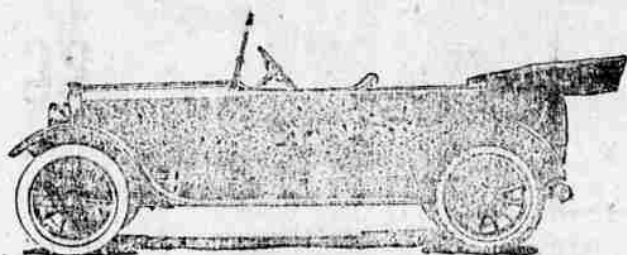


THE NEW Velie BILTWEEL SIX LINE

ESTABLISHES NEW STANDARDS OF MOTOR CAR BEAUTY

Nine superb body styles now clothe the latest Velie Bitwel Series. Every motor car enthusiast will appreciate the aristocratic lines, smart upholstery, choice coach finish, and wealth of refinement in those little details which please and satisfy and which experience only can produce.

It is generally admitted that Velie made more automobile history the past year than any other car, regardless of price. Now, with a range of models more extensive than before, satisfactory mechanically in every respect, and a development of body designs distinct and apart from the commonplace, all Velie friends, owners and dealers alike, will be proud of this new achievement. The Velie is by right of superiority the leader in the Light Six field.

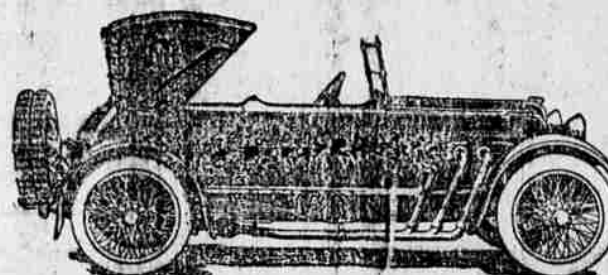


The Model 38—Five-Passenger Touring

In the body itself is the new Model 38 strikingly different, since the exterior features first attract the eye. The higher radiator produces a hood line almost horizontal back to the sloping shield, while the roll of the body side continues unbroken from the nose of the radiator to the rise of the rear seat. Both front and rear seat backs are higher and deeply cushioned over soft springs. The seats themselves tilt back comfortably and are upholstered in French plaits of real leather. In equipment and finish the Model 38 is a marvel of value at the price, and takes its place by right of superiority as the leader in the Light Six field.

DID YOU EVER STOP TO THINK OF THIS?

Your Velie is a business investment, and, in addition, it affords the pleasure of recreation trip or tour. It is a profit-payer, in the time it saves you in getting around, in the important hours and days it gains for you in rush errands or busy seasons. It is as safe as a bond in the value it maintains as a piece of merchandise. You can use your Velie constantly in the hardest kind of service—as long as you wish—and its re-sale value will still be high. This is proved by the exceptional prices used Velie cars bring—when they can be bought at all. You are money ahead from the day you own a Velie in the economy and reliability of its performance. "The Name Insures the Quality."



The Four-Passenger Sport Model

Every one turns for a second look at the Velie Four-Passenger Sport Model. It is hung very low, with low body and deep seats. Individual steps displace the customary runboards. The exhaust manifold extends through the engine hood and to the rear with a long, graceful sweep. A two-way valve permits the use of a silencing muffler, or gives free vent to the exhaust gases, as preferred. The Victoria top lends the final touch of individuality. At sixty, the Velie Sport Model clings to the road like a veteran. At six it throttles evenly and steadily without a miss or throb. Motor-car enthusiasts will readily judge the possibilities of this speedster by considering its power, light weight and thorough design.

OUR ACHIEVEMENT—Everyone interested in motor cars and their development has learned to recognize in each new Velie model a forerunner of style and a standard of worth by which all others are to be judged. Velie cars have long been representative of the best in engineering practice and design.

We now proudly submit to you nine new models on two chassis, each mechanically right, perfect in style and appointment, available in the body design of your preference, and above all, built and backed by one of the oldest and most substantial concerns in the industry.

VELIE MOTORS CORPORATION
Moline, Illinois, U. S. A.

HAYNES

The Haynes "Light Six" engine, introduced more than three years ago, is continued almost without change in the Haynes 1918 models. "It is a matter of much satisfaction to the Haynes Company that after forty months of terrific usage, only minor betterments in this motor have been required," says Charles McCrary, local Haynes representative.

The L-head type engine, with 3½-inch bore and 5-inch stroke, and a brake test of 50 h. p. is maintained. The intake manifold is cast integral with the cylinder block and is entirely surrounded by a water jacket. In this way the manifold is kept at a constant temperature, practically eliminating condensation. The air is heated before it enters the carburetor, by a box around the exhaust manifold, and with this the heavier fuels are better vaporized.

The lubrication is of the circulation-splash system in which oil is pumped directly to the main bearing pockets, the troughs into which the connecting rods dip, and the timing gear case. The circulation of the oil is by means of a piston pump, operated off the cam-shaft drive, eliminating noise.

The transmission is mounted with the motor as a unit and is unchanged with the exception of the gear ratio, and case alteration for mounting the starter. The ratio on low gear has been changed to give a greater tractive effort, called for in different localities.

The clutch is the standard 10-inch Borg & Beck patent, which is of the single driven dry plate type with a non-gran bushing carried in the flywheel to line up the transmission stem gear. The starting motor has been moved from the front of the motor case to the transmission to enable the use of a Bendix drive to a ring gear on the flywheel. This does away with the over-running clutch and chain. Through this many small parts are eliminated. The spring, which is a part of the Bendix drive, absorbs the sudden stresses in passing over the compression stroke and in the engagement for starting, prolonging the life of the starting motor.

OUR GARAGE IS MODERN AND WELL-EQUIPPED. WE SELL OIL, GASOLINE AND ALL ACCESSORIES. WE HAVE JUST INSTALLED A NEW HEATING APPARATUS—NO FREEZING IN OUR GARAGE. WE KEEP COMPETENT MECHANICS TO MAKE REPAIRS. OPEN DAY AND NIGHT. SERVICE IS OUR MOTTO

LA GRANDE GARAGE

Charley A. McCrary

La Grande, Oregon