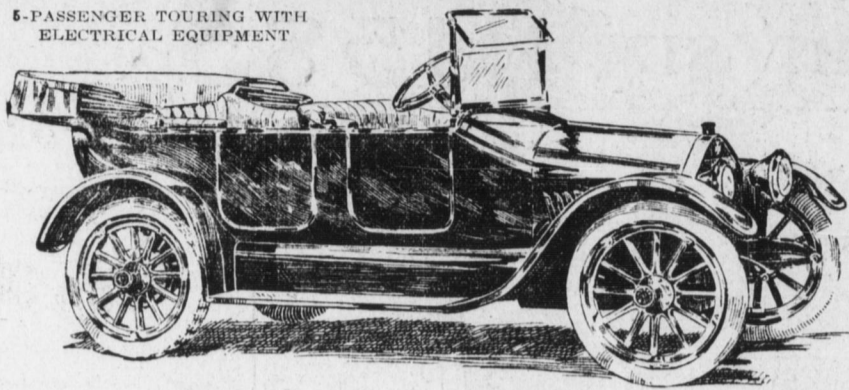


EMPIRE

"The Little Aristocrat"

5-PASSENGER TOURING WITH ELECTRICAL EQUIPMENT



The Biggest \$1000.00 Value Ever Put Into a Motor Car

You won't doubt the statement a minute if you see the Empire, model 31, a full-fledged five-passenger touring car with the luxury, comfort and convenience of the big cars, but with the distinctive Empire essentials—light weight, simplicity of control and operation, remarkable fuel and tire economy, absolute safety and phenomenal service. The Empire has streamline body; electric lights; electric starter; unit power plant; four cylinder motor, 3 1/2-bore by 4 1/2-inch stroke; Remy simplified ignition; 109-inch wheel-base; Turkish upholstery; concealed hinges; roll crown fenders; non-skid tires on rear wheels; and other features that the well-informed motorist knows are essential in a good car. Roadster or Touring models, f. o. b., Harrisburg, \$1000.

NOT AT EITHER SHOW, BUT A PHONE MESSAGE WILL BRING OUR SHOW TO YOU

Penbrook Garage

H. A. FISHBURN, MANAGER
PENBROOK PA. BELL PHONES, 3539 980-1

Haynes Motor Cars Striking in Design

Perhaps the most striking feature that is to be observed in the 1915 season models is the completeness of the cars connected with the low selling price, according to Roberts and Hoin, who are displaying the Haynes at the Kelker street hall auto show. Regular equipment on new Haynes cars, at least, includes many features that were formerly counted as extra equipment. Electric starting and lighting is taken as a matter of

course. The automobile electric system is a complete city lighting plant on a small scale. It has its peak loads, and must have a reserve capacity for all emergencies. The speedometer is no longer driven from the front wheel, but from a gear on the propeller wheel, which is hidden and protected from the mud. The front wheel is kept free from grease. Both the foot brake and clutch pedals are adjustable to different heights. The engagement of the starting motor with the engine in starting has always presented a problem difficult of solution. The strapless tire carrier is a real

convenience as well as a saver of tires. A gasoline gauge in the filler cap saves much time and labor in determining the amount of gasoline in the tank. A dimming device is a necessity for safety first principles. No-Glare Mazda lamps solve the problem of eliminating the glare when the lamps burn at full intensity. Clear running boards and a graceful streamline body are the dictates of the most advanced design. Including a tire air pump as regular equipment is a decided advance. The tire pump is more of a necessity than a luxury.

BUICK VALUE-IN-HEAD MOTOR CARS

Fours and the Six Show Improvements in Mechanical Details and Design

In the 1914 season the demand for Buick cars was phenomenal. The entire output of 32,000 cars was sold by March 12. Many improvements have been made in the 1915 line and at the same time the price has been reduced.

The six, known as the C-55, priced at \$1,650, a reduction of \$335, this year makes its appearance as a seven-passenger car, the extra seats folding up from the floor boards, and so arranged that there is plenty of leg room for everybody. The other touring car models will sell for \$100 less than last season, and the roadsters for \$50 less. The revised lists read: C-55, \$950; C-37, \$1,235; C-24, \$900, and the C-26, \$1,185, prices which govern f. o. b. factory.

All models are Delco started, with the automatic spark control, an added feature on the C-35 and C-37, the big fours and the six.

The Delco apparatus has been greatly simplified by the elimination of the ignition relay and the cut-out relay, the operation now being through the switch on the dash, which closes the ignition and generating circuits.

The unit incorporates a new system of current regulation which has for its main advantage the fact that battery charging is made easier, causing greater output at lower speeds than heretofore. To do this, the automatic spark advance and the ignition control are operated in combination by a centrifugal governor. The regulation shows a current output curve with a peak at speeds of from 1,000 to 1,200 revolutions a minute. This is at car speeds of about ten to twelve miles an hour. The cranking is done by connecting the electric unit, which is temporarily operating as a motor, to the flywheel face gear, by means of pedal. The turning of switch on instrument board starts electric motor and slowly turns small starting gears, making it mesh more readily with teeth on flywheel. The pressure of starting pedal meshes the gears and starts the motor.

Tungsten valves are now standard on all models. The claim is made that they won't pit or leak, and that regrinding is made unnecessary by the maintenance of perfect seating. Changes in valve timing are also prevented by the wonderful Tungsten resistance. On the larger four-cylinder models and the six a new method of delivering the gasoline to the carburetor is employed. While the gasolene is carried at the rear and hung below the frame level, the force fed has been replaced by a modification of the Webb Jay, or Stewart method of vacuum and vacuum apparatus is mounted on bosses cast on the intake manifold, and is high enough so that the fuel can flow from it to the carburetor by gravity. The device is really a method of automatically creating a vacuum within it, thus utilizing atmospheric pressure to send the fuel to it. This gets away from all the troubles experienced with pressure fed due to leaks, pressure-pump failure and the like. The Buick models will be displayed at the Kelker hall auto show.

Chevrolet Engine Has Many Exclusive Features

The Chevrolet automobile has become a great favorite with the motoring fraternity, and it has won its way to their hearts simply through its own sterling merits, and not through any effort at sensational advertising. There are many ways in which the Chevrolet differs from the general run of automobiles. The motor is of the valve-in-the-head type. But it differs from the regular valve-in-the-head motors, having a detachable head (containing all of the valve mechanism), which can easily be disconnected, permitting the grinding of the valves and removal of carbon at the bench. It differs from the usual valve-in-the-head motor by having valve cages, thus doing away with 64 unnecessary parts, very materially reducing the weight and permitting direct cooling of the valves. It differs from the ordinary valve-in-the-head motors by being built with Doehler bronze back bearings, which the makers claim are the best bearings money can buy.

The Chevrolet car differs from the common valve-in-the-head motor in design, balance proportions and accuracy of timing, resulting in a motor which produces more power for its size and weight than any other motor in the world. It differs from most valve-in-the-head motors by having a much smaller cylinder bore, but with proper port areas, perfect vaporizing of fuel and its peculiar method of vacuum exhaust, the makers claim they obtain more mