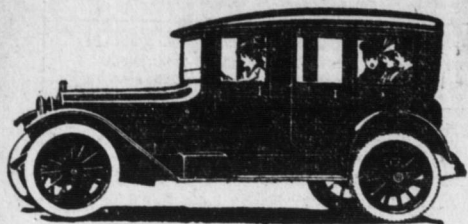


The Hupmobile

CAR OF THE AMERICAN FAMILY



\$1365

F. O. B. Detroit
Touring Car with Sedan Top;
Roadster with Coupe Top, \$1325
F. O. B. Detroit



ENSMINGER
Motor Company

Corner Third and Cumberland Streets
Bell Phone 931J. HARRISBURG, PA.

A Top Unlike Any You've Seen in Past

If you have in mind, in connection with the Hup Sedan top, the makeshift winter tops you've seen—forget it, says E. C. Ensminger.

Because the Hup Sedan is nothing like them.

Where they are clumsy and destroy the lines of the car, this top retains the graceful beauty of the Hupmobile.

Where they shake and rattle and work loose, this top is firmly and substantially attached.

Where their doors are ill-fitting, unhandy affairs, these doors fit snug and tight, and open easily and wide.

Where the others, at best, are put protection against wind and cold, the Hup Sedan—in spite of its low cost—actually has limousine luxury in its outside and inside finish.

The Hup Sedan is designed and built by the Hupmobile Factory—the first time any automobile manufacturer has gone so far with such an important feature.

And it literally gives two cars at the price of one.

See it.

KEYSTONE REMAINS THE SAXON AGENCY

Wonderful Success of Car First Year Assures Saxon Dealers of Big Business Next Season

The Keystone Motor Car Company will represent the Saxon Motor Company in this territory for another year. They have completed their contract with the company and are now ready to make deliveries on any model Saxon desired, with the exception of the touring car. Delivery dates on this model have not been given out, but will presumably be about next March. This season marks the beginning of the Keystone's second year as Saxon representative in Harrisburg.

Their success with the car during its initial season prompted them to be among the first dealers to apply for a contract for next year. Their record as Saxon salesmen made this decision easy for the company. "There are hundreds of persons in this territory who will eventually buy a Saxon," said Robert L. Mortimer, Saxon representative.

"Many of these prospects have been watching the performance of the Saxon car during the past year. Some were slow to believe that an automobile selling for such a low price as \$395 could possibly stand up in the crucible of service. An automobile with advanced features throughout selling for five dollars under the four hundred mark was an innovation. We can all remember when a bicycle sold for \$75 to \$150. It hasn't been so very long since."

"Through actual demonstration tests with the Saxon skepticism has been changed into conviction. The car has been put through endurance contests under every possible road condition. It has been put through gasoline mileage tests. In all these tests it has shown undisputed rights to be called 'Saxon'."

"The Saxon Motor Company will market a six-cylinder touring car in the near future, detailed specifications of which will be given out a little later on."

"The Saxon company has one record of which it is very proud. It shipped more cars in its first year than any other automobile industry. For this year the production will be greatly increased. In fact, the price of the new 'Six' is based upon a yearly volume of 25,000 cars."

Hanes Makes Record Pleasing to McFarland

In speaking of the Haynes showing in the economy contest, George McFarland, Saxon representative, said:

"In the economy contest on Thanksgiving Day, the light six Haynes, sold by the Harrisburg Automobile Company, covered itself with glory from stem to stern, even though it did not win the cup. One car with a passenger load of 951 pounds, equipped for touring purposes, covered the distance of 111 miles on exactly five gallons of gasoline, 22 2-5 miles to the gallon. The other Haynes, owned and driven by Andrew McElwain, of Newville, with a passenger load of not quite as much consumed over the same course, four gallons, two quarts and a half pint, averaging 24 1-3 miles to the gallon."

"There was no unusual or extraordinary adjustment done or made on either of these cars or carburetors. The carburetors were merely adjusted to get the most efficient mileage out of the gasoline consumed. The records of both these cars are more than gratifying because it is one that can be made by any owner under the same conditions at any time and is not a factory test reported with the weight down to practically nothing. The roads were in excellent condition and of the average kind found in this section of Pennsylvania, a goodly sprinkling of hills and one small mountain to crawl. The rate of speed was about twenty miles an hour, the test demonstrates that the contention of the Harrisburg Automobile Company and the Haynes Automobile Company, that their Model 30 light six is the best and lightest six-cylinder car in the country on gasoline. When you can get from twenty to twenty-four miles on a gallon of gasoline with five passengers, it is selling to the public to buy an automobile of this character."

