

LEXINGTON SHOWS NEW 'T' MODELS

Series With Ansted Engine, Winner of Pikes Peak Climb, on View.

The Lexington Motor Company of Comersville, Ind., presented yesterday at the show the new line of Minute Man sixes, series "T" models, after keeping their details secret for many months. These cars, the company announces, are new from the ground up and embody advances in engine as well as body design and construction.

There are only three models in the "T" line—the touring car, a seven passenger "job"; the salon sedan, also seven passenger, and the four passenger sedanette—all of which are on display at the Lexington booth in the Automobile Show.

Of first importance is the power plant. The new series "T" models are equipped with the new Ansted engine, announced after two years of painstaking work and exhaustive tests.

The new motor is of the overhead valve type, which has been proven in months of block tests, in thousands of miles of grueling trials over every kind of road and in such national events as the Pikes Peak hill climb.

In this latter event Lexington specialists, equipped with the new Ansted engines and driven by men who had never before piloted a car in a race, finished first and second in both major events and were more than a minute ahead of the nearest competitor. Yet only five seconds separated the winning Lexington specialists, proving conclusively the uniformity in performance of their engines.

In the design of the Ansted engine 50 per cent. more power has been made possible than in the conventional engine of the same size. It is stated. Large valve openings and overhead valves have always meant greater power, but it has meant, too, greater noise. In the new Ansted engine this larger valve opening and overhead valves have been made possible and without the usual noise. This has been accomplished by means of a newly designed rocker arm and specially designed cam.

Another new feature of the series "T" models is a larger body, seating five passengers ordinarily, but provided with two unusually comfortable auxiliary seats, which disappear completely in the back of the front seat when not in use. The wheel base is 128 inches, and all body types are mounted on the new chassis. Another new feature is a multiple disc clutch which does not require adjustment for wear, and which will make appeal especially for city driving. This clutch, designed and produced exclusively for Lexington, is carried inside of the flywheel and protected by the flywheel housing connecting the engine and the transmission. The clutch differs from most clutches of this type because the milled asbestos friction rings are not riveted to either the driving or driven plates, but float between them when the clutch is disengaged. Therefore both sides of the plates present a wearing surface instead of one, and the life of the clutch should be doubled thereby.

Matching the motor under the hood the bodies of the new models are pleasingly distinctive. Because of the strength of the series "T" frame it has not been necessary to use a cumbersome body shell. The doors therefore have been carried to the bottom edge of the body, giving the appearance of unusual length and lowness. The doors have square edges which harmonize with the general lines of the car.

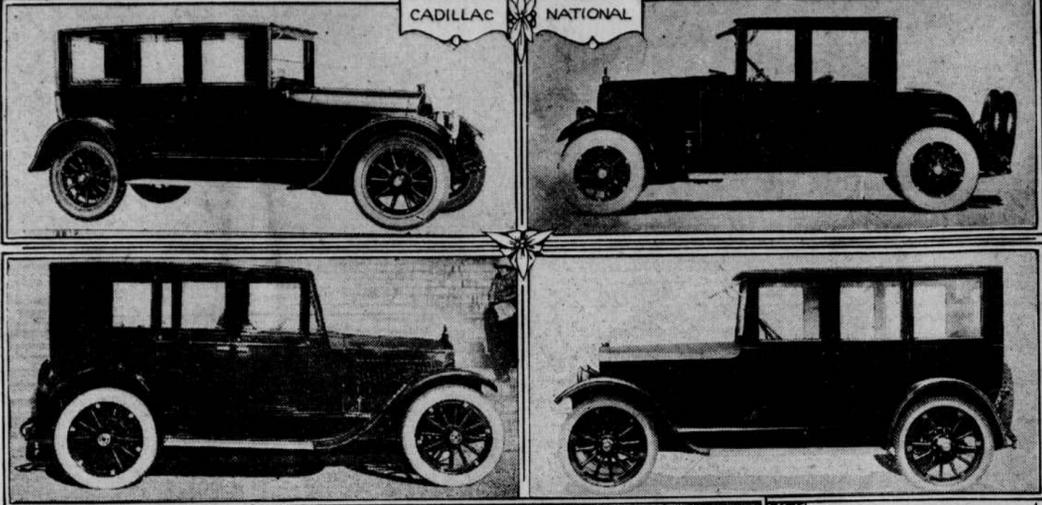
The doors have outside handles so that they can conveniently be opened while the side curtains are on. Latches are of the anti-rattling type. The doors are fastened to the open edge of the body but at the bottom along the sill. As the door is not attached to the open edge there is no opportunity for annoying rattles.

