

selective system, is used, and this is connected to the rear axle by a longitudinal shaft, with bevel gear drive. A pump feeds oil under pressure to the engine cylinders and bearings, and grease to the bearings of the transmission. The wheel base of this car is 7 feet, 10 inches, and it has 36-inch wheels, shod with 4-inch tires. The chassis is intended regularly for a tonneau body, but any suitable body can be mounted on it.

The Stevens-Duryea gasoline car is a powerful runabout equipped with an 8 horse power opposed-cylinder motor and three-speed gear. The transmission is of the individual clutch type, with gears always in mesh. The motor has a flywheel of large diameter, and it is started by a crank from the seat. A throttle button on the end of the gear-changing lever acts on the inlet valves, while a single carbureter supplies both cylinders.

A medium weight machine that has met with considerable success during the past year is the Autocar 10 horse power tonneau. The same double opposed-cylinder motor that was used on the original Autocar runabout is found on the tonneau machine; but the motor has been improved in construction and is now placed transversely on the chassis, under a bonnet in front. A three-speed sliding-gear transmission, with direct, bevel-gear drive at the rear axle, is employed. The new car is fitted with wheel steering, and has many of the refinements found on all first-class machines.

One of the neatest light machines placed on the market this season is the Covert 650-pound runabout. This little car is built strong enough for touring purposes on ordinary American roads. A reachless running gear is employed, a 5 horse power motor with air-cooled cylinder and water-cooled head being mounted on the chassis in front under a bonnet. A two-speed sliding gear is inclosed in part of the differential casing. The flywheel clutch is thrown out and the brake applied by the progressive movement of a single pedal. An emergency brake on the differential is also provided.

The rapid increase of automobiles in this country has caused the establishment of numerous storage and repair stations. One of the largest and best equipped stations of this kind is the one run by Banker Brothers, in Philadelphia. It is one of three conducted by this firm in New York, Pittsburg, and the Quaker City respectively. A three-story brick building is used for the purpose. The ground floor has ladies' and gentlemen's waiting rooms, with separate entrances; a room for the chauffeurs; an office and salesroom; and a dynamo and engine room; besides the regular storage room for vehicles, in which is a washstand and three pits with stairs leading into them, from which the vehicles can be examined from beneath. Scales for weighing the cars are also provided. On the second floor there is a well-lighted repair shop with a complete equipment of bench and machine tools. A stock room adjoining it contains spare parts of many American-made machines and a few foreign-built ones. A large storage room for electric carriages, fitted with fifteen charging rheostats and a battery repair room, is also situated on the second floor. The third floor is used for storage purposes merely, and will accommodate 150 machines. An electric elevator capable of lifting two tons connects the three floors. This, as well as the machine tools, is run by electricity generated on the premises by a 26 horse power gas engine. A separate 9 horse power engine is used at night, when the building is brilliantly illuminated with incandescent and arc lights.



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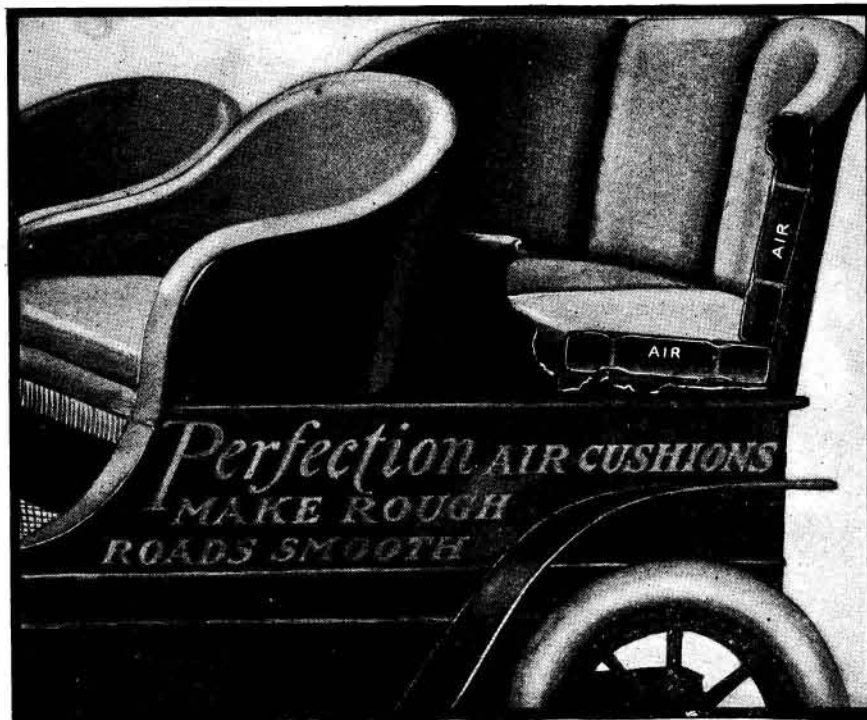
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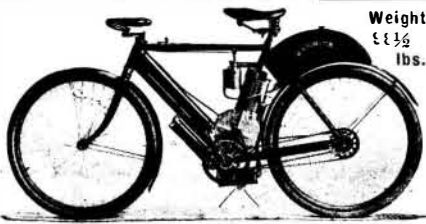
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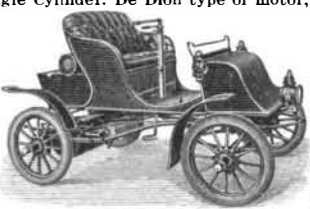
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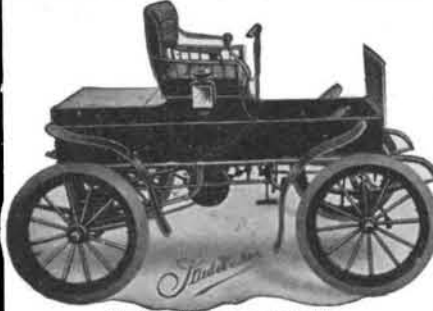
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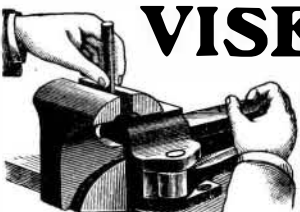
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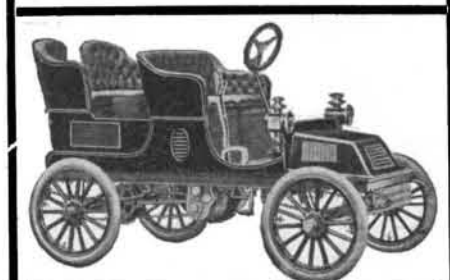
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30% less pressure on the bearings of a Racycle than on a bicycle: therefore it turns ¼ easier. Ride further and faster with less work on the Racycle. No oil can required. Write for Catalog 16 to
MIAMI CYCLE & MFG. CO., Middletown, O.