

First Motorcycle and Bicycle Show Opens This Evening

With the exhibitors for the first motorcycle and bicycle show, the opening night at Chestnut Street Hall will present an attractive and interesting display of most everything that pertains to the two-wheeled vehicles. The decorators have made the hall into an attractive bower of colored streamers tastefully arranged in the gold and blue of the Harrisburg Motorcycle Dealers' Association, as well as the national colors in profusion. The various booths are divided by columns on which are mounted large keystones, emblematic of the Keystone Motorcycle clubs. As this is the first exclusive motorcycle and bicycle show ever arranged for Harrisburg, it is expected that the public will respond liberally to make it a success from the standpoint of attendance. This industry has become among the largest in the country, and millions of these machines are in use throughout the world for utility and pleasure purposes. Formerly these shows were staged with the automobile exhibits, but experiments in various cities proved the success of separate exhibits of the two-wheeled models. The two-wheeled mount has a distinct field from its larger four-wheeled brother, the automobile. Therefore those who are in the market for a motorcycle or bicycle would not usually consider a four-wheeled motor vehicle as adapted to their purpose for the time being, and those who prefer the automobiles are not general users of motorcycles.

The exhibitors at the show and what they represent are as follows:

Booth 1—Heagy Brothers, Harley-Davidson motorcycles, Reading Standard, Putman and Appolo bicycles. Sporting goods and accessories.

Booth 2—West End Electric and Cycle Company, Indian Motorcycles, accessories, Miami bicycles.

Booth 3—Charles Uhler, Thor motorcycles, Musselman, Vim, Hardware and Linwood bicycles.

Booth 4—Excelsior Cycle Company,

Excelsior motorcycle, Dayton, Hudson, Lenawee, Excelsior, Juvenile, Norseman, Vallant, Motor-Bike, Hampden and Commercial bicycles.

Booth 5—Pope motorcycles, Chester B. Smith, Pope motorcycles, Pope bicycles and accessories.

Booth 6—Reading Standard, G. W. Galt, Marysville, Reading Standard motorcycles, accessories, Perfection side-seat, vulcanizing department.

Booth 7—Keystone Motorcyclist, John F. Greenawald, managing editor.

Booth 8—Keystone Ladies' Auxiliary, Mrs. J. Harbolt, president; Miss May Gallagher, secretary; Mrs. C. H. Uhler, treasurer.

Booth 9—Keystone Cycle Company, Dayton motorcycles.

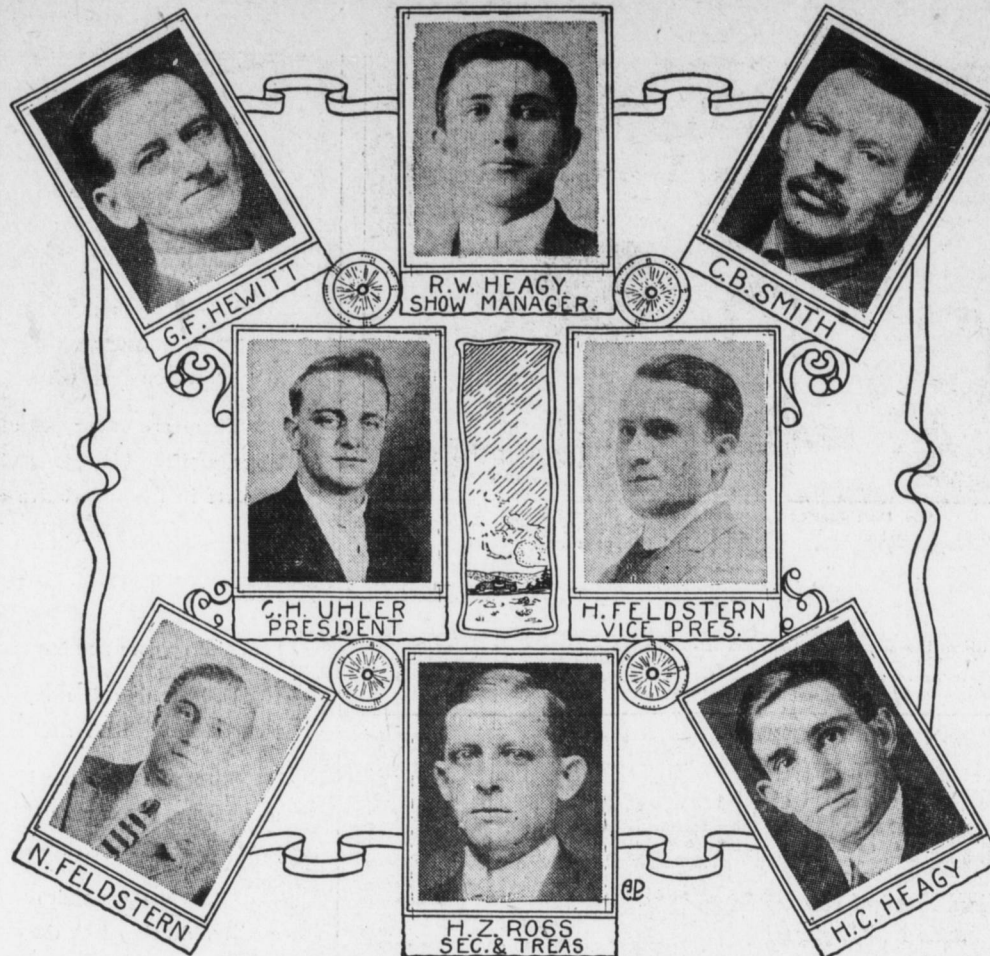
Booth 10—Harrisburg Motorcycle Exchange, Emblem motorcycles, accessories and repairs.

