

TEN SUPER-SIXES IN HUDSON LINE

Principle of Super-Six Motor Now Firmly Established With Motorists

Hudson's new models are always awaited with more or less expectancy at the automobile shows.

This year the reputation has apparently been maintained, and while no radical changes have been made, there are several new, attractive body types, totally different from any ever built by this maker of automobiles.

There are now ten models in the Hudson line, represented by L. H. Hagerling, of the Hudson Sales Agency—two open, the others of the enclosed type.

Of these three, the touring limousine perhaps stands out as the most unique body type of the show.

The sedan is a chauffeur-driven coach, a motor ditionograph furnishing means of communication with the driver. There are touches here and there that suggest the craftsmanship of the more expensive foreign-built coaches.

The runabout landaulet is a two-passenger car that can be instantly transformed from a snug cabriolet into an open roadster.

The new Hudson limousine, the town car and the landaulets also have a squareness to the coach lines

that adds greatly to their appearance. The rear fenders are longer. The interiors are furnished in quiet colors, with richness and dignity combined.

This year the open bodies—the seven-passenger and the four-passenger phaetons—have been changed slightly. The body lines have been lowered, and there are a number of other marked refinements in these Hudson models.

Any company builds character into its product very much as a man establishes character for himself. It is not what an actor does in one season which stamps him as a leader, but what parts he has played over a series of successful seasons.

So with an automobile manufacturer—its product is judged by the character of the average product it has turned out in the past. As a result a personality for the company has been developed, just as a personality is created for a man.

Those who have followed the history of the Hudson Super-Six have had an opportunity to observe its development; how it has brought about the prestige that the car now holds.

When the Super-Six was introduced it was with the statement of its being a Hudson patented motor which developed ninety per cent. more horsepower than other motors of similar size.

The car being new, it was necessary to describe its new principle with more or less detail. Salesmen had to explain how the greater power was obtained.

But at the end of the year buyers were less interested in knowing about the motor and were more curious about its performance.

The competition stories that the Super-Six was a mechanical failure were met by establishing new records of endurance. Those records were the proof that buyers wanted and accepted.

This year every one accepts without dispute or question the unqualified statement that the Hudson is in every way a satisfactory car.

A salesroom examination or a short demonstration falls as far short of suggesting the true worth of a Hudson Super-Six as Geraldine Farrar in the movies reveals Geraldine Farrar the singer.

A Hudson Super-Six described in specification cannot explain a Super-Six in the hands of 50,000 owners.

Introduces Another Truck to This Territory



W. J. MARKS Representative for the Atterbury Trucks.

MILADY NOW SHREWD JUDGE Demands Power and Economy as Well as Refinement in Cars

"Love me, love my car," is the latest slogan in the feminine realm and milady's energies and ambitions are more than ever before concentrated on the adornment of her motorcar.

The Velle company has designed the control of its new "Biltwell" six so that it is as easily operated as an electric. Furthermore, the abundant power and strict economy of the Velle have in more than one instance proved to be the deciding factor in making a selection.

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Lord Rhonda, food dictator of England, is head of the Peace River Development Company, in Canada, which has a Maxwell one-ton truck working in the far north country.

The company, of which Lord Rhonda is the chief, expects to install a big fleet of motor trucks to carry supplies to the men at the base of operations.

CADILLAC EIGHT IN FOURTH YEAR

Principle Introduced by This Company Further Refined and Developed

Two notable additions to the Cadillac line, represented by the Crispin Motor Co. are given their first general exhibition at the recent New York show.

The other is a new roadster design. The lines of both are exceedingly attractive, because of their dash and raciness, yet both cars retain the dignity and permanence of style which are characteristic of all the company's designs.

Both cars are given a long, low appearance by reason of the absence of horizontal lines. The stream-line effect is accentuated by a newly-designed cowl. This maintains the sloping line of the top of the hood from the radiator to the windshield, without a break or a curve.

The windshield on both is set at a slight angle, radiating and eliminated from the hood panels, and the hood louvers are set very close together, there being twenty-five of them.

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The original characteristics of the Cadillac Eight are retained, but they have been refined and advanced in detail, the result of greater knowledge and broader experience. It has long been the policy of the Cadillac company to adopt a principle or a type only after the most exhaustive examination has been made by Cadillac engineers that the principle is correct and worthy of adoption.

