

Cadillac
Standard of the World

EIGHT

Cut-Open CHASSIS

Shown at
Arena, 3rd and Delaware

Crispen Motor Car Co.
413-417 S. Cameron St.

**Kissel All-Year Car
Has Detachable Top**

The Kissel "all year combination" is among the late arrivals at the show in Kelker street hall. This detachable sedan top is a logical evolution of the successful, two-door body design introduced by the Kissels, and is optional to purchasers of any Kissel Kar model. The top fits snugly and perfectly over the touring body and is so simple in construction that two inexperienced men can make the change in the short time of fifteen minutes. Six bolts and sockets, three on either side, and four top irons, one at each corner, are neatly hidden under the upholstery. The electric wiring for the dome light connects automatically as the upper and lower halves meet. The point is emphasized that no sacrifice is made in looks, comfort, or convenience, no unsightly obstruction of any kind appearing. Removal of this top reveals a two-door touring body with individual forward seats. If the top for winter driving is not desired the buyer of the "36" can have the conventional four-door body.

The motor of this car is an entirely new and improved Kissel-built engine, and has been showing wonderful records in tests, making from two and one-half miles per hour to fifty miles per hour on a test run; also having remarkable conservation of fuel. It is of the "L" head type cast en bloc in the Kissel foundries. The latest improved Westinghouse system of ignition and lighting has been adopted. The reasons for the really remarkable demand for this detachable sedan top are not difficult to comprehend. It solves the problem of winter driving without which has seemed to many prohibitive expense.

The Kissel Kar is represented by L. W. Gilmore of Carlisle.

**Care Should Be Used
in Selection of Oil**

By LOYD T. HAMMOND.

In considering the marketing of an automobile cylinder oil that will make a satisfactory and salable product, the manufacturer's greatest difficulty is to turn out a lubricant that meets as nearly as possible the requirements of the many types of motors and oiling systems in use, and having accomplished this, to also embody the maximum lubricating efficiency necessary to give as nearly as possible perfect results. And, secondly, to produce an oil that leaves the minimum amount of carbon or deposit. As a matter of fact, it is not possible to take one grade of oil to meet all requirements, but an oil can be made to suit a great number of motors now in use.

To get the desired results it is essential that the manufacturer start with the proper raw material, and it is unanimously conceded that selected Pennsylvania "Crude Oil" is the best by far for this purpose. Just what part of the oil to use after it comes from the crude stills, when to add the steam in the stills, what heat to run under, etc., requires years of experience, and this knowledge has only been attained by a few of the manufacturers. It is absolutely necessary that the oil be filtered to remove foreign matter and free carbon and not acid bleached as are many of the motor lubricants now on the market.

An oil of high flash and fire tests, of light gravity and full body, yet possessing high viscosity and the property of not thinning unduly under heat is necessary to meet the requirements of the different oiling systems, and yet afford the proper lubrication.

**How Barney Oldfield
Got His Racing Start**

The famous old "999" is an epoch all by itself in the history of American automobile building. It was one of the first cars built by Henry Ford, and it was pronounced ready for running by its builders some time in the early '90s.

It was named "999" after the railroad engine in use on the New York Central railway which bore the reputation of being the fastest in the service and was numbered "999."

A friend of Henry Ford's at the time was Tom Cooper, champion bicycle rider. When the car was finally declared ready for service Mr. Ford nor Mr. Cooper cared to see just how much speed it had. When it was "opened up" it ran so fast that in comparison the speed of a scared cat appeared a snail's pace. This new invention was a formidable machine, a lightning-footed monster of the highway.

Up until this time Barney Oldfield had never touched a motor-driven vehicle other than a freight engine. He was suggested by Mr. Cooper to Mr. Ford as the man who had the requisite nerve to see just how fast "999" actually could run. Oldfield was then a bicycle rider.

He was sent for by Mr. Ford and under the tutelage of the latter learned to drive. Oldfield proved worthy of his reputation for nerve and at the wheel.