In keeping with the striking appearance of the car a triangular plate set in the centre of the instrument board panel carries all the gauges and instruments where they can be conveniently reached by the driver and perfectly illuminated at night.

Exclusive Lexington improvements such as the one finger emergency brake, the Moore multiple exhaust system and the Lexington's two way headlamps, a vacuum controlled oiling system and a vacuum controlled cooling system are standard equipment on the new car.

In addition to the new series "T" line the Lexington Motor Company is continuing because of the popular demand for them all of the series "S" models, which include the five passenger touring car, the five passenger Lex sedan, the five passenger sedan, the four passenger coupe and the "Thorobred" sport model.

Closed Cars Are More Popular Than Ever.



CADILLAC NATIONAL PACKARD SIX. VELIE

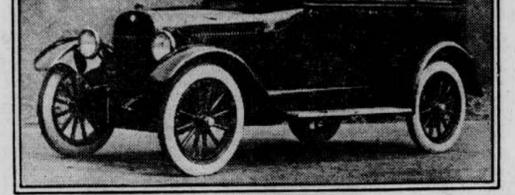
A Few Questions

E. T. STRONG, general sales manager of the Bulk Motor Company, would like to know: Why does a shrewd business man drive at desperate speed over rough roads, try to beat a railroad train to a crossing, dodge around a street without warning, when he knows that a sound business maxim is to take things slowly?

Why does a man cautious in handling his own property, home or office, instantly required drive away from the repair station and take all manner of chances?

Why does a man think it is an accomplishment to drive with his brakes, or think his perfection as a driver depends on how quickly he can jam them on and bring his car to a halt?

Why does a man who would not abuse his own property, home or office, abuse his automobile, a costly investment, which depreciates just in proportion to the wear it gets?



CHALMERS

STEPHENS MOTOR POWERFUL. FRANKLIN STOCK RECORDS.

Complete Combustion of Gasoline Makes Engine Economical.

The feature of the Stephens chassis is the Stephens perfected overhead valve engine. Its six cylinders, 3 1/2 by 4 1/2, develop fifty-seven-horse power at 2,500 revolutions per minute. Through the medium of a larger valve opening this engine is one of the most powerful and yet economical internal combustion engines yet designed.

The engine carries practically its own gas making plant. A large vaporization wall and superheating chamber, located in the head of the engine, vaporizes, dries and heats the gas to a high temperature, resulting in quicker ignition and the total burning of each charge.

Because of this perfect combustion Stephens owners get the last inch of mileage out of gasoline. Because of the perfect combustion the heavier portions of the fuel are consumed with the lighter. They are not allowed to run down cylinder walls into the crank case, diluting the engine oil and endangering bearings. Neither are the heavier portions of the fuel permitted to form into carbon, reducing engine efficiency. The walls of this chamber are exhaust heated.

The shaft driven oiling system, varying the oil feed according to the speed of the engine, the better compression obtained by the enlarged bearing surface between the second and third rings of the piston and the bronze bushed wrist pins are other features.

The Borg & Beck plate dry disc clutch is continuous.

Brake rods are run directly back from the pedals and operate upon arms from near the centre of the axle housing. Spring cap oil cups replace the ill-favored grease cups on spring bolts. The gasolene tank, of twenty gallons capacity, is reinforced to prevent bulge or collapse.

The rear springs of the Stephens are underdaring, permitting of a more equitable distribution of weight upon all four wheels. This has made for greater balance, with more economy and greater road ability.

The Auto-Lite system for ignition, starting and lighting and U. S. L. thirteen plate batteries are continued. These batteries have 115 ampere hour capacity. Flek cord tires and standard equipment.

