

OVERWHELMING FAITH IN AUTO WORLD, SAYS A. E. MALTBY

Continued from Page Seventeen. It is truly a blending of inspirational art as applied to the exhibits and their beautiful surroundings, and Philadelphia's Automobile Show for 1919 really echoes the legends of a wonderful industry at a wonderful period in a wonderful city's history.

ALLEN The Allen Series '19' is continued again this year, the manufacturer being concentrated upon a single chassis model, built of standard parts of recognized merit and reputation. They have exercised particular care to combine the parts in a scientific manner to give an efficient and harmonious result. It is shown in the touring and sedan types of attractive lines and finish. The sedan is a new body type. The top of the sedan is permanent, and the door pillars, assisting greatly to the top. The doors of this model are staggered—the one on the left opening into the driver's compartment and the one on the right into the rear compartment. The body and hood are finished in Liberty blue color, which has become a popular shade, and the top, radiator fenders are black, the cream-colored wheels setting this off handsomely.

AMERICAN SIX The changes in the American Six car this year are as follows: Genuine never-back top, with plate-glass lights in the back curtain. Substitution of the Grant Lee transmission for the Covert transmission; increase of power by three and one-quarter inch motor instead of three and one-eighth inch, and greatly improved quality of all-round finish. It is built on 122-inch wheel base chassis, which, with the following body types, is shown: One roadster, one standard touring car and one special touring with wire wheels.

APPERSON The Apperson anniversary models for 1919 are the same in body and chassis design as those of 1918—that is, they are using the new eight-cylinder motor with eighty less parts, mounting on this chassis the exclusive anniversary bodies, both in seven and eight-cylinder models. On this same chassis they are building a new car, which will be known as the Apperson for 1919. This model will differ from the anniversary models in body design only. This model will come through as a four-passenger touring car and four-passenger sportster. They will also have for early fall delivery a seven-cylinder model, a four-passenger Cabriolet. These likewise will be mounted on their standard eight-cylinder chassis.

AUBURN The Auburn Automobile Company has made material changes in its cars for the 1919 models. It has added a very important feature in calling its car "Auburn Beauty Six," adding to it a 6-39 K, smart tourster. The chassis in its general construction has been changed very little, but several new features were added, as snubbers and greater power in the engine and general appearance, bold, radical and sweeping in style. Their exhibit includes the 6-39 K, five-passenger touring car, the 6-39 K convertible, and a 6-39 K and a 6-39 H will be added models of the Auburn which were not through in time for the show.

BIDDLE The Biddle company continues its Model H, with general chassis improvements and new models. The special Buda four-cylinder engine now is equipped with aluminum pistons and lighter reciprocating parts. The front and rear axles have been redesigned in important respects, the rear having double enclosed internal brakes. The drive shaft, gears and tubes are of special alloy steel. The new body types are the Speedway Special, a two-passenger roadster of racy style, with removable top and windshield, and the four-passenger Salon sedan, built for custom coach trade.

BRISCOE Briscoe cars are continued for 1919 with minor improvements. It has the same high, narrow radiator that characterized its last season, and slanting windshield giving it an added touch of speed and power. The engine has a comparatively long stroke. There is also an unusual drive of the motor from off the camshaft. The cone clutch is somewhat different from most types, being of the inverted kind. In the body is a door between the front seats, also an unusual combination.

BUICK The Buick, in addition to a number of minor improvements, has introduced a system of self-lubrication of rocker arms and a dustproof cover over the top of the motor. Otherwise, the long-used standardized mechanical features have been continued. Convenience has been considered, along with efficiency, in the new and better bodies that have been designed, and lighter and stronger materials are used. In their 1919 models they have reached their highest state of development. Eight mechanical features provided in the complete Buick line to enable any purchaser to select a Buick car that is exactly equipped to serve him to the utmost limit of his demands for utility. They include the three-passenger touring car, five-passenger touring car, coupe for four, sedan for four, seven-passenger touring car and sedan for seven.

The Buick is built in two chassis sizes, 118 inches and 124 inches. The six-cylinder valve-in-head type of motor is used. The rocker arm shafts on top of the motor are fitted with a tube from which the oil passes into the cradle of the hollow shafts.

CADILLAC The Automobile Sales Corporation exhibits five Cadillac body types and a cut-out chassis. There is a standard limousine, a standard Victoria and a suburban phaeton and touring car in special colors. E. J. Hill Merrill, head of the educational department of the Cadillac Motor Car Company, is in attendance to explain the working parts of the car, which are revealed in the cut-out chassis.

