

VALUABLE HINTS FOR LONG DRIVES

Hupp Motor Car Corporation Tells How to Care For Cars on Cross-Country Runs

With freight equipment scarce, and with every one determined to give the government absolute right of way on our railroads, automobile drivers are the rule instead of the exception. Not only are these drivers being conducted by groups of dealers, but prospective owners find it pleasant to make up a party and come to Detroit and drive away their own cars. It would seem timely, then, to give a few simple instructions to these amateur pilots, some of whom have had very little experience in driving at all, and most of whom have had no extensive experience in cross-country driving over strange roads, especially in parties or squads. These suggestions are drawn from the experience of the Hupp Motor Car Corporation in supervising scores of drive-aways in the last two months.

First, as to the car itself. Regardless of the rigid inspection given before they leave the factory, each driver should assure himself by personal inspection that the crankcase is filled with lubricating oil, the gasoline tank filled with fuel, the radiator filled with water, and the tires properly inflated. If the motor is a type that lubricates under pressure, he should see that the oil gauge is registering properly. If the car carries a separate compartment in the gasoline tank, as all cars should, the driver should make sure that he is not driving on the reserve when he starts out.

Once on the road, the driver

should rigidly refrain from driving faster than twenty miles an hour for the first two hundred miles, and faster than thirty miles an hour thereafter until at least the five hundredth mile. Nothing will ruin a motor quicker than driving it at excessive speeds when new.

If there is a party driving away, one driver, preferably the most experienced, should be chosen as the leader, and after the route has been determined, the other drivers should follow this driver conscientiously. Cars in line should be driven in sign of each other, especially where there are many forks and turns in the road. It is likely to lead stragglers astray. A few moments spent in waiting for the car behind at such points save hours spent in locating lost members of the party. Many pilots find that it takes time to carry a bag of confetti to be scattered along the right road at double points. At night a ball of waste, soaked in kerosene, lighted and thrown in the middle of the road, serves the same purpose.

If possible, in every drive-away party there should be one mechanic. In large parties, his expert advice should have nothing to do but ride in one car after another throughout the trip. Frequently he can make on the spot minor adjustments which, if neglected, might lead to serious trouble. Every driver should be on the lookout for any unusual behavior in his car or its motor. Upon the appearance of anything of this kind he should immediately stop and see that the attention of the mechanic is called to it and the trouble corrected before proceeding.

It adds to the pleasure of a drive-away if, as far as possible, the distance to be covered each day is predetermined and arrangements made by telegraph for accommodations at the end of each day's run.

There are many other things which a pilot in a drive-away will pick up as his experience increases, but the suggestions given above are the most important, and, if carefully heeded, will make drive-aways not only pleasant but actually beneficial to the cars thus driven.

ADOPT SIZE OF CAR TO BUSINESS

Delivery Problem Demands Careful Consideration and Utmost Attention

Andrew Redmond, local agent for the Vim Motor Truck Co., made the following very interesting remarks about delivery the other day:

"So much has been written and said concerning the motortruck and the delivery car that most general discussions have a real value to their readers. The place of the commercial vehicle is now too firmly fixed and too certainly assured of a successful future to call for any indulgence in generalities. The first thing that any purchaser of a motortruck should find out is just what is the average volume of his business or at least just what is the volume of his business that requires delivery. The small merchant looks at his problem from the viewpoint of daily delivery, whereas some big businesses look at the problem from a standard of two or three deliveries weekly. Each, of course, gets a different view because his business requires a different standard.

"It would, of course, be quite absurd for a businessman to expect a half-ton truck to make satisfactory and constant delivery of a number of pieces of merchandise weighing five or six hundred pounds each, and it would be equally unsatisfactory for the average retail grocer to make his deliveries in a two-ton motortruck. In either case, however, there is economy or efficiency because one man would wear out his truck by forcing it to carry a burden any heavier than it was designed and the other would be constantly sending out his truck carrying only half a load or less.

"Consequently, a businessman must look at his delivery problem with the eyes for his business alone, but must find out, if he makes daily deliveries, approximately what is the volume of merchandise carried on each trip. It will be easy enough for him then to determine just what delivery unit is best suited to his needs.

"Overloading is not economy. Almost all manufacturers of trucks provide for the inevitable overload, but they do not encourage the practice, as it tends to shorten the life of the vehicle and impairs its efficiency. Occasionally it is unavoidable, but constant overloading will sooner or later compel the owner of a truck to pay for its abuse.