MINE SWEEPER DESTROYED

Paris, March 17. 4:55 A. M.—A British mine sweeper was blown up in the Dardanelles yesterday with the loss of several lives when a mine exploded as it was being removed from the straits, says a special dispatch from Athens.



Buick

and

CHEVROLET

Motor Cars

At the Automobile Show

Kelker St. Hall

Hottenstein & Zech

**Let's talk sense about
motor car economy**

There has been a lot said about *what is* and *what is not* motor car economy. You may have been told that it is economy to buy a cheap car. But you can clearly see that the first price is not the *real* cost of any automobile. A cheap car—like most other cheap things—is pretty expensive in the long run. After all, it's really the *monthly price* you pay—the upkeep cost for service—that tells whether your car is economical or not. Now, upkeep cost depends upon three things—gasoline cost, oil cost and repair cost. Let's face these facts frankly and figure out in which of these three there is chance for the *greatest* economy.



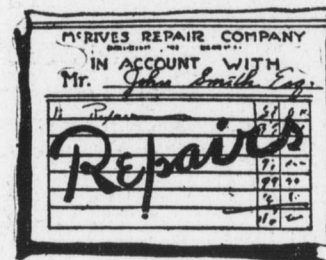
The Big Saving Isn't in Gasoline

There are other "Light Sixes" as sparing of gasoline as this Chalmers. We admit this frankly. But then—the most you could possibly save in gasoline wouldn't amount to much. There is less than \$25 difference in a season's gasoline cost between any two "Light Sixes" on the market.



The Big Saving Isn't in Oil

Nor is the Chalmers \$1650 "Six" more saving in oil than many other "Light Sixes." But oil is the cheapest thing you buy for your car. A season's cost of oil for any car is really a minor expense.



But Here's Where There's *Real* Saving

It's your repair bill that determines the *real* cost of your car. For one repair bill will wipe out a season's saving in oil and gasoline. So the car that has the lowest repair expense—the \$1650 Chalmers "Six"—is the *cheapest* car to own. Its service costs you least. And your satisfaction and comfort are consequently greater.

**The Chalmers Six "Stays Put"
—that's Why It Is So Economical**

Four big features of this car enable it to stand the hardest service without noticeable effect. These are—right construction, right weight (undue weight is bad—underweight is worse), proper balance and scientific distribution of weight, and best quality materials. At the point of service where some "Light Sixes" begin to rack and jar and develop need for repairs, the Chalmers "Light Six" is running smoothly, "sweetly" and

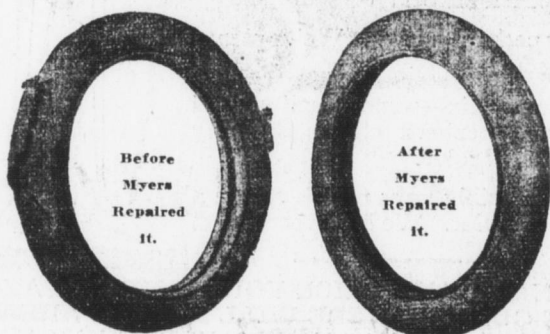
powerfully. At the time other cars begin to pile up repair bills this car goes on its way holding expense down to the lowest notch. A month by month comparison with other "Light Sixes" during the past season will prove every statement made about this car's remarkable economy. Make a note on your memo pad to see the Chalmers "Light Six" to-day.

KEYSTONE MOTOR CAR COMPANY
Robert L. Morton Mgr. 1019-25 Market Street
AUTO SHOW Arena and Rex Garage

\$1650

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Tire repairing of all kinds. Located in new building equipped with latest improved machinery. Have ample and every facility to take care of autoists' needs in most approved fashion.

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for Harrisburg and leading centers of adjoining territory—Excellent proposition to live-wires—Demonstrating car here.

WILLIAM T. TAYLOR

Eastern Distributor: Apperson Motor Cars

Headquarters This Week Only

City Auto Supply Company

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Who WILL HAVE THE AGENCY?

