

2-POWER RANGE OF THE PEERLESS

Retains Idea of Racing Ability and Slow Driving Advantage

So successful has been the two-power-range idea as worked out in the Peerless eight-cylinder motor its manufacturers this year announce an even more perfected type of two-power-range motor with more emphasis laid on the loosing range as well as on the sporting range. The motor also, is still featured by its extraordinary quiet operation and easy control.

A loosing range for ordinary driving and a sporting range for brute power and speed—these are two elements that have made the Peerless motor so much talked of, according to C. H. Barner of the Keystone Motor Car Company, local Peerless agents. They express pointedly the unusual flexibility, great stamina and excessive power of the car. Incidentally, the wide range of ac-

tivities of this motor are conducive to economy, it is shown.

"The engineering practice utilized in the Peerless two-power-range design is fascinating to one who stops to grasp the technical principles involved," said Mr. Barner, recently. "It is obvious that the practical advantages of the high-speed multiple cylinder motor are realized on the road only when the entire car mechanism is so designed that a strong, even motor pull is available at all speeds. The Model 56 chassis and the Model 65 eight-cylinder Peerless motor are designed and balanced to bring about this much desired condition. With this as a starting point, proper fuel supply is furnished to the motor by a two-stage carburetor, having one set of jets for car speeds up to approximately 45 miles an hour, and another set that is opened automatically when the car advances beyond that speed. The desirability of obtaining a carburetor which would give maximum economy, strong pulling on hills without loading, quick pick-up at high speeds. The existing problem goal of car manufacturers since the beginning of the industry.

"It has not been difficult, as is generally known, to fix the size of motor so that the velocity at the low motor speed was sufficient to atomize the gasoline and at the same time give satisfactory power economy. The Peerless motor, at the speed of 1800 up, however, the limitations of throats cut so heavily

in the volumetric efficiency that the power curve drops off rapidly at high speeds. The existing problem was to obtain satisfactory results at speeds from 1800 to 3000 revolutions. Obviously, the most simple method still retaining the small throat for low speed requirements, was to provide an additional supply by a separate larger throat with its independent nozzle—these larger throats being controlled by a separate valve which in turn was interconnected with the main throttle valve.

"But, such larger nozzles, proportioned for the proper richness of fuel to give maximum speed and power, such as are required under racing conditions, alone would not give slow speed and performance. This has been illustrated to engineers and spectators at automobile races when the racing cars have great difficulty in starting at low speed, and very often miss badly until they obtain the maximum speed for which their particular racing carburetor has been designed. Therefore, the ambition of the Peerless engineers was to combine in a high-speed motor both racing ability and slow-driving advantages. This they have done by using racing throats and jets for the sporting range and smaller throats and jets for the loosing range.

"Another desirable feature pointed out is that the first stage, or 'loosing range' can be set to give the greatest economy possible and at the same time, exceedingly smooth action. These combinations at the same time permit motor speeds of 1,800 revolutions per minute, which on a standard car will give 40 and 45 miles an hour. From this fact it is easy to assume that the loosing range might also be called the utility range in that it covers all the requirements of the average driver, outside of those of the sporting range, or excessive speed."

22,000 Letters Handled Daily

An idea of the vast amount of correspondence that passes through the Toledo headquarters of Willlys-Overland, Inc., can be gained from the fact that on the average about 22,000 pieces of mail are handled each day in the mailing department of the big automobile plant. Seventy-five thousand dollars are spent each year for postage.

Heavy Duty Trucks and Wagons His Specialty



ARTHUR H. BAILEY
Proprietor of Eureka Wagon Works, Autocar Agency and Goodrich Truck Tires.

CITY IS SET FOR ANNUAL AUTOMOBILE EXHIBITION

[Continued from First Page.]

spring business before the balmy days makes the demand for cars greater than ordinarily. This is to be expected, as it is human nature to invest money freely when they are making plenty of it, and the country has never in more prosperous condition than now.

The greatest fear expressed by competent authorities is that war demands may take a greater share of raw materials and curtail production of motor cars. If so, then the demand may exceed the available supply of cars.