Therefore it is developed year by year to the highest possible point of efficiency.

The new model is known as Type 57. It comprises ten body styles, and the Cadillac company believes that in these it has summed up motoring preferences so far as this is possible with standard line.

The body types are seven-passenger landaulet, seven-passenger limousine, landaulet, and imperial.

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CHANDLER LINE EXCELLENT ONE

Since First Car Was Built Five Years Ago, Rapid Progress Made

The Chandler Six of to-day is the result of the constant evolution of that first Chandler of five years ago—refinement and mechanical development without radical change or questionable experimentation at any time.

The Chandler Six to-day, with its several body types expressing the latest ideas in body design, with its 123-inch wheelbase and its marvelous motor and its splendid chassis, is a car which you may well be proud to own.

Chandler popularity has rested in a large part, particularly among experienced motorists, not so much upon the beauty of its body designs perhaps, not even so much on its economy of operation as upon the remarkable performance of its motor.

The Chandler motor, developed to a high state of perfection through four years of constant refinement, is the product of Chandler designers and officials who for many years previous to the establishment of the Chandler company had devoted themselves to the design and manufacture of high-grade, high-priced six-cylinder cars.

Convertible sedans and coupes are proving more popular every day in this section," said Andrew Redmond, local Chandler distributor.

It is surprising the number of orders we have received for the sedans this winter, and the majority of the orders came before the real cold set in, showing that they are the popular all-year car.

The Chandler Six Convertible Sedan, which seats six passengers, spells utility and serviceability as an all-year car, at a glance, and rightfully deserves the popularity it now commands.

In a few minutes this Chandler Convertible Sedan is transformed from a luxurious winter model into an ideal summer car, by the removal of the top.

The unique construction of the front and rear windows permits easy removal from their positions and storage in a specially designed compartment under the rear seat.

The door windows lower away into the trunk, and the entire interior, where they are securely carried, and they are adjustable for ventilation.

The two front seats are arranged Pullman fashion, with a generously wide aisle between them connecting the driving compartment and the tonneau.

The Chandler car landaulet and Chandler Six town car are also in demand. It is our absolute conviction that the Chandler landaulet enclosed car wants style inside and outside.

There is no such thing as a broad middle road in the building of a strictly high-grade enclosed car. An enclosed car demands a fine body.

The prime requisites for a well-built enclosed car are grace and design, and the most important perhaps the most important change is the use of detachable cylinder heads.

These are secured to the cylinder blocks by means of each, and are made gas and watertight by special copper-astobestos gaskets.

The detachable heads make for greater accuracy in manufacture without sacrificing the compactness, lightness and rigidity of the former construction. They permit easy access to valves and pistons without removing the cylinder blocks, and greatly facilitate the removal of carbon deposits.

A feature of the new cars which is felt will be particularly appreciated is the device for tilting the headlight reflectors. This device eliminates glare from the eyes of oncoming motorists by lowering the direction of light. It is operated by the driver from a conveniently placed lever attached to the steering post.

Whereas ordinary devices dim the light, the Cadillac innovation complies with the law by eliminating the glare; yet utilizes all the light and directs it down on the road, where it is most needed when meeting other vehicles.

An automatic raising device for the top is now incorporated on all the open-body models of Type 57 series. The motor is mounted in the main bow sockets, take the load after the folded top has been lifted a few inches, and automatically open the top to its full extent.

Top material on all open cars is black Pantasote, with the side quarters lined, covering the cushion box sockets and joints. The windshield is set at an angle of six degrees.

Cold weather efficiency is increased by the provision of shutters, which are slanted at a six-degree angle, to conform to the line of the windshield. Closing the shutters in winter shuts off the circulation through the louvers and retains more of the motor's heat under the hood.

An angle piece is provided whereby the space between the hood and the hood shelf can be closed in winter, still further restricting the sweep of cold air over the motor.

The transmission of the new car is of the selective sliding gear type, as formerly, but of more design, making it smaller, more compact and lighter. Gears are shifted with even greater ease, if that is possible.

Changes which are apparent in the exterior design include a raising of the radiator and hood. The latter is also two inches longer, without encroaching on body space. A new cowl design harmonizes with the higher radiator. Belt line moulding appears on all open bodies, with narrower moulding on doors, hood and fenders.