In addition to the program, door prizes will be distributed every evening.

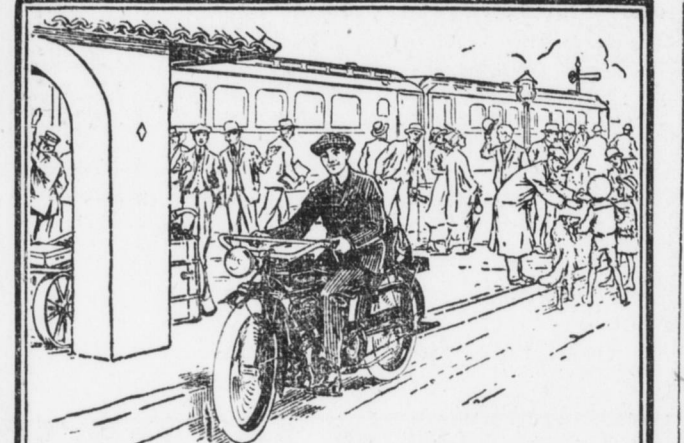
A NOVELTY IN MOTOR VEHICLES

A novel motor-driven racer is the invention of a St. Louis genius, who has given the name of the "unicycle" to the great hoop. Though a couple of small wheels, or rollers, are attached to the side of the queer craft, they merely serve to steady it when it is still, and are raised when the device is in motion. The motive-power is a gas engine of the rotary type, with three cylinders, and this drives a propeller, five feet in length, at such speed that the wheel travels at a better rate than a mile a minute—74 miles an hour, to be exact. The frame which carries the engine, propeller driver and fuel supply is very ingeniously constructed with a set of rollers that revolve against the inner side of the big wheel. In this manner the frame remains upright while the wheel revolves. The latter is of aluminum and has a diameter of 81 inches. Its circumference is protected by a solid rubber tire.—Strand.

OFFICERS AND DIRECTORS OF HARRISBURG MOTORCYCLE DEALERS' ASS'N



United for the purpose of making a joint display of the efficiency attained by the motorcycle and bicycle industry, the Harrisburg Motorcycle Dealers' Association has put forth their best efforts to make their first exhibit so meritorious that it will command the admiration and interest of the public in general as well as those who are riders of the wheel. The group of men shown above represents the officers and directors of the association to whose energy and resourcefulness is due the excellent display of wheels and accessories to be seen this evening. C. H. Uhler is president; H. Z. Ross, secretary and treasurer, and G. F. Hewitt, H. C. Heagy, N. Feldstern and C. B. Smith, directors, and R. W. Heagy show manager.



Railroad Fares Going Up—Ride an Indian

Sit in a comfortable seat, get plenty of fresh air, enjoy every minute of your ride to and from work in the big out-o'-doors on an

Indian Motorcycle

TROLLEY and railroad fares invested in an Indian mean health, comfort, economy, time-saving, and all the big things that stand for progress and pre-eminence in motorcycledom.

Drop in and learn, first-hand, just what the Indian is—its marked supremacy, its manifold improvements—a machine having the fewest possibilities of defect of any in the world. The nine distinctively important innovations which mark the great advance made by the Indian of 1915 are augmented by twenty other essential changes and refinements.

The Indian—made in America—is as well and favorably known in every civilized country of the world as it is in the United States.

An actual demonstration of the Indian will make you an ardent Indian enthusiast.

West End Electric and Cycle Co.
Green and Maclay Sts., Harrisburg, Pa.

Agent for Dauphin and Cumberland counties. Ask for catalog and demonstration at Motorcycle and Bicycle Show at Chestnut Street Auditorium.

Pope Motorcycles Embrace Many Distinctive Features

The latest Pope model, the 5-horsepower single cylinder two-speed has the characteristic two-speed, control and pedal starter. Finished in the standard Pope colors, and with the inlet and exhaust valves mounted in the overhead position, it is the first single-cylinder model of that make that has been fitted with a variable gear set.

The quadrant on the left side of the frame carries two levers, the forward one actuating the gears and the rear one the clutch. The gear lever has its throw regulated by a curved slot in the quadrant and there is a long cam with a tail which is acted upon by the clutch lever when in its forward or "out" position only. This cam thus acts as a lock to the gear-shift when the clutch is engaged. The combined brake and clutch control by left foot-pedal fitted to the R-15 twin model is likewise fitted to this machine. The starter, of the pedal and chain gear type, similar to that used on the twin models, is also used on this two-speed single and the gear-set is, of course, the same.

The twin machine, Model L15, single-reared, is now fitted with the pedal-starter, and like the two-speed single it will attract many. The speed model this year is so arranged that the hand pump can be used without the rider having to shift his position. A short lever mounted near the left forward part of the tank has a pitman connecting it to the horizontal oil pump plunger, so that the rider needs only to move his left hand a short distance from the twine-wound grip to grasp the ball end of the "pump handle" and inject oil by a backward and forward motion of the same. The twine on grips and handlebars was spoken of by all familiar with racing as one of the best ideas yet seen for the speedman, owing to the firm grip it affords the hands. The Pope motorcycles are represented in the city by Chester B. Smith at 1815 North Third Street, and will be among the interesting exhibits at the show.

Excelsior's New Clutch and Brake Control

The combination of hand and foot control for the clutch and brake is the unique feature to be seen for the first time on the Excelsior, that is being exhibited by the Excelsior Cycle Company, of South Market Square. This control allows the rider to operate the clutch only by foot lever on the left side or by turning the left grip. Otherwise he may first operate the clutch and follow it by setting the foot brake by employing either the foot lever or the left grip. The regular foot brake pedal is on the right side, but the new arrangement permits the rider controlling his machine by hand to have the foot brake on the left side and internal brakes. The external are operated by Bowden lever and wire mechanism from the left handlebar latch. Recent changes since the 1915 model were first exhibited in the Chicago show includes the making of the manifold on the twin models shorter, which gives more direct flow of the mixture to the valve ports. The position of the spark-plugs has been changed: on the twin models, the plugs are set in apertures at an angle in the head, the front plug inclining to the front and being to the rear of the cylinder. The priming devices are inclined toward each other on the twin-cylinder machines and are very convenient to the priming gun and close to the carburetor.

Regarding the gear-sets on the various models, it is stated that the 1915 model is to be given the 15-1 model will be fitted with a neutral countershaft or "single-speed" set. This is of the dog-clutch type and is, of course, countershaft-mounted. The 15-3 model will be fitted with a set, and the final drive is on the right side with the brake apparatus on the left side of the hub. The frame is of 12-gauge tubing of special steel, the reinforcement, having been found unnecessary, have been removed. The mudguards are fitted with different forms of valances, giving greater protection to the rider and the power plant also.

Indian Has Automobile Type of Clutch Pedal

Among the noticeable improvements on one of the three-speed Indian models to be exhibited by the West End Electric and Cycle Company is a new interlock between the clutch and the shift-rocker. This consisting of a substantial curved piece with square notches on its broad face to correspond to the different speed positions and the neutral point also. To the center of this sector is fastened the rod leading to the shifter-handle mounted at the right side of the frame convenient to the rider's hand. Attached to the clutch operating rod is a rocking piece at whose upper part is a piece at right angles to the length and at whose forward end is a vertical stop. A flat spring tends to keep this piece toward the rear. The horizontal portion is formed into a lip. When the clutch is freed, the stop piece is forced forward by a block on the rod, thus releasing the lip from the notch in the shift sector in which it happens to be, and allowing the rider to move the sector and mesh the desired gear. As soon as the clutch is again engaged, the rocking piece goes toward the rear under the action of its spring, and the lip slides into the notch corresponding to the gear position, locking the sector from motion. This lock is in addition to the knife-latch device incorporated in the slider mechanism and makes assurance doubly sure.