"We acknowledge that the carburetor on the Haynes is of a remarkably good design, and that the car at this price, the Hayfield, and that the Haynes is constructed from radiator to rear axle of the very best possible material, all of which is in evidence, until one gets to the ground to a micrometer test. There isn't any doubt but that the Haynes is built not just to sell but to make the owner an enthusiastic enthusiast generally get, and to have his enthusiasm increased instead of decreased. Many a man is greatly pleased with his car when he gets it, but has a different tune to sing six or nine months after he has owned it. It is not that way with the Haynes. The longer the customers have Haynes cars the better pleased they are."

"Our contention that the Haynes is the best and lightest six-cylinder car made at the present time, that it will go up any hill faster at high gear, faster at low gear, faster at low gear, also slower at high gear and that it will go farther on a gallon of gasoline than any other six-cylinder car of any weight made, has been proven under expert and mechanical tests by the economy run just finished. When we made these statements some time ago we made them because we knew they were correct. When we make them now, we make them because the public knows they are correct. We are very well pleased with the Haynes. We knew what it would do and it has done it."

ALL-YEAR-ROUND TOURING

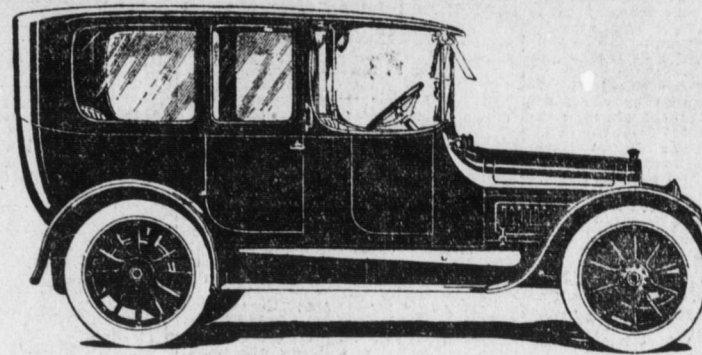
Motorists Now Enjoy Two Cars at Slight Additional Cost
"Almost every motorist," said F. J. Mooney, general manager of the Hupp Motor Car Company, "realizes that an automobile is more of a necessity during the winter and spring months than in the summer months. The duties that the motorist has to perform during the months of the year when the streets are covered with snow and ice, are just as important as the daily routine at that time of the year when touring is more of a pleasure."

For the doctors and professional men who are daily out-of-doors for their social duties of the ladies and their shopping tours—the motor car in winter is an indispensable adjunct. But it oftentimes happens that the motor car owner is not inclined to afford the expense and upkeep of two distinct cars—an enclosed car for winter and an open car for summer. This has been the main reason why the Hupp Motor Car Company has hit upon the happy idea of building removable tops for converting the touring car and roadster into Sedan and coupe enclosed cars.

"This winter, Hupmobiles are becoming very popular all over the country. With the attachment of the removable tops, the Hupmobileist enjoys all the luxuries of the most expensive enclosed cars, at a very reasonable cost. The tops are sound-proof, absolutely noiseless, and have a very pleasing interior appearance, as they are lined with very high-quality fawn-colored head lining. There is an electric door light; the windows are ventilating, and, in fact, the Sedan and Coupe Hupmobiles have all the appointments of luxury."



ENCLOSED CARS



CADILLAC LIMOUSINE, \$3,450 F. O. B. DETROIT (Seven-passenger, disappearing seats.)

"Motoring Luxury in the Superlative Degree"

With the super-smoothness of the Cadillac Eight-cylinder engine, the closed car has lost every symptom of any shut-in feeling, enveloping the passenger in an indescribable sense of relaxation and ease almost oblivious to the mechanical means which gives the motion, at the same time securing lady from the disastrous effects of wind and weather upon her.

Windows are lowered to secure just as much air as desired, and by reach of the arm a curtain may be lowered over any window to exclude the sun's rays, while the satisfaction of stepping in or out through a wide door rather than ducking under the annoying side curtain in bad weather, can hardly be estimated.

