

HAROLD A. HIPPLE

BUILDING CONTRACTOR

Is justly proud of his achievement in the completion of the new home of the Keystone Motor Car Co., at 57 to 103 South Cameron street—a building complete in detail and gigantic in size. Read the endorsement given Mr. Hipple, by C. H. Barner, manager of the Keystone Motor Car Co.

OFFICES:

**Harrisburg National Bank Bldg.,
16 South Second Street**

Bell Phone, 1324R

A Tribute

Now that we have moved into our new quarters, I feel that it is befitting that I should transmit to you my heartiest approval of the service you have rendered in your careful attention to each minute detail in the planning and construction of our new home.

Rarely is there a building erected in which, after occupancy, some slight afterthought does not present itself by which improvement could be made. In our new home, however, the careful forethought exercised in the original plans has entirely eliminated even the possibility of improvements in the arrangement. I feel that our new building is a tribute to you as well as to ourselves.

C. H. Barner
MANAGER
Keystone Motor Car Co.

PEERLESS EIGHT IS DEMONSTRATED TO NEWSPAPER MEN

C. H. Barner, Local Distributor, Takes Scribe For Fast Spin in Country

The Peerless Motor Car Company have long advertised the phrase, "Ask the Peerless dealer to demonstrate its double power range." A representative of the Telegraph, the other day asked C. H. Barner, manager of the Keystone Motor Car Company, "to be shown." Did he back down? Not for an instant. Mr. Barner is a busy man but gracefully he accepted the challenge and really "showed" the newspaperman. Out of the wide doors of the handsome new home of the Keystone we glided in the big black beauty and down the street into the heaviest downtown traffic where a snail's pace was necessary. Did the big Peerless halter and hitch when she was held up behind lumbering horse-drawn delivery wagons? Not for a minute! She seemed perfectly content to take conditions just as she found them. But presently we were out of the traffic-congested districts and she pointed her sleek, black nose out towards the far-stretching country roads. "When you get to know her better," said Mr. Barner, "you'll understand that she's a car of 'dual' personality." Back there, under the menacing eye of the traffic cop she demonstrated her "loafing range." In this "loafing range," the fuel consumption is about half what you would expect of a car of its size and power. Think of an eighty-horsepower eight-cylinder car, with all this power, smoothness and flexibility, consuming so little fuel in all ordinary driving as to put many a forty-horsepower car to shame!

"Presently," continued Mr. Barner, "I'll demonstrate her other personality; her 'sporting range.'" We were now clipping along at a lively pace, nearing the city's limits. With that delicate purr of the well-bred motor she carried us out into the open country over the glistening asphalt roadway. "Watch her step along now into her 'sporting speed,'" said Mr. Barner. The throttle was opened a trifle wider

and we were cutting through the crisp November air with the speed of an express train—an express train trying to make up precious minutes lost. There was a deeper tone to the purring—he had opened the double poppets. Mile after mile of that hard-polished roadway slid by under us and car after car was overtaken and passed in her easy flight. About ten miles, I should say, were done in a little over as many minutes, and with the movement of a finger we were throttled down and the big Peerless turned about with the ease of a battalion commander ordering his company to "about face." Back to the city streets we whirled in no time. "Now," said Mr. Barner, smiling, "you understand what we mean by 'dual personality.'" The answer is to be found in her eight cylinders and there's not another 'eight' on the market that can outstep her in a friendly brush—any place, any time." He had made good, and now it's easier for the newspaperman to understand why the Peerless dealer to demonstrate its double power range."

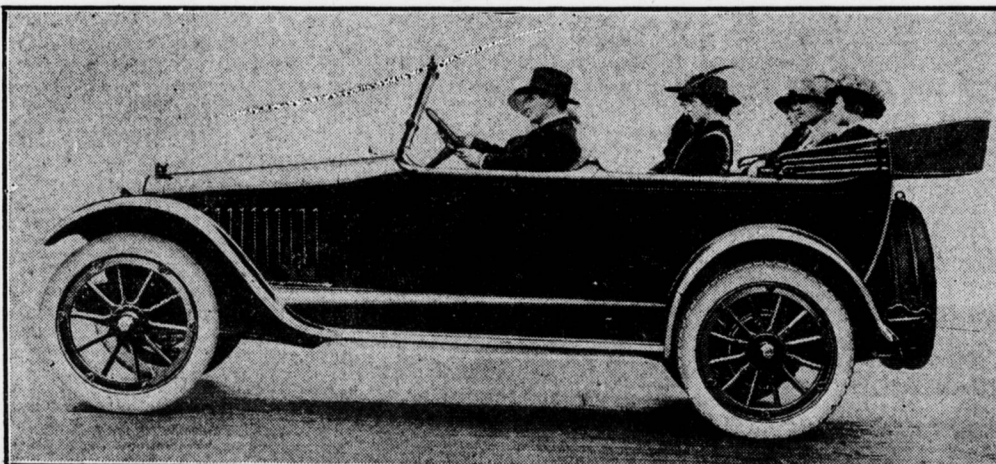
Measures Force Required to Break Gear Tooth