The foot release for the clutch is unique to Indian design, consisting as it does of a regular automobile type of clutch pedal mounted near the left foot-board and acting by a rock-shaft passing through lugs in the crankcase underside. The right side of the rock-shaft carries an arm with a curved hand at its upper part. This curved hand is attached directly to the foot-board, and at whose forward end is a block on the rod, thus releasing the lip from the notch in the shift sector in which it happens to be, and allowing the rider to move the sector and mesh the desired gear. As soon as the clutch is again engaged, the rocking piece goes toward the rear under the action of its spring, and the lip slides into the notch corresponding to the gear position, locking the sector from motion. This lock is in addition to the knife-latch device incorporated in the slider mechanism and makes assurance doubly sure.

Thor Models Have Thirty Improvements

Novel designs, all with some practical purpose which benefits the rider, have been characteristic of the Thor product since the first single cylinder motor with the tank back of the saddle and forming part of the mudguard was brought out. For 1915 the most recent refinement lies in the use of a unique breather which projects upward from the crankcase and terminates in a pipe whose end is flush with the top of the tool box under the saddle and back of the seat mast. This breather incorporates a glass-body cup about half way up, this cup being designed to catch any oil ejected from the crankcase, hold it there and deliver it again by gravity to do further work in lubricating the bearings. The thin tube that leads upward from this cup allows the pressure being dissipated without oil emerging from the crankcase and splattering the rider or his mount.

The inlet valves for the new season are enclosed in a triangular topped casing of considerable capacity, giving the mixture a chance to collect therein and ensuring a constant supply to each cylinder as a result. There are two openings through the cap, the forward one or that nearest the carburetor being for priming, while the second one being for lubricating the valve rocker. The face of the cover is packed to ensure air-tightness thus preventing any dilution of the mixture by air taken in outside of the carburetor.

Other features of the product of the Thor, represented here by Charles H. Uhler, of 1317 Derry Street, consist in the two-speed models of the characteristic rat-net-faced countershaft disc for starting, this disc being actuated by a pawl-fitted pedal which acts on the forward motion only. The casing which covers the entire chain drive and starter device is unique and gives ample protection to rider and machine. The gear shift rod is flattened and slotted near its rear end to allow of adjustments when the hub-located two-speed is moved back with the rear wheel on making chain length adjustments, etc. The Thor motor contains all the original features that have always distinguished the same and which makes it among the most reliable motors on the market.

Motorcycle Models Show Many Improvements

Harley-Davidson Has Entirely New Model

The 1915 Harley-Davidson, represented by Heagy Brothers at 1204 North Third Street, includes an entirely new model, with high duty motor and great flexibility, a unit three-speed transmission and clutch, and a redesigned frame strongly enforced to handle all the strains incidental to sidecar use. These, with a number of important improvements like the marvelously compact oil pump, and the new and highly efficient muffler, make the new Harley-Davidson better than ever.

The new 1915 Harley-Davidson is not the result of a solitary inspiration or idea. It is a development—the direct result of nearly fourteen years' production of one type of motor.

A great building is not put up in a day. It is the culmination of years of experience of great engineers. Careful designing and planning must precede the actual construction. Experience gained from previous work guides the engineers, architects, and mechanics. So it is with a motorcycle. A perfected motorcycle cannot be produced in a day. It is impossible. Years of production of thousands of machines, careful study of the results attained in the hands of thousands of owners under varying conditions must guide the designers. Skilled mechanics—the finest specialized artisans in the world—must finally produce the finished product.

A good motorcycle must be an ingenious blending of good material, good design, and good workmanship. Should a manufacturer slight any one of these requisites then the finished product will suffer.

A progressive engineering corps must keep their ears to the ground—they must anticipate what new features riders will demand before the riders themselves actually ask for them. No motorcycle manufacturer can forget the riders. He must build the machine they will want when it is placed on the market.

The manufacturer depends on the dealers of his business. The dealer depends on the riders for his sales. The dealer cannot sell a machine the rider does not want, so it falls back on the manufacturer to build a motorcycle that will fill the bill. Speed, power, economy, reliability, durability, comfort and convenience—all these features must be a part.

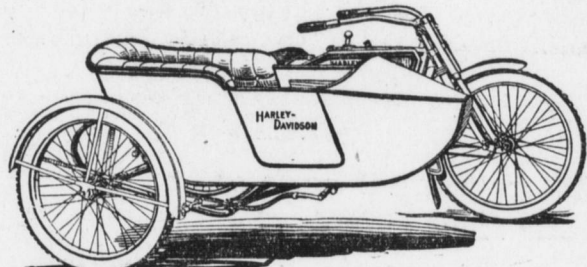
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Take the Girl Along