"If the volume of merchandise per trip ranges from two or three hundred pounds to eleven or twelve hundred pounds, then the merchant's needs will be best met by a half-ton delivery car because that is the unit that will operate most economically and efficiently for that volume of business. If he finds that each load will weigh from 1,500 to 2,500 pounds, then he must have a heavier delivery unit, but he should not invest in a truck that is designed to carry a constant load of two tons because he will be paying for operating expenses for which he is receiving no return. The research or traffic engineering department of any reliable motortruck company will be glad to co-operate with any merchant and help determine what his needs may be. Only in this way can the motortruck fulfill its whole duty to its owner."

ARMLEDER TRUCK "GOING THROUGH"



The above reproduction shows an Armleder truck on a national Highway "somewhere in Ohio." The foreground resembles a plowed field and very ably illustrates the adverse conditions through which the dealers of the East have to go

in bringing trucks and touring cars "overland." This picture was taken a couple of weeks ago when a large fleet of Armleder Trucks were brought to Harrisburg by R. G. Danner of the Harrisburg Welding and Brazing Co., the local distributors for the Armleder.

First Motorized Artillery Thrills Camp Custer Chiefs

By CHRISTY WALSH
Camp Custer, Mich., April 25 (Special).—All dressed up in regulation camouflage, and capable of going into position while under fire, the first motor-hauled battery of field artillery in America, and perhaps the world, chugged itself past General Kennedy and staff on the parade grounds here this week. The event was the first brigade review in honor of General Kennedy, new commandant at Camp Custer.

The first in line was a famous Hot Spot Chalmers equipped with wireless standards and other reconnaissance attachments. The other cars, including factors and trucks, were covered with heavy roofing paper in such a cunning manner as to perfectly simulate the armored fighting car. The improvised periscopes and ugly rifle muzzles protruded through the open turrets, and the general impression as observed by the alleged correspondent was one of genuine terror. But terror was not the only suggestion, for the sight was a tribute to the great American automobile industry, and indeed a noted accomplishment for the far-sighted and progressive energy of Colonel H. E. Cloke, commanding the Three Hundred Thirtieth Field Artillery, and the commander of the One Hundred Sixtieth Brigade.

Although the experiment has been in progress for nearly two days, the brigade review was the first official appearance of a model motorized battery completely armored and equipped for the fighting in trench warfare as so practical have been the results and so startling the possibilities that it is generally conceded this pioneer unit may be a definite step toward permanently sweeping the stale trench system into a moving conflict of automotive artillery.

Notwithstanding it is generally admitted that it costs the United States Government more to support one horse than it does to support one man, and despite the miracles already performed by motorcars in battle, three-quarters of our Army officers and three-quarters of our enlisted men still prefer the old-fashioned motor-hauled battery, and especially of one of such a type proposed.

22 Cadillac Cars Used at One Movie Studio

Motorcars long have been an important part of the equipment of motion-picture production studios, and of the individual film-folk, but as a rule the cars in use at studios some times represent a dozen different makes. The exact opposite of this is true at the Hollywood (Cal.) studio of the Famous Players-Lasky Company, where twenty-two Cadillacs are owned by the company and various executives and stars.

Motion picture people have an excellent opportunity in their daily work to observe the actual performance of cars other than their own. Their trips to locations where scenes are filmed are frequently hard runs, and they can see how their own cars and the others behave. The fact that so many Cadillacs have been put into service at the Hollywood studios, both by the company and the players themselves, is a testimonial to the car's efficiency in the exacting and continuous service demanded.

The latest Cadillac added to the fleet at Hollywood is a sage green Imperial limousine for Cecil E. De Mille, the producer. Other Cadillac owners at the same studio include Mary Pickford, Jack Holt, Allan Dwan, John Fairbanks, Sessue Hayakawa, Julian Eltinge, Jack Pickford and James Young.

The Cadillac has a vogue among motion picture people in other quarters, as evidenced by the fact that a list of owners includes Edna Mayo, Olga Petrova, Dorothy Kelly, Sidney Drew, June Elvidge, Emily Wehlen, Earl Williams, Henry B. Walthall, Clara Kimball Young, Stuart Blackthorn, Thomas H. Ince, Hobart Bosworth, Oliver Morosco, Blanche Lasky, Donald Crisp, Mrs. D. W. Griffith, Robert North and the Essanay Film Company.

USA WHERE

Don't envy your friends who have such bright, new looking brass beds, chandeliers, etc. in their homes.

At small cost we can replate and refinish your old pieces so they will defy the most critical examination—they will look like new.

We replate gold and silver ware, also repair and refinish auto lamps, radiators, band instruments, etc.

NUSS MFG CO
11th & Mulberry Sts
Harrisburg, Pa.

Firestone Tire and Rubber Co. Subscribes to Bonds Through Local Branch

The local Liberty Loan committee were pleased to receive a telephone call from the Firestone Tire & Rubber Company of this city, asking that a representative call for an interview.

