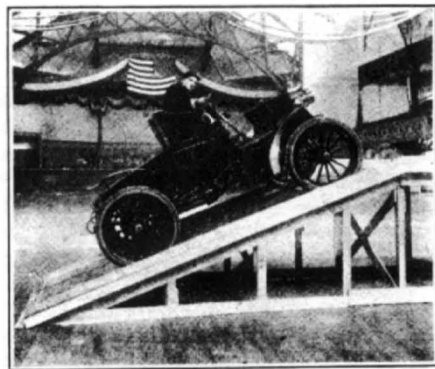


Certainty of Control of the Modern Automobile

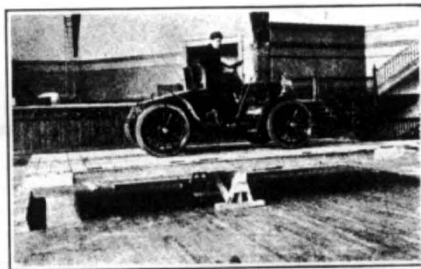
AN excellent illustration of the perfect control under which the thoroughly up-to-date automobile may be kept, is given by the accompanying photographs of a Packard car doing its stunts on the teeter board, stairs and incline which were the features of the recent show of the New England Automobile Association in Mechanics' Hall, Boston. The teeter board was built on a 25 per cent. grade, and the carriage was put in low speed until just over the center,



ON GRADE WITH BRAKES APPLIED.

when the reverse was thrown in until it balanced.

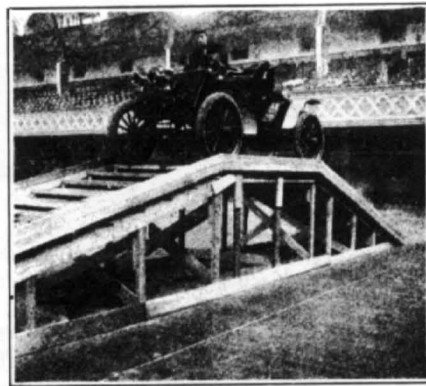
The climbing of the stairs, shown in another picture, was an even more remarkable feat. The grade of the stairs was 25 per cent., and the car took it easily from a standing start, showing no signs of slowing down. The stairs climbed, the car stopped on the platform at the top, which was just large enough for it, and then de-



TEETER BOARD TRIAL.

scended the steeper grade of 36 per cent. on the other side. Half way down this incline the brakes were set and the heavy car was held motionless on a slope greatly exceeding the average hill encountered by the automobilist. The entire operation was repeated several times without a failure.

The operator was R. H. Ross, of Boston, and the car was the one in which he made a record run from New

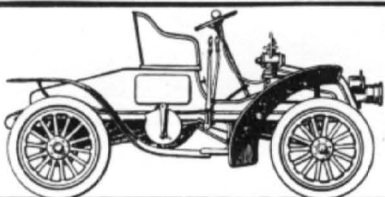


CLIMBING THE TIMBER "HILL."

York to Boston of 244 miles in 13 hours without once stopping the motor and for the first 125 miles without stopping the car's wheels. The owner is W. F. Bryant, of Brockton, Mass., who made the New York-Boston trip himself in this car in 14 hours a few days before Mr. Ross' record run.

NOTE—Additional particulars will be gladly furnished by the **PACKARD MOTOR CAR CO.**, Warren, Ohio, U. S. A.

"With the same care and attention the PACKARD motor car will give better results than any other automobile made." This statement the pre-



On the Highest Pinnacle

ASK THE MAN WHO OWNS ONE

"PACKARD" MOTORCARS

face to the new catalogue for 1903 of the PACKARD MOTOR CAR COMPANY, of Warren, Ohio, is the keynote of the whole book.

Starting out with the origin of automobile manufacture in the United States, it is admitted of the early Packard car that "our best was bad enough, but the other fellow's was worse." The rest of the catalogue is devoted to showing in an extremely vivid and interesting way the development of the Packard car up to its latest model.

