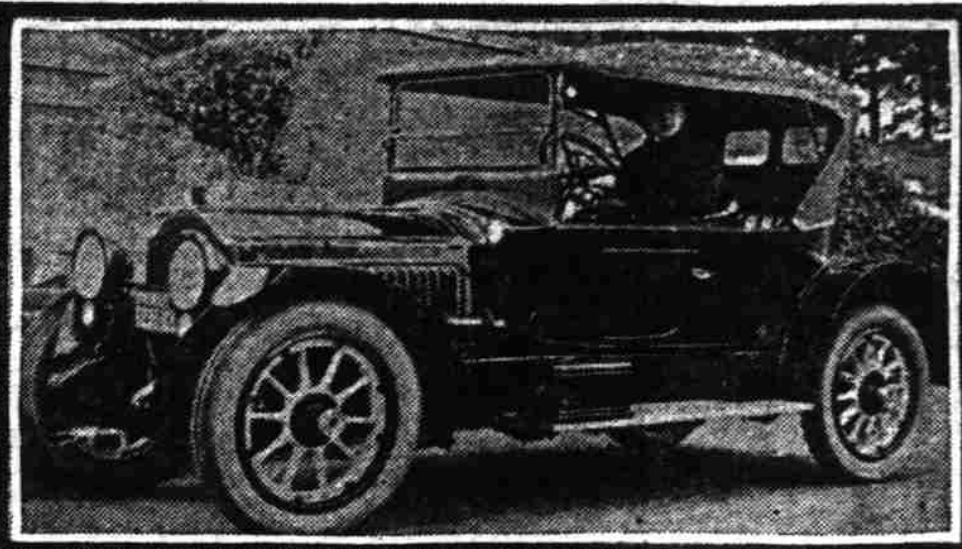


# BODY FINISH APPEALS

## COLORINGS ARE VARIED

Individuality Keynote Among Motors for Coming Season.



L. H. Reese of the local Packard representatives, at the wheel of the new Packard four-passenger tourabout. It is one of the most distinctive bodies to appear on the twin six chassis.

(Concluded From Page Five, This Section.)  
lips of the teeth which are carbonized. The model on the floor of the Pierce-Arrow of the Pacific shows the extreme of luxury which these high grade makers have built into their product.

### REO SIX AND FOUR CONTINUED

Models for 1917 Show Improvement in Body and Mechanism.

The Reo will continue its six and four of last year for the coming season. There are a number of improvements, however, in the car as compared with a year ago. On the six there is an entirely new body, with sloping windshield, auxiliary seat which now slides into the back of the front seat, new plated upholstery in place of the tufted, and better equipment, such as robe cords on the backs of the front seats and a top which is rounded off in the rear, giving a limousine effect. There is also more seating room in this car, the body being two inches wider at the point of juncture of the windshield. Mechanically few changes have been made. The engine is being provided with more complete methods of heating the air, and the inlet lifter mechanism has been improved, so that there is better guide alignment for the roller follower.

The crankshaft diameter has been increased somewhat and now transmits the drive through the new form of thermo coupling, which is placed between the motor and gearset. On the electric system the new Remy thermo-static regulation is used.

Throughout the chassis no changes of importance will be noted. Here and there little details have been altered, such as on the rear axle more forgings are used, particularly at the spring hangers. The Rayfield carburetor has been adopted.

On the four the body has been unchanged and the chassis has not been altered materially. The power plant has a few detailed alterations, such as fine on the exhaust pipe to pre-heat the air, the same valve lifter improvement as is on the six, and an improved type of Johnson carburetor. The clutch bushings are now sited positively and the new thermoid disk coupling has been placed between the motor and gearset. The four also has the Remy lighting system, with thermostatic regulation.

### SAXON FOUR AND SIX BETTER

Certain Alterations Noted That Make for Improvement.

The Saxon Four is shown this year with certain exterior alterations and there have been a number of changes mechanically which are significant. In the Six the most important alteration is the increase of the crankshaft to a diameter of two inches. Another important change in the Six is the shifting of the carburetor from the left, or valve side, to the right side, where it attaches directly to the cylinder block,

fitting oil pump has been obtained by changing the construction slightly. The rear axle has been stiffened and strengthened. The Oregon Motor Car company, which represents the Studebaker in the local field, has a complete line of handsomely finished cars in its exhibit.

