

YOU WANT TO OWN THEM ALL

ATTRACTIVE EXHIBITS ARE TEMPTING BEYOND WORDS

Whether or Not You Are a Car Owner You Are Bound to Find This Year's Show Specially Attractive in Many Ways.

(Concluded From Preceding Page.)

they are now drilled in the lower edge of the bottom ring groove and also in the upper edge of this groove, with two holes at points 90 degrees around from the wrist pins in addition. The lower edges of the three ring grooves are chamfered. The connecting rods on the new model are now machined all over and the new crankshaft is made of chrome nickel steel with three counter-weights, electrically welded in place. Oiling is now by pressure to the timing gears, a pipe of the main lead terminating at the mesh point of the gears and putting a 3-16 inch stream at this point. One of the most radical changes on the new Oldsmobile is the mounting of the generator and fan on the same shaft.

GRANT SIX IS IMPROVED

Most Notable Change Is in Body Lines.

Although the most noticeable change over the previous Grant six is in the body lines, there are a number of mechanical improvements that help to make it a better car. A Wagner two-unit starting and lighting system replaces the single unit type and Remy ignition is fitted in place of that used in 1916 production. Stromberg carburetion gets a place along with a change in the fuel system from the cowl tank to a reservoir at the rear from which gasoline is drawn by Stewart vacuum feed. The bodies are quite changed. The radiator is rather high and unusually narrow and there is a boat-like sweep from this to the back of the rear seats. Grant has entered the inclosed car field with a convertible sedan and convertible coupe. In all bodies particular attention has been paid to roominess and provision for the comfort of the passengers. In attaching the gasoline tank to the rear, the same supports are used to carry the spare tires. This feature is found on the touring model. On the roadster the extra tire is housed in the rear deck. The Grant is one of the cars exhibited by the Manley Auto company and will be found on the second floor.

OVERLAND COUNTRY CLUB

New 1917 Model Added to Company's Line.

The Country Club model is one of the new Overland products for 1917. The motor has the same dimensions as the former model 75B, having four cylinders with a 3 3/4-inch bore and 5-inch stroke. In general the chassis is new. The feature of this model is its fine

streamline body, slanting windshield and well balanced appearance. The front seats are divided and may be readily adjusted to fit the driver. To do this it is only necessary to remove the front seat cushion, loosen a thumb screw and slide the seat to the desired position. The left hand seat may be turned around to face the tonneau in the same manner.

The Country Club comes with a regular equipment of Hook wire wheels, but may be mounted on wooden wheels if desired. The spring suspension at the rear is of the cantilever type. Among the mechanical differences in this model from the former Overland practice, is the oscillating type of gearshift lever. The gears are very easily shifted by a short throw of the lever. The car is furnished with a rich gray body, with long-grained upholstery and mohair top to match, and has black fenders and trimmings. The doors are wide, and front hinged, being provided with pockets for tools.

The series 88-4 and 88-6 have been improved by a fine streamline body with slanting windshield and disappearing tonneau seats. As an example of the refinements that have been added to the body-work is the rubber windshield cleaner that is part of the standard equipment. The side curtains, too, have been improved and now are provided with an attachment whereby the curtains open with the doors. The Boyce moto-meter is now part of the regular equipment of these models. Mechanically the cars have been little changed. The ignition system is now Connecticut instead of the magneto as formerly.

The changes that have taken place in the Overland series 88-4 and 8 have also taken place in the Willys-Knight 88-4. Formerly the top was of mohair but the 1917 model will come with a leather top. The seat cushions will be of long-grain leather having a high polish.

NEW PAIGE ROADSTER SHOWN

Convertible Two and Four-Passenger Cars Are Out.

The latest feature in the Paige products is a convertible two and four-passenger roadster which was announced for the first time at the New York show. This new body contains very unique and ingenious features of design. The top, which resembled a canopy type, is alterable either to cover the front two seats alone or the front and rear seats both. By a unique assembly the rear compartment may be entirely decked over when desired. The new series Paige includes a new

Stratford model 6-51, seven-passenger, in place of the Fairfield 6-46. Many attractive features have been incorporated in this model. The wheelbase has been lengthened three inches, with a better weight distribution. A heavy girder frame cross members has been added and supports the drive shaft in center of frame, adding great durability in driving line. The gas tank has been moved to rear of car with Stewart vacuum feed. Another new model is the 6-39 Lincoln, five-passenger, in place of the model 6-38. The changes are not radical, but include body changes, such as sloping windshield, new upholstery in which the leather is arranged in piping, better springs in the upholstery, leather door flaps and a double cowl. Prices have been increased \$120 on model 6-51 and \$85 on model 6-39.

