

ARMLEDER TRUCK IS WELL BUILT

Many Strong Points Brought Out in This Two-Ton Truck

The Armleder Company, of Cincinnati, Ohio, who are the manufacturers of the Armleder Trucks, are pointing out the exceptionally strong points in the manufacture of their truck, that it is claimed will greatly lengthen their durability and usefulness.

One of the strongest features pointed out is that the patented springs. Each leaf of these springs is made of the finest Vanadium steel, triple heated; full length with no spring shackles, automatically adjusted to light or heavy loads. These springs are guaranteed to be replaced if broken or remain reflected after unloading.

Another strong feature is the radius rods. These radius rods are welded at the front end and wear-in parts are bushed. They run parallel with the propeller shaft and relieve the universal joint of end thrust and transmit the power to the frame in such a way as to prevent pushing on the propeller shaft.

Armleder frames on the two-ton truck is made of one piece of heavy steel in channel 6½ inches wide. They are very heavily braced to avoid distortion, known as sheering out of square. There are no cross braces to hold it perfectly true. This is an important factor, inasmuch as "sheering out of square" is a common occurrence. Backing the wheels against a curb, running into a rut, backing against a platform and many other unavoidable things help to do this.

A unit power plant is the power equipment which house all moving parts. The fly wheel is not exposed, oil is not thrown about nor can mud get on to throw it out of balance. The torque of the frame cannot throw it out of connection to the transmission without the use of rods. The power plant is mounted on three points by means of cross bars hinged to front of crank case and bushed.

These trucks are made in two sizes, the 2-ton and 3-ton models. They can be adapted to any line of business. Any kind of body can be placed on the chassis. They are being introduced by H. A. Boring, Welding and Brazing Company, with show rooms at 94-96 South Cameron street.

National Auto Show as Year's Barometer

Those who look to the New York Automobile show as the barometer of the year's business are commenting on the showing made by the Hudson Motor Car Company, the retail sales of the Super-Six exceeding that of last year by 50 per cent.

Close observers have long recognized the accuracy with which business conditions for the coming year are forecast by retail sales at the New York Automobile Show.

It is more than any other show in the country, unless it be the show at Boston held during the last week in March—is a retail affair and occupies but negligible attention so far as dealer interest is concerned.

New cars and new models receive their first introduction to the public at New York. The attendance is made up principally of persons connected with the automobile trade, only as buyers and users. Any new car, any new device, gets the greatest attention at New York. That does not mean, however, that new cars and new inventions receive the buying support of the New York Public.

The New York show draws its patronage from approximately one-tenth of the population of the country. The crowds which surge into Grand Central Palace are in proportion to the population of the territory as attend some other shows. But the individual buying interest is far greater. The car which is given the greatest buying attention will be the one which will receive greatest patronage throughout the following year and in all parts of the country.

This is the sixth successive year that Hudson has led all cars in its price class in actual retail sales at the New York Automobile Show. The largest number of retail sales for any one show were made two years ago when the Super-Six was first announced. The retail sales of the New York Hudson distributor for himself and his then two branches approximated 120 cars and year Hudson did a surprisingly large business.

Economy of Hupmobile a Strong Talking Point

The new car is distinctly a Hupmobile, yet there is about it such a degree of individuality that motorists may not immediately appreciate the family resemblance. The windshield has been slanted and a slightly sloping speed line from back of rear seat to top of radiator is incorporated in the body design. The color is Hupmobile blue, somewhat lighter than in previous models. The hood, fenders and running gear remain black as before. By means of the perfected "flood" process now in use in the Hupmobile factory, an absolutely uniform finish of high luster and extreme durability has been obtained.

The term "comfort car" is derived primarily from the unusual degree of riding and driving comfort produced by improvement of all control operations. But that comfort in this case has many other features. It is needless to emphasize the fact that appearance, performance, economy of operation and durability are all "comfort" from the standpoint of mental satisfaction.

Economy in the new Hupmobile has been worked out along the lines suggested by the members of the Petroleum Board at Washington, who suggested in a late bulletin a 20 per cent. reduction in the consumption of fuel, a completely heat-jacketed but a necessary mark for all automobile makers to aim at during the coming year. Preheating of air before it reaches the carburetor, heat jackets to insure perfect gasification between the carburetor and cylinders, adjustments to obtain the leanest mixture, a hot spark at ordinary driving speeds, are four of the major points emphasized by Mr. Bedford.

