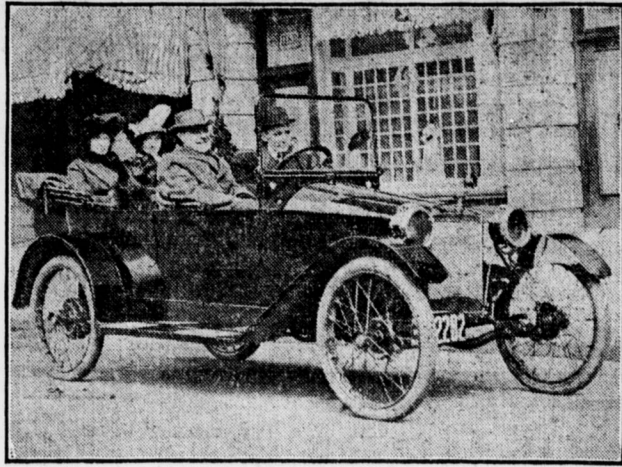


# CAR-NATION

The Pink of Perfection  
The Car Everybody Wants



## CAR-NATION SPECIFICATIONS

**Unit Power Plant**—Motor—4 cyl. en bloc 3 3/8 x 3 3/8 inches, "L" head—large valves and bearings. Very quiet and powerful.

**Ignition**—High Tension Magneto, Automatic Spark.

**Lubrication**—Constant Level Splash—Plunger Pump circulation.

**Carburetor**—Approved type, very economical.

**Cooling**—Thermo Syphon. V-shaped radiator—adjustable belt driven fan.

**Clutch**—Multiple steel disc type running in oil.

**TRANSMISSION**—SELECTIVE TYPE 3 SPEEDS FORWARD AND REVERSE. ONE LEVER. CENTER CONTROL.

**Drive**—Bevel gear through concentric Torque tube with one universal joint.

**Rear Axle**—Semi-Floating Type, Hyatt Roller Bearings.

**Brakes**—Emergency—Internal exp. on 10-inch drum on rear wheels. Service external contracting on transmission shaft.

**Wheels**—Detachable wire—30x3 inch, clincher rims and smooth tread tires.

**Control**—Left Side drive, right hand control.

**Wheel Base**—104 inches.

If you haven't a car and want one Car-Nation is the one you want—least first cost, least upkeep—least final cost. From the tip of the V-shaped radiator to the curve of the rear wheel fenders the Car-Nation stands forth as the embodiment of all the up-to-the-minute ideas in design and construction of both Europe and America.

Model A—2 Passenger Roadster ..... \$495.00  
Model C—4 Passenger Touring Car ..... \$520.00

Prices F. O. B. Detroit, Mich.

A card mailed to-day will bring a catalogue of our triple test.

## MEHRING MOTOR CAR CO.

6th and Boas Streets Harrisburg, Pa.  
Chas. J. Burns, Sales Manager. (Both Phones)



## CRISPEN MOTOR CAR CO.

413-417 South Cameron Street

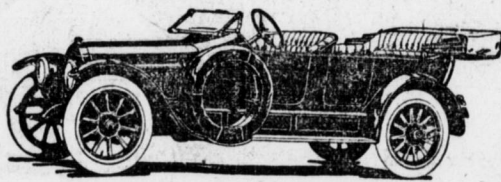
COME, see the much-talked-of HUDSON Light Six—the car that amazes even its builders. In 8 economy contests it utterly defeated the best Fours in America. Full details and names of competing Fours on application. Let us tell you about this remarkable contest.

### HUDSON Six-40

Phaeton and Roadster \$1750

Cabriolet (Convertible) \$1950

(f. o. b. Detroit, Michigan)



Sold by

## I. W. DILL

East End of Mulberry Street Bridge

May We Mail You Catalog?

## MILLER NON-SKID TIRES

Grip the Road Like a Cog-Wheel

STERLING AUTO TIRE CO. 1451 Zarker St.

## VULCANIZING

## PERFECTION IN MOTOR CARS A MISNOMER

Motor Cars Only Human Says  
Elmer Apperson in Review of  
Manufacturers' Claims

"That 'to err is human' is as old as human knowledge," says Elmer Apperson, pioneer motor car manufacturer and president of the Apperson Bros. Automobile Co., at Kokomo, Ind. "Why then this far-flung advertising cry of 'perfection.' Read the automobile sections of any Sunday paper. 'A perfect motor,' 'perfectly noiseless,' 'no need for repair man,' 'the highest point in motor car efficiency now reached.' Stuff and nonsense.