Doors are of the advanced square design, being practically square-cornered. Cadillac blue, which was used on Type 55 open cars, is standard finish on the new open cars, while Calumet green with black trimmings is standard on the enclosed cars.

There is more leg room in the driving compartment, and the footboard set at a different angle for greater comfort. Upholstery is hand-buffed, long-grain black leather, technically known as a "dull, semiwet" finish. More than 200 individual springs are used in each cushion, and provide the very extreme of seating comfort.

Seat cushions in the touring car are slightly lower, giving the effect of higher seat backs and greater comfort to all occupants of the car.

Extra Inner Tubes An extra inner tube should always be carried ready to insert in case of a puncture. Take out the old tube and put in the extra, then have the damaged one vulcanized. It does not pay to cement a patch on a tube—have it vulcanized. The best plan is to have a demountable type rim and carry a complete extra tire, inflated and ready to mount on the wheel.

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NEW BODY-TYPES IN 1918 OAKLAND

Improvements Only Those of Refinements, Says Andrew Redmond

Oakland's new six, called the 34-B, will be seen in five new body designs and with changes and improvements in the reciprocating parts which are lighter, the manifolds, engine lubrication, cooling fan, etc.

The changes in the transmission units are simply in the nature of minor refinements, so that the clutch gearset, drive and rear axle are basically as before.

The wheelbase remains the same at 112 inches, and the engine size at 2 1/2-16 by 4 1/2.

This statement was made by Andrew Redmond, local distributor for Oakland.

The engine is an overhead valve six with detachable hand and upper crankcase half integral, with the cylinders. The connecting rods are lighter than before, the pistons are of aluminum and the inlet manifold now has cast jacket built around the central branch.

The jacket is connected with the exhaust manifold through which exhaust gas passes through a U-shaped connection into the jacket that surrounds the Marvel carburetor, and around the low-speed jet. This system of heat distribution gives better carburetor and volumetric efficiency. The exhaust manifold now allows of free discharge of the gas.

The lubrication has been changed. A gear pump forces the oil through the main bearings thence through the drilled crankshaft to the connecting rod bearings where it is thrown off, lubricating the pistons, camshaft, tappets and distributor shaft. All the oil distributing pipes of this forced feed system are inside of the engine.

The fan is of the new biplane type and is in unit with a newly designed water circulating pump, which is driven from the camshaft by this pump.

The design is such that there is no slippage and when slack occurs there is provision for taking it up. Starting, lighting and ignition are by Remy units, which are all on the right. The clutch is a Northway cone in unit with a three-speed gearset cone in unit with two-joint shaft to a one-bearing floating axle.

KEEP ENGINE WARM Fuel Can Be Saved By Heating Motor A warm engine takes less fuel than a cold one. This should be self-evident because the amount of heat absorbed by the water jackets depends directly on the difference in temperature between them and the combustion chamber. Hence, the necessity for having some means of reducing the effectiveness of the cooling system in cold weather.

It may be sufficient to remove the fan belt, or to partially cover the radiator, but the most desirable solution is to install an adjustable shutter, the opening of the slats being regulated as required to keep the cooling water at its most efficient temperature. Hence a radiator thermometer is also necessary.

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Sterling Automobile Tires and Inner Tubes

The Sterling Tires and Tubes, made of the best Para and Ceylon rubber, with high grade Sea Island cotton fabric under personal supervision of the best mechanics in the rubber business, are fast proving themselves among the best.

Sterling Tires are custom made, to the order of the car owner with his name or initials moulded on the side, which is distinct individuality as well as insuring him of the freshness of the product. Every tire is

hand made and is very carefully inspected through every operation. These tires are sold on their merits and backed by service. They are guaranteed for 5,000 miles and will be repaired free of charge, even if cut or punctured the first day out.

All adjustments are cheerfully made at all times. Sterling Tires are all sold direct. Branches are being established in all the principal cities. This eliminates the middleman's profit which goes into the building of the tire. The non-skid principle of the tire is a Sterling patent which conforms with the vacuum principle. This form of non-skid holds sideways because of the long flat side.

These tires and tubes are on sale by Marker's Sterling Accessory House, 1006 Market street.