These points have been amply and adequately covered by the builders of the Series R. A stove for warming the air before it reaches the carburetor, a manifold, an adjustable carburetor, and the latest generator ignition are special features of the new Hupmobile. These features, combined with reduction of six hundred pounds in the weight of the car, give slightly more than 24 per cent. deduction in fuel consumption in the new model over previous models.

On the score of durability and general sturdiness of construction, although the necessary test of time is lacking, it is safe to say that the Hupp Motor Car Corporation would not put out a car that would fall below the high material and manufacturing standards which they themselves had so much to do with establishing in the automobile business.

A 15 per cent. better performance on all points than the immediately preceding Hupmobile model is the somewhat startling assurance given by the manufacturers concerning the Series R. Yet with the motor showing a horsepower only slightly less than the previous motor and a car six hundred pounds lighter, increased performance ability is undoubtedly possible.

The new Hupmobile remains in the same general price class that it has occupied for the last several seasons, but will sell at a figure considerably below that set on the preceding model.

Light Car Vogue Developed by Much Engineering Toil

By CHARLES D. HASTINGS, Vice-President and General Manager, Hupp Motor Car Corporation.

Up to a few years ago excess power, riding comfort, the refinements of fine finish and luxurious upholstery were almost entirely associated with the heavier types of cars. However, as the users of light cars, as well as those who formerly had been accustomed to the bigger cars, began to see many of the advantages of the light car over the big car, a demand sprang up for a light car that would include some of the refinements of grace, comfort and durability that had hitherto been available only in the costlier products.

In the meantime the automobile industry has been making great strides in the developments of engineering simplicity in the use of lighter metal and alloys, in greater ingenuity of body design that readily adapted themselves to this new movement in motorcar efficiency.

The first result of this new incentive of refinement in light cars was noticeable in better carburetors, higher-speed engines, that made the light car more flexible, more able to travel at greater sustained speeds, and still further emphasized the economy of light weight in the consumption of gasoline.

Next, the engineers turned their attention to strengthening the chassis, because they found that the chassis of the light car must be built in proportion that that of a heavy car.

The cars that have attained the best results in this respect are those which have followed the trend of simplicity in eliminating unnecessary parts.

The next step in the development of light-car efficiency was the improvement in riding comfort. The engineers of the more luxurious light cars to-day say that it is possible to so spring and balance a light car that it may ride over rough roads and make real touring speed in comfort where big cars are apt to jolt uncomfortably the passengers in the rear seat.

They found that the easy riding of a car depended on a low center of gravity and on the correct proportion of weight, under the springs to the weight above the springs; and that a car did not necessarily need weight to hold it down on the road. They also found that a car with a low center of gravity, namely, with its weight as near the ground as possible, consumed the least power over the same obstructions; in other words, that it would run with less fuel consumption, or weight and with less road shock than other cars.

The last and crowning effort toward improving the quality and appearance of a refined light car lies in the development of body design. The up-to-date automobile body engineer has so economized body space, to take care of the shorter wheel-base and the relatively smaller size, that it is possible now to get front room and leg-room in both the front and rear seats that the rider and driver of former years could look for only in the larger and heavier types of cars.

It is now possible to buy a relatively light car at the lowest price which insures the best in engineering, material and workmanship.

vim Trucks Are in Universal Demand

The demand for small commercial trucks is greatly exceeding the supply if all reports concerning trucks are true. Every merchant in the United States has given thought to the fact that the automobile is fast supplanting the horse as a means of delivery. When taking everything into consideration, speed, cost of maintenance, durability, use under all conditions, and numerous other points, it is plainly seen that in time to come the automobile will play even a bigger part in our national business than it does at the present time.

At the end of 1917 there were in use 42,000 vim trucks. This statement is backed by the Vim Motor Truck Co. of Philadelphia. They manufacture light delivery trucks for any line of business. Boyd equipment can be secured to meet any demand that is placed upon it.

