

1907 White Steamers

The White Sewing Machine Company, following their usual policy, has made an early announcement of their plans for the coming season. Two distinct styles of the White steam car are to be manufactured, known respectively as the Model "G" and the Model "H." The Model "G" is a larger, heavier and more powerful car than any which this company has previously made and is, in consequence, somewhat higher priced. The Model "H" is very similar to, in fact, in most respects identical, with the Model "F," the type which was manufactured during the season of 1905-06. The new Model "H," however, has a somewhat shorter wheel-base than the Model "F" and is, therefore, offered at a slightly lower price.

The power plant of both consists of compound engine, with White generator and auxiliary apparatus of the same general type as in previous years. In each successive model of the White steam car, various improvements in the design of the power plant have been introduced and, as might be expected, a number of refinements have been incorporated in both the Model "G" and the Model "H." In this connection it is worth noting that, although each model of the White car, commencing with the Stanhope of 1900, has been heavier than that which preceded it, the consumption of water and of gasoline per mile has shown no increase, in fact, has actually decreased. This is due to the fact that each year some modifications have been introduced, increasing the efficiency of the system. On the new Model "G" and Model "H," a 10 per cent. increase in efficiency has been secured by adding a feed water heater. This new auxiliary is simplicity itself; it consists simply of a short coil of piping connected between the water tank and the generator and located in the exhaust pipe leading from engine to condenser. This device not only supplies water to the generator at a

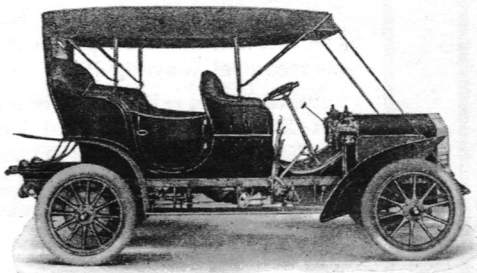
higher temperature, but also increases the efficiency of condensation.

Another change in the new cars which will be readily noticed is the location of the gasoline tank in the rear. It is hung in a well-protected position between the rear of the frame and one of the cross braces which connect the sides of the frame. The tank has several inches more clearance than the rear axle so that the tank and connections are well removed from any danger of injury.

The other principal changes in the Model "G" and Model "H," as compared with the past model of the White steam car, are briefly described below:

MODEL "G" WHITE STEAM CAR.

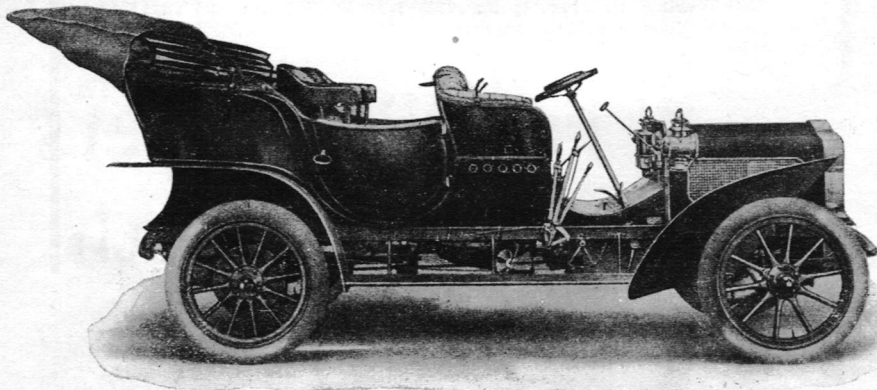
This car is offered to meet the demand for greater carrying capacity as regards both passengers and baggage, and for a



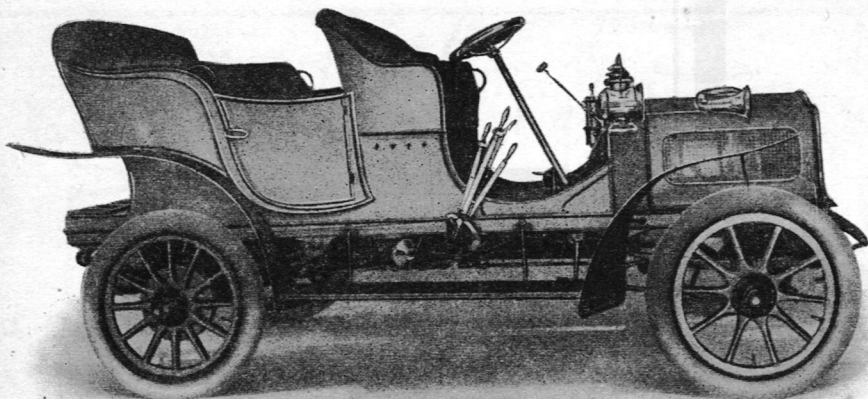
1907 Model "G" White Steam Touring Car
5 passenger body, with baggage rack in rear,
price \$3500.00.

