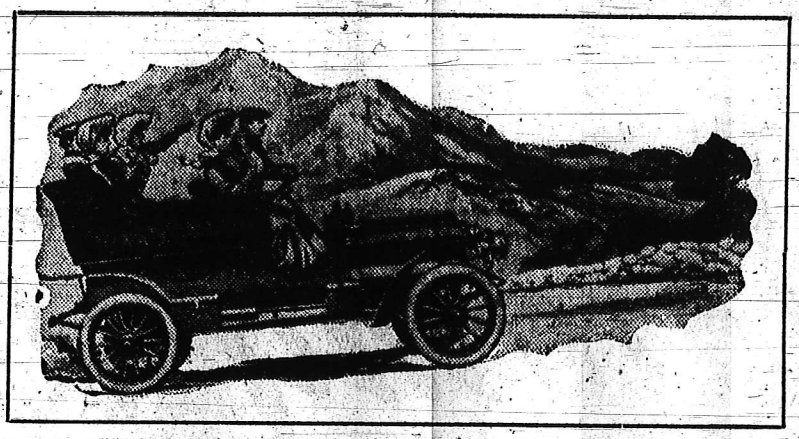
# STODDARD-DAYTON $2250



## Point Its Nose to the Sky and SOAR

THE STODDARD-DAYTON is an Alpine wonder when it comes to climbing. The way it hoists its hood toward the hilltop, buckles-to and takes the up-grade is a positive delight.

There's no strain about it. The car was built for performances of just that sort.

For every sixty pounds of weight there's one horse drawing power—30-35 in all.

That's the reason it is a pleasure to take to the hills in a STODDARD-DAYTON—Maximum power and minimum weight.

To the enthusiastic motorist who does not have to be introduced to telling features in car construction the **selective type** transmission is a never ending source of satisfaction.

And talking of **speed**—in the recent Ormond Beach, Florida, races, an **ordinary stock Stoddard-Dayton** Model D, driven by an amatuer, ran **15 miles in 17 minutes, finishing second and beating all other** gasoline cars in the 15-mile Amateur Handicap event.

The usual clashing that ordinarily accompanies a change of speed is overcome. Cause—separation of the sliding gears enables the operator to pass from one speed to another without going through any gears.

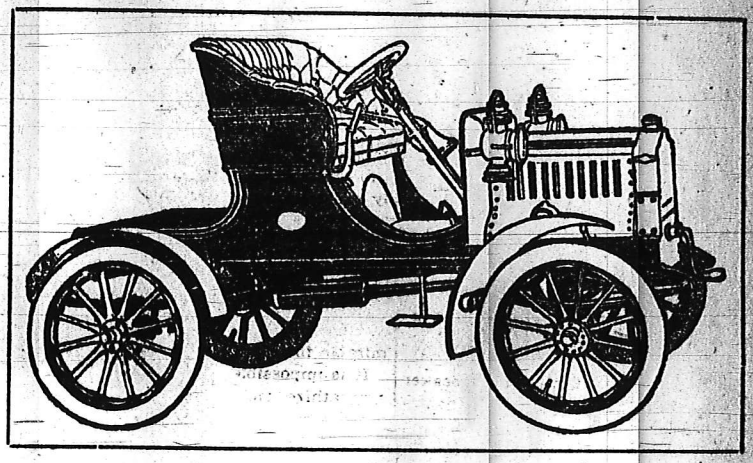
The STODDARD-DAYTON is always under control. An emergency brake enables it to be **stopped on the instant.** That's a point not to be overlooked. Both foot and emergency brakes are interconnected with the clutch. The application of either releases the clutch and throttles the motor. That's safety—doubly insured.

### STODDARD-DAYTON Model D "As good as it looks."

This 5-passenger Touring Car is equipped with a special type of 4½x5-inch 4-cylinder, water-cooled motor; hot rolled, high carbon, pressed steel frame; perfect mechanical lubrication; roller bearings for transmission. Change from high to intermediate, or vice versa, at speed of 25 miles, uphill or down. A practically noiseless car, $2,250.

**Send for catalog—it's full of information interesting to motor folks.**

# The "Maxwell" RUNABOUT $780



THIS little car is making good on every claim we have made for it. It is the **only** light, low priced car that has **material, workmanship and design** equal to the finest high priced cars.