"We believe these Stephens models are the best we have ever produced from the standpoint of mechanical perfection, beauty, equipment or style," General Manager H. J. Leonard, of the Stephens Motor Works, says.

KELSEY EMBODIES MANY NEW IDEAS

Has Friction Type of Transmission and Internal Gear Drive.

New ideas and improvements are always cropping up in automobile design and construction. This is demonstrated once more in a car just placed on the market which embodies two radical departures from conventional construction.

This car has a straight line shaft drive, friction clutch and transmission with final gear drive through a jackshaft to internal gears embodied in the brake drums on the hubs of the rear wheels. All parts are enclosed and the gears run in oil. The inventor of this unusual combination of engineering principles is C. W. Kelsey, vice-president and general manager of the Kelsey Motor Company, of Newark, N. J.

The Kelsey employs the friction type of transmission, admittedly an ideal method of speed change mechanism under proper working conditions. It is also the first passenger car to use internal gear drive, although this has been used in motor truck axles for several years.

An idea of the simplicity and economy of this design may be gained from the fact that it does away with the ordinary clutch, gear transmission and master bevel gear and pinion in the rear axle, together with the necessity for heavy lubrication at these points.

Its advantages from the car owner's viewpoint are stated to be unusual smoothness and silence of operation; remarkable flexibility and positive traction at all times; reduced operating and maintenance expense; simplicity and ease of operation, and freedom from vibration with a consequent decrease in wear of the parts. Where a car of the conventional type loses 25 per cent. of the power of its engine between the flywheel and the road wheels when travelling on high gear, the Kelsey loses only 13 per cent. It is not necessary to shift to neutral position when the car is brought to a stop.

There is nothing experimental about the new car, as every part has been worked out in detail after careful research, numerous experiments and practical tests extending over seven years. Body styles include a touring car, runabout and sedan.

AUTO RACES IN OLD AGE.

After it had travelled 100,000 miles some boys in Los Banos, Cal., took an old Chalmers car, cut off the body and fitted a racing body. Then they stepped out and won a 35-mile race at a speed of better than 65 miles an hour, defeating a number of special racing cars.

A 500 mile low gear run was made in August by Ralph Hamlin through the Imperial Valley of Southern California. The engine was never once stopped, although the heat was so intense in some parts of the desert that the thermometer registered at time 125 degrees Fahrenheit.

A new road record, too, between New York and Montreal, was set up by Johnny Banks when on July 1 he made the 398 mile run at the rate of 42.11 miles an hour.

The Franklin record for economy was well illustrated by the experience of W. C. Helbig, a Franklin owner of Comstock, Wis., who made the round trip between Minneapolis and Los Angeles, a distance of 5,148 miles, with a transportation cost of only two and a half cents per mile. The gasolene average was 21.5 miles a gallon, and not a single puncture was met with on either leg of the journey.

SEES BIG MOTOR BOOM IN SPRING

Stutz Sales Manager Warns of Probable Car Shortage in March.

By T. L. MARSHALL.

Sales Manager of the Stutz Motor Car Company of America, Inc.

Far sighted dealers should stock their salesrooms with cars now in preparation for the opening of the selling season in March. The dealer who will be empty shelved is the one who will suffer.

When the buying season does open dealers will be making a mad scramble for cars which the factories will be unable to supply, because, according to figures recently released, there is to-day only a forty-five day supply of cars in the hands of factories and dealers. On

top of this, the outlook for rapid railway transportation is not too bright.

Railway Age predicts acute congestion and car shortage within a few months, and all shippers are being urged to ship now, while 20 per cent. more business can be handled because of such favorable operating weather.

The entire automobile industry has been marking time. The demand for cars has not been heavy. There are predictions that the public may overplay its buying strike. There are many signs to indicate that when the public gets back into a buying humor it will find a shortage of supplies which may in turn bring about a rise in prices.

The shortage will be due to partial or entire suspension of operations of factories. Because of the light demand for cars the automobile industry has reduced its forces within keeping.

When big production starts again it will be slow work. New men will have to be broken in, and this takes time. It is estimated that it will take from two to three months for the automobile industry to get ready for peak production.

