

**FOREIGN MAKERS TO ENTER RACES**

**Compete With American Car Builders May 17 at Uniontown, Pa.**

**GRAND OPENING EVENT**

**Speedway Being Made Ready for Smashing Contests by Track Stars**

Automobile owners and racing fans are eagerly awaiting the starter's flag at the season's racing-inaugural at the Uniontown Speedway, on May 17, when the first test of strength between foreign and American built cars is expected. The announcement that foreign makers are coming to this country to participate in the racing season this year has brought American makers to the front, and it is a certainty that a number of makers who have been out of the rac-

ing game for several years will again be back in the field.

During the last week there has been an appeal, on the part of some manufacturers, notably the Hudson Company, that American makers get together on some sort of an understanding regarding the racing season, and to develop their plans along definite lines in order to compete in a smashing fashion with the foreign makers, who have taken every advantage of war mechanical developments to improve their motors which will be given their initial public test on American racing courses.

The Uniontown race will be the first in the country that has been termed the grand opening event, not only of the local course, but the entire season. Assurances have come from many of the leading American drivers that they will participate in the inaugural. In Uniontown racing circles there is already a lively discussion of the prospects of having Dario Resta, Jimmy Meyers and Ralph Mulford back again while other track favorites are preparing their cars for the opening meet.

Extensive improvements are under way at the Uniontown track in preparation for the coming season, which is expected to be the most successful in the history of the racing game in America.

**ROAMER**

The Roamer makes its first appearance at a Philadelphia show, though previously represented here for a short time period. It is particularly appealing in its unusual lines. It might almost

be said to have "personality," because it differs and yet it is not freakish. The motor is continental type, of special design, and has six cylinders. The chassis is 138 inches long. It is made in twelve body styles, including: Four-passenger touring, two-passenger roadster, sport-type four-passenger, seven-passenger touring, standard sedan, town car, coupe, cabriolet and limousine. It has many high-grade mechanical features. One of the attractive features of the "roamer" is the choice of top cover, upholstery and painting.

**WILLYS-KNIGHT**

The Willys-Knight line includes eight models, all representing the latest achievements in the art of coach building. Among the most popular of these models is the Willys-Knight four touring car.

It is of the stream-line design, with a sloping windshield and crowded fenders. The upholstery is hand tufted, long grain leather and is laid over resilient spring cushions. The seats are form-fitting. The tonneau floor is covered with heavy carpet and the front compartment with linoleum.

The Willys-Knight four coupe, a four-passenger type, combines year-around utility with style and comfort. It comfortably seats four and is an ideal model for use of the professional or business man and the woman of affairs.

The Willys-Knight eight models, the seven-passenger touring car, the four-passenger coupe, the seven-passenger sedan and the seven-passenger limousine, are ideal for those who anticipate buying more than a four-cylinder car. The coachmakers have in reality outdone themselves in the building of the bodies for these types. Personal observation only will cause one to appreciate fully the article lines.

**CARELESS DRIVING CAUSES MOST TRAFFIC ACCIDENTS**

**More Courtesy of Road Needed Among Motorists, Says Club Official, Who Suggests Ten Simple Regulations for Avoidance of Serious Mishaps**

Automobile accidents in the majority of cases are due to some carelessness on the part of the drivers, says Paul H. Huyette, president of the Quaker City Motor Club, who has formulated ten "rules of the road," which, if closely adhered to, he believes, will reduce the number of motor smash-ups to a minimum.

Traffic courts are overburdened, declared Mr. Huyette, with the trials of traffic offenders, who could avoid the annoyance, expense and trouble if they followed simple regulations. His ten rules follow:

"First. Keep to the right, especially on turns. This does not mean right center. In the event of an accident, nine times out of ten, if you're on the right you're in the right."

"Second. Stay clear of the car tracks on You'll save tires as

well as the tempers of those in the trolley behind. Remember that the track is reserved chiefly and primarily for the trolley.

"Third. The traffic policeman is your friend. Regard him as such. Co-operate, don't hinder. The blueset in the center of the street has the same relation to you as the watchman at a railroad crossing.

"Fourth. Don't indulge in friendly races in city streets. The results are too frequently painful in more ways than one.

"Fifth. Don't attempt to beat the 'stop-go' sign just as the policeman is changing the signal. If you're traveling south the driver of a car going east may also attempt to pass the corner as the sign turns.

"Sixth. Use your horn judiciously in warning pedestrians. The average automobile horn is the effect just the op-

posite of what is desired; it frightens and causes infection.