The present Cadillac is a continuation of the 57, with refinements, in accordance with the public announcement of Cadillac policy, made in June, 1918. It was the type 57 Cadillac which was officially designated by the government as the standard seven-passenger car of the United States army. The new body types in the Cadillac complete line are the phaeton, a four-passenger car for the man who takes keen pleasure in hard, fast driving. It comes within the sport classification, but cannot properly be called a "sport car," because of the absence of anything freakish.

ESSEX The Essex is displayed at the automobile show this year for the first time; a phaeton and chassis are shown. It was designed and built by leading engineers in America to meet the demand for a high grade car, light in weight, economical in upkeep and moderate in price. The car is built at the Hudson factory in Detroit.

The Essex is so sturdily constructed that it rides over the roughest roads with the smoothness of a car of much greater weight. The springs of the Essex are unusually long for a car of its size. In the designing of the Essex, nothing in the way of comfort has been sacrificed to obtain more speed and power. The body of the car comes from inherent qualities of stress of line and high ideals of workmanship. The backs of the seats reach to the shoulders, and the cushions are real seats, not just ladders. All of the levers and pedals are within easy reach, assuring comfort even on the longest tours.

FIAT The current Fiat models are the same as that of the last series brought out during 1917, there being no yearly model made by this company. Virtually no radical changes have been made in the mechanical construction. The body design embraces all the modern improvements of an up-to-date, luxurious motor car. There is shown at the exhibition one Fiat touring and one town car.



ALBERT E. MALTBY Vice-president and general manager of the Willey-Bigelow Motor Company and president and directing manager of the automobile show committee, who says that "this year's exposition crystallizes all the seeming uncertainties that have prevailed since the armistice was signed into definite decision on the part of automobile manufacturers, dealers and purchasers to go forward." Mr. Maltby declares that "there is now one great overwhelming faith in the automobile world."

The closed models with Liberty starters for the coming season, it is expected that the starter will be applied to as many cars as possible with the output of the starters, and ultimately, it may be expected as standard equipment with all Ford body types. Four types are offered, including the two-passenger touring, two-passenger runabout, two-passenger coupe and five-passenger sedan. Minor refinements are looked for on all Ford cars, but war work at the factory has prevented their completion on the present output.

FRANKLIN The Franklin line for 1919 is comprised of the big-window sedan, limousine, touring car, brougham, four-passenger roadster and runabout, with the addition of electrical heater for quick starting in cold weather and the modification of a few mechanical details; chassis construction remains the same. Body design and refinements are as follows: The sedan type for the present season is even better looking and more convenient than ever. The development of the slanting "V" windshield in another element which enters into the broadening of the vision.

The limousine has changes. In the touring car there is a little more flare to the back of the body. The slanting windshield adds a touch of rakishness which goes very well with the design. The rear curtain is now carried around the seat back as far as the rear bow. The brougham is much like the sedan, except it is made for four people design being right in line to fill a well-defined demand. The four-passenger roadster is a sensible roadster, but not a clumsy. Doors have been moved back two inches.

The runabout is what the name implies, straighter body sides, the curved cow, the deeper coasts and the slanting windshield give to the occupants a high degree of riding comfort. The exhibit includes limousine, sedan, touring car and brougham.

HAYNES The Haynes 1919 chassis has but few changes, using the same motor and transmission as heretofore. The frames are deeper and heavier gage material; the spring construction is much longer and is made flat, insuring riding quality. A Bendrix drive starter simplifies the construction and lessens the number of parts. There is but one chassis for all models, having 127-inch wheelbase. Refinements which make for comfort, pride and satisfaction are exemplified in the money new features. An inclined two-piece windshield affords better vision and lends charm to the appearance. Rich simple city marks the style of this season's Haynes coupe, sedan and limousine, the three closed cars offered. Four passengers are accommodated in the coupe by using the auxiliary seat, straight graceful lines distinguish the new series of Haynes model cars. They are more stylish than ever before.

HOLMES The Holmes air-cooled car is shown in a seven-passenger touring car and a five-passenger four-door sedan, with the new eighteen-valve motor. The changes in the model are confined exclusively to the mechanical improvements due to the experimental work performed by Mr. Holmes in connection with the manufacture of air-cooled airplane engines for the United States Government. In this regard, the car is a masterpiece of knowledge acquired by him has been readily adapted to the automobile engine. The new series Holmes car which is displayed shows improvements which have been wrought in automobile construction as a result of the world war.