J. C. Myton, manager of the show has planned the arrangements as carefully as any preceding year. Nothing elaborate but simple yet attractive decorations in keeping with the times and considering it is a business show. Red white and blue with the flags of the allies and laurel rope entwining the large columns make an appropriate setting for the bright new cars. Orchestra music every afternoon and evening and special displays of automobiles will be similar to preceding shows.

Cumberland Valley is expected to send its delegations Wednesday and Thursday, Lebanon Valley visitors are due Thursday and those from the points north and west are expected Wednesday and Thursday. Lancaster promises a crowd on Friday.

Events of the past few months have instilled a wholesome respect for the motorcar into the minds of thousands who previously dismissed it as a luxury and a nonessential. The dawn of 1918 shows a greater respect for the motorcar than has been evident in other years.

The motorcar cannot be dispensed with unless the life of many thousands is to be sacrificed. In the few months since the declaration of war the automobile has had to teach the lesson of the preceding sentence to a nation filled with officers and civilian skeptics. It has won its point. And the 1918 show presents to an eager public the American motorcar as a necessity, not a luxury.

An inspection of the strikingly predominant fact revealed that the manufacturers apparently had abandoned any attempt at innovation of design or construction and that refinements only were the order of the day.

Gone was the rush for the freakish—the unusual, the evolution of a basic idea. "What's new?" was asked.

INTERIORS DECORATED IN MODERN ROOM STYLE

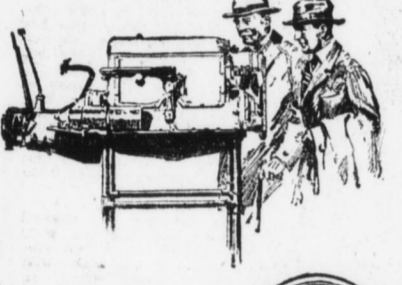
One of the outstanding schemes of interior decoration among the cars on display at the show is the "study in stripes" to be found in Cadillac enclosed cars.

The material is mohair velvet, made from angora fleece. Two tones are used, dark striped material and a lighter material of solid color. The dark upholstery is laid in French plait over the seat cushions and backs and lower sidequarters beneath the arm rests. The upperwork, ceiling and doors are dressed in the plain material, unplaited. This makes a contrast with the dark striped portions. Interior decorations use the same idea in the modern home.

The occasion calling for the decision arose when Governor Charles Brough, of Arkansas, found it necessary to be in Mt. Ida, forty-two miles away to speak on the Liberty Bonds, and the roads in terrible condition. After the committee picked the Maxwell as the car for the Governor to attempt the trip, H. C. Phelps contributed not only his car, but his time as a driver. After the return trip was finished Governor Brough expressed surprise at the

TWO MILLION HAVE SEEN WILLYS-KNIGHT FILM

It is estimated that during the year just past over 2,000,000 people have seen the motion picture "A Tale of Two Sleeves" that describes the operation of the Willys-Knight motor. The new section recently added to the film, showing the operation of the Knight motored tanks on European battlefields, is drawing capacity crowds to the lectures.



LESS than a half a year has elapsed since the perfected - valve - in - head Nash Six was first introduced to the buying public. But that brief time has sufficed to establish the Nash Six as one of America's most sought-for cars.

Five-Passenger Touring, \$1295.
Four-Passenger Roadster, \$1295.
Sedan, \$1985. Seven-Passenger, \$1465. Prices f. o. b. Kenosha.

BENTZ-LANDIS AUTO CO.
1808-10 LOGAN AVENUE
See Us at The Auto Show
NASH MOTORS
VALUE CARS AT VOLUME PRICES

CHANDLER SIX

(Illustrating the Luxurious Four-Passenger Convertible Coupe)

Marking Up Prices Doesn't Make Cars Better

If you choose your new car from among all the well-known medium-priced cars, carefully, you will choose the Chandler. You will choose the Chandler because, at \$1595, it offers so much more value than any other car priced at less than \$2000.

And we feel sure you will choose carefully. You are not going to be fooled by a lot of "clever" price arguments.

If you know the history of motor cars the past four years you know that the Chandler has always sold at a low price. You know there has never been an inflated Chandler price. And you know that the Chandler price is the right price.