**More Courtesy Needed**

"Seventh. You and your car will have a longer life if you give the benefit of the doubt to the other vehicle. We need more courtesy of the road, anyway. The Long Island Railroad says: 'Better wait a minute at a crossing than an hour in a doctor's office.' The same applies on the streets.

"Eighth. A wet street is a danger trail. On rainy days most drivers are careful. The time to watch also is at night in spring and summer when you pass here and there through a street just flushed, when your tires, of course, are without chains.

"Ninth. Be careful in leaving your car on a steeply inclining street.

"Tenth. The traffic courts are overburdened with trials of offenders who might have avoided trouble easily if they had observed some simple regulations."

**VELIE**

The Velie line includes a total of nine body models, which are carried on two six-cylinder chassis. The chassis are virtually alike, however. The main difference is found in the wheel base, these being a 118-inch and a 124-inch chassis. The line includes a touring car, roadster, sport model sedan, a chassis and a specially finished exhibition engine.

**EX-SOLDIERS AND WOMEN AUTO DEALERS' BEST BETS**

**Overseas Veterans Have Learned Value of Motorcars as Time Savers, and Women Who Drove Machines in War Work Will Want Cars of Their Own**

Soldiers returning from service overseas will be numerous among the buyers of automobiles this year, and those who are unable to buy cars for their own use will be instrumental in purchases by their employers because of their experience with motorcars in the war.

This is the belief confidently expressed at the automobile show by J. E. Gomery, treasurer of the Gomery-Schwartz Motorcar Company, 149 North Broad street, who are showing the old Hudson models and the new Essex.

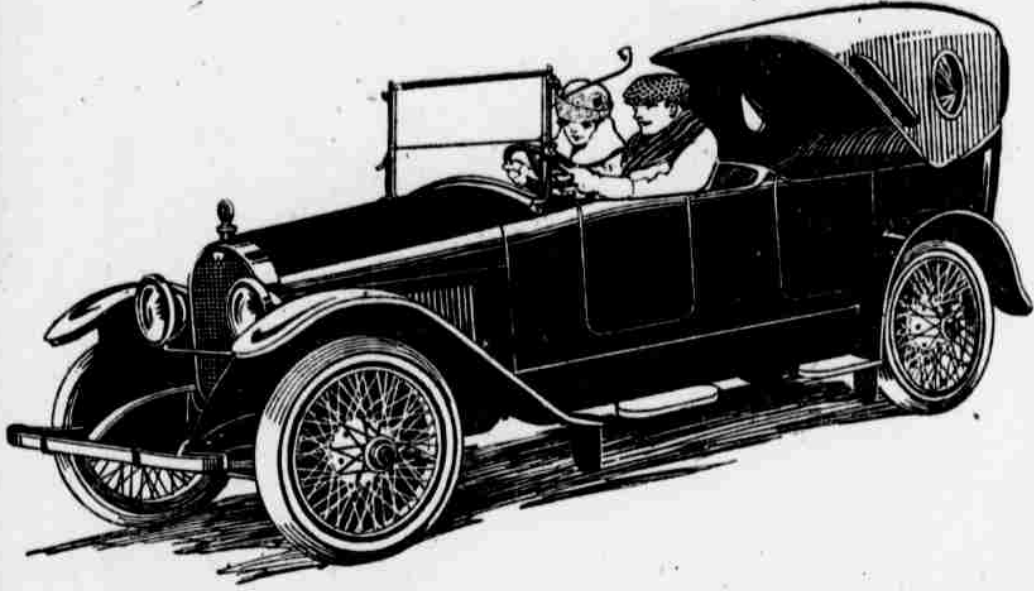
Thousands of women who have learned to drive automobiles while doing war work also will become owners of machines this year, he declared. More than 150,000 women, it is estimated, learned to drive cars during the last two years, and a large percentage of these will want automobiles of their own, Mr. Gomery believes.

mobile transportation is its saving of time," said Mr. Gomery. "The most significant movement in modern industry is that of clearly bringing out the importance of turnover, and of balancing costs against time in the computation of prospective profits or income.

"Returning soldiers are likely to be strongly interested in automobiles. It is stated that large numbers have learned to drive cars in their military training who formerly knew nothing about them. One statement has been made that 14 per cent of the American expeditionary force were connected with the motor transport divisions. Some of these will become car owners, others will urge their employers to use cars.

"A large percentage of the fine cars sold this year will be bought by present owners in that class, while a smaller percentage will graduate from less expensive classes."