considerable excess of power over that which was a year or two ago deemed ample. Extensive road tests conducted by the makers have shown that the car is capable of considerably higher speed than any previous model and, except at the most unusual speeds, there is abundant power in reserve.

Increased power has been secured by increasing the size of engine and of condenser, with a corresponding increase in the capacity of condenser, pumps, etc. Further-



1907 Model "G" White Steam Touring Car, with Pullman body, having two extra removable revolving seats in tonneau, seats 7, 36x4 inch front tires, 36x4½ inch rear tires, price \$3700.00.



1907 Model "H" White Steam Touring Car, wheel base 102 inches, seats 5, price, \$2500.00.

more, to take care of the increased weight and much higher speeds of which the car is capable, every part of the frame and running gear has been considerably strengthened.

It is worthy of note that the White Company commenced the use of chrome nickel steel in their cars back in 1903 and in this new and powerful car this material is used in most liberal amounts. The car is provided with 36-inch wheels, with 4-inch tires for front and 4½-inch tires in the rear. Both the hand and the foot brake act on the drums on the rear wheels, the former being a contracting brake and the latter an expanding brake. The drums on which the brakes operate have been materially increased in size, affording unusually ample braking surface. The front springs are 44 inches long and the rear springs are 48 inches long, both sets being two inches wide. In short, every part of the car has been brought up to a new standard of size and strength more than proportionate to the increase in power.

The water tank on the Model "G" has been moved to a position under the floor on the left side of the car where the gasoline tank was located in this year's model.

Two distinct styles of body are offered with the Model "G" chassis. Purchasers may choose between a Pullman body, seating comfortably seven persons, and a touring body seating five persons and having a permanently attached luggage carrier on the rear of the car of the most liberal proportions which has yet been seen on an American machine. In the Pullman body there are two revolving seats either of which may be removed, if desired, by simply loosening a nut fastening the bracket which supports it. The body is so shaped that the three passengers on the rear seat, as well as the two occupying the revolving seats, have plenty of room and can also enter and leave the car without discomfort.

The touring body is shorter, the extra

space on the frame being utilized for the baggage carrier. The rear seat is sufficiently wide to hold three passengers of more than average size without crowding.

The White cars have always been noted for their liberal clearance, which has been a considerable factor in their success under the most severe road conditions. The new car, however, has an even greater clearance than previous models—10½ inches.

MODEL "H" WHITE STEAM CAR.

It has already been noted that the Model "H" White steam car follows closely the lines of the highly successful Model "F." Some of the changes in the new Model "H," as compared with its predecessor, have already been mentioned. The wheel-base of the Model "H" has been reduced to 102 inches, with a consequent reduction in weight through the shortening of frame, body, driving shaft, etc. The rear seat is 4 inches wider than that of the Model "F." Critical inspection will show that a number of minor changes, aside from those already noted, have been made. These changes have been along the lines of increased strength and greater efficiency, suggested by the experience of the year.

The prices of the new cars, f. o. b. Cleveland, will be as follows: Model "G" with Pullman body, \$3700. Model "G" with touring body, \$3500. Model "H," \$2500.

1907 30 H. P. "S. & M. Simplex"

The 1907 model of the "S. & M. Simplex" 30 H. P. is very slightly modified from that of the 1906 model. The principal changes are that ball bearings have been placed in the wheels, a new rounded type of honeycomb radiator is fitted, a Simplex Remy magneto is used and the carburetor has had some slight alterations, rendering the motor a trifle more powerful. Its builders, Smith & Mabley, Inc., Broadway and 56th St., are also working on a 50 H. P. model, which will be ready for delivery in the spring.