The Chandler price has never been fixed on a basis of what we thought we could "get" for it.

Chandler price has always been established at the lowest possible figure based on cost of production and a fair profit.

This year we refrained from advancing the Chandler price many months after some other manufacturers had added on two or three hundred dollars. Marking up the prices didn't make them better cars. It merely made them higher-priced.

If you will choose carefully from among well-known medium-priced cars you will choose the Chandler—for what it is and what it does.

Seven-Passenger Touring Car, \$1595 Four-Passenger Roadster, \$1595
Seven-Passenger Convertible Sedan, \$2295 Four-Passenger Convertible Coupe, \$2195
Limousine, \$2895
All prices f. o. b. Cleveland, Ohio

Come Choose Your Chandler Now
ANDREW REDMOND, Dist.
Third and Boyd Streets Both Phones Harrisburg, Pa.
SEE US AT THE AUTO SHOW

CHANDLER MOTOR CAR COMPANY, Cleveland, O.

CHEVROLET HAS OLDSMOBILES NEW SERIES CARS BUILT 20 YEARS

Four-Ninety Touring Coupe and Sedan, Baby Grand and Royal Mail

Barker Praises Car That Passes Fifth of Century Mark

"The new series Chevrolet Four-Ninety touring car," says Patrick Driscoll, "has been brought right up to the minute by the various refinements in the motor and additions to equipment which are characteristic of the Chevrolet policy to keep always abreast of the best. It is the same sturdy, serviceable car upon which thousands of users already rely. The motor has been improved in design; cooling is now done by water pump; the oil pump has been changed to the gear type; and the car in general has been given such positive refinements as a new radiator of improved type, which is fitted with connection for a smaller diameter water hose; a new oil-pressure gauge on the instrument board; detachable rims on the wheels, with an extra rim included; and tire carrier at the rear of car." In speaking of the Chevrolet in general, Mr. Driscoll said:

"The Chevrolet automobile, complete in all details, makes a very attractive as well as substantial car. The motor is the heart of the automobile. Therefore it is necessary for it to be dependable, powerful and efficient. The Chevrolet motor is of the celebrated valve-in-head type usually found in higher priced cars. The cylinder head is removable for inspection. Its simplicity has made it an efficient, economical engine in its class.

"The clutch is of the cone type, leather-faced with adjustable, compensating springs. The mechanical perfection of the Chevrolet clutch speaks for itself in its long duration.

"The transmission is noiseless on all gears, which the Vanadium steel heat-treated. The lever shifting device is positive and easy to operate. This transmission is designed to handle a full forty-horsepower motor. The front axle is the forged I-beam type. The wheels are fitted with large cup and cone bearings. The rear axle is the three-quarters floating type. The shafts are of Vanadium steel heat-treated and run on Hyatt roller bearings.

"The chassis is dependable and resilient. It is the foundation of the car. The steering gear is responsive to the slightest touch. It is of the worm and worm wheel type, and is equipped with an inserted spider. The service brakes of the Chevrolet are external contracting and the emergency brake is internal expanding.

"The oil system is of the splash type with positive pump. There is an oil pocket for each connecting rod dipper. The sight feed on the dipper is electrically lighted. The body is its 'face.' By its appearance the character of a car is often judged. The deep flow lines and graceful girth bespeak of beauty and comfort in every respect. The walls are of pressed metal, the sills and doors are of sheet metal. The result is a rich color, giving an appearance of distinctive refinement.

"The Chevrolet is fully equipped, windshield, speedometer, electric horn, and complete lamp and tool accessories. The autolite electric and starting system, help to make this an automobile of enjoyment.

"The Chevrolet is handled in Harrisburg by P. Driscoll, Cameron and Mulberry streets, where he maintains a complete service station devoted entirely to Chevrolet owners and users.

There is a saying that some men are born great, some acquire greatness and some others have cigars named for them. Paraphrasing this to fit the motor car—some cars are born great, some acquire fame and others have songs written about them. In the dim dawn of automobile-billing some eight or nine years ago a song called "My Merry Oldsmobile" had more or less vogue. The car that inspired that lyric gem is now rounding out its twentieth year, with a new model that is the superior to all other Olds, according to J. A. Barker, sales manager of the Miller Auto Company, local distributors of Oldsmobiles.