**Motor** (two cylinders, opposed) In front under the hood, instantly accessible and absolutely protected from dirt. It is not necessary to stretch a tarpaulin under the body of a **Maxwell.** This ungainly, unsightly makeshift is necessary only on old style machines, built with engines under the body. The Maxwell motor is powerful and noiseless. We guarantee the Maxwell Runabout to climb the Michigan Road hill on the high gear carrying two passengers.

**Drive:** Through propeller shaft and bevel gears (running in oil and enclosed in dust-proof cases), such as is used on the Pierce $5,000 car; the Packard $4,000, the Peerless $5,000, National $3,000, Austin $4,500, Royal $3,500, etc. 60 per cent of ALL American makers and 85 per cent of the makers of high-priced cars are using shaft drives on their 1906 cars. No chains whatever on the Maxwell.

Single cylinder engines, chain drive, engines placed under the body, are the marks of poorly designed, out-of-date machines, and any one investing in such a machine at this stage of the automobile maker's progress will find it almost unsalable by the time he discovers his mistake.

| | Number of Manufacturers Placing | | | Number of Manufacturers Using | | |
|---|---|---|---|---|---|---|
| | Engines Under Body | Engines in Front | Per Cent in Front | Chain Drive | Shaft Drive | Per Cent Shaft Drive |
| In 1903.... | 60 | 36 | **37%** | 78 | 18 | **19%** |
| 1904.... | 50 | 51 | **50%** | 73 | 28 | **28%** |
| 1905.... | 40 | 81 | **67%** | 67 | 54 | **45%** |
| 1906.... | 17 | 97 | **85%** | 45 | 69 | **60%** |

A FEW AUTHENTIC FIGURES in support of the above statements. Compiled from the Automobile Trade Journal's Annual Index.

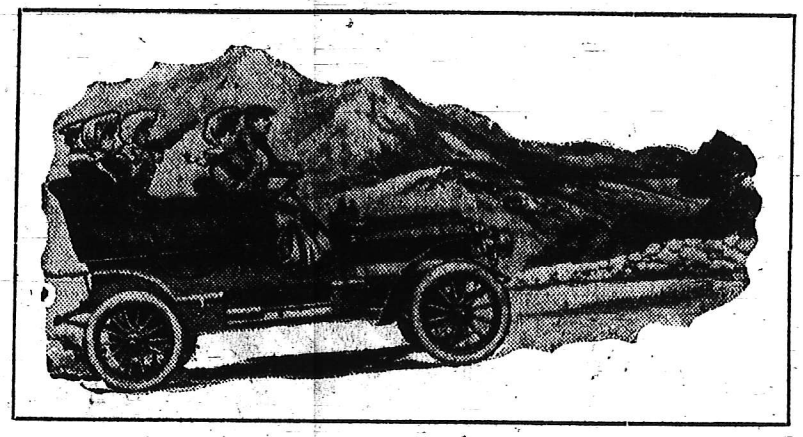
We are jobbers and retailers of Sundries and Accessories, and carry in stock everything OF PROVEN MERIT for the automobile.

# The Fisher Automobile Co.

## 330 N. Illinois Street

**State Agents for National, Stoddard-Dayton, Premier, Maxwell Automobiles**

# STODDARD-DAYTON $2250



## Point Its Nose to the Sky and SOAR

THE STODDARD-DAYTON is an Alpine wonder when it comes to climbing. The way it hoists its hood toward the hilltop, buckles-to and **takes the up-grade** is a positive delight.

There's no strain about it. The car was built for performances of just that sort.

For every sixty pounds of weight there's one horse drawing power—30-35 in all.

That's the reason it is a pleasure to take to the hills in a STODDARD-DAYTON—Maximum power and minimum weight.

To the enthusiastic motorist who does not have to be introduced to telling features in car construction the **selective type** transmission is a never ending source of satisfaction.

And talking of **speed**—in the recent Ormond Beach, Florida, races, an **ordinary stock Stoddard-Dayton** Model D, driven by an amatuer, ran **15 miles in 17 minutes, finishing second and beating all other** gasoline cars in the 15-mile Amateur Handicap event.

