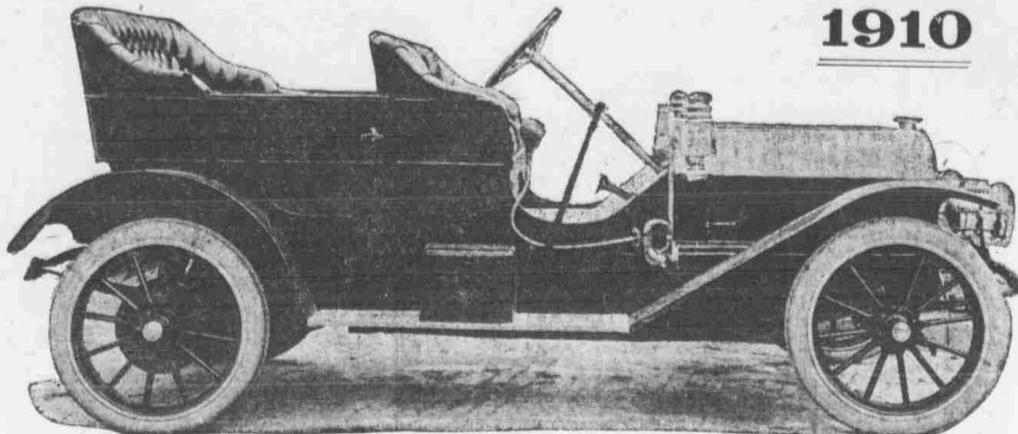


# AUTOMOBILES

## ONLY \$1650

### 1910



CARTERCAR, Model L, 5 Passenger

**Specifications:**

**Motor**—Four cylinder, vertical, 30-35 horse power. Bore, 4 1/2 inch. Stroke, 4 1/2 inch. Offset cylinders cast in pairs. Single cam shaft. Valves on one side. All moving parts carefully machined and ground to absolute accuracy.

**Cooling**—Flat tubular radiator. By centrifugal water pump, direct drive.

**Lubrication**—Combined pump and splash system; constant oil level maintained in crank case.

**Ignition**—Jump spark. Dual ignition, consisting of magneto wired direct to spark plugs, and auxiliary battery acting through single coil carried on dash.

**Transmission**—Carter patented system of friction transmission; one lever control, same design and construction as used in other Cartercar models. Noiseless chain drive, equipped with our improved oil tight chain case, entirely protecting chain from dirt and mud, and permitting it to run in an oil bath, positively eliminating all noise; also protecting and greasing differential.

**Specifications:**

**Frame**—Pressed steel of channel construction, of great strength and rigidity. Special arch pattern, giving greatly increased spring action.

**Spring**—Semi-elliptic, 52-inch rear, 46-inch front, 2 inches wide.

**Wheel Base**—110-inch.

**Axles**—Tubular front axle, drop pattern, yokes and steering knuckles of great strength. Live rear axle, with spur differential. Axle shafts of large size, made of high grade automobile steel, with keyed and tapered ends.

**Tires**—32 x 3 1/2 inches. Quick detachable.

**Wheels**—Twelve spokes, artillery type.

**Brakes**—Internal expanding hub brakes of large size; friction reverse for emergency. Hub brakes designed especially for holding car on hills.

**Steering**—Worm and sector, irreversible; wheel 15-inch, spark and throttle lead above.

**Body**—Straight line design, divided front seat, large tonneau.

**Color**—Three options: Brewster green, Cartercar red or combination of red chassis and Brewster green body.

**Upholstery**—Black leather, fine quality, dull finish, luxuriantly tufted.

**Equipment**—Three oil lamps, two gas lamps, generator, horn, mats, complete set of tools, jack, and tire repair outfit.

**Price**—\$1,600.00 f. o. b. Pontiac. With detachable tonneau, \$1,650.00.

The Cartercar is not a new car. It is tried out. In many respects this is the strongest car in the market. One of the largest concerns in the country manufactures it. The most exacting people own it. H. B. Walker of Chicago, has driven a Cartercar 27,000 miles and would not sell it today for \$1,000. The car's distinguishing features are: Simplicity. Economy.