Cadillac enclosed bodies represent the most advanced conception of the Designer's art and builder's skill, which, in conjunction with the Eight-cylinder engine and noiseless spiral bevel driving gear, makes the sale of these cars far outnumber any other high grade car built in America.

More enclosed cars will be turned out of the Cadillac factory during the month of December than has ever been known in the history of the business, and which will enable us to make very prompt deliveries on any closed body type. Any further information will be gladly given upon request.

CRISPEN MOTOR CAR CO.

413-417 South Cameron Street

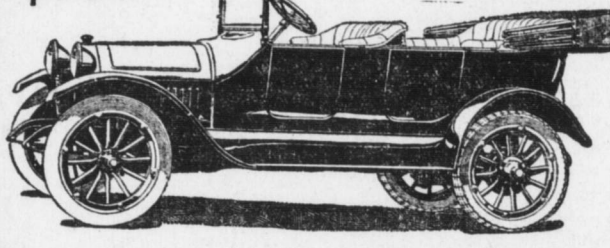
DEMAND FOR CLOSED CARS UNUSUAL, SAYS CADILLAC

An interesting development following the Cadillac's introduction this Fall of the eight-cylinder, V-type motor is noted by E. C. Howard, sales manager of the Cadillac Company, in

a greatly stimulated demand for all types of Cadillac enclosed cars.

"At present there is every indication that this will be the heaviest closed car season we have ever experienced," says Mr. Howard. "The demand for cars of the coupe, sedan and limousine types is greater by far

\$985 STUDEBAKER



Specifications of New FOUR Touring Car

Two Body System: Five-Passenger Touring; Three-Passenger Roadster. Wheelbase, 108 inches; Long Stroke (5-inch); Small Bore (3 1/4-inch); Motor: Four Cylinders, on Bloc, Exhaust, Manifold cast Separate; Smokeless, Non-Leaking Lubrication System; Crowned Fenders; 12x3 1/2-in. Brakes; Gauge, the only one approved by Insurance Underwriters; 33x3-in. Goodrich Tires on Q. T. Demountable Rims; Safety Tread on Rear; One-Man Type Top; Ventilating Windshield; Attaching Rigidity to Top; Full Floating Rear Axle, Shaft Locking into Taper at Hub; Full Equipment of 13 Timken Roller Bearings; Irreversible Steering; Painted Bodies.

Six Cyl., 5-passenger \$1385
Six Cyl., 7-passenger \$1450
Six Cyl., Coupe \$1700

EAST END AUTO CO. Linden and Shrub Streets
J. ROBERT BARR, Manager

SEEING AMERICA IN A HUDSON SIX

Denver to Los Angeles by railroad, with Pullman berth, cost \$108 for two people, but it has just been done by automobile for \$91 all told, besides the pleasure of "Seeing America" in the right way.

This remarkable economy record was established by W. H. Todd and his wife on a trip from the Colorado capital to San Francisco and Los Angeles in a Hudson Six-40.

The camping outfit which Mr. Todd has his Hudson equipped with is probably the most complete ever carried across America, and the only night spent under a roof on the entire journey of 2,614 miles, was at San Francisco when they visited the exposition.

The route followed by the Todd party was from Denver to Ogden and through Southern Wyoming over the Lincoln highway to Ogden. There they diverted to the old Overland trail around the north end of Great Salt Lake and crossed Nevada through Kell, Lucin and Winnemucca.

"Never again," said Mr. Todd in speaking of that part of his route. "Tell everyone coming from the East on the Lincoln highway to stick to the official route from Salt Lake City to Ely and then through Austin and Fallon to Reno, and don't go via the north end of the lake over the old Overland route, for I believe it is the worst road to be found in America."

"We first plowed through miles of alkali dust and four days of mud, then around the north end of the lake, forty miles of hub-deep greasy mud. That was followed by days of deep sand work, over ridges and through canyons, until our persons radiated salty sand from every pore."

"The heat, too, was terrific all the way across this great stretch, justly called the Great American Desert, and the combination of strenuous work, grades, sand and heat was one grand test for our sturdy old car."

"We met some parties at Reno who had just arrived from the official Ely-Fallon route and they made a quick, clean trip and found the main Lincoln highway in excellent condition."

