

passenger touring cars and a two-passenger roadster, all mounted on a single chassis powered with an L-head Continental motor.

Anderson Motor Car Co., Rock Hill, S. C.

Apperson Roadaplane

THE motor size of the Apperson six follows the practice of 1916 cars as do the general principles of design, but mechanical refinements throughout make a much quieter and more powerful vehicle. The new car sells for \$200 more than the one with the same motor size in the previous model. Dry-plate disk clutches take the place of the contracting band clutches previously used. The design, finish and equipment of the bodies are luxurious and thoroughly well planned. Particular stress is laid on the new chummy car which is similar in seating arrangement to the four-passenger roadster of the 1916 Apperson model. Apperson Bros., claim to have been the first to introduce this type of body.

Apperson Bros. Automobile Co., Kokomo, Ind.

Auburn

TWO sixes, new in motor size and body, with a variety of bodies constitute the 1917 Auburn offering. The motors are similar in design, the difference being principally in size. An interesting feature in line with the present practice of reducing weight in the reciprocating parts is the embodiment of light lever arms which are carried on a shaft, this shaft mounted to a plate which forms a part of the valve housing cover.

The lower side of the lever arm rides on a cam at the end opposite the supporting shaft while the lower end of the valve stem rides on the upper side of the arms. This supplants the usual type of push-rod. There is a four-passenger tete-a-tete roadster which is an innovation as far as Auburn is concerned. The rear seat will accommodate two large passengers and affords plenty of leg room.

Auburn Automobile Co., Auburn, Ind.

Ben Hur

THE newly-announced Ben Hur might be termed a medium high-priced six. The prices being \$1875 for the touring car and cloverleaf roadster and \$2750 for the touring sedan. It is an assembled car with such standard parts as Buda motor, Bosch magneto, Westinghouse electric system, Timken axles, Stewart vacuum feed, etc.

Ben Hur Motor Co., Cleveland, Ohio

Bour-Davis

BOUR-DAVIS is bringing out a new model which will be exhibited for the first time at the New York show. It will be mounted on the same chassis as the old model but will be larger, more luxurious and more completely equipped. It is 9 in. longer than the old body, providing an extra amount of leg room in the driving

compartment and in the tonneau. Genuine leather upholstery is used and there are special patented springs in the back of the cushions, such as ordinarily are found in the highest-priced cars. A few of the details which have been added are: motor-driven pump, clock, automatic cigar lighter, genuine haircloth carpets, German silver trimming on the top, and special tool kits set in the door.

Bour-Davis Motor Car Co., Detroit, Mich.

Buick

THE production of the little six model Buick is being continued without change for the coming year. This overhead-valve, five-passenger job is now so familiar to the majority of motorists that a description is almost unnecessary.

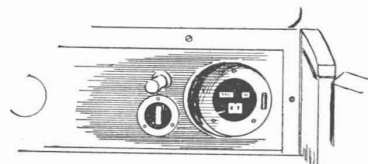
Particular emphasis is laid on the easy riding qualities of this car attributed to its low-hung and well-balanced body and its cantilever rear-spring suspension.

To supply an urgent demand direct toward Buick for a seven-passenger car this maker will show a new job with a new motor. The double-cowl has been adopted in an up-to-date streamline body. The valve-in-the-head construction is, of course, adhered to, with some modifications.

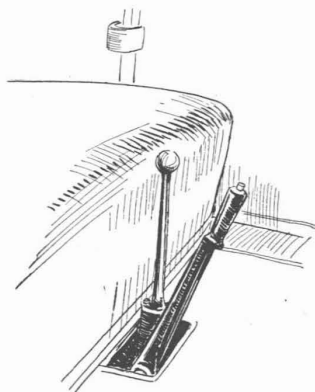
Buick Motor Car Co., Flint, Mich.

Chicago

THE Chicago light 6-40 makes its initial bow as the 1917 production. Among the claims of its sponsor is that it has the lowest center of gravity of any car made in the United States, still maintaining the 10-in. road clearance. Bright metal finishings are taboo in the Chicago, these being



Speedometer on the Inter-State is set at angle to face driver



Maibohm has located the control and brake levers close to the front of the driver's seat which makes the floor of the driving compartment especially clear

white enamel. Among those parts that are white enamel are the radiator, rims of the lamps, the windshield frame and the wheels, while the balance of the car will be a solid color which has been named Lake Michigan blue.

Pan-American Motor Corp., Chicago

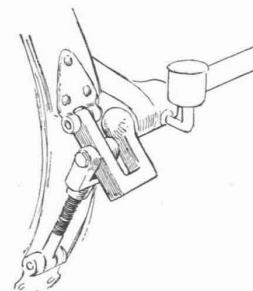
Chalmers

THE Chalmers model 6-30 is offered in a variety of body styles in which are found a five-passenger touring car, two-passenger roadster, cabriolet, seven-passenger touring car, Lucille sedan, town car and limousine. Particular emphasis is laid on the appointments of these new bodies.

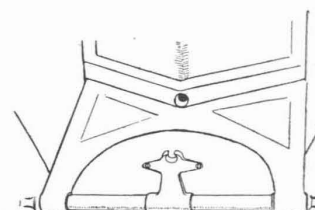
Pertinent to the present demand for inclosed cars, it might be well to mention a few of the Chalmers features in these models. Lucille—Lady Duff Gordon—the renowned designer of women's wearing apparel, has personally selected the upholstery material for all Chalmers inclosed cars. The effect is notable in the quiet but elegant appointments of the interior. In the tonneau are to be found completely appointed cases operated by springs and concealed except when in use. The right hand case contains a smoking set with removable ash tray, and at the left is lady's toilette with mirror, card case, memorandum book, etc. There are vases, clocks, hassocks, and umbrella holders with artistic dome lights, comfortable lounging pillows and silk window curtains and floor carpets, harmonizing with the interior finish.

There is a choice of several well-selected color options in all the closed cars. Chalmers 6-30 will be built in two lengths of wheelbase, a 115-in. five-passenger car, and 122-in. seven-passenger model.

Chalmers Motor Co., Detroit, Mich.



Yoke in the brake assembly of the Lexington, which gives a very powerful leverage



The Scripps-Booth has a support for the starting crank when it is necessary to crank the motor by hand