Durability. Reliability. Power. Ease. In no sense is it a cheap car. The cost of maintenance is small compared with all other cars. In the Cartercar There is no clutch to slip. No gears to strip. No grease packings to renew. No universal joints to break. No shaft drives to twist. No bevel gears to wear and howl. No noise to annoy, and no mistakes, because it has only one control.

This means that with our patented friction transmission and patented chain-in-oil drive, practically all of the parts which gives the trouble on other cars, are eliminated. It means simplicity and durability.

The Cartercar will climb a 50 per cent grade with a full load. It will go over roads which other cars cannot. Mud and sand are gone through when other cars are stalled.

Let us demonstrate the car at 1117 Farnam street.

## OMAHA MOTOR CAR CO.

1117 FARNAM STREET

**VANDERBILT CUP RACE PLANS**

Forty Cars May Compete in Classic Event on Long Island.

**RULES OF RACE ARE CHANGED**

All Cars Will Be Stock Chassis of 1910 Model and Should Give Great Stimulus to Auto Business.

NEW YORK, Oct. 7.—Great interest is being displayed on the part of manufacturers and private owners in the approaching Vanderbilt cup race, which is to take place October 20 in Nassau county, Long Island. Many entries have been made already, and it is assured that a large field, possibly thirty-five or forty cars, will be at the starting line when the great race is started.

Clifford V. Brock announced the other day that he would enter his Isotta Fraschini in the Vanderbilt, and he selected the veteran driver, Joe Seymour, to pilot his car in the race. Two other notable entries are the National cars that competed in the races at the opening meet on the Indianapolis Motor Speedway. These two cars made a splendid showing with Alken and Merz as drivers, and they will have the same men at the wheels in the Vanderbilt.

The last obstacle in the way of the running of the Vanderbilt cup race was removed a few days ago when the Control Board of the American Automobile association granted a sanction to the Motor Cup Holding company to hold the contest. There was never any doubt that a change had to be made in the rules of the American Automobile association so as to provide for the large entry fee of the Vanderbilt. The rules of the American Automobile association stipulated that sanction could only be granted for a race in which the prize or trophy offered was not worth ten times the value of the entry fee. The entry fee for the different classes in the Vanderbilt ranges from \$250 to \$500.

The Vanderbilt cup race suffered a temporary setback last year, owing to the trouble between the American Automobile association and the Automobile Club of America, but this year, with the elimination of the grand prize contest, the Vanderbilt cup looms up greater than before. The Lowell race was a splendid contest, the Long Island automobile derby was also a notable event, and the Philadelphia Fairmont park race this week furnished a wonderful contest. The Vanderbilt must take rank above all of these, and with any sort of favorable weather it will attract larger crowds than any of the other events.

**Interest Increases.**

One reason that this year's race should have a better influence on trade conditions generally is that this fall, for the first time, all of the cars will be strictly stock classes of the 1910 models sold to the public, which will be seen in competition for the first time.

From a spectacular standpoint, the at-

tractiveness of the race has been greatly increased this year by the shortening of the course from twenty odd miles to 12.4 miles, of which 2.5 miles will be on the Motor Parkway proper and the remaining 9.9 miles on the highways of Nassau county.

This change was made at the request of the manufacturers, and no one who witnessed the Lowell race, but will endorse their action, as the short course not only insures a much closer contest, but prevents long waits between cars during the last half of the race and keeps the public interest at concert pitch from start to finish.

Briefly, the course for this year's race will start at the grandstand and thence run east for two miles along the Parkway to Massapequa Lodge. The cars then turn north on a specially constructed cut-off, scientifically banked, on to the Massapequa road, which leads directly to the outskirts of the Hicksville village. Here the cars turn west on the old country road to Westbury, thence south through another special cut-off, back to the Parkway at Meadow Brook Lodge, where the course turns east again and returns to the grandstand.