J. H. Dutch, local manager for the Firestone Company explained that his Company has always gone "over the top" on every occasion where the Government and people of the United States required co-operation and in an effort to help the City of Harrisburg reach its 3rd Liberty Loan quota the Firestone Company yesterday morning subscribed \$5,000.

This amount, added to the subscriptions of \$630, received from the employees of the Firestone Company's Harrisburg Office, aided materially in reaching the city's quota and is an excellent example of the spirit of the entire organization.

Mr. Dutch further stated that the Harrisburg Branch has given three of their "loan boys" to help Uncle Sam lick the Kaiser.

Sunshine Garage Will Move to Larger Quarters May 1st

When the Sunshine Garage and Repair Shop removes on May 1 from their present location, 82 South Cameron street, to 27-29 North Cameron street, they will have one of the best-equipped repair plants in the city. Up-to-date in every respect, modern equipment, every facility to take care of all kinds of repair work—and expert mechanics to do the work—the Sunshine will be better able to care for their rapidly increasing business.

The proprietor, J. L. Riggio, Jr., knows the automobile thoroughly and from a long experience is able to diagnose and remedy the many little troublesome things that by nature occur to this modern vehicle of travel. He has eliminated guesswork from his important branch of the automobile business.

The motor car owner to-day, as a rule, does not have time in the rush of business to look after his car when adjustments are necessary and relies upon the experienced automobile repairman to take care of him. In this respect the Sunshine Garage is amply able to look after the big as well as little jobs requiring expert service.

Use McNeil's Pain Exterminator—Ad.

Cadillac Supremacy—More Secure Than Ever.

During these times when substitutions and make-shifts run rampant everywhere, it is refreshing to find an example of increased excellence.

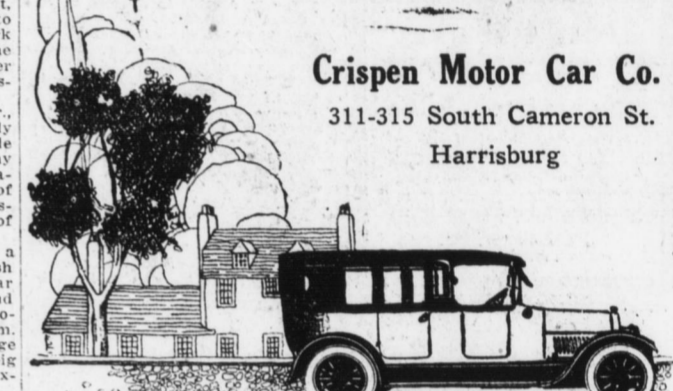
War does more than weed out the weak and unworthy, it searches out strength and stability. Only the strong can meet the super-strain that is imposed.

The test of war-time conditions has only served to assert more forcibly than ever the supremacy of the CADILLAC. For fifteen years Cadillac cars have been built with painstaking precision. The present car is the best ever produced by the Cadillac Company.

Every component part is the work of a specialist, and each part, especially designed and adapted to bring about perfection in the whole, makes the Cadillac fit to withstand the daily demands upon your motor car. Weak points, inherent with any car of the last decade, have been long ago eliminated, hence repairs are reduced to a minimum.

The Cadillac can be handled with the greatest ease. It is a favorite among women who drive. The many points of Cadillac superiority can be seen best through a personal demonstration.

May we expect you at the showroom?



Crispen Motor Car Co.
311-315 South Cameron St.
Harrisburg

Announcement

The Sunshine Garage

82 S. Cameron Street
WILL MOVE MAY 1st
To Larger and Better Quarters
27-29 North Cameron St.
One Square North of Market St.

We will have a completely equipped machine shop for all kinds of automobile, machine, ignition and carburetor repairing.
Your patronage is respectfully solicited and satisfaction is guaranteed.

J. L. RIGGIO, Prop.



The Cleveland Catpillar Tractor

Not Only Plows, but Does any Kind of Towing,
Belt Work, Stationary Engine Work
AT MINIMUM COST AND MAXIMUM SPEED
Ask Us About Them

Harrisburg Auto Co.

Fourth and Kelker Sts.
REO—BEEMAN TRACTORS
HURLBURT TRUCKS DUPLEX 4-WHEEL DRIVE



Listen, Bill, Old Pal

I HAD MY CAR COMPLETELY OVERHAULED AT
The REX
Doesn't she spin along nice? Well, I'll just bet she does. Say, they certainly have SOME mechanics at the Rex. They sure can make a car run right. Believe me, the Rex for mine when I want my car fixed."