CHANGES IN PACKARD CAR

This Year's Model Makes for Even Greater Comfort.

The 1917 Packard has pleased upholstery instead of tufted, disappearing rear seats, detachable cylinder heads and deeper frame sections, these being the principal improvements in a model which was new a year ago. The great shift lever is longer, the thermostat has been moved to the top of the radiator and the coils have been placed next to the timing gear case and the front end chain adjustment has been changed so that the work may now be done in half an hour.

The equipment includes Sparton horns, Waltham speedometer and clock, three sets of spare lamp bulbs, fuses and a battery syringe. Two extra demountable rims and a tire pump are included.

PIERCE-ARROW IS UNCHANGED

High-Grade Line Shows a Few Improvements in Detail.

In common with many of the highest grade manufactured in the world, the Pierce company very rarely makes radical changes. The three different

models are continued with a few detail improvements, the most obvious being the combination of the battery distributor with the generator and the change in the relative positions of the water pump and the magneto, the latter now being driven through the former, the idea being to use the water pump as a cushion to soften the intermittent torque of the magneto. Spiral bevel gears are now used in the rear axles.

The pressure used in the engine lubricating system has been increased a little, but in all others particulars the powerplants are the same as before. A new process is being used for cutting the teeth on the flywheel which the Pierce flywheels have for some time been of forged steel, so the teeth are not so liable to chip as with a cast-iron wheel, but the possibility has been still more reduced by raising the carbon content of the flywheel steel and hardening the rounded edges of the teeth. This hardening is performed locally, so that it is only the

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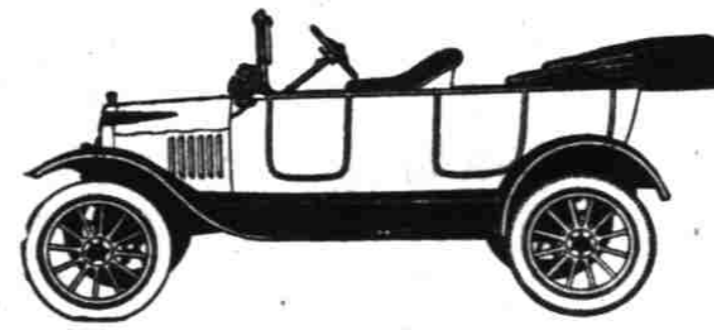
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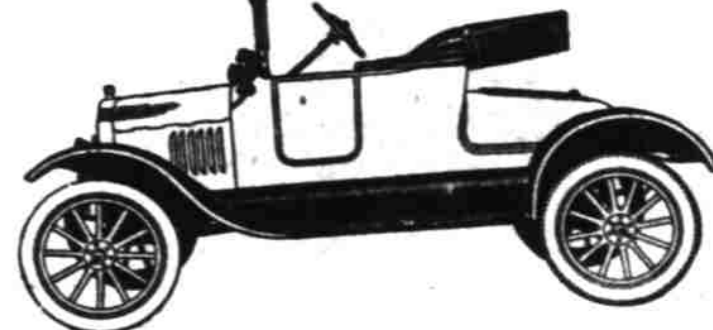
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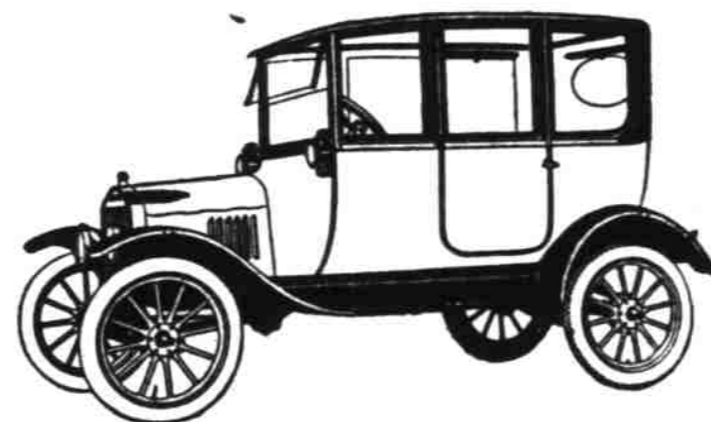
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