RUSSE

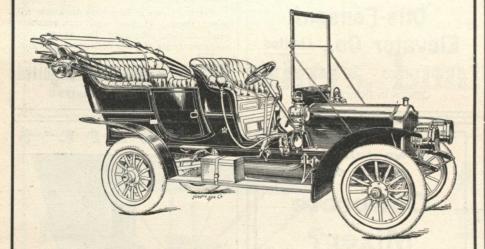
1907 Models

Stand for Excellence and Perfection.

"HE first RUSSELL, turned out over three years ago, had the engine in front, under the bonnet, sliding gear transmission, and shaft drive to live rear axles. The RUSSELL to-day retains the same features of construction. We were in the lead then; gradually the tread of uniformity turned in our direction, and now this design is the most approved and up-to-date. While others were working up to this construction, we went on perfecting detail and adding improvements.

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Metal-to-Metal disc clutch. Selective sliding gear transmission. Nickel steel in all gears and shafts. The most powerful braking system known-positive in action, easy to release-two independent sets attached to large drums on the rear wheels.

- MODEL D-2 cylinder 18 H. P. 90-inch wheelbase, 30 in. x 3 1/2 in. tires \$1600.00
- MODEL E-4 cylinder 25 H. P. 104-inch wheelbase.
- MODEL F-4 cylinder 40 H.P. 113 inch wheelbase, double ignition, magneto and accumulator, 34 in. x 4 in. tires in front and $4\frac{1}{2}$ in. in rear, powerful, roomy and handsome car, capacity to carry seven passengers . 3500.00

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