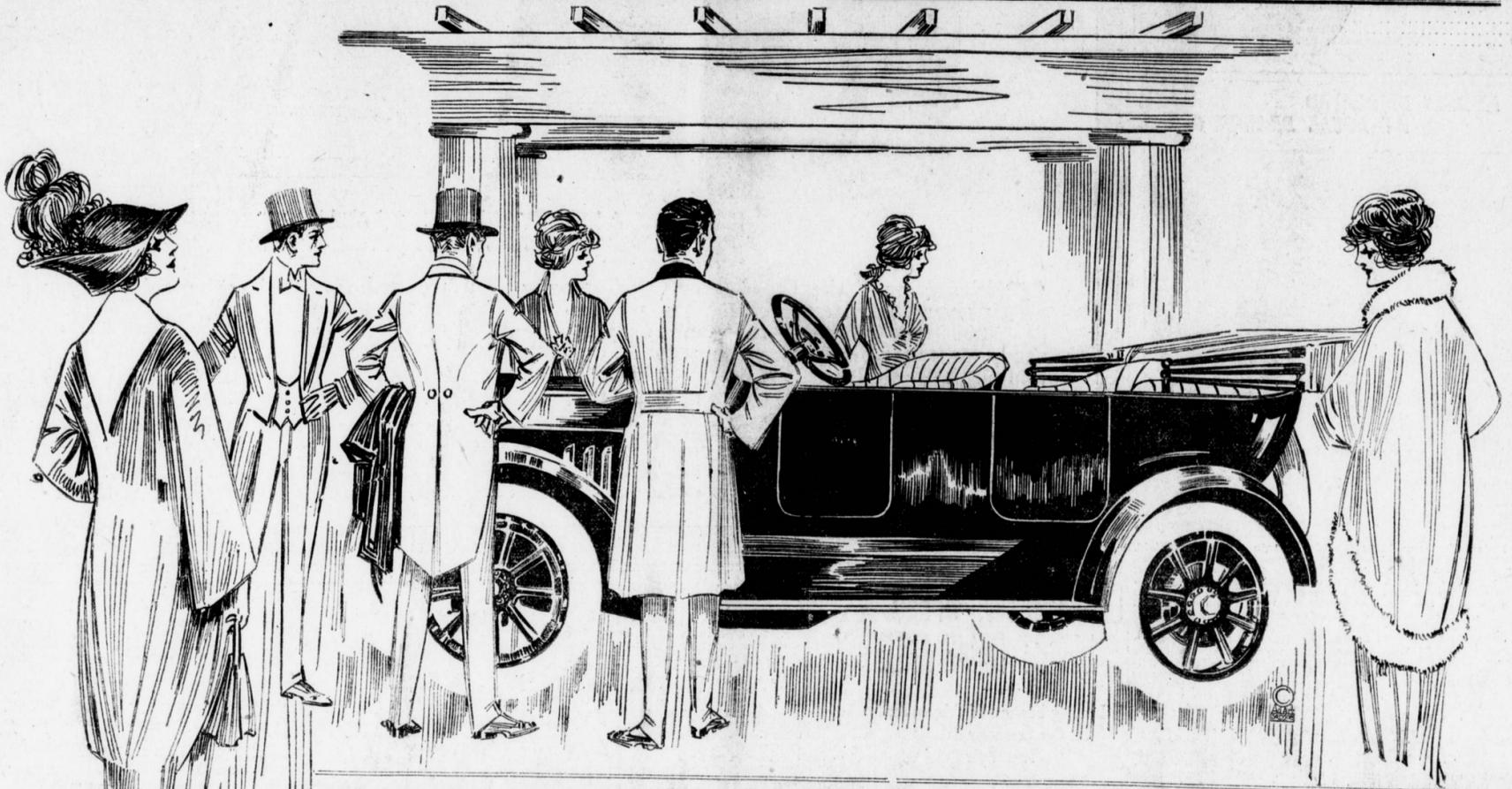


# Automobile Number

HARRISBURG  TELEGRAPH

HARRISBURG, PA., SATURDAY EVENING, MARCH 14, 1914.



## HARRISBURG AUTO SHOW FOR 1914 OPENS TONIGHT WITH FINE LINE OF FAMOUS CARS

Accessories and Motorcycles Also Occupy Large Place in Displays; For Variety and Make Local Exhibition Compares Well With Those of Philadelphia, Pittsburgh and New York; Rex Garage Beautifully Lighted and Decorated

**W**ITH every foot of space utilized in the largest building available, the Fifth Annual Automobile Show of the Harrisburg Automobile Dealers' Association opens this evening in the Arena-Rex building at Third and Delaware streets and will continue every day and evening until Saturday, March 21, inclusive. More different makes of cars are shown at this exhibit than at any other preceding local show. Others who had signified their intention of exhibiting were disappointed because Harrisburg has no building sufficiently large to accommodate a display worthy of Pennsylvania's most important railroad distributing point and capitol city. Representatives from the various manufacturing concerns, who are here to attend the show, and who take in the exhibits in larger cities, say that Harrisburg is becoming known as among the cities having the best automobile shows outside of the large metropolitan centers.

The floor plans this year are practically the same as last year, with arched doorways connecting the two adjoining buildings. The lighting facilities are greatly improved by the aid of large arc lights inside and out in front of buildings. Prizes will be awarded each day in a similar manner to last year, and Updegrave's orchestra will supply the music. J. Clyde Myton, director of the automobile exhibit, for the third successive time, has made every possible arrangement to have this show excel any preceding one, and coming as it does just before the opening of the spring season the show should prove profitable to the exhibitors in the sale of motor vehicles and accessories, as well as interesting and entertaining to the general public and prospective buyer.