**AMERICAN The Balanced Six**



**As Distinguished In Service As It Is In Appearance —**

Every detail of its construction is a **RECOGNIZED LEADER** in its field, and the standard units are assembled and coordinated into one complete and thoroughly efficient, scientifically balanced piece of engineering. In its powerful 6-cylinder, 45 horse-power motor, as in the chassis throughout, the fundamental American principle is **BALANCE**. Full specifications upon request.

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**Built to Last**

Many users have secured from 10,000 to 20,000 miles service.

We have never had a complaint made or an adjustment asked.

They are made of many small, tough strands of Sea Isle cable cord, thoroughly impregnated with rubber and so placed in construction that they give to the tire extra strength and exceptional flexibility, and are immune to stone bruises or other injuries.

G. & J. Cord Tires offer less resistance to action than fabric tires. Cord construction does not develop heat. It gives extraordinary resiliency and makes the car more responsive, start more quickly, go faster, seem to have more power, steer more easily and uses less fuel.

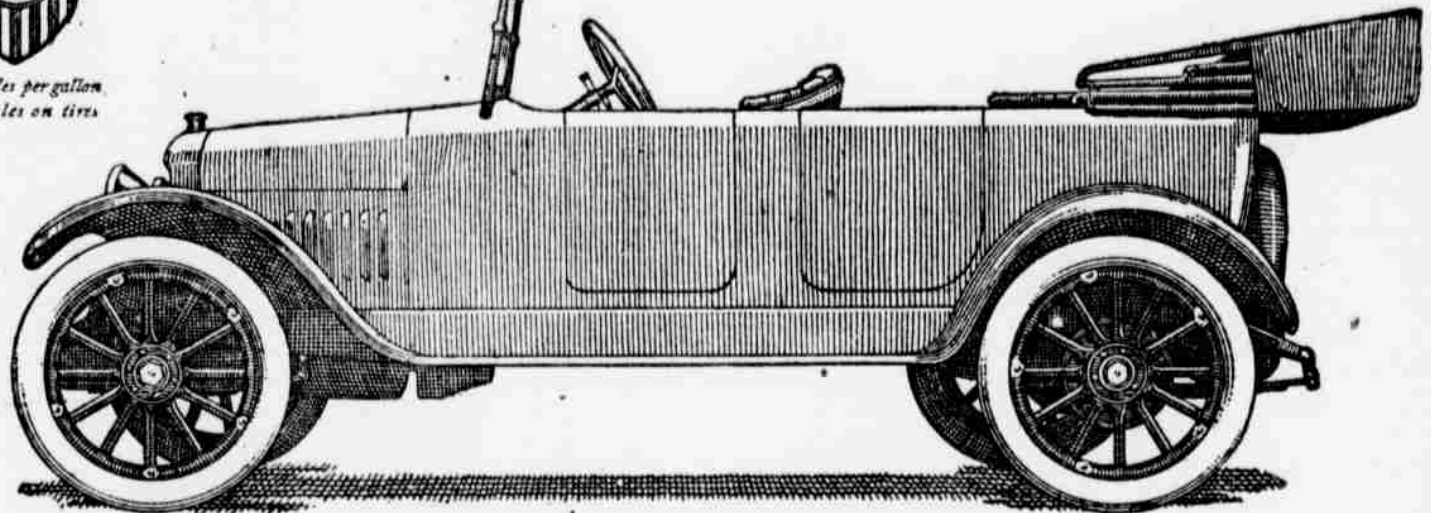
G. & J. Cord Tires Deliver Their Mileage and More

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See Our Exhibit at the Auto Show Booth A-9, End of Main Alley.



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**M**OST anyone would think that after building 50,000 motor cars on one chassis plan that close on to perfection would be reached.

That is true in a large measure; but it happens to be only the point at which the Maxwell executives began.

They decided to keep on building Maxwells better and better as each new day went by.

The locomotive engineer drives his engine better every day. The banker who loans money does so with more and more judgment. The man at the forge—likewise.

This is the principle on which the Maxwell is built. It is not new in the business world. But it is sound.

And today, with 300,000 Maxwells built on this plan, anyone will readily understand—

- Why a Maxwell runs on and on, and never quits with age;
- Why a Maxwell seldom turns in at a repair shop;
- Why a Maxwell is so eagerly sought for in the second-hand market.

One of the last of more than 1000 improvements made since the first Maxwell was built is the appearance.

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