When WILL THE CAR BE HERE?

FRANKLIN

100 MILES ON LOW GEAR

By 116 Franklin 6-30 Models in One Day

PAIGE

4 "36" 5-Passenger Touring... \$1075
4-46 7-Passenger Touring... \$1395

F. O. B. Detroit

See Them at the Arena
The Sixth Annual Automobile Show

RIVERSIDE GARAGE

BELL PHONE 3731R
REAR 1417 NORTH FRONT ST. GEORGE R. BENTLEY, Proprietor

**Overland Coupe Among
Fine Exhibits at Arena**

A feature of the Overland exhibit of special interest to the fair sex is the attractive new Overland four-passenger coupe. Electrically lighted and started and with easily depressed clutch pedal, adjustable for length, the car has been especially designed to be driven by women.

The coupe offers very simple and convenient control. It has the new Overland switch box located on the steering column just below the wheel, which places the controls for ignition, front, side, tail and interior lights and electric horn within easy reach of the driver's hand. Provision has been made whereby the switches may be locked either on or off. With this construction, the steering column is anchored at two separate points—the frame and the instrument board. The latter fastening, placed so close to the wheel, holds it securely and eliminates all vibration. This feature, with left drive and center control, adds materially to the ease of driving. The indicating devices including the oil sight-feed, ammeter, speedometer and the carburetor priming button are neatly and conveniently arranged on the cowl dash instrument board.

With its long, sweeping curves leading in an unbroken line from the one-piece radiator shell to the beautifully curved cowl, and an entire absence of abrupt angles, the coupe carries out the stream line effect so noticeable in all of this season's Overland models. Curved front windows serve the dual purpose of enhancing the appearance of the car and providing an unobstructed view of the road ahead. The wide doors are of the non-rattling, weather and dust proof type and can be locked either from the inside or outside, the idea being to make it perfectly safe for a woman to drive unaccompanied at any time or place. Large sashless windows in the doors can be easily lowered to any point by a convenient device and the large rear window may also be dropped, making the car equally serviceable for summer or winter weather. The windshield, which is adjustable to various positions, is protected from the obscuring effect of rain or snow by a stationary glass visor.

The interior of the coupe shown at the Coliseum Palace is strictly standard, as John N. Willys, president of The Willys-Overland Company, rigidly adheres to his belief in showing the public exactly what Overland patrons get when they buy a car. The sides and ceiling are completely covered with a rich mouse-gray Bedford cord cloth of soft texture, with the seat upholstery of the same material.

**Jeffery Quad Shown by
U. S. Government at Frisco**

Considerable interest attaches itself to the display by the United States government of the Jeffery Quad truck with the armored body, on which is mounted a rapid fire gun, at the San Francisco Exposition.

This is the only armored truck exhibited by the United States government and is a duplicate in many ways

of the Jeffery Quad trucks which have found such big demand on the part of European buyers during the war. The Jeffery Quad was selected by the United States government only after exhaustive tests had been carried out in the vicinity of Kenosha, Wisconsin, where the Jeffery is manufactured. These tests included driving through mud that was over the hubs, plowing through freshly tilled ground, climbing a 35 per cent grade, and in fact, doing features of work which have hitherto been deemed impossible for any motor driven truck.

GERMANS LOSE TWO POSITIONS

By Associated Press
Paris, March 17.—"The enemy is again furiously bombarding Nieuport, this time with 16-inch howitzers," says an undated message from the Petit Parisien's war correspondent, who adds: "Thirty shells have fallen in the town making enormous holes and demolishing several buildings, but no one was hurt. Serbian troops profiting by a slight recession of the waters in the district they occupy, carried two German advanced positions."

**SEE
DODGE BROTHERS
MOTOR CAR**

it Speaks for Itself

Keystone Motor Car Co.
1019-25 Market Street
Just inside of door
AT THE ARENA SHOW