Specifications of the Packard model F occupy the last page which is preceded by a rear view of the Packard with the appropriate and consistent caption, "Most automobilists will recognize this view of the Packard before they will any of the others."

The foregoing is what one of our friends has written us about our new 1903 catalogue. We will be pleased to send this catalogue on request.

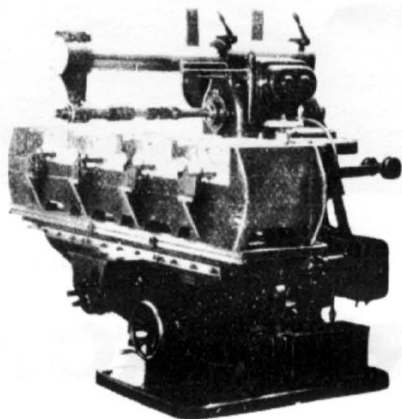
A cautious old tourist of Keene
Tied a pony behind his machine.
"If the auto should balk
I don't mean to walk,"
Said this clever old chauffeur of Keene.

Where the Packard Owner Wins Out.

One great advantage that the owner of a PACKARD enjoys is that all parts of his machine are interchangeable. This is particularly appreciated

when it is necessary to make a quick repair while on a tour, as it does not necessitate laying the machine up for several days and spending considerable money for costly day labor. A new part can be procured and applied almost instantly. Our shop is fitted with an exceptional line of special tools for making the parts, and almost every part is machined in a series of from four to thirty or more.

In order to insure mathematical accuracy and to eliminate the personal equation which enters into all machinists' work we machine the different parts in an apparatus called a "jig;" this means that every part occupies relatively the exact position of



SURFACING MACHINE.

every other part which was handled in the same machine.

The accompanying illustration shows one of our machines surfacing four aluminum gear cases in one operation; after these gear cases have been surfaced, which insures perfectly tight and true joints, they are transferred to another machine where all the bolt holes are drilled at one setting. A man who has endeavored for hours to make a bolt hole in a new and an old part correspond, will appreciate this operation which insures that the holes in the new piece will exactly register with the ones in the old. Wear and accident are things which have been found to be impossible of elimination where machinery is concerned, but interchangeability has neutralized these factors to an extent where they may be practically ignored as far as continuous operation of the machine is in question.

Our 1903 catalogue, which is referred to in another column, contains many illustrations of our shop methods which we think will prove very interesting.

Said a Judge of the Court of Appeals,
"To control these here automobiles
(Since all are too fast)
A law should be passed
To build them without any wheels."

R. A. Alger, Jr., of Detroit, Mich., recently disposed of his 24-horse power Panhard racing machine and purchased one of the new 1903 model F PACKARDS; the names of these two leading French and American machines are very similar, there being only a difference of two letters. Mr. Alger has been running his PACKARD ever since he received it, and the other day while traveling at a high rate of speed he ran it into one of Detroit's speedy street cars. Naturally both came to a standstill, and both the machine and the street car showed in a marked degree the effects of the collision. A portion of the fender of the street car was carried away and the iron guard was badly bent. An examination of Mr. Alger's car showed that the headlight and radiator had been reduced to a tangled mass of brass and copper, and that the front of the body was bruised and cracked in several places. Strange as it may seem the machinery had not been at all injured, and Mr. Alger was able to drive his car under its own power to his stable. A new radiator was immediately telegraphed



No, this is not a collection of tubercular microbes escaping from the Congress, but merely the Montgomery Smiths in their motor-car enjoying the beauties of the country.

DRAWN BY STARR WOOD.

for and upon being put in place the car was in as good working order as before the accident.



We invite our friends to contribute matter for these columns. Short stories of runs and tours, accompanied by photos, will be very acceptable.—PACKARD MOTOR CAR CO.