The usual clashing that ordinarily accompanies a change of speed is overcome. Cause—separation of the sliding gears enables the operator to pass from one speed to another without going through any gears.

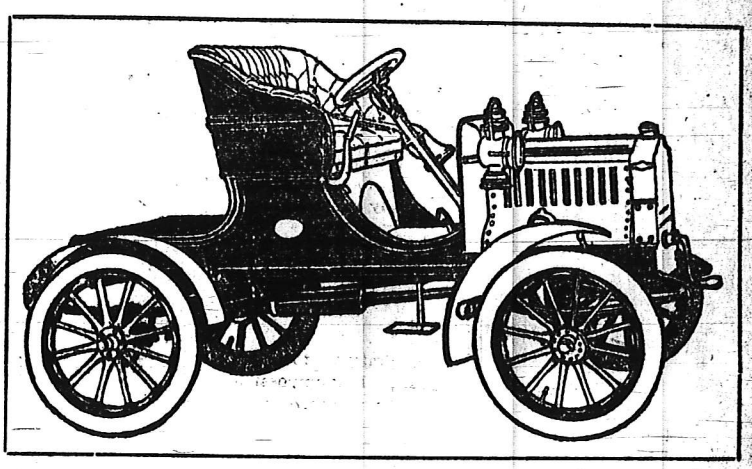
The STODDARD-DAYTON is always under control. An emergency brake enables it to be **stopped on the instant.** That's a point not to be overlooked. Both foot and emergency brakes are interconnected with the clutch. The application of either releases the clutch and throttles the motor. That's safety—doubly insured.

### STODDARD-DAYTON Model D "As good as it looks."

This 5-passenger Touring Car is equipped with a special type of 4½x5-inch 4-cylinder, water-cooled motor; hot rolled, high carbon, pressed steel frame; perfect mechanical lubrication; roller bearings for transmission. Change from high to intermediate, or vice versa, at speed of 25 miles, uphill or down. A practically noiseless car, $2,250.

**Send for catalog—it's full of information interesting to motor folks.**

# The "Maxwell" RUNABOUT $780



THIS little car is making good on every claim we have made for it. It is the **only** light, low priced car that has **material, workmanship and design** equal to the finest high priced cars.

**Motor** (two cylinders, opposed) In front under the hood, instantly accessible and absolutely protected from dirt. It is not necessary to stretch a tarpaulin under the body of a **Maxwell.** This ungainly, unsightly makeshift is necessary only on old style machines built with engines under the body. The Maxwell motor is powerful and noiseless. We guarantee the Maxwell Runabout to climb the Michigan Road hill on the high gear carrying two passengers.

**Drive:** Through propeller shaft and bevel gears (running in oil and enclosed in dust-proof cases), such as is used on the Pierce $5,000 car; the Packard $4,000, the Peerless $5,000, National $3,000, Austin $4,500, Royal $3,500, etc. 60 per cent of ALL American makers and 85 per cent of the makers of high-priced cars are using shaft drives on their 1906 cars. No chains whatever on the Maxwell.

Single cylinder engines, chain drive, engines placed under the body, are the marks of poorly designed, out-of-date machines, and any one investing in such a machine at this stage of the automobile maker's progress will find it almost unsalable by the time he discovers his mistake.

| | Number of Manufacturers Placing | | | Number of Manufacturers Using | | |
|---|---|---|---|---|---|---|
| | Engines Under Body | Engines in Front | Per Cent in Front | Chain Drive | Shaft Drive | Per Cent Shaft Drive |
| In 1903.... | 60 | 36 | **37%** | 78 | 18 | **19%** |
| 1904.... | 50 | 51 | **50%** | 73 | 28 | **28%** |
| 1905.... | 40 | 81 | **67%** | 67 | 54 | **45%** |
| 1906.... | 17 | 97 | **85%** | 45 | 69 | **60%** |

☜ A FEW AUTHENTIC FIGURES in support of the above statements. Compiled from the Automobile Trade Journal's Annual Index.

We are jobbers and retailers of Sundries and Accessories, and carry in stock everything OF PROVEN MERIT for the automobile.

# The Fisher Automobile Co.

## 330 N. Illinois Street

**State Agents for National, Stoddard-Dayton, Premier, Maxwell Automobiles**