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The Automobile Club of Philadelphia is posting the routes on all main highway leading from the city.

The New York Automobile Club has applied for admission to both the National and State Associations.

Ed Sanger and wife of Indianapolls and back Maxwell runabout last week.

President Newman of the New York Central Railroad is spending his vacation touring in Europe in an automobile.

Many Nebraska farmers are using runabouts for pleasure or business trips, and others for strictly farm work.

During the recent great parade of the Elks at the Philadelphia reunion motor trucks were extensively used as bases for floats.

A sixty-mile road for the exclusive use of motor vehicles is being constructed in Wyoming between Baggs and Wamsutter.

Fred Goodwine of Greencastle bought a Mitchell touring car through the Fisher Auto Company, and will receive it this week.

E. J. Kelly of Danville, Ill., placed his order for a new six-cylinder 1908 National touring car with the Fisher Auto Company this week.

Samuel Vauclain, superintendent of the Baldwin Locomotive Works, Philadelphia, is an enthusiastic automobilist of many years' experience.

Makers of accessories will be permitted to exhibit at the rather exclusive show of the Importers' Automobile Salon at New York next winter.

With its top laid back, the Winton Six-Teen-Six measures just as long over all as its name might be taken to mean, sixteen feet six inches.

Fifty taximeter cabs will be placed in service as soon as the builders can deliver them by a New York hotel for the exclusive use of its patrons.

The New York city police authorities have forbidden sightseeing automobiles to stand idle along the streets and may place a limit on their size.

To notify a driver that a tire is becoming flat a foreign inventor has patented an electrical device that rings a bell when the tire begins to go down.

Frank L. Moore of the Fisher Auto Company drove to Dayton and returned in a Maxwell runabout last week, and reports lots of fresh gravel on the road.

F. H. Wheeler and Franklin Van Camp have both received their 1908 Stoddard-Dayton runabouts. The latter is being driven by Mr. Van Camp's daughter.

C. S. Jameson, sales manager of the Dayton Motor Car Company, passed through Indianapolis in a Stoddard-Dayton roadster from St. Louis, where he was recently married.

Miner E. Haywood and wife have just returned from Louisville, making the trip in a Maxwell runabout. He reports roads very good with the exception of lots of fresh gravel.

der success," says Charles B. Shanks of the Winton Company. "The six produces power constantly, power strokes overlap, and hence the six-cylinder engine can do more actual work than four because it is not required to overcome the 'lag' as is the four-cylinder motor, which, since it does not produce a constant stream of power, encounters a 'slow-down' of the entire mechanism between its intermittent power strokes. That's the reason why a six will do normal work at a much slower piston speed than the four. And since it does normal work at slow piston speed, the six has all the more power in reserve for hill climbing and speeding."

Seldom on any course has been seen such a creditable performance as was made by the Studebaker "30" car in the recent twenty-four-hour contest at Morris Park. Although the track was in bad condition, not once, from start to finish, did the car have any mechanical trouble, nor at any time during the race did tire difficulties develop, the car finishing on the same set of tires it started out with, without even a puncture or blowout. The only stops the car made were for gasoline, oil and water, and to put new bulbs in the electric tail lamps, which were changed out two or three times. Until the race started the car had an average mileage of forty-one miles per hour. Once it was on the track continuously for an interval of four and one-half hours, and during the first four and one-half hours was off the track seven and one-half minutes, and that only to take gasoline and water.

More than 900 accidents to motor car tourists have been reported in the United States and Canada since the beginning of the year, many of them resulting fatally. It can not be claimed that these accidents were wholly due to rapid or reckless driving, for some of the most serious ones happen to automobiles in the management of prudent and careful drivers of these accidents could have been avoided by a better knowledge of the danger points, or by some warning by which the tourist could have been advised of the proximate peril. The truth is that in many parts of the country, and especially in those sections which are most picturesque and attractive to the tourist, the highways are too narrow and winding, and are often skirted by deep, unguarded ditches and dangerous gullies. On the railroad tracks at points where the motorist would have little reason to anticipate them. To lessen these perils as much as possible the American Motor League has called upon its members and proprietors of official stations and hotels along popular touring routes to take up the work of erecting danger signs and guide boards to forewarn the tourist and aid him to avoid these pitfalls. Several hundred of these danger signs have already been put up, and the league has placed an order for a new supply which will be ready for delivery by Oct. 1.

Brake troubles. Automobile accidents are multiplying. Many of these are due to drunkenness, more to recklessness and not a few to faulty machinery and poor brakes. The car leaves the factory in good condition and will give good reliable service as long as the owner gives it half a chance. Many accidents might be averted by timely attention to the brake. It must be kept clean and so adjusted as to be always in working condition. A little care will insure this, but this care it must have. In the A. M. L. handbook, "Roadside Troubles," the author, C. F. Duryea, says: "Carefully inspect all operating parts to see that nothing prevents them from having proper movement to operate the brake. Worn or broken parts, of course, must be replaced promptly, for, next to the ability to go, is the ability to stop when desired. It is not enough to know that the brake will hold

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Bert O'Brien of the Fisher Auto Company delivered a Mitchell to Columbia City this week.

The Winton Six-Teen-Six has a carburetor air intake line with broadcloth. The result is silence.

Pierre Gray of this city purchased a Maxwell runabout yesterday from the Fisher Auto Company.

H. Wheeler was also ordered a 1908 National touring car through the Fisher Auto Company.

W. B. Pearson of New York, Detroit and Chicago is now touring the East in his new Winton Six-Teen-Six.

Thomas O'Brien of this city was the purchaser of a touring car from the Boyd Auto Company this week.

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The Winton Motor Carriage Company will have the distinction of being the only exhibitor at any of the big shows to display six-cylinder cars exclusively. Every other maker of sixes also makes fours or twos or singles.

The automobile "rubberneck wagon" has invaded Oyster Bay. It makes daily trips between that village and Huntington, stopping at all places of interest and tarrying longest in front of Sagamore Hill, the President's estate.

Frank L. Moore and F. Ellis Hunter of the Fisher Auto Company made a trip to Dayton and drove two 1908 Stoddard-Dayton runabouts back Sunday. One was delivered to the Terra Haute Auto Company and one to Albert G. Habeney of this city.

It requires less engine effort to keep an automobile running after it has started than to start it. "That's the secret of six-cylinder success," says Charles B. Shanks of the Winton Company. "The six produces power constantly, power strokes overlap, and hence the six-cylinder engine can do more actual work than four because it is not required to overcome the 'lag' as is the four-cylinder motor, which, since it does not produce a constant stream of power, encounters a 'slow-down' of the entire mechanism between its intermittent power strokes. That's the reason why a six will do normal work at a much slower piston speed than the four. And since it does normal work at slow piston speed, the six has all the more power in reserve for hill climbing and speeding."

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