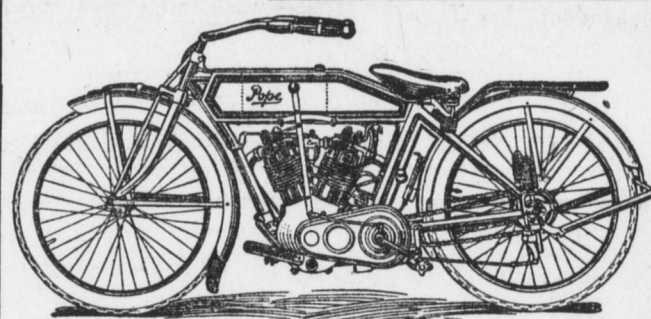


This machine will climb a 45% grade with side car. 11 H. P. guaranteed. 3-speed sliding gear. CASH OR EASY PAYMENTS

See Us at the Motorcycle and Bicycle Show

Heagy Bros,
1204 North Third Street
OPEN EVENINGS

POPE The Motorcycle With Unequaled Comfort



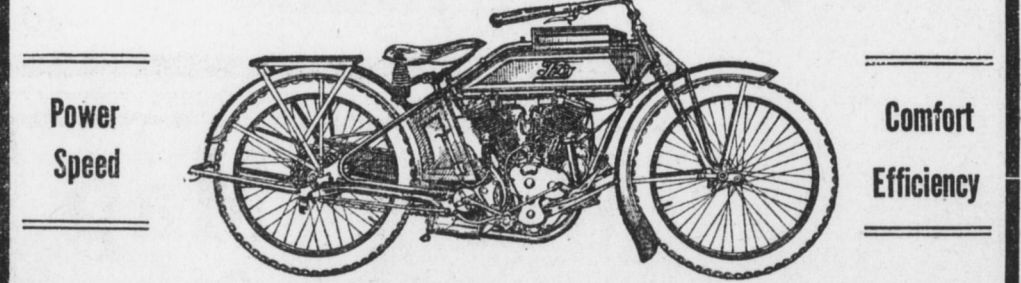
It is like traveling in a Pullman to ride a Pope, for neither you nor the machine feels the bumps in the road. Our construction conforms to most advanced ideals. Remember, it is better to buy a Pope, than to always wish you had.

SEE ME AT THE MOTORCYCLE AND BICYCLE SHOW

Chester B. Smith
Pope Motor Cycles and Bicycles
1815 North Third Street HARRISBURG, PA.

Thor MOTORCYCLE Thor

Prices Have Been Reduced



Model 15 A, 12 H. P.,\$275 | Model S R, 7 H. P.,\$250
Model 15 U, 8 H. P.,\$265 | Model 15 W, 6 H. P.,\$230

ELECTRIC equipped—40 extras include speedometer, front or rear drive. Consistency and reliability at no greater cost than the ordinary motorcycle. Thor Control—simple and effective. New two speed—no gears to shift. Dry Cone Clutch. New Universal Starter.

WILL BE AT THE MOTORCYCLE AND BICYCLE SHOW LOOK ME UP

C. H. UHLER
1317 Derry Street BELL PHONE 1039R

Musselman, Vim, Hardware and Linwood Bicycles. Don't forget to look for the Three-Speed Coaster Brake on Vim Bicycles.

PERFECTION IN EVERY DETAIL

MODEL 15-1 SINGLE SPEED \$225.00	MODEL 15-3 THREE SPEED \$275.00
BICYCLES	BICYCLE
FROM	TIRES
\$15.90	FROM
UP	\$1.00 UP

"One swallow does not make a summer," nor does one good detail make a really satisfactory motorcycle; it must be RIGHT in every detail. In considering the 15 models of the

Excelsior Autocycle

do not stop your inspection, no matter how well satisfied, at one feature of superiority.

Note the powerful and speedy "Big X" motor (the only motorcycle engine that has ever attained a speed of 100 miles per hour), with overize enclosed valves, large exhaust pipe, gear driven oil pump and positive delivery lubricating system.

Automobile type, three-speed transmission with overize annular ball bearings and heavy nickel steel gears.

Overize, automatically oiled, multiple Disc Clutch.

10 S. Market Sq., Harrisburg Pa.
FUTURE HOME OF EXCELSIOR CYCLE CO., WHERE WE WILL BE GLAD TO MEET OUR FRIENDS
Where we will handle oils, gasoline and do all kinds of motorcycle and bicycle repairing at most reasonable rates, also an unusually fine stock of motorcycles and bicycles will be on hand. Also parts to all makes, we are ready to overhaul any make of motorcycle or bicycle. See us at the Motorcycle Show. The only exclusive motorcycle store in Central Pennsylvania. Bell Phone. Open every evening.