### NEW VELIE LINE PLEASING

Attractive Bodies Distinguish This 1917 Product.

A complete line of attractive bodies distinguishes the Velie product. These models were announced last summer and will be continued without change.

In addition to the two and five-passenger models there is a four-passenger runabout, convertible sedan and handsome town car and several others. The larger six is made only with the seven-passenger body.

These bodies are for the small six, the large six coming only with the seven-passenger open body. The five-passenger touring car is improved in appearance by employing a roll edge around the top of the body. A slightly tilted windshield is standard on all models and just a suggestion of a double cowl. The lines are straighter and the whole exterior is smoother. There is an inch more room in the front and four inches more in the rear, due to giving the body a greater overhang.

The windows on the Springfield sedan may be moved up or down to any position and the door posts may be removed and placed in a compartment back of the rear seat. Headlight brackets are now riveted to the flanges and the lamps are tied together with a substantial rod.

The most striking of the models is the four-passenger runabout with divided front seats and sloping rear deck, which is folded up around the rear compartment, giving a motorboat effect. There is a town car of unusual good lines and touring sedan of Springfield type, a coupe, a two-passenger runabout and a cabriolet.

front and rear. The vibrating horns has given way to a Stewart motor-driven model in the hood.

The D. C. Warren Motor Car company is exhibiting several models at the show.

### WINTON FOR INDIVIDUALITY

Many Important Options Can Be Exercised by Purchaser.

No change has been made in either of the Winton sizes. The Winton is very carefully finished for an exclusive clientele. The owner is encouraged to suit his taste in details of finish and equipment and consequently numerous options are offered without ex-

tra charge. Not only are the body colors optional, but also the selection of the leather or the upholstery. The carpet is a detail for the owner to decide. Even the position of the seats, height from the floor and so on, will be made according to the owner's will, thus the front seats may be moved back for a tall driver or moved forward for a short one. Five wire wheels are optional equipment.

The exhibit here includes a most luxurious closed car and several of the "personality" colored cars. A full line of closed cars is manufactured. A. C. Stevens, manager of the local branch of the Winton company, is exhibiting several stunning models in the Winton booth.

and the gas passages are cored within the casting.

Heretofore, the carburetor was on the left. Similar to the Four, Wagner starting and lighting is now used on the Six. There is also a change in the ignition, the Remy distributor being used in place of the former ignition system, with the drive taken vertically off the camshaft at the center of the engine at the right side. To increase the life of the valve springs they are now made of chrome-vanadium steel, which greatly increases their resistance against fatigue. Another chassis change on the Six is the increase of the brake drum size from 11 to 13 inches. A point of interest on the Saxon is that it is one of the few cars using patent rings on the pistons as separate operations. The fenders are black, and these colors combine to make a very striking job.

### NEW STUDEBAKER FEATURES

Improvements in Four and Six Good Selling Points.

Both four and six-cylinder Studebaker models are wonderfully improved, from the dealers' standpoint, in that they have many additional points which may be regarded as strong selling features. Mechanically the cars are about the same.

From an exterior standpoint the most striking feature is the use of a gun-metal finish, which calls for 25 separate operations. The fenders are black, and these colors combine to make a very striking job.

Unusually comfortable auxiliary seats are provided. They are large, well upholstered and are provided with arms, and instead of disappearing into the floor or back of the front seat, which is difficult with a divided aisle model, they fold under the rear seat. Putting the seat in place is the work of a moment.

The body has been improved in several small particulars. Pads are now used on the doors. Upholstery is semi-grained, straight-grain, genuine leather, with curled hair, and the tonneau carpet is woven and bound with leather. The top is silk mohair with leather edging, and a new Yale switch lock of the pin tumbler type has been added to guard against theft.

The headlamp mounting has been improved both in appearance and strength. The lamps are now held by brackets, which are riveted to the fenders, and the wiring comes up through the center of the bracket. They are mounted on ball and socket joints and are adjustable, so that the point at which the light strikes the road may be changed.

Mechanically the improvements are very slight. Probably the most important is the reduction of 12 1/2 per cent in the weight of the pistons, making them five ounces lighter. Thus vibration has been reduced. A tighter

Accessability is a feature of both eight and four. The latter has the carburetor mounted high where it is readily reached. The only other unit on this side of the motor is the starter and it is easy to inspect or remove it.