One impressive feature of the Model 45 Oldsmobile is its absolute freedom from vibration, claims Mr. Barker. The steady stream of power developed by the eight-cylinder motor reduces wear and tear on the driving system to a minimum and prolongs the life of the tires. Gasoline consumption, asserts Mr. Barker, is extraordinarily low, compared even with cars of less power. The Model 45 is built in roadster and touring car models, as is the Model 37 six-cylinder car. The motor of the six develops more than forty horsepower, and Mr. Barker terms it an unusually simple and high-powered motor perfected to the highest degree.

"By actual dynamometer test, the Oldsmobile Eight has thirty-eight horsepower," said Mr. Barker. "The horsepower to every fifty-one pounds of weight, a power weight ratio assuring an ample reserve for every emergency of the road.

"The remarkable flexibility of this motor—throttling down to less than two miles an hour in high gear—makes the car unusually easy to drive, adds immeasurably to pleasure and banishes strain; gear shifting is very seldom necessary. The easy, quick 'get-aways' and fast 'pick-up' put new confidence and zest in driving. A refinement of carburetor design enables the driver to pass at will from lowest to highest—in high gear—without visible effort or hesitation on the part of the motor.

"Remarkable riding comfort is one of the foremost features of this Model 45 Oldsmobile. Oldsmobile designers have achieved a more comfortable, more spacious body than commonly found in modern cars. Such roominess is made possible by the short, compact 'V' type motor, with its economy of chassis space. Coachwork is of exceptionally high standard, comparing favorably with that of any car built to-day. The enduring seven-year-old body of the body is such as is seldom found on any but the most costly cars."

What Service Means to Willys Service as applied to the automobile business means nothing more or less than supplying the car owner with the thing he needs at the time he wants it, and at a reasonable cost, according to John N. Willys, president of Willys-Overland, Inc.

Rounding Corners at Speed Driving a car around a sharp corner at 25 miles an hour does more damage to the tire than does 15 or 25 miles of straight road work. This is an economical reason why one should drive around corners continuously and slowly. The other results are obvious.



Aetna-Essick Insurance

Full Rates--No Rebates--Money's Worth

We write every form of desirable and reliable insurance.

Just now we will specialize on Automobile Insurance.

There are several forms of protection for Automobilists—liability, property damage, collision full, collision limited, fire valued, fire non-valued, theft, personal injury of owner, loss of use of automobile because of fire or collision.

A contract of Insurance always should be read and studied to avoid misunderstanding.

It must be admitted that some policies contain enough provisions to feed a whole regiment.

An AETNA contract is clear and definite but policy terms are sometimes not understood.

Note that "Liability" means indemnity for claims for injury to persons; "Property Damage" insurance covers claims for damaging the property of others; "Collision" covers damage to the car insured. There are two forms of fire insurance, "valued" and "non-valued." The "non-valued" is lower in cost but is subject to reduction for depreciation.

AETNA Agents are well versed in all matters concerning policy conditions and are to be found in every city, town and hamlet ready to serve policy holders, no matter where they may hail from.

Every policy holder should always carry his identification card; it guarantees attention from any AETNA Agent. The AETNA does business in all states.

The Harrisburg General Agency covers seventeen counties and is a fully equipped "Service Station" for policy writing and adjusting.

Confidentially, if you know of any guys who always buy cheap, I can tell them where to get automobile fire insurance for 60 cents per hundred even if the car is seven years old. While going down, go all the way.

Circulars and attendants will be found at the AETNA Booth at the automobile show—Command us for service.

Choose the best.
When in doubt stay out.

WM. S. ESSICK, General Agent
JNO. F. O'NEILL, AGENCY MANAGER
UNION TRUST BUILDING

National

—with airplane-type motor

The feature of the National Exhibit at the Automobile Show is the airplane-type motor, which we believe will outperform any other genuinely stock car motor in the world.

The full range of National body styles is available in both Six and Twelve Cylinder Models

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Eighteenth Successful Year

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