for a year. They have also on exhibit the Cord detachable tire, electric type, which is used on the Pope, Waverly, Babcock, and Columbus Buggy Company electric vehicles. C. S. Henshaw of the Henshaw Motor Company, Boston, recently made 101 miles on one battery charge in a Columbus electric, equipped with these tires. A heavy tourist tire, made with an extra thick cross tread which prevents skidding and insures positive traction, is another model shown.

For 1908 Columbia cars, springs made of a special alloy of steel, composed of a very large number of thin leaves, are used. They have resisted the most determined efforts to break them successfully. Spring suspension is a leading talking point in the new models.

The Babcock Electric Carriage Company is exhibiting at Madison Square Garden four models. The Victoria phaeton is a handsome vehicle, and is particularly adapted for use by women. It is hung low and has continuous mud guards, which make it impossible for the garments of the occupants to get soiled. It is very roomy, but light in appearance; is capable of high speed and great mileage. It weighs about 1,700 pounds. It is equipped with specially constructed 3½-inch double tube tires. The battery consists of 36 cells, half in front under the hood and half in rear of the body. The upholstery is of the finest quality of broadcloth. The price is \$1,700.

The exhibit of the "Silent Northern" at Madison Square Garden is attracting considerable attention by reason of its extreme tastefulness and the quiet harmony of the colors of the cars. A seven-passenger limousine is painted a deep blue with black striping and upholstered in black enameled leather. The interior woodwork is of hand-rubbed mahogany. The equipment includes a folding glass front and detachable curtains. Another car, a \$1,600 roadster, is finished in dark red and has a very comfortable rumble seat. V. M. Gundersen, the active head of the company, states that twice the amount of cars built last year will be the Northern output for 1908.

The 1908 Matheson models show a number of improvements but no radical changes. The motor, with valves in the head and make-and-break ignition, has not been changed in several years. That this is a most efficient power plant is proved by the long list of Matheson performances. Of the changes in the 1908 Matheson perhaps the most important has been the transition of the cam shaft driving gears from the bevel to the spiral type. The centrifugal pump previously used has been replaced with a pump of the gear type. The chain drive has been shortened. The gasoline tank is made with a reserve compartment containing five gallons.

Prominent among the tire exhibits at the Garden Show is that of the Michelin Tire Company, showing for the first time in this country some of the new Michelin products which have won international popularity. In addition to the Michelin clincher type compressed tread tire the Michelin demountable tire is attracting considerable attention. It shows many advantages in simplicity of design and strength of material, and has, as an added endorsement, the enviable record of having been on all the cars winning the greatest European races for 1907.

Among the representatives from the Olds Motor Works at Lansing, Mich., who will be present at the Oldsmobile booth in Madison Square Garden this week are E. L. Smith,

General Manager; Angus Smith, Secretary and Treasurer; G. W. Dunham, Chief Engineer; C. C. Hineckley, Assistant Engineer; George Burwell, Superintendent; E. L. Faure, Advertising Manager; F. G. Seitz, G. P. Hulst, H. D. Van Brunt, W. T. Taylor, Lafayette Markle, Frederick Sager, C. J. Corkhill, F. R. Farlow, W. A. Peck, F. P. Libbey, and F. L. Du Brov.

Styles come and go and return again in automobiles the same as in raiment. It is not to be expected that the rear entrance tonneau will come back to vogue, but the inside operated coupe has a new lease of life. The Electric Vehicle Company built one of this type ten years ago and later abandoned it. Now it is popular again, and the new inside operated Columbia promises to be a favorite vehicle.

The feature of the exhibit of Apperson cars is a 40 horse power touring model with an English mail coach body. The exhibit also includes a six-cylinder "50-55" touring car, a four-cylinder "50-55" touring car, a "50-55" runabout and a four-cylinder "40" touring car. This last model is entirely new and marks the advent of the Apperson Brothers, who have been building automobiles for fifteen years, in the field of moderate-priced cars.

R. G. Howell, the New York agent for the Northern car, has just received a consignment of cars which are to be exhibited at the Madison Square Garden show. One feature which will attract the attention of the careful buyer is the very large braking surface. The external brake bands, which are 3½ inches wide, surround a twelve-inch drum and are hair lined. As all the moving parts of the engine are incased and run in oil there is no need of mud or dust pans.

The Franklin steering gear is of the bevel gear type. It works without the slightest effort and without lost motion. The steering knuckles are mounted on adjustable ball bearings and the connecting rods and joints are hardened nickel steel, adjustable, and dust-proof.

The George N. Pierce Company, makers of the Great Arrow cars, are showing a 40 horse power chassis, and four of their models, one a 40 horse power four-cylinder touring car with a semi-inclosed top; another 40, fitted with a four-cylinder limousine body of the "Suburban" type; a 40 horse power six-cylinder touring car with a cape top, and a 50 horse power six-cylinder touring car, also fitted with a cape top. The 40 horse power four-cylinder models have motors with 5-inch bore and 5½ stroke; the 40 horse power six-cylinder car has a motor with cylinders 4½-inch bore and 4¾ stroke, and the big 60 horse power six-cylinder car has a motor with 5-inch bore and 5½-inch stroke.