"What does the Standard Dictionary say of perfection? 'That degree of completeness in which nothing essential or desirable is lacking; the highest attainable degree of development.' And on top of that the philologist tells us that perfection in anything is manifestly impossible.

"I believe that we are building an efficient motor car—one that represents honest value—but it is far from perfect. If the Apperson 'Jack Rabbit' or any other car were so, I'd be ready and willing to pass into the automobile discard."

"And frankly, I personally get more real pleasure out of the struggle to add some new refinement or mechanical feature than I get satisfaction when it is an assured fact. If but one other manufacturer reaches perfection, the rest of us would be dead ones in ten days. And, if as many ever do reach that point as already claim that they have, the situation would indeed be appalling.

"But the perfection-attained-manufacturer argues, 'This is selling talk; selling argument. We know we haven't attained the perfect car—far from it. We realize our shortcomings. But why let the public know it? If we can make them believe through our advertisements that we are perfect—think of the sales value! Rubbish! In the first place, I'd hate to think the American motor buying public is that many kinds of a blithering idiot; and secondly, there never was a selling argument worse than this one."

"Think, too, of the effect on those of us who claim only efficiency compatible with present car knowledge. Mr. Jones bites. He buys a 'perfect' car, paying, incidentally, an extra hundred for having been so consistently told so. Jones never had a car before. What he doesn't know about everything he would make the Encyclopedia Britannica look like McGuffey's Fourth Reader. But he learns to drive quickly—in more ways than one. He slams the car on 'high' at everything he sees. Figures that first and second speed shifts are for women only. Beats it up and down the boulevards at the limit of speed and power all the time. Something just naturally has to give—no matter what—and in he comes to the dealer with an awful roar. The dealer tries to pacify him, knowing primarily that it is the driver's own fault or carelessness. "But, Jones," you told me this car was perfect—would never give a moment's trouble—was absolutely fool proof—all the company's catalogs and advertisements say so."

"Do you get the point? Either the dealer or the manufacturer makes an adjustment not fair to himself—or he doesn't. In either case Jones from that time on feels that everyone connected with the industry is no less than a first cousin to Munchausen."

### Has a Fifty-thousand Mile Cadillac Club

California has developed a new idea in organizations of motor car owners. In most instances automobile clubs are nonexclusive in membership so far as the achievement of car and owner is concerned, qualifications being based on entirely different matters. The new California idea, however, is based entirely on driving records, and is confined to Cadillac owners who have a mileage of 50,000 or more.

The idea started in the garage of Don Lee, California distributor for the Cadillac, when several owners recently were swapping experiences in reeling off the miles. Nearly all had driven at least 50,000 miles and there were some who had touched the 75,000 and 100,000 marks. Someone suggested that a long distance touring club be formed and the idea met with such favor that the "Cadillac 50,000-Mile Club" was organized immediately.

There are a large number of Cadillacs in California known to have passed the 100,000-mile mark, but 50,000 miles is the minimum for membership qualification in order to admit those who have been driving only two or three years. Perhaps a dozen men qualified as charter members, but the club proved to be such a popular idea that the membership grew with great rapidity and Don Lee reports that he expects the club will have an enrollment of 1,000 before the season is well advanced.

It is probable that the club will have several classes so that the owners who boast of 100,000 miles can profit by a little distinction. Each member of the club will carry a small plate on the radiator of his car which will be the badge of distinction.

### Lowest Prices! Greatest Mileage! on Extra-Heavy Tires

Prices Subject to Change Without Notice	WRAPPED TREAD
28x3 Plain Tread	\$ 7.97
30x3 Plain Tread	8.55
30x3 1/2 Plain Tread	10.28
31x3 1/2 Plain Tread	10.80
32x3 1/2 Plain Tread	11.18
31x4 Plain Tread	14.58
32x4 Plain Tread	15.12
33x4 Plain Tread	15.73
34x4 Plain Tread	16.88

Will Ship C. O. D. Subject to Examination  
**J. A. PLANK**  
1017 Market Street  
HARRISBURG PA.  
Bell Phone 3369  
Next to Keystone Motor Co.  
Ask For Quotations on Firestone Selected Seconds

# And It Will Stay Good —That Light Lozier Four

Can You be certain the same will be true of that cheap Six you are being importuned to buy?

