

TYPE — Four cylinder engine mounted on motor.

COOLING — Thermostatic system with large pipes and water jackets.

LUBRICATION — Our own system. Positive circulation without pump or pipe. Self-contained in motor base.

CARBURETOR — Float feed, automatic.

IGNITION — High tension magneto. Provision for dual system with dry cells.

CLUTCH — Rider-Lewis patent improved cone with cork inserts.

CONTROL — Pedals control clutch and brakes like any high-priced car. Hand emergency brake lever. Spark and throttle control on steering wheel.

DRIVE — Straight line shaft to rear axle set with final bevel gear drive.

WHEEL BASE — 102 in. Tread 56 in.

STANDARD EQUIPMENT — side oil lamps, tail light, horn, tools and magnets.

WEIGHT — 1,700 pounds.

PRICE — \$1,000 F. O. B. factory.

... are not...
 ... progress that has been made in automobile manufacture until it has reached its present almost perfect stage of development. Any man, no matter how limited his means or his practical knowledge, may buy a machine at comparatively low cost, maintain it without very much expense and drive it day in and day out with little or no trouble.

To doctors, contractors and all others who have occasion to cover distances the car has now become indispensable, as it will be in the very near future to every profession or trade that requires rapid and economical transportation of individuals or merchandise.

DECIDES WHO ARE AMATEURS

A. A. A. Lays Down Restrictions That Govern Speedway Races.

According to the decision of the A. A. A. an amateur is "a man who has never driven or raced a motor car for pay, either in cash or any other valuable consideration; competed for a cash prize; who does not make his livelihood, or any part of it, as a result of racing or driving, either as a demonstrator, tester or chauffeur; who has not otherwise received financial reward for engaging in competition; who has never been declared a professional by any sport-governing body, in connection with that sport over which it has jurisdiction, or who having been so declared, has been reinstated, either by such body or in connection with automobile contests by the contest board of the A. A. A."

USE INTERMEDIATE GEAR.

In hill climbing better time can often be made by going into the intermediate gear than by allowing the engine to labor on the high. The transmission is made to use, and it allows you to run your engine at the proper piston speed.



LATEST BEST

reliability. efficiency.

SUPER

complication

We have a strictly A.

We are HERCULES

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