SERVICE STATION
King—Chandler—Oakland—Jackson—Vim Trucks
DISTRIBUTORS FOR PORTAGE TIRES
Guaranteed 5,000 Miles Dealers Wanted

Rex Garage and Supply Company
1917 North Third Streets
BOTH PHONES HARRISBURG, PA.

Motorcycle News

The contest committee which has charge of the National Motorcycle Gasoline Conservation Trials to be held May 4 and 5, has just announced the list of prizes.

A gold medal will be awarded the motorcycle rider making the best mileage in each class in each local Conservation Trial when there are twenty or more entries in that class. A silver medal will be awarded the rider making the best mileage in the event, and a bronze medal for the rider making the next best showing. A minimum entry of five riders is required for any one class and if less than twenty riders are entered a silver medal will be given as first prize and a bronze medal as second—there will be no gold medal awarded unless there are twenty or more riders entered.

There are four classifications of motorcycles. Class 1 consists of three-speed motorcycles having a piston displacement of more than thirty-five inches. Class 2 includes three-speed motorcycle-sidecar combinations having a piston displacement of more than forty-five cubic inches, the sidecar carrying a passenger weighing at least 120 pounds. Class 3 takes in solo motorcycles having a piston displacement of forty-five cubic inches or less, but not including motorized bicycles as defined under class 4. Class 4 takes care of motorized bicycles of standard make, and bicycles propelled by motor wheels or motor attachments.

In addition to the gold, silver and bronze medals offered for each local trial, the Federation of American Motorcyclists has put up three beautiful honor trophies—silver loving cups—to be presented to the three motorcycle clubs having the largest entry lists in the National Conservation Trials.

If there is no local motorcycle club in town, any group of riders can get together and organize a Gasoline Conservation Trial by getting in touch with the contest chairman for their territories, who will send them entry blanks, pamphlets of rules and regulations and all other necessary material without cost. All that is required is a minimum entry of five riders for any one class.

A rider does not have to be a member of the F. A. M. to compete in this economy test. If a conservation trial is not being organized locally now, write the nearest of these contest chairmen: W. H. Parsons, 430 Fourth avenue, New York City; P. J. Bailey, 538 South Clark street, Chicago; J. J. O'Connor, 845 Broadway, Los Angeles, Cal.; or W. M. Gladish, care of W. Gaenger, Ltd., Richmond and Sheppard streets, Toronto, Canada.

Pennsylvania Inspectors Rush to Buy Liberty Bonds

Employees at the locomotive inspectors' shanty of the Pennsylvania railroad at Maclay street almost mobbed J. Adams yesterday when he called for Liberty Bond subscriptions. The men had been anxiously awaiting his arrival and lost little time in signing up. This was one of the first units coming under enginehouse No. 2 to reach 100 percent. The inspectors include the following:

W. H. Keptford, gang leader; R. F. Wallower, J. F. O'Sullivan, J. R. Hall, M. S. McFadden, E. H. Myers, A. Yingt, W. C. Fox, T. Filby, A. F. Speece, L. Felber, Charles Smith, H. Minner, Charles Johnson, P. Schlick, sponger; H. K. Linville, hostler, and H. Snodgrass, keyman.



Commercial Bodies of All Kinds Made to Order

WRECKED BODIES AND FENDERS STRAIGHTENED

Woodworking & Blacksmithing



Auto Tops Refinished and Retrimmed

WRECKED BODIES AND FENDERS STRAIGHTENED

Woodworking & Blacksmithing

C. A. FAIR

Carriage and Auto Works 1135 Mulberry Street



Selden Trucks

Massive Construction in a Truck means **Power---Strength---Ability**

to give long, dependable, economical service—ability to do a hard day's work without strain.

SELDEN TRUCKS

are big, powerful trucks of massive construction. All their parts are standard and of the highest grade—made from the best material obtainable.

Selden "In-Built Quality"

trucks will keep on rendering profitable service when others give out.

Special Offer Until May 4th, 1918

We are desirous of doing all we can to aid the sale of LIBERTY BONDS and in order to do so we will devote 20% of each and every sale of a SELDEN TRUCK, during this present drive, (until May 4th) to the purchase of Liberty Bonds.

When you are buying a truck, it is not necessary to experiment, choose the Selden for good, solid EVERY-DAY service.

Come to our salesrooms and see the different models we have on display; convince yourself.

Selden Models

- 1-Ton
- 2-Ton
- 2½-Ton
- 3½-Ton
- 5-Ton

Worm and Internal Drive

Immediate Deliveries

SELDEN TRUCKS

IN-BUILT QUALITY

SELDEN TRUCK DISTRIBUTORS

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