HUDSON The Hudson Super-Six is built in a single chassis model, which has been standardized and brought to a high state of development. Nine different body designs are offered this year, including: seven passenger phaeton, four-passenger phaeton, four-passenger coupe, sedan, limousine, touring limousine, town car and three-passenger cabriolet, of which as many models are shown as the exhibit space permits, including the most representative types.

Perhaps its outstanding mechanical feature is the counter-balance crankshaft, which caused something of a sensation when it made its first appearance because of the high speed, high power and smooth running made possible. This feature with others has again given the car a reputation for road ability. Fundamentally, the cars remain this year fundamentally the same with certain refinements. In body designs, however, there are many surprises in store, in the way of greater beauty, utility and convenience of the driver and rider.

The dashlines and luxury of the cabriolet, the smartness of the four-passenger coupe, the utility and comfort of the limousine and touring limousine and sedan are shown to best advantage beside the richly finished, cozy and speedy looking four- and seven-passenger phaetons, notable feature of the Hudson line is that every model is so built as to afford protection and comfort in all kinds of weather.

The following new models are displayed: Four-passenger speedster, seven-passenger phaeton, touring limousine, four-passenger coupe, three-passenger cabriolet, seven-passenger sedan.

JORDAN The Jordan line this year consists of six models, a single standardized chassis carrying the various body types. The show cars include the seven-passenger suburban, four-passenger sport marine, brougham and town sedan. The Jordan chassis is unchanged except for minor details here and there; in fact, it has remained virtually unchanged since it was first brought out. The designers having made a strong point of producing a car so good that nothing short of radical underdevelopments would make changes necessary other than in minor matters. The latest model is the town sedan, which is of the four-door type with straight lines and a very large area of glass, affording adequate vision in all directions. All bodies are of aluminum. Two Jordan features stand out prominently, the first is optional, choice being given of a wide range of colors to suit individual taste, and the equipment list is an uncommonly complete one. They are exhibiting a town sedan, a sport marine, brougham and seven-passenger suburban.

KING The latest King Eight models displayed reflect the high standards and the years of persistent and consistent effort and experience behind them. The King Eight, one of the pioneers of the multi-cylinder car field, has always been a big factor in the high-grade car market and is holding to that standard again this year. The King Motorcar Company has believed in the eight-cylinder principle and has devoted years of study to a car built on this design. It takes time, money, experience and persistence to develop any first class mechanical device, especially an automobile, and the King Eight today is the embodiment of all of these. In addition to perfecting the eight-cylinder principle and other high grade mechanical features, the manufacturers have again gone forward in the matter of body design, of which they produce this year a most attractive assortment in both open and closed types. Their exhibit consists of one foursome, one touring car and one armoured car, which is loaned by the United States marine corps.

KISSEL The Kissel Motorcar Company has concentrated for 1919 on a single six-cylinder chassis model, having eliminated the twelve-cylinder model. For years Kissel cars have been noted for their fine body work, particularly for

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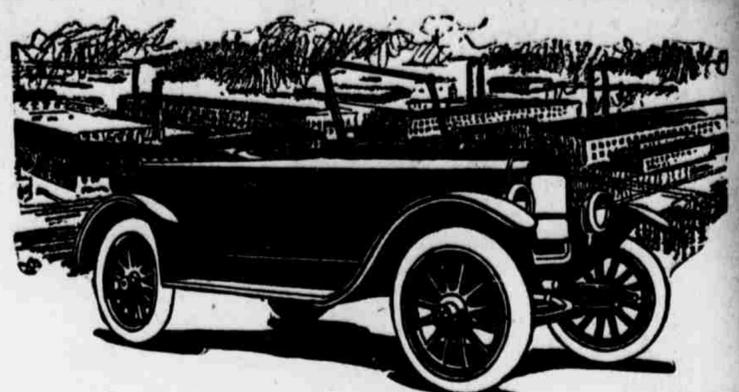
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SPEAK of comfort to a Hupmobile owner, and he thinks, for one thing, of his car's performance. He does that because he knows that his four-cylinder car not only equals, but actually out-performs other types on the essential points. He is rarely tempted by cars with more than four cylinders. He has seen them perform; and he believes his Hupmobile does better. Comfort also means service to the Hupmobile owner. For him, the word service translates itself into service from the car, rather than from the service station. Next he thinks of economy. He runs his car at an unusually low outlay. He gets really exceptional mileage on gasoline and oil. The same applies to his tires. And the item of repair parts and labor figures hardly at all. Does comfort mean these things to you? Hupmobile Sales Corporation 441 North Broad Street, Philadelphia, Pa. Philadelphia Automobile Show