"It was a great relief to reach the California line and the good roads over the Sierras. The scenery around Lake Tahoe is magnificent and that alone would have fully repaid us for the really desperate work of the northern route around Salt Lake."

"If we had not had a thoroughly dependable car in that difficult part of our journey I guess we would have been there yet. At it was, we just plowed along through it and then, and finally reached the end after a week of steady struggling."

"Our economy record with the Hudson is remarkable, and for the benefit of thousands who will motor across America next year, let me recommend that everyone take a complete outfit and live right in the open. It greatly benefited our health and at the same time kept our expenses down to the minimum. Our tire troubles consisted of one puncture only for the long journey, and that happened right at Conjo Grade just this side of Ventura."

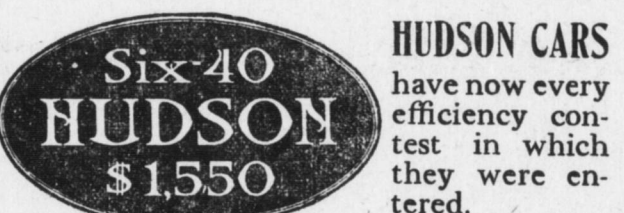
"By camping out we lived on less than four dollars a day, including gas and oil for the machine. By the way, we got an average of fourteen miles to the gallon of gasoline with our Hudson Six, except through the mud near Salt Lake and the deep sand pulling in Eastern Nevada, and there the average dropped to eleven miles to the gallon because of so much second gear work."

"We consider this a quite remarkable record and certainly shall use our Hudson in preference to a railroad on every possible occasion in the future."

MOTORCYCLE NOTES

Officers for the coming year will be elected and installed at the Keystone Motorcycle Club, Friday evening, December 18.

Sam Froehlich was last night titled as "the champion bike-rider," "Keystoner," when he gobbled a half pie in six seconds' time, registered by a stop-watch. Sam is known as the heavyweight of the club and is nicknamed "Fat" by the cyclists. He weighs 236.



HUDSON CARS have now every efficiency contest in which they were entered.

THERE is not an experimental feature found in the Hudson. We can guarantee more Service, Comfort, Economy than found in competing cars. In the recent local Economy Contest the Hudson won, in Speed, Economy and Heaviest Over-Load Carried, demonstrating a combination of unusual merit. Three ways a winner.

Sold by
I. W. DILL

The "Sterling" Mark on a Tire Repair

stands for the highest grade in materials, the most expert workmanship and a guaranteed result in positive service.

Make Us Prove It

STERLING AUTO TIRE CO., 1451 Zarker Street
MILLER TIRES—Made Strong, Last Long. The cog-wheel tread on the Miller Non-skid gears your car to the road.

Details of New Saxon Six-cylinder Touring Car

Many unlooked for features are contained in the new Saxon "Six," the details of which have just been made known by the Saxon Motor Company. At \$785 this car is the lowest priced "Six" in the field, and at the same time it has numerous features that have been found only in cars selling at \$1,200 or more. In fact, it possesses many points not found in other cars of either six-cylinder or four-cylinder construction below that price.

The new Saxon "Six" is not in any sense a small car, but a five-passenger touring car of generous size, with 112-inch wheelbase. It is the only car below \$1,250 with a wheelbase as long as this.

The move of the Saxon Motor Company in producing this new "Six" is significant, as it is recalled in the trade that the Saxon company created a sensation a year ago by producing the first four-cylinder two-passenger car at a price below \$400.

Coincident with the announcement of this new model comes the information that the Saxon Motor Company has closed negotiations that will give greatly increased factory space and facilities during the coming year. The building formerly occupied by the Abbott Motor Car Company in Detroit will shortly be taken over by the Saxon company so as to allow for the increased production which is planned for the 1915 season. The output of the two-passenger roadster will be doubled. The price of the Saxon "Six" is based upon an output of 25,000 cars.

Among the unusual features in the new Saxon model are its six-cylinder, long stroke, high speed motor, developing 39 to 35 horsepower, electric lighting and starting system as standard equipment, speedometer, three forward speeds, 112-inch wheelbase, 32x3 1/2 inch tires, demountable rims, streamline body of full five-passenger capacity and standard or 40-inch tread.