There are over one hundred and twenty-five vim vans now in use in Harrisburg and vicinity. Andrew Redmond, the local distributor, is very enthusiastic in speaking of the future for these trucks. They are becoming better known in Harrisburg each day, and Mr. Redmond predicts that 1918 will not be a backslider when it comes to the number of Vims sold. He has on display three models at the auto show that cover a number of different business uses. It is only necessary for the purchaser to stipulate the kind of body desired in order to have a well-equipped car for his business.

MOTOR CLUB TO MEET

The regular monthly meeting of the board of governors of the Harrisburg Motor Club will be held at club headquarters, 109 South Second street, to-morrow evening, at 8 o'clock.

\$2,524 WORTH OF LIVESTOCK SOLD

Adams County Brothers Dispose of Large Number of Hogs, Lambs and Poultry

Gettysburg, Pa., Jan. 31.—Raising of livestock is a paying proposition with some of the farmers in Adams county as the result of a sale made by rural people disclosed. Pecker Brothers, in Liberty township, sold ninety-six hogs, forty lambs, five calves, twenty-eight turkeys, eleven cockerels, nine geese and three ducks, all born, raised and fattened on their farm since February 17 of last year, and received for the lot \$2,524. This represents an average daily meat production of almost 37 pounds for every day of the year. In addition to this there were slaughtered on the same farm for home consumption 1,500 pounds of pork, 400 pounds of beef, thirty-seven chickens, forty-one rabbits, forty-nine squirrels and nineteen quail.

Drives Show Car 594 Miles Over Icy, Snowy Roads

Arthur Holmes, president of the Holmes Automobile Company, of Canton, Ohio, drove a car of his design nearly 600 miles in a first test trip, with bad weather, worse roads and an untried engine, in order to show it in New York, a few weeks ago.

The Holmes car, on exhibition for the first time at 62 Vanderbilt avenue, at Forty-fifth street, passed with flying colors the difficult endurance test.

"When I left Canton at 7 o'clock last Saturday morning," said Mr. Holmes the other day, "I was driving for the first time a completely assembled Holmes car. The engine had been put in the chassis only the day previous, and before installation had not even been run on the block. Not a man in the factory could turn over that stiff engine.

"There was a bitterly cold wind and mountain climbing was the order of the day as soon as we had passed Pittsburgh. From that city to Uniontown and from Uniontown to Hagerstown we made our way along the heavily drifted slopes and the snow-covered tops of the Alleghenies. The main travel roads were hard enough, but we lost ourselves between Pittsburgh and Uniontown. Turning into a road so bad that finally not even our shovels could help us, we had to pull ourselves behind a detour through a field.

"It must be remembered that this is a performance of an untried engine and car. There is one climb near Uniontown seven miles long, with a ten per cent grade. Yet, we had not a particle of engine trouble. And during the entire trip the only adjustment necessary was that of a lively push rod, which was a design of our own. Of course, we had to adjust the carburetor according to atmospheric conditions.

"Yet the roads were in such bad shape that I counted more than twenty wrecked cars and trucks between Hagerstown and Philadelphia, which had capsized on the ice. I had to run into the ditch to avoid one big truck, which lay on its side across the mountain grade.

"We made the trip in good time for our exhibition here and reached New York with the Holmes in perfect condition. I was sure we should win."

Holmes has the distinction of striking a new note in the automobile show season. For fifteen years about, in the exhibit of the Packard Motor Car Company, a magnificent car, B. V. Harrington, manager of the local branch, exults as he tells of this really luxurious new model. There are lines of spirited beauty, lines that allure with their grace and sparkle in their free movement in the new Packard. From the stand-

MANY INTERESTING SIDES TO 1918 AUTOMOBILE EXHIBIT

After many centuries of fruitless wandering, Diogenes has at last reached the object of his quest. Diogenes, you know, was a searcher for the honest man. He rambled around to the Auto Show in the Emerson-Brantingham building last night, threw a quarter over the glass counter to the pretty little lass who sells tickets and heard her say, "Three cents additional for war tax, please!" His world-weary eyes roamed around the show and finally he met George B. Zech, who sells the Buick.

"Tell me about the Buick," said Diogenes. "Look at the car; it speaks for itself," exclaimed Zech. "Eureka," shouted Diogenes. "I have found him, the honest man."