THIS SEASON more than ever before, it behoves the buyer of an automobile "around \$2000" to consider well the enduring qualities of the various cars that are offered him.

FOR THE TYPE OF CAR that is cheap only in first cost and good only while new, has now invaded this field—this price-class—under the guise of "slices."

THERE'S A CLASS OF MAKERS who, seeking quick fortune rather than lasting fame, have always been found following—at a distance—in the wake of makers of the best class of cars, and by making cheap imitations of the real—featuring as "talking points" the more prominent points of the high priced cars—have thrived for a time—and continued to thrive from season to season only by changing design every year.

JUST NOW THESE ARE FEATURING "slices," "lightness" and "cheapness"—three factors any one of which in itself is desirable—but the combination of which is incompatible. Lightness and cheapness may go together; Lightness and Six will agree fairly well; but Sixes and cheapness—that combination can only result in disappointment and grief.

WE WOULD NOT DEEM IT NECESSARY to notice such a condition publicly but for the fact that those makers are spending, in the aggregate, money up into the millions in efforts to force that type of car on buyers—cars that, if Lozier engineering and Lozier experience tell anything, will not, can not, stay good.

AND CAN ANYTHING BE more disappointing, disheartening, than to pay a goodly sum for a motor car, feeling you are entitled to one that will be good in performance and appearance not only while new, but for some years at least—and then find after only a few months and a few thousand miles that it's finish is shoddy and its mechanism only an imitation.

NOW, WHEN A MAN PAYS \$500 for a car he doesn't mind if it develops a few squeaks and creaks and rattles in a short time. He has gotten what he paid for—it does take him there and back and continues to do so.

IT PERFORMS THE SERVICE he expected it to perform, and so what difference if the fenders do flap a bit; or if, fatigued with flapping one drops off now and then? He can buy another for a couple of dollars—they keep them in most all the stores nowadays.

HE GOT HIS MONEY'S WORTH, and, to use the vernacular, he has no kick coming. As the Hebrew clothier said to the irate customer when he came back exclaiming "there are moths in that overcoat you sold me!" "Vell—Vat did you expect for ten dollars—humming birds!"

SIMILARLY, the man who buys a car just to take him somewhere and who pays accordingly, does not feel hurt nor need he be surprised if, a few weeks later, he finds it has hatched out a whole nest full of yellow-hammers, a couple of wood-peckers and a guinea hen.

BUT LET THAT SAME MAN PAY \$1800 or thereabouts for a car, fondly believing he is getting a real automobile and an up-to-date one—for isn't it a six just like the high priced ones?—and have it, after a brief period of service develop innumerable and indescribable noises—then it ceases to be humorous, and in the case of many families, takes on an aspect very like tragedy.



Light Four \$2100  
Light Six \$3250

## BIGELOW-WILLEY MOTOR CO., Distributors

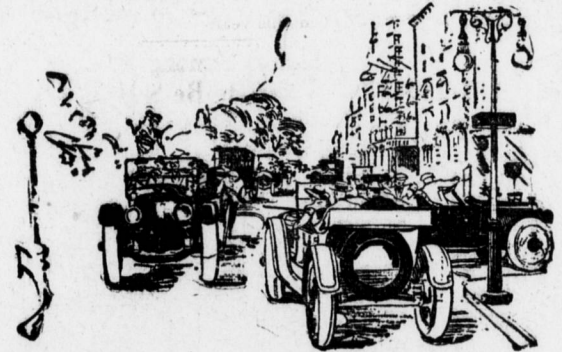
21st Street, Below Market, PHILADELPHIA PA.

Bell Phone, Spruce 6410. Keystone Phone, 1363

Demonstrator with Andrew Redmond, Local Representative, to-day and all next week.

## LOZIER MOTOR COMPANY, DETROIT

Written by E. LaRoy Felleiser  
Copyright by Lozier Motor Company



## Harley-Davidson Features Side-Car

That the sidecar fills a distinct place in touring and makes possible for the owner of a motorcycle to enjoy the companionship of his wife or a friend during his runs to the country or to places of interest, is the opinion of H. C. Heagy, of Heagy Brothers, at 1204 North Third street, distributors of Harley-Davidson motorcycles and sidecars.