And, of course, few factories will even start this production until the orders begin to filter in from dealers. This will mean that the dealers cannot possibly be supplied with cars, and they

will be going into the big buying season without an ample supply of cars. During the buying season, there will be an abnormal demand based on normal conditions. Everybody wants to have their cars first.

When the public demand for automobiles slumped it had its effect all the way down the line to the ore fields. Production was halted, incoming material held up, parts manufacturers were hard hit, and their suppliers, and the firms that supplied them, all the way back to raw material were affected. It will take time to get all these essential parts working again in coordination.

We would impress all dealers with the necessity of having an ample supply of cars when the buying season opens.

AUTO PUTS RAILROAD OUT.

Harry J. DeBar, local Maxwell Chalmers distributor, is in receipt of a letter stating that the Ocean Shore Railroad of California has been forced out of business by the automobile. The railroad has applied for permission to operate on the increased use of trucks and passenger automobiles.

MAXWELL TRUCK FIGURES.

Two thousand replies to a questionnaire sent out by the Maxwell truck department gave an average total mileage of 15,713, daily average 36.5 miles; average load, 2,647 lbs.

Generally Conceded to be One of the World's Three Finest Motor Cars



TO THOSE who respond to the finer phases of engineering, PREMIER, with its demountable cylinder sleeves, aluminum motor, and other niceties of construction, makes an irresistible appeal. Meanwhile the artistic sense is gratified by the car's ultra fashionable rakishness of line and startling beauty. Finally, when you put the car in action, you realize what connoisseurs mean when they say unreservedly that "PREMIER is one of the world's three finest cars." The quiet, every-ready and speedy service rendered by this princely car is instantly appreciated by those used to better things.

METROPOLITAN DISTRIBUTOR
A. G. KAUFMAN MOTOR CAR CORP.
1776 Broadway New York City

DONAHUE MOTOR CORP.,
Bedford Ave. and Fulton St.,
BROOKLYN, N. Y.

PREMIER

THE ALUMINUM SIX WITH MAGNETIC GEAR SHIFT

BUYERS LOOK FOR FULL EQUIPMENT

Realize Price of Car Is Deceptive Unless Details Are Included.

"We find that the critical owner of to-day looks for completeness of detail, appointment and equipment that makes a complete car and eliminates the necessity of having to spend several hundred dollars extra after purchasing the car," says Sidney B. Bowman, local Kiesel distributor.

"The result is that purchasers give equipment as close attention as the chassis or motor, its lines, finish or appearance. Apparently they figure that if a car is not completely equipped the purchase price does not really represent its real cost.

"So that the buyer does not have to go into the open market and buy different items of equipment, Kiesel equips his cars with features which most cars list as extras but which are regular Kiesel equipment, such as cord tires, wire wheels, mudflaps, bumper, clock, Spanish leather upholstery, etc. In fact a car's true value can be ascertained only by making a close comparison as to its equipment.

"In designing the new models Kiesel is displaying at the automobile show the one idea was to produce a car of distinctive and exclusive design and finish, a chassis and motor of advanced engineering development.

"Such distinctiveness calls for original body designs in which must be incorporated graceful appearance, tailored refinements and elegant appointments."

BEAUTY • STRENGTH • POWER • COMFORT

The small-car sensation at the show

HAYNES fifty

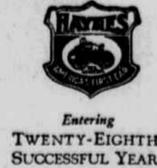
FIRST SHOWING OF THIS WONDER CAR

The light-weight car—five-passenger—with big-car power and superiority. It represents the advantages of Haynes manufacturing and selling methods in its high-grade quality at its price of

\$1985

F. O. B. KOKOMO

We confidently believe it the greatest value ever offered at that figure. Be sure to see it with the other beautiful Haynes cars. Space A-29, Grand Central Palace.



Entering TWENTY-EIGHTH SUCCESSFUL YEAR

1893 • THE HAYNES IS AMERICA'S FIRST CAR • 1921

Whatever else you may observe, we can predict that your first inspection of a Liberty will give you a distinct impression of quality

LIBERTY

And even with the hundred and one advantages you are sure to find in the details of the car, that single impression will persist, because it is the very letter and spirit of Liberty construction.

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At the Show Grand Central Palace