### CARS TO MEET ALL REQUIREMENTS

There are cars there to please the owner of almost any sized purse, from the modest priced little roadster to the powerful six-cylinder models and the luxurious limousines and coupes. And those who prefer a motorcycle convertible for one or two, or a package delivery will find a number of models to choose from in standard makes. The business man will also find trucks and light delivery cars to conform to almost any requirement.

Those who attend the show will find the 1914 car superior in many ways, especially in point of construction, appearance and equipment. Surely, viewing the wonderful amount of detail lavished upon cars, cheap and expensive, it appears that buyers this year are to get their money's worth as never before. With hardly an exception, new cars involve all the latest devices, such as self-starters of various sorts, electric-lighting apparatus, and the like. The medium-priced light six-cylinder cars are among the special features at this year's exhibition. Many companies have gone in for them, and the prices are extremely attractive. With the increase in "Sixes," how-

ever, "Fours" have not dropped to any appreciable extent. Several makers have adopted the slogan "sixes exclusively," and have dropped their four-cylinder models, but in their place there are a number of new "Fours," and one maker of national prominence who one time dropped "Fours" again has taken them up. Some technical writers refer to this season as a "battle of the 'Sixes' and 'Fours,'" and the prospective buyer is offered a bewildering array of reasons sustaining the advocates of both types.

But, unlike in the past, when every added cylinder meant more power, the usual new Six is a small one. More cylinders but less power. Smoother running and greater reliability, but lighter weight and greater economy because thereof, is the claim of the maker. While there have been no noticeable changes in motor construction beyond the increase in small bore, high-speed engines, there have been brought out within the year some important mechanical changes in the car. Chief of these are a two-speed rear axle, and an electric gear shifting device.

### LOWER BODIES ON SOME CARS

Bodies have been lowered by some of the manufacturers, and with gasoline tanks and tire carriers shifted to the rear of many cars, it is claimed that a greater degree of steadiness is obtained, especially when traveling country roads at a high speed. Shifting to left side steering, with center control, has received almost general recognition. The prevailing streamline effect in body design is also greatly in evidence. The theoretical requirement of this type is that the form shall cause the pressure at the back practically to balance the head resistance. It can be said for these new streamline bodies that they emulate the entering-wedge principle. Though their fronts are not any narrower, their backs are in the majority of cases slightly wider, and the wedge principle has been carried out by tapering engine hoods in a manner that is unmistakable. Sloping hoods are not new, of course, but there is a vast difference between the old sloping engine covers and the tapered ones that are in evidence at the show.

The smoothing-up process continues and has resulted in a number of steps forward. The unsightly littering of dashes and running boards by boxes and gauges and gewgaws of all kinds in the loudest of yellow brass finish has gone. Spare tires are now carried in draws made for them or attached at the rear, where they do not impede entrance. A beautiful cowl now covers the dash and protects many levers and fittings from the weather and from sight. With the smoothing up and simplifying of the mechanism there has been found in the body of the vehicle ample room for the boxes for which the running board was first largely created.

The cowl has extended backward farther, making use of room that

served no purpose in the past, and it is now pretty generally regarded as an extension of the hood. Each year the lines of the cowl conform more to those of the hood and with an added beauty that must be compared with the older models to be appreciated. Some makers utilize the top of the cowl for the fuel tank under the theory that gravity feeds the fuel properly and without pumps or pressure devices. At the rear of the cowl and close to the operator's hand is now often found a second dash or instrument board, which carries the switches and similar fittings within easy reach for both certain inspection and operation. This is a strong contrast from the days when "kick switches" were supplied because the operator could scarcely reach with hands the far away position in which the switches were located on the former dash.

Much has been accomplished in the designing of extra tonneau seats that fold entirely out of the way when they are not in use. Compartments in the back of the front seats and in the tonneau floor are used to hide the idle seats in several instances. Wire wheels seems to be increasing, but certain styles and sizes of wheels will continue to be made of wood while the smaller sizes or those with particularly large tires will use wire. The number of lamps is decreasing. Whereas once the more lamps supplied the better it pleased the buyer, this vulgarity seems to be at an end and single searchlights, or no side lights but searchlights supplied with dimmers are now to be seen.

### POWER TIRE PUMPS IN GENERAL USE

Such things as power tire pumps, one-man tops, electric headlight dimmers and quickly adjustable rain curtains are typical of what is being done to make the new automobile more habitable. Where once demountable rims figured as extra equipment, they are now the rule. Instead of having to carry an air bottle or else go to the great effort of pumping tires by hand, devices are added to make the motor do the work of pumping up the tubes when this becomes necessary through the failure of the supply of already inflated tires on the rims. As one man said of power dumping devices on motor trucks as contrasted with hand-operated devices: "I can't see the logic of letting 30 to 60 horse-power stand idle in a truck power plant while the chauffeur works a dumping or hoisting device by hand." That is the same thing that appeals now to many car owners. They can't see where they come in to do back-breaking pumping when there is a great big hulk of a lazy motor standing by.

These points together with a tendency to lower prices slightly, or else to give more value for the same money as before, constitute the outstanding new features for 1914, and no doubt but what thousands of people throughout Central Pennsylvania will avail themselves of this opportunity to see and compare the modern vehicles that are gathered here under one roof for their convenience.