One of the things in favor of the sidecar is the low price and small cost of maintenance. It is easily handled and can carry a maximum load of 600 pounds plus the driver. With a sidecar one may travel over highways and byways which are closed to the auto because of the condition of the roads. The Harley-Davidson is the latest in sidecar construction, says Mr. Heagy, and he feels that it will appeal to those who wish the very best. It is built for hard service and has easy riding qualities. Mr. Heagy says the body cannot "pitch" or "roll." The extra wide fenders afford protection from splattering of mud and water.

The sidecar is easily attached or detached. It is harmonious in finish and considerable attention has been paid to the seat. There is much space and the cushions are deep and comfortable. By removing the seat there is a handy place for luggage. It can be used for many purposes. The sidecar sells for \$85. With extra equipment such as detachable apron, \$2.50.

Some of the features of the 1914 Harley-Davidson machines include double control of free wheel on all models; double brake control, external contracting and brake on belt model. Dust-proof enclosed internal expanding hand brake on chain models, step-starter on chain models, large folding footboards on all models, new hubs, lower saddle position, wide mudguards, larger tool box, larger tires and improved grip control. Models and prices for 1914, follow: Model 10, A-5 horsepower single belt transmission, \$200; 10-E, 5-horse-

power, single, chain, \$210; 10-C, chain, with two-speed, \$245; 10-E, 8 horsepower, twin, chain, \$250; 10-F, 8 horsepower, twin, with two-speed \$285.

### Saxon Runs 135 Miles at Cost of Half-cent Mile

Unusual records in gasoline and oil economy are reported by M. A. Crocker, pilot of the 135-mile-a-day Saxon car which has rolled up a mileage of 2,700 miles in Detroit.

At the rate of 20 miles of gasoline and 150 miles of oil, it is figured that gasoline and 18 quart oil have been used, at a total cost of \$14.40 or approximately half a cent a mile.

No repairs or tire renewals have been required, the fuel consumption being the only cost. The car is said to be in as good condition as the day it started, though in less than three weeks it has traveled the equivalent of eight months of service in the hands of the average owner.

## KOEHLER

1-ton gasoline commercial cars. Suitable for any business ..... \$750

## Stanley Steam Cars

Paul D. Messner  
1115 JAMES STREET  
Bell Phone.

miles an hour has been maintained by the Saxon the eleven trips about the long course being covered consistently in less than seven hours of running time. The total number of circuits made by the car to date is 202, the course being close to twelve miles in length. The trips to and from the starting point boost the daily distance to 135 miles.

### Maxwell Two-Cylinder Parts May Be Purchased

The 30,000 and more owners of two-cylinder Maxwell cars, formerly made by the Maxwell-Briscoe Company, will be glad to learn that the present Maxwell Motor Company, Inc., is now prepared to furnish from their parts plant at Newcastle, Ind., repair parts for all cars made at the Tarrytown, N. Y., plant prior to the acquisition of

that plant by the Maxwell Company. The Maxwell Motor Company and the Carlson Motor and Truck Company, whose patent the two-cylinder Maxwell motor infringed, have reached an adjustment and the Carlson Company have given the Maxwell Motor Company an exclusive license under this patent.

This means that thousands of Maxwell two-cylinder motors that had been put out of commission through the failure of their owners to obtain parts, owing to this litigation, can now be put in operation again. Walter E. Flinders, president and general manager of the Maxwell Company, has taken these broad-gauged steps through his belief that every owner of a car made by the former Maxwell-Briscoe Company should be protected by the present Maxwell Company. Unquestionably, owners of the two-cylinder type of Maxwell will greatly appreciate this service.

## Ensminger Motor Car Co.

Wholesale Distributors

Ohio and Mitchell Cars

and

ONE TO FIVE TON

Dart Trucks

Ohio "6-60" ..... \$1,985 Ohio "4-40" ..... \$1,275  
Mitchell "6-60" ..... \$1,895 Mitchell "4-40" ..... \$1,595  
Dart, 2-ton, \$1,775; 1-ton, \$1,300; Delivery, \$875.  
PRICES F. O. B.—FACTORIES  
Salesroom Third and Cumberland Streets