An important change has been made in the new Stearns cars in the matter of weight, the 1908 car being 300 pounds lighter than the 1907 machine. This has been brought about by a greater simplicity of engine construction and the use of lighter materials where it has been possible to employ them. Strength, for which the Stearns has been noted, has not been sacrificed to attain this end. On the contrary, exhaustive tests have demonstrated that the 1908 model is stronger than its predecessor.

James R. Ryall has announced his intention of driving a fifty horse power Pennsylvania car in the twenty-four-hour endurance contest to be conducted by the New Jersey Automobile and Motor Club of Newark on Nov. 15 and 16. The event is to be run over the public roads, and violations of the legal speed limits are to be punished by disqualification. The competing cars are to be driven five times over a circuit from Newark to Montclair, Caldwell, Dover, Morristown, Somerville, Plainfield, and Irvington back to Newark, the total distance being about 450 miles.

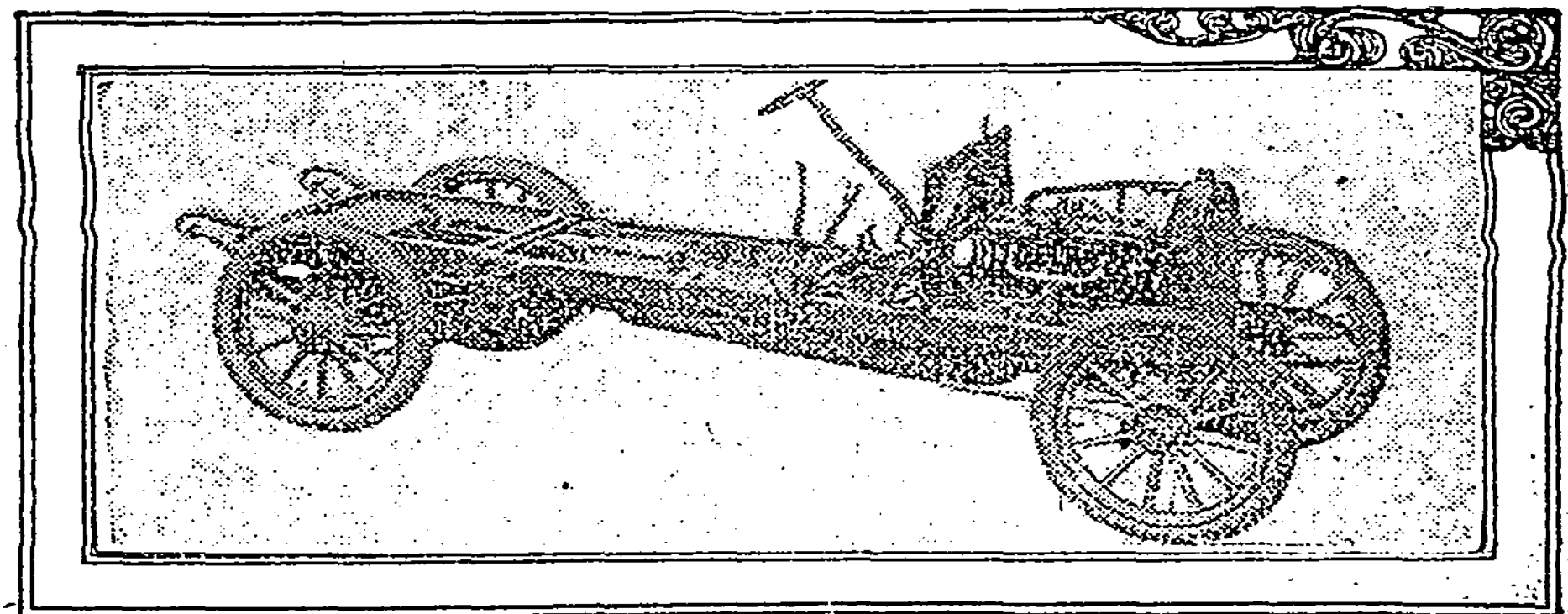
During the Madison Square Garden show the association of automobile writers known as the Flat Tire Club will change its headquarters, and instead of assembling at the Astor the members will meet for luncheon in Room 5 at the Cafe Martin.

Announcement has just been made of an interesting change to be made on New York's automobile row. It is a shift in location of the Rainier Motor Car Company at Broadway and Fifteenth Street. The concern has leased the big building at Fifty-sixth Street and Broadway, now occupied by the Hol-Tan Company. In this building, which will be occupied on Jan. 1, the Rainier Company will be able to conduct under one roof the business which it now has distributed in three buildings.

Arthur J. Robbins, well known as the manager of the Aerocar branch in New York, has joined the forces of the Rainier Motor Car Company and will take charge of the Chicago branch. This is a becoming change for Mr. Robbins, as he always has been a believer in the policy of making and selling a single chassis of strictly high grade, with enough power in the engine to meet all demands.

Among the many novelties in the accessory department is an electric vulcanizer, with the use of which the motorist can vulcanize his tires while on the road. This is a small portable instrument, and is fitted with a thermometer so that it is impossible to burn the tire while vulcanizing it. This instrument is operated by attaching it to any ordinary electric light bracket. It is shown by the C. A. Shaler Company.

Fully 500 different styles of spark plugs are exhibited, including every conceivable kind of plug, all of which are said to be proof against short circuiting. The R. E. Hardy Company shows nearly 100 different styles.



BRACKET CHASSIS BEING SHOWN AT THE GARDEN