The six-cylinder motor is of the L-head type, with cylinders cast in bloc. This motor is of special Saxon design and develops 35 horsepower on block test. Valve heads are of nickel steel. The crank shaft is 1 1/2 inches in diameter, of special drop forged steel, with three bearings. The oiling system is of the splash type with pump circulation leading to the main

bearings. Ignition is provided by the thoroughly proved Atwater-Kent system.

Control is in the center, with left-side steer. The steering wheel contains the throttle and spark control, and a foot accelerator is also provided.

The Saxon clutch is of the dry plate type, steel on Raybestos, the same brake is of the internal expanding type and is found on many high-priced cars, and constructed of the best materials.

Transmission is of the selective type with three speeds forward and reverse, mounted on rear axle. Steering gear is of the worm and gear type and the steering wheel is 17 inches in diameter. Steering connections are drop forged and heat treated.

Two sets of brakes are employed, both acting in the rear wheels. The service brake is of the external contracting type, and the emergency brake is of the internal expanding type. Both brakes are lined with thermoid.

The front axle is an I-beam drop forging, heat-treated with ball bearings in the hub. The rear axle is of three-quarter floating type, with full Hyatt bearing equipment throughout.

Of the best grade 25-point carbon steel, deep channel section, the frame is unusually strong and provides an excellent foundation for the body. Springs are of the modern cantilever type found elsewhere only on high-priced cars. They are of vanadium steel and give unusual riding steadiness and comfort.

The wheel are of the artillery type, best grade hickory. The tire size is 32x3 1/2 inches, with rims demountable.

It is claimed for the car that only one other automobile within \$500 of its price has equal inside width of the tonneau of seat and that none has more room. The new Saxon is of the streamline type and seats five passengers comfortably. The rear seat inside the upholstery is 47 inches wide and 18 inches deep. Front doors are 19 inches wide and rear doors are 21 inches wide, with all hinges concealed. The standard color of this new model is Richelieu blue with black running gear.

Equipment includes electric starting and lighting system, two head-lights, with dimmers, tail light, top, windshield, electric horn, speedometer, extra rims, tire irons and tools. The new Saxon model will be exhibited for the first time at the New York and Chicago national automobile shows.

"MADE IN U. S. A." OLDSMOBILE SLOGAN

The manufacturers of the Oldsmobile find that the production of their light four is opening the way to a larger share of export business. They declare that the foreign markets for their cars are expanding to a point where sales resemble those in foreign lands in 1904 and 1905, when a great number of the early type curved dash runabouts were shipped to almost every civilized nation.

Much interest in the four-cylinder Oldsmobile has been manifested by firms operating in the countries of South America, and on island possessions of the United States, and steps have been taken to establish business relations with concerns at important points, many of which have stated that the prospects for marketing light cars priced around \$1300 are extremely favorable.

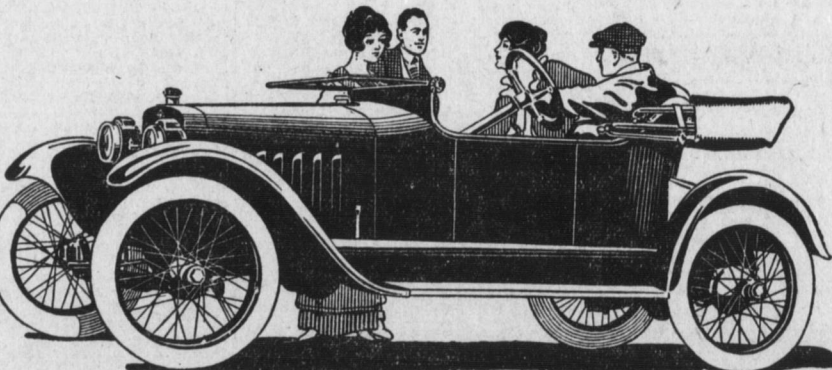
C. V. McGuire, advertising manager, asserts that the slogan "Made in U. S. A.," quoted in Oldsmobile advertising, is indicative of the spirit of the Oldsmobile Company in its campaign for foreign trade.

HAYNES LITTLE SIX \$1485

Reo Trucks AND Pleasure Cars

HARRISBURG AUTO CO.

SAXON



Saxon Runabout—Price \$395 f. o. b. Detroit

WE GIVE AN OPTION ON WOOD OR WIRE WHEELS

KEYSTONE MOTOR CAR CO.
1019-1027 Market St. Harrisburg, Pa.