Another triumph for automobile engineers is recorded in the development of a gear impact testing machine which actually determines the exact force required to break a gear tooth. Heretofore, although tests of this nature have been conducted since the beginning of the industry, it has been possible to estimate only approximately the force expended, without taking into definite consideration the force left over. It is in its ability to record the latter that the machine recently perfected by the engineers of the Dodge Brothers physical laboratories differs from earlier designs. In this respect it is distinctly new and superior.

As indicated by the accompanying illustration, the gear under test is set in an iron base. A sharp steel blade is inserted between two teeth. The blade is at the end of a heavy steel arm which extends out into the path of a pendulum-like weight. When the weight falls, it drives the blade through the tooth. As the weight strikes the gear, the dial at the top to which it is attached, records the "left-over" energy. Since the force exerted by the falling mass is a known quantity, it is a simple problem in arithmetic to compute the total energy expended.

The development of this machine is characteristic of the Dodge Brothers policy of rigid tests for all materials, and dependable instruments for doing it.

1917 CHALMERS 6-30, SEVEN-PASSENGER



A roomy, comfortable car with the famous 3400 r. p. m. engine under the hood. Save for a more generous wheelbase, capacity for seven passengers and a few noteworthy advances in body design, it is the twin of the five-passenger 3400 r. p. m. Six-30.

DODGE BROTHERS CAR AT KEYSTONE

Popular - Priced Four Has Proven a Good Seller Ever Since Introduced Here

In its general aspects the Dodge Brothers car identifies itself as a car of a type that so large a portion of motorists want—a handsome, comfortable, medium-size car for five people, with plenty of power, and built to run for years. A full grown car of 30-35 horsepower, with four-cylinder motor and a wheel base of 110 inches. Available in five-passenger touring car form and as a two-passenger roadster. It is sold with everything that could be asked for in the way of equipment, including electric lighting and starting, one-man top, and windshield. With its tapering effect from the tonneau to the radiator and its well-knit low-hung de-

sign, the car has even greater breadth and room and more of the large car qualities than the outside view indicates.

In form it meets the approval of streamline advocates, having a graceful body without abrupt transitions. The radiator housing is of the straight front type with rounded top and edges neatly smoothed off, blending into the straight tapered hood. The cowl meets the body section in a sweeping flare. The side panels are straight, but have the effect of sloping very slightly upward to the rear and are topped with strips of durable pressed steel. Wide doors lead to the high-backed, comfortable seats, upholstered in leather of a grade that would do credit to any car. The cushions are shaped for ease, with sloping seats and deeply tufted backs and ends. The front compartment, like the rear, has an abundance of leg-room, and the floor, like the running boards, is linoleum-covered.

The breadth of the rear seat brings the body close to the ground in effect, while the spare tire, supported on the strong and simple three-point carrier above the plain cylindrical gasoline tank, the definite location of the license tag in the center of the circle formed by the tire, with the taillight illuminating it from the left-hand side and the guards, impart the impression of a staunch and tidy structure.

The working out of the compact four-cylinder block engine, with its integrally mounted three-speed selective gearbox, reveals close attention to details, as well as a fine appreciation of the fact that the average American motorist prefers to do a great deal of his driving on high gear. The cylinder dimensions of 3 1/4 x 4 1/2 inches afford a displacement of a trifle over 212 1/2 cubic inches—212.27 cubic inches to be exact. The engine has a compression of 65 pounds per square inch. Even on the basis of a 30-horsepower the car ready for service has a weight ratio of only 75 pounds for every horsepower.