On the other side of the motor is the distributor and coil at the front and generator further back. It is easy to inspect, adjust or remove any of these units. To scrape out carbon it is simply necessary to take off the cylinder head. Removing carbon from the eight is a simple matter because the heads

are also removable. The Braly Auto company is showing the Scripps-Booth in a beautifully finished color job.

### SCRIPPS-BOOTH ATTRACTIVE

Improvements Make for Beauty and Accessibility.

Unusually attractive body lines characterize the Scripps-Booth, which is noted for its easy riding qualities and fine appointment. The four-cylinder runabout is unchanged in line, being identical with the original car of this model brought out two years ago. The eight-cylinder follows the same style of design, but is naturally somewhat different because it carries a four-passenger body with divided front seat. In the eight the windshield is slightly tilted.

One of the features of both four and eight-cylinder motors is the easy adjustment of the enclosed overhead valves, this being accomplished by turning a nut protruding through the top of the cover plate after the oil cap has been removed. Consequently, the valve may be adjusted while the motor is running.

Accessibility is a feature of both eight and four. The latter has the carburetor mounted high where it is readily reached. The only other unit on this side of the motor is the starter and it is easy to inspect or remove it.

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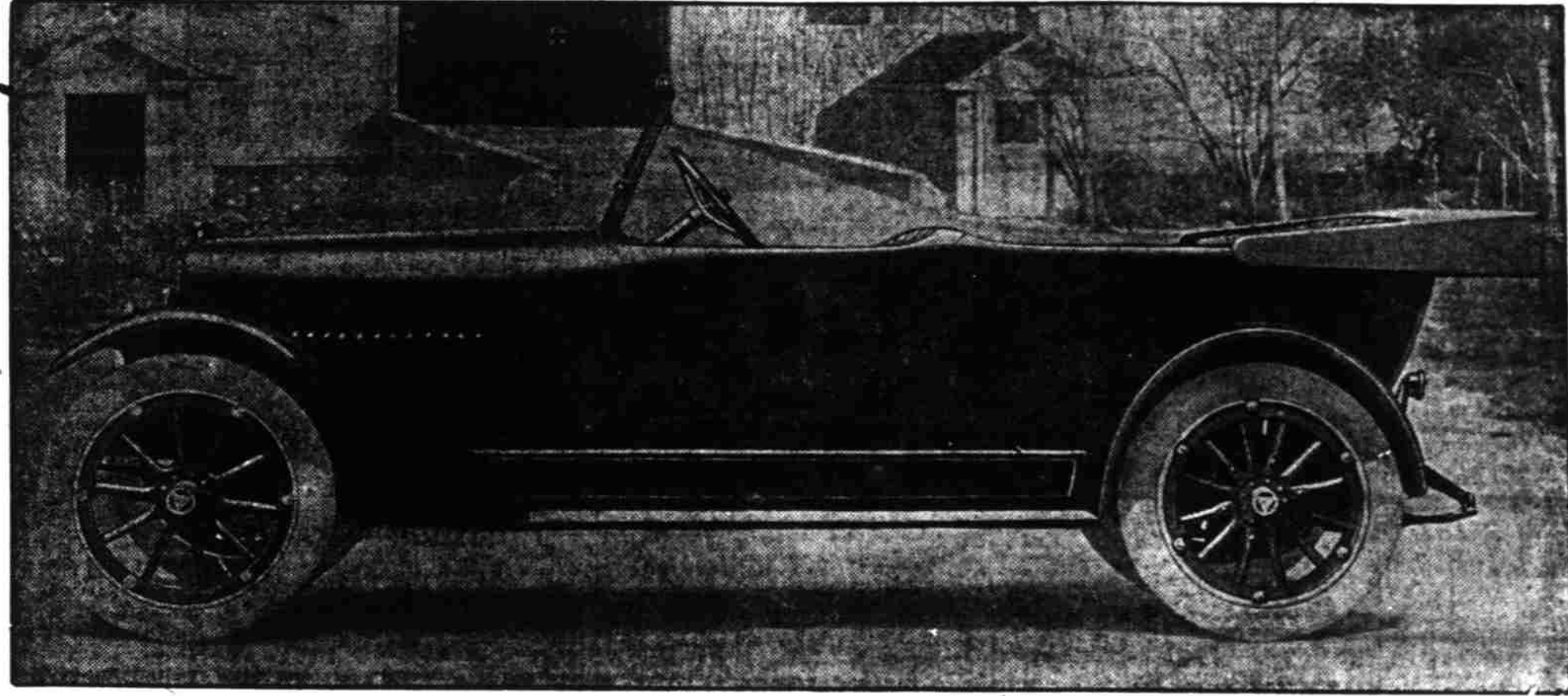
At the Portland show, the Saxon will be found in the booth of Houk, Beasley & Walker, the local representatives.

