



50 H. P.—Seven Passenger Model "G"—\$1840
 This model, together with model "C" 40 H. P. at \$1495
 on exhibition at the Show.

MOLINE-KNIGHT

No Valves to Adjust or Grind No Carbon Troubles No Waste of Costly Gasoline

The sweet-running silent Knight---the only motor which gains power and smoothness with use

Bring along some friend who owns another make of car when you come to see the Moline-Knight. For these reasons:

Experienced motorists understand engines. Time and again they have paid skilled mechanics to adjust or grind the spring-valves in their motors.

For all motors, excepting only the Knight, have "poppet-valves" which are opened and closed by springs and cams. This to admit fresh fuel to the cylinders and to emit burned gases.

Most Motor Troubles Are Due to Carbon

Carbon forms when these gases explode. Specks of it cling to the valve seats, thus preventing a seal. So when pistons compress the gases, prior to firing, some of the gas leaks out. It is wasted.

"Loss of compression" results. The motor fails to develop full power. It "knocks." It lacks "pep." It picks-up slowly. It labors on grades.

Valves soon pit. Or heat causes them to warp and stick. Adjustments or expensive "valve-grinding" becomes necessary.

The springs controlling the valves are weakened by the terrific heat of the burning gases. They open and close slowly. They fail to allow cylinders to fill fully with fresh gas. They do not allow all of the burned gas to escape. Loss of power again results. Fuel is wasted.

One who has never owned a car is often inclined to under-rate these troubles. It requires the experienced car owner—the man who has been

through the mill and paid the bills—to appreciate their absence.

This is why we say: "Bring a motorist friend with you." For in the Moline-Knight is offered, by reason of the famous, time-proved Knight invention, a wonderfully trouble-free motor.

The One Motor Which Does Not Waste Gasoline

The motor in the Moline-Knight has fewer parts. Sleeve-valves, operated with mechanical regularity by a motor-driven shaft—not by springs—open full and wide, and close absolutely tight, at the proper times.

Carbon cannot clog them. Heat cannot weaken their action. Cylinders fill to the brim with fresh gas—at any speed.

The gas is completely exploded at the very spot where the force is most needed—directly over the pistons—like the hammer in a shotgun hits the center of the shell.

There is no gas unused—no "loss of compression."

And the absence of rattling springs and clattering cams brings quiet, at two or at fifty miles per hour. "The Silent Knight" results.

Why the Moline-Knight Improves with Use

A spring-valve motor starts carbonizing and leaking with its first day of use. Valve adjustments are continually necessary—then grinding. There is constant waste of gasoline, lack of power and response—but a plentitude of repair bills.

The Moline-Knight motor, on the other hand, is smooth, flexible, silent, economical

and powerful when new. And with each 1,000 miles it grows even more so. The sleeve-valves become polished to a degree possible only with use. The smoother they get the smoother the motor runs.

Thus after 10,000, 20,000 or 50,000 miles you have a "sweeter-running," quieter, more powerful motor than even to begin. Only the Knight motor grows better with use. All other motors rapidly deteriorate.

You can fully grasp the superiorities of the Moline-Knight motor only by having it explained before your very eyes. We will do this at the Show. We are in the Armory.

Beauty—a "Noiseless Body"—Low Upkeep

The 1917 Moline-Knight cars, in aristocracy of appearance and in handsomeness of finish, are nowhere excelled. The beautifully shaped radiator and the straight-flowing, gently-curved body lines catch and please the eye instantly. You will single out the Moline-Knight in the most fastidious motor-car company.

The "buttonless" leather seats will appeal to you, as will the numerous other evidences of "comfort aforesaid."

The 3-point suspension body, by reason of its cross-wise rear spring, permits the car body to move without twisting when fully loaded and traveling over rough roads. Thus doors will not work loose and rattle. Frame rivets won't tear out or require tightening.

In point of low upkeep, Moline-Knight owners are the best authority. They will tell you of 7,000 and 8,000 mile averages on tires—of 14, 15 and 16 miles to the gallon of gas, as being the case with regularity. For there is no wastage of fuel. Every drop of gasoline delivers power.

Long life is a certainty—as records prove. With a motor which grows better as the years roll by—with a body which does not rack to pieces—this would be expected.

All in all, for permanent power, for flexibility, for speedy pick-up, for silence, for smoothness, for freedom from valve and carbon troubles, for low upkeep, for durability and for beauty, we believe no car can offer you what the Moline-Knight does.

On Exhibition at the Chicago Show—In the Armory

Moline Automobile Company

EAST MOLINE, ILL.

Chicago Salesroom, 2538 Michigan Avenue

Telephone Calumet 5827

Model "C"—40 H. P.

5-passenger Touring \$1495

4-passenger Club Roadster 1495

Model "G"—50 H. P.

5 or 7 passenger Touring \$1840

4-passenger Club Roadster 1840

7-passenger Sedan 2140

4-passenger Coupe 2490