Oakland Sensible 6

Shown as it really is at the Automobile Show

THE Oakland Sensible Six—a motor car that anticipated the present national thrift policy by nearly three years—is now on view at the Auto Show in a full range of body styles.

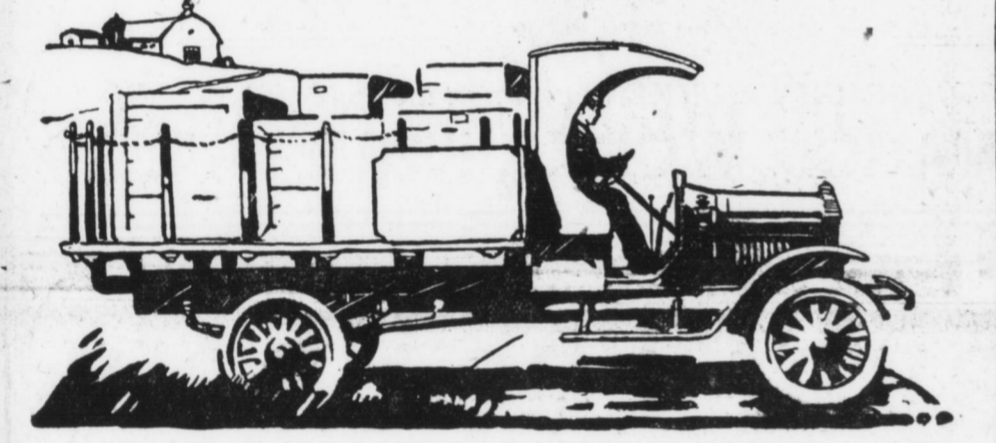
Upwards of one hundred thousand careful buyers have tested the mettle of this car under the rigorous conditions of everyday service, and to every one of them it has delivered an unequalled measure of utility and satisfaction.

But none of the cars on view has been specially finished for this exhibition—all are shown exactly as they would be delivered to you.

Table with 2 columns: Car Type and Price. Touring Car \$900, Sedan \$1190, Roadster \$890, Sedan (Unit Body) \$490, Roadster Coupe \$1150, Coupe (Unit Body) \$490.

ANDREW REDMOND Third and Boyd Streets Harrisburg, Pa. Both Phones

ANNOUNCEMENT TO GOOD BUSINESS MEN



Stewart MOTOR TRUCKS

In lending our endorsement to any motor car either passenger or commercial we give to it the support of all that the Hudson Sales Agency name carries, naturally then we based our selection of the truck we would represent upon an investigation that considered only the actual performance value of the truck.

Names of manufacturers meant nothing to us if their present product was not up to the standard we had determined should be the basis of our choice.

We believe it possible to find quality that was not alone determined by price.

That we have chosen the Stewart is an indication of our confidence in it.

Here we have a modern and complete plant that has been rendering prompt and efficient service to Hudson and Saxon owners for a number of years. Think of the assurance such an institution gives to all users of its products. Hudson and Saxon owners in Central Pennsylvania know what it is to have their cars in un-interrupted service, it is natural that STEWART truck users will receive and appreciate this consideration.

No user can possibly be as vitally interested in the performance of Stewart trucks as we are. We have given our complete endorsement to them. We are sure every truck user is warranted on that account in relying upon our choice as being the choice for him.



HUDSON SALES AGENCY 1137 Mulberry St., Harrisburg Small Portion of Territory Open for Live Dealers Able to Render Service L. H. Hagerling Bell Phone 1390 SEE US AT THE AUTO SHOW

Stewart 3/4 ton \$750



Stewart 1 ton \$1295



Stewart 1 1/2 ton \$1695



Stewart 2 ton \$2195



Takes Three States Under His Wing For Dort Sales



E. C. ENSMINGER Distributor for Dort cars in Pennsylvania, Maryland and Delaware.

ADDED to the very unusual bodily comfort of the new Hupmobile is the comfort of low cost of operation and low cost of maintenance.

Owners report from 44 states that the car does average 24 per cent greater gasoline mileage, and 15 to 18 per cent greater tire mileage.

Hupmobile Exhibit at the Automobile Show

Hupmobile Sales Corporation

Sales and Service 103 Market Street, Harrisburg, Pa. R. J. Church, Manager