San Francisco Los Angeles  
Oakland Sacramento

Stretchless Inside Tire Co.  
MANUFACTURERS OF  
Stretchless Inside Tires.

Made from Service Stretched Fabric. Patented  
Phone Bldg 1648. 82 N. Bldg, Portland, Or.  
We will be pleased to explain our proposition to  
the Out-of-Town Trade. We are but four blocks  
from the Armory.

# Hudson Super-Six Star of the Show



- The largest-selling front rank car—
- Holder of all worth-while records—
- The pride of 25,000 owners, masters of the road—
- The best performer, in all respects, that the world has ever known—
- Winner of the Pike's Peak hill-climb—
- Breaker of the 24-hour endurance records by 52 per cent—
- Twice the breaker of all ocean-to-ocean records in one 7000-mile round trip—
- Solver of the problem of motor vibration—
- Reducing wear and friction to almost nil—
- Adding 80 per cent to motor efficiency by one epoch-making invention. That is, to power and endurance—
- The car that stopped the trend toward Eights and Twelves when the Six limitations proved disappointing.
- The car which, through its patented motor, gave the ruling place to the Super-Six—
- The smoothest-running motor built—
- The most powerful, size considered—
- Possessor of the only supreme feature which one maker has ever controlled—
- The handsomest car, the most luxurious car that modern skill can create—
- In eight beautiful open and closed body types.

A year ago the Hudson Super-Six made its debut at the Show. It was then—as now—the center of attraction. But then as an unproved stranger. Now it appears with all the chief laurels of Motor-dom. As conceded ruler of the finer-car field. As the one car for men who take pride in the best car. As the only permanent type on exhibit.

HUDSON MOTOR CAR COMPANY, DETROIT, MICHIGAN



## Boss & Peake Automobile Co.

615-617 WASHINGTON STREET

## This Beautiful Body Is the Creation of World-famed Designers

# Velie

The New  
**1917**  
Biltwel



**\$1085**

BY comparison, in the most exclusive company, the new 1917 Velie Biltwel shows style and distinction that give the most critical owner just cause for pride. Many assert that it is the most beautiful body ever designed for a light Six. With greatly increased room, with the finest leather upholstery—with more power than ever, with Timken axles, front and rear—push button starter, it would be difficult indeed to say how this car could be improved at twice the price. Come and see it—ride in it—and decide for yourself.

Eight Body Styles—A Body for Every Need, Town and Country

See the VELIE LINE at the Show. Our booth is directly opposite the main entrance to the drill hall.

VELIE MOTOR VEHICLE COMPANY  
Moline, Illinois

D. C. Warren Motor Car Co.  
OREGON DISTRIBUTORS.  
52-54 N. 23d Street, Portland, Oregon. Main 790.

### 1917 Biltwel Features

- Eight-cylinder Velie-Continental Motor
- Timken Axles front and Rear
- Removable Cylinder Head for Inspection
- Valve Gear in Motor—no chains
- Speedometer—Dry Disk Clutch
- Shockless Drive—no motor torque arm
- Spur Gears in Floating Rear Axle
- Remy Automobile Lighting—Push Button Starter
- Double Bell Headlights—Dusklight
- All Wires Enclosed in Metal Conduit
- Rear Gasoline Tank—Vacuum Feed
- Simple Bowditch Gear Shift Lever
- Patented Body—4 Locks Lower
- Unusually Wide Doors—easy to enter
- Conveniently Located Spare Tire
- Conveniently Located Spare Tire
- Light of Weight—Removal of Fuel
- Everything in and on—ready for the road