The gearing is conservative. On direct drive the transmission is geared 3.615 to 1, the driving bevels having 47 and 13 teeth. On intermediate the ratio is 6.93, affording good speeds on hills, while low speed is geared 16.87 to 1, as compared with somewhere about 12 to 1 in a good many much larger and heavier cars. Thus, running on direct drive, the engine turns over approximately 380 revolutions per minute at a car speed of 20 miles an hour, 1419 revolutions at a speed of 30 miles an hour, and 1,520 at 40 miles an hour.

Chalmers Six Hauls Fifteen Ton Hammer at Factory

Installation of heavy machinery at the big automobile plants presents problems that only resourceful factory managers can solve. During the week a big steam hammer arrived at the plant of the Chalmers Motor Company for installation in the drop forge building. The steam hammer weighed in excess of fifteen tons, and after being unloaded from a railroad flat car, had to be moved a distance of a quarter mile. A Chalmers Six-30 chassis was hurried over from the final test, hooked up to the big hammer by heavy ropes and the power turned on. So heavy was the piece of machinery that steel

rollers placed under it were crushed like egg shells and the ropes lasted for only short periods. But the 2,000-pound Chalmers chassis moved its 30,000-pound load with ease and the hammer was in position within an hour after arriving at the factory.

Few Motorcars Stored For Winter Says Barner

The "stored for the winter" tag on motorcars will be less in evidence throughout the country this year than ever before, according to C. H. Barner, Dodge Brothers dealer in this city. There are several reasons, he says. One is the unparalleled business activity now in prospect, which will require incessant use of the automobile for businessmen. Another is the growing impression that "the motorcar made these days is good enough in any weather." Still another, and perhaps more important, is the development of winter cars to the point where cost no longer conflicts with comfort.

In other words, the time has arrived when the average motorcar

owner will not hesitate between shivering through the winter in an open conveyance, or investing in year-around comfort by buying a winter car. The motorist has come to regard it as an actual economy. Tucked away in the warmth of an enclosed car on his way to the office, he no longer finds it necessary to devote the first half hour of his working time to "warming up." As one has put it: "I find wholesome pleasure even in defying the blustery winds; it puts me in a good mood for the morning."

Due to conditions such as these, as well as the criterion afforded by the heavy sales of last year, Dodge Brothers' dealers are preparing for an exceptional demand. They are now in a position to supply snug winter cars both of the touring and roadster type. Slight alterations in the style used last year make it even more desirable, both from the standpoint of taste and comfort. The interior is handsomely upholstered in gray and both the roadster and touring car are fitted with a dome light of a pleasant glow.

Doors fit tightly, but open easily and rattling is minimized by exactness of construction. One of the most attractive features of the Dodge Brothers' winter car is the fact that the winter top may be removed without difficulty, thereby affording an ideal conveyance for use the year around. Also, by purchasing a winter top, with which the local dealer is now supplied, any owner of a Dodge Brothers' touring car or roadster may easily convert his last summer's automobile into a dignified, comfortable closed car ready to cope with the worst of weather.

MARRIED 63 YEARS

Conoy, Pa., Nov. 22. — Mr. and Mrs. Benjamin Hoffman, aged 90 and 89 years, respectively, are married to-day 63 years. Both are enjoying good health, and they have lived in the same house ever since the wedding day in November, 1853. They were married by a Lutheran minister at Lancaster. Ten children were born to them and nine are living.

ALL OF THE

Building Hardware and Glass

for the Keystone Motor Car Co. building was furnished by

Bretz Brothers

Supplies for contractors and builders has been a specialty with us for years, as well as Tools for Mechanics.

As we will move to new quarters, 209 Chestnut street, the middle of January, we have

Special Reductions

on our entire stock. It will save money for you to investigate.

105 North Second Street

AUTOLINE OIL

"for your motor's sake"
Wm. C. ROBINSON & SON CO.

HERRE BROTHERS Plumbing and Heating Contractors

The American Ideal Low Water Line Boiler and American Rococo Wall Radiation was installed in the Keystone Motor Car Company building by this firm.

We are now in possession of our own new building with 5,000 square feet of floor space devoted entirely to our plumbing and heating business.

Estimates cheerfully given on large or small jobs. Complete stock of American Ideal Boiler and Radiator repairs always on hand.

**417-419 VAUGHN STREET
Riverside, Harrisburg, Pa.**

Bell 1058-J.