

# IMPROVEMENTS IN DETAIL RATHER THAN IN ESSENTIAL FEATURES

## BUILDERS BEND EFFORTS TO PERFECTION OF CAR

New Body Lines Are Pleasing to the Eye—Niceties of Finish and Items of Comfort Are Emphasized.

### MECHANICAL CHANGES IN 1917 CAR ARE VERY FEW

Automobiles of greater and less degree and all attractive are to be displayed at Portland's Eighth Annual Automobile Show. To the man in the know the exhibit will be intensely interesting but the appeal to the layman is wide, indeed, for in this age and day to be wise in motor lore is a conversational necessity wherever one may be.

In running over the 1917 models the significant fact is noted that few major changes have occurred. Perhaps it was once the fashion among certain manufacturers to introduce radical alterations each succeeding season to tempt the owner who would be up-to-date. As a sales scheme, however, this practice has been generally dismissed and with the motor car perfection hastened by the intense competition of recent years, the different lines have become more or less standardized in essential features.

Details of finish and alterations making for comfort and attractiveness are common in the 1917 models and the new trend in body lines is general. Having for the time being reached a reasonable perfection in motor and other mechanical features, the builder is now striving to please the eye by turning out a product that is as stunning in appearance as it is reliable in performance. What has been done by the different manufacturers is noted in the accompanying symposium.

#### BRISCOE ADDS NEW MODEL

Machine Styled B4-24 Supplements 4-28 and 8-38.

During the past year Briscoe continued the 4-28 and the 8-38 models, and has added a single model styled the B4-24. This new model has a higher body, better streamline design and tilted windshield. It is regularly supplied with four body styles, five-passenger, four-passenger roadsters and the two-passenger runabout.

This model has a four-cylinder motor with 3 8/16 bore and 5 1/2-inch stroke. The cylinder block has the valves at the right and in the head, and uses Mayer carburetor, Splindorf starting motor and generator and a Connecticut distributor. The clutch is an inverted cone type, and the gears are on the rear axle. All bodies are mounted on a chassis having 105-inch wheelbase.

The aisle between the front seats of the four-passenger chummy roadster is equipped with a vertically swinging door that joins the two seats. This Briscoe feature does much to add comfort to the occupants of the front seats.

The Pacific KisselKar has prepared for the show some very attractive models of the Briscoe, both in the roadster and touring car.

#### BUICK LINE IS CONTINUED

Models Brought Out Last July Remain Unchanged.

BUICK models are a continuation of the models brought out in July, and are unchanged. At that time Buick returned to the four-cylinder car, bringing out the D-4-24 and D-4-36. The former is a two-passenger roadster at \$650, the latter a five-passenger touring car at \$665. This model follows characteristic Buick design, with valve-in-head motor 3 1/2 x 4 1/2. Although of overhead-valve design, this motor has a detachable head built in unit with the valves, a design that makes it possible to get at the valves when the head is removed, and at the same time gives a free opening into the cylinders.

The six-cylinder model mounts four body types, namely, two-passenger roadster, four-passenger, cabriolet three-passenger and seven-passenger sedan. Practically no changes over the mid-season models are incorporated in the six-cylinder cars at this time. The chief feature is the new exhaust manifold, instead of arching over the intake manifold, as formerly, it is lower and rests between the intake manifold and the cylinders. By this construction the intake air passes along the exhaust pipe, becomes heated, and thus better performance in winter driving. Among the other specifications are Marvel carburetor, Delco starting, lighting and ignition, cone clutch, three-speed gearbox, Weston Mott floating axle and 115-inch wheelbase.

The Howard Automobile company is showing the complete line in a most informing fashion, over in the northeast corner of the big drill hall.

#### THE 1917 CADILLAC EIGHT

Cadillac Eight for This Season Presents Splendid Appearance.

The Covey Motor Car Co. has received in time for the show the new Cadillac Eight, a car of wonderfully improved appearance. The first appeal is the long, low hung body and the splendid finish in every detail.

Certain improvements which are noted include depth of frame increased to eight inches maximum; wheelbase increased to 125 and 132 inches; greater accessibility between cylinder blocks, where carburetor and motor are installed; increase of one-eighth of an inch in size of valves; new belted type of piston, which increases strength and

still further reduces its weight, and improved clutch.

Mouldings have been eliminated from around the doors and from the hood; the upholstery being deeper and covering material is plaited instead of tufted; the spring suspension has been improved; new design head and side lamps, following the outline of the LaMothe Cadillac coat of arms, are distinguishing features.

With the new Cadillac is offered a greater range of body styles than ever before—11 in all. All cars have a wheelbase of 125 inches, excepting the three seven-passenger enclosed cars, which have a 122-inch wheelbase. Of the open cars there are four styles. The seven-passenger touring car, with disappearing auxiliary seats, may be considered the standard of the open body type. This is supplemented by a four-passenger phaeton, a two-passenger roadster, with disappearing rumble seat for two, and a club roadster, seating four. There are two convertible cars, that is, cars having permanent roofs and disappearing windows, viz., a seven-passenger touring car and a four-passenger victoria. The list of enclosed cars includes a four-passenger coupe and a five-passenger brougham, each with a 125-inch wheelbase; a limousine, a landaulet, and an imperial, each of seven-passenger capacity and 122-inch wheelbase, complete the line.

The specifications include Delco electric starting and lighting, a feature pioneered by the Cadillac five years ago. Autometer, clock, power tire pump, full tool equipment, etc., are also included.

#### DETAILS ARE EMPHASIZED

Chalmers Concern Concentrates Efforts on Manufacturing Problem.

Taking their light six practically unchanged from the 1916 to the 1917 season, the Chalmers company have been concentrating upon manufacturing detail so as to produce the design in the best possible way. Practically the only alteration in design is the use of larger brakes, the idea being to make the action lighter by reason of the greater diameter and, still more, to render the need for adjustment less frequent by reason of the larger rubbing surfaces provided. An interesting discovery made with the small six is that it has proved unexpectedly good in resisting the development of squeaks or rattles either in the frame or springs. This is attributed to the straight rail frame adopted when designing the new model a little over a year ago. The high speed ability of the engine has not led to any changes in the lubrication system, which is pressure to the main bearings and splash for the remainder of the engine, and the success of the engine is thought to be largely wrapped up with the aluminum pistons and the carefully balanced crankshaft. The latter is tested on a very simple machine of Chalmers' own devising and the stock product will make nearly 2000 r.p.m. without periodic vibration. This is without the use of counterweights, but with a straight, forged crank having curved webs. This gives very good results with the expense of counterweights, but it is considered probable that a method will soon be found of forging the shaft so that it is partially balanced without adding to its price. Of course, the lightness of the reciprocating parts and the stiffness of the

crankshaft are important factors in keeping down the bearing loads, but the Chalmers lubricating system is worthy of note, being the highest speed application of splash-pressure used on any American engine.

The car is on display in the booth of the H. L. Keats Auto company, state distributors.

#### CHANDLER IS UNCHANGED

Chassis Remains the Same—Finish Is Excellent.

The Chandler comes to the show with the same chassis which has been most enthusiastically received by the motoring public through all of 1916. There is not a single change in chassis design and the efforts of the builders have been devoted to improving the body where possible.

In the booth of the Gerlinger Motor company will be seen some stunning models, one of particular charm being a four-passenger tourabout with white wire wheels and Goodrich cord tires.

A fine grade of finish and a body which clearly shows the earmarks of the best body builders of the east supplement the mechanical detail of the car.

#### NEW CHEVROLET HERE.

Car Will Be Shown in Salesrooms On Upper Alder Street.

The Chevrolet will not be on the show room floor, but special open and closed models are to be seen in the rooms of the Benjamin Hoopes, company on upper Alder street.

The car this year has all electric equipment, speedometer and demountable rims as standard equipment. In certain mechanical details, the engineers have done some refining, but all in all the car had been so successful that it is very much the same as when the model four-ninety was originally brought out.

The factory at Oakland, Cal., is now taking care of the coast and is already figuring on an increased production. The new models of the Baby Grand, the larger car, will be out soon, and while much different from the models which formerly appeared under that name, they will be of even better quality than the cars of the past.

The big feature of the Chevrolet line is the valve-in-head motor. Another feature which demonstrates the high order of its assembly is the two unit starting and lighting system.

#### THE NEW COLE IS ROOMIER

Body Finish of 1917 Car Also Shows Improvement.

The Cole line in the display of the Northwest Auto Co., Oregon distributors for the make, shows some of the newer work in painting and body finishing which characterizes the 1917 automobiles.

Beautiful olive greens, grays and browns are some of the colors offered, with upholstery in each instance to match the color on the outside. The car is also roomier than former models, the space being acquired through better upholstery and thinning of side walls and seats without sacrificing strength or comfort.

The wheel base has been lengthened from 126 to 127 inches. The car is stronger, with some vital parts made

heavier. The engine is equipped this season with a new mechanical pump.

A late and improved Delco lighting and starting system is now used. Certain improvements in the motor have been added to the acceleration possibilities and economy. It is more powerful at any speed than formerly.

#### NEW BODIES FOR THE DORT

Mechanically This Year's Model Remains Practically Unchanged.

Dort cars are mechanically the same as they were a year ago. In a general way alterations have been made to improve the appearance and refine certain details to make the car more comfortable. Three new types of body have also been brought out, these being a sedan, a three-passenger roadster and a convertible sedan type applicable to the touring car body. The upholstery now conforms with the long pleat or pipe style, which is rapidly replacing button upholstery.

The Northwest Auto company, which controls the entire northwest on this car, is showing the Dort in many attractive models. One of the newest is a closed machine which gives much more of comfort and luxury than the price would lead anyone to expect.

The car, though light, demonstrates most agreeably on the roughest roads, the comfort being gained through long cantilever springs.

#### NEW FEATURES OF DODGE

Several Innovations Appear on Car of Unchanged Model.

There are many features that are of interest about Dodge Bros' car, although it is not a new model but a continuation of the car practically as originally brought out over two years ago.

A Delco ignition distributor is used; it, however, is not mounted on the generator, but is carried on a bracket on the upper part of the crankcase, the same as a magneto would be.

Accessibility of generator and pump-driving mechanism is a notable feature. It is not necessary to remove the whole timing-gear cover to adjust

the generator-driving chain or inspect the pump gear.

Another feature making for accessibility is the construction of the oil pump, which is so designed that it may be removed or replaced without disturbing any other parts. It is situated in the bottom of the crankcase or oil pan.

A feature which will appeal to the

repairman is the use of the removable valve-steam guides, and a simple tool has been designed for removing or installing them.

The car follows standard design throughout, the only real innovation being in the gearbox, which is so laid out that the countershaft does not rotate when high gear is engaged. This is an exclusive Dodge Bros. feature.

The motor is a conservative medium-speed design, with 3 1/2 bore and 4 1/2-inch stroke. The cylinders are cast in a block and the head is detachable. Lubrication is by circulating splash and cooling is by pump. A Northeast single-unit starting and lighting system of 12 volts is used, the cutout and voltage-regulating mechanism being in-

(Concluded on Following Page.)



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