Seriously, the Buick is a great powerful car which has caught the eye of many prospective purchasers. It occupies a prominent place on the first floor of the building. Jovial George Zech is always willing and ready to tell about the fine points of the car, to his many and eager listeners.

"To-morrow night will be 'Ladies' Night,'" J. Clyde Myton, manager of the show announced that the Champion Male Quartet will sing from 8.30 to 10 o'clock. The quartet is one of the finest in the city and a large crowd is expected to hear them.

"Big oaks from little acorns grow," runs the old saw. "Tis the truth," quoth J. Glen Gehr, of E. Mather and Company, as he pointed out his salesman, J. L. Nowland and J. W. Knerr, who were playing with the balloons. You will find them as members of the aviation corps some day.

Good Sales

"Sure we've had good sales," chorused I. W. Dill and M. T. Shearfer, who sell the Republic truck. "These machines sell themselves." "This is the truth, judging from the number of people who buy them."

The beautiful Fleetwood runabout, in the exhibit of the Packard Motor Car Company, is a magnificent car, B. V. Harrington, manager of the local branch, exults as he tells of this really luxurious new model. There are lines of spirited beauty, lines that allure with their grace and sparkle in their free movement in the new Packard. From the stand-

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Lamps, Fenders, Hoods, Bodies and Windshields

Nuss Mfg. Co.
11th and Mulberry Sts.
HARRISBURG, PA.

TAG DAY OBSERVED

New Cumberland, Pa., Jan. 31.—Tag your shovels day was observed here by the pupils of the school yesterday.

WILL ENTERTAIN CLUB

New Cumberland, Pa., Jan. 31.—The T. W. B. Club will be entertained at the home of Miss Mar-

CADILLAC

If you drive a Cadillac, then you know the exhilaration of stepping on the throttle of a fine car that fairly leaps with power. But the great, lasting satisfaction comes with knowing that the ability is there—although you may seldom need it.

CRISPEN MOTOR CAR CO.
311-315 S. Cameron Street
HARRISBURG, PA.

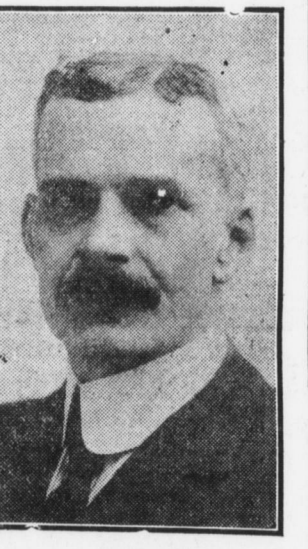
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If you will choose from among well-known, medium-priced cars, you will choose the Chandler—for what it is and what it does.

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



Andrew Redmond
TEMPORARY OFFICE
1507 N. Third St.

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Oakland VIM DELIVERY CARS

Sensible 6

The VIM puts delivery on a practical basis. It is built for delivery only.

The chassis sells for \$845. Complete with Open Express body, \$915, with Closed Panel body, \$955. Twelve standard types of body. All prices F. O. B. Philadelphia.

815 Sales and Service Stations in the United States.

Will occupy beautiful new store rooms in the Evangelical Publishing Company's Building as soon as completed.

Shown as it Really is at the Automobile Show.

Touring Car.....\$990 Sedan (Unit Body).....\$1190
Roadster.....\$990 Sedan (Unit Body) 1490
Roadster Coupe.\$1150 Coupe (Unit Body) 1490

AT THE SHOW ALL WEEK ARRANGE FOR DEMONSTRATIONS

UNIVERSITY CLUB MEETING

The bimonthly smoker of the University Club will be held Saturday night, Professor H. M. J. Klein, of Franklin and Marshall College will speak. University of Pennsylvania Day will be observed next Tuesday, when a luncheon will be served at the club dining rooms, front and Market streets. Professor William McClellan, of the Wharton School of Finance, and David E. Tracey, president of the Harrisburg Pipe and Pipe Bending Works, will speak.

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Cleveland Caterpillar Tractor

The New Sensation in the TRACTOR
a Duplicate of the British Tank Machine

Harrisburg Hurlburt Auto Co. Trucks

4-Wheel Drive Duplex