Manager A. R. Pardington announces that more oil will be put on the course this year than was ever provided for a race of this character. Another idea which will appeal to the manufacturers is that at least two full weeks will be allowed for preliminary practice. It is now arranged that the course will be open for practice every day, exclusive of Sundays, from October 14 to 20, inclusive, between the hours of 5 and 8 a. m., and during these hours none but contestants will be allowed on the course. There are only four turns on the course, and no hills, so experts have good reason for thinking that all existing records will be smashed on October 20.

**BIG PLANS FOR AUTOMOBILISTS**

**Atlanta Prepares Real Southern Hospitality for Show.**

ATLANTA, Ga., Oct. 8.—The citizens here are making elaborate preparations to entertain visiting manufacturers, salesmen and others who attend the Atlanta Automobile show next Thanksgiving day. Professional and business men have already contributed \$25,000 to the fund being raised for the purpose, and this amount will be greatly increased before the crowds begin to arrive in the southern city.

For a city the size of Atlanta it means a hard task to house the great influx of visitors who will attend the show, and to meet this exigency a public comfort department will find temporary homes for those attending the show. A general call has been sent out to the citizens of Atlanta to open their residences to the guests and hotel proprietors are making every effort to increase their facilities.

A general renovation is in progress and the hotels from now on will be in the hands of decorators and painters putting the Atlanta hostesses in the best of condition.

Invitations will be sent to every dealer and garage proprietor in the District of Columbia, Maryland, Virginia, West Virginia, North Carolina, Florida, Texas, Alabama, Mississippi, Louisiana, Arkansas, Missouri, Kentucky, and Tennessee. In

addition to this, invitations will be sent to carriage dealers in the same states, swelling the number to about 2,000. The courtesies of the show will be extended to these dealers gratuitously.

As is well known, the show is being held at the time of year when money is free in the south. The planters have harvested their crops and will receive about \$10,000,000. Banks have increased surpluses, merchants and stores proprietors have done a good business, and in brief, practically all the southern higher classes are in a position to buy motor cars and accessories. All this makes doubly sure the success of the automobile show.

**BIG AUTO RACE IN THE SOUTH**

**Atlanta Will Be Mecca for the Best Cars.**

NEW YORK, Oct. 8.—Entry blanks have been issued for what has every indication of being the most pretentious automobile race ever staged in this country. The opening motorcar carnival of the Atlanta Automobile association, which will be contested in the new motordrome, Atlanta, Ga., from November 5 to 13, bids fair to surpass even the recent meeting at the Indianapolis speedway. A program of thirty-two events has been arranged, providing for races between every type of motor vehicle and at nearly every practical distance known to the automobile racing game. Very liberal monetary inducements are offered as prizes for the different events and the usual quota of cups are available.

One-mile time trials, two-mile free-for-all, four-mile free-for-all, six-mile stock chassis, eight-mile free-for-all, ten-mile stock chassis, twelve-mile stock chassis, twenty-mile free-for-all, twenty-mile stock car, twenty-four-mile stock chassis, fifty-mile free-for-all, 100-mile stock chassis, 150-mile stock chassis and two 200-mile stock chassis races form a part of the card. In more than one case there are several events of the aforementioned classes on the program, the difference being the matter of piston displacement qualifications.

Reports from Georgia state that the circuit is very speedy. Considerable time has been spent to perfect this phase of the contest. Large grandstands have been erected and descriptions of the motordrome make it appear that the new raceway is indeed a model product. The promoters took the lesson of the Indianapolis speedway to heart and every care has been taken to guard against the possibilities of accident.

With a view to learning the real worth of the track from expert opinions, the management of the motordrome has requested a party of prominent motorists from this city to make the trip to Atlanta and look over the circuit. George Robertson and Ralph De Palma, the two well known drivers, will go and pilot cars around the course. Fred J. Wagner, the automobile race starter, will accompany them. Charles Basle, who was one of the winning crew at the last twenty-four-hour race, may be in the party.

The present plan is for the motorists to leave for Atlanta immediately after the Fairmont Park race at Philadelphia, on October 9. This will allow plenty of time for the trip, so that the return can be made to this city in time for the Vanderbilt cup contest on October 20. The meet-

ing has created considerable interest in local motoring circles, as well as all through the south. Reports from Atlanta state that entries aplenty have been promised and there is every reason to expect that the inauguration of the new motordrome will be attended with success.

**LEAN AND HUNGRY ROGUES**

**Human Sponges Who Know How to Work Their Friends for Meals.**

The most bare-faced rogues in all Christendom dwell in Boston. These chaps are not porch climbers nor are they malefactors of great wealth, although their performances partake of the most evil qualities of both. The twain of which I speak are nominally and ostensibly, even ostentatiously, members of good society, and are not usually recognized as the frauds they are. All the greater shall be their reward when it comes.

The particular episode into which all the malevolent venom of these parasites was quintessenced occurred just the other day. Here is the story stripped of all obscuring and foggy covering. These two are tennis talkers. As to their skill—let that pass. By much talking on the subject they raised the attention of an unsuspecting companion one day at the lunch table. This person lives outside Boston, of course. Otherwise he would not have been ensnared. Hearing their talk and being himself a genuine lover of the game, he was thoughtlessly generous enough to invite this couple to spend an afternoon at his tennis club about forty or fifty miles from the Hub. Their acquaintance was instantaneous and correspondingly greedy. Yet the countryman did not suspect.

The day came. The pair were promptly on hand and ate their host's luncheon with enthusiasm. Then all three, together with an obliging club member, went upon the tennis court and started the game. "A pleasant time was had." Suddenly, alleges one of the guilty pair, the sun went down and lo! to their consternation, they discovered it was 7 o'clock. Mine host, who had probably made several double faults watching that sun's decline, was "game," and ignoring the fact that his guests were invited for the afternoon and not the evening, insisted that they take dinner with him. Loud were their protestations. Oh, no, they would go to town at once, they would by no means inflict themselves upon him, etc. In fact, their protestations and graceful acquiescences took up a good thirty minutes. Later dinner was served, followed by other things, of course. These Boston sponges exerted themselves in their utmost to please and amuse the man who was paying the bill. One of them actually tried to sing. Meanwhile the clock kept ticking away, kept ticking away, kept ticking away, until at last, when, talked dry, they rose to go. They were informed that the last train for Boston had gone! Again their host was game. He saw he was sold, his pockets rifled, and his good-will marketed, but he did not whimper. "Stay all night at the club, of course." Of course.

Next morning about 10 o'clock two young men, upon whose countenances the plain impress of guilt still lingered, might have been seen alighting from a train at the-

station in Boston. And in the memorandum book of each the police might have found the south. Reported from Atlanta state that entries aplenty have been promised and there is every reason to expect that the inauguration of the new motordrome will be attended with success.

**Wasps Break Up a Revival.**

**A great revival meeting in progress at the Baptist church of Boston, Ga., was broken up by swarming yellow jackets which had built nests back of the pulpit.**

The services were at high tension, the preacher being engaged in calling sinners to the mourning bench, when the yellow jackets began to dart out from their nests and sting saints and sinners alike. In a few minutes there seemed to be thousands of the spiteful insects flying about the church and darting their stings into the brethren and sisters.

The preacher was one of the first to be stung, and the pain put a stop to his

exhortations. The women screamed when stung by the yellow jackets, and many of the men said things that had no churchly sound.

After standing for the stinging a few minutes, the congregation got into a panic and bolted from the church, leaving the sacred edifice in possession of the yellow jackets.

Five hundred men, women and children put lotion on "stung" spots that night.

## THE 1910 White Gasoline Car

### Has Arrived.

It is the first ever seen in the West and said to be the smartest in appearance and performance of all American cars.

It is ready for your inspection and we shall be pleased to give you a demonstration of its grace and power. The car is perfectly balanced and rides rough roads better than any other car. The economy of 22 to 25 miles per gallon of gasoline shown by this machine is the most remarkable that has ever come under the observation of expert automobilists.

It is the ideal car in size and weight. It is easy on tires and handles well. It fills the requirements of all who are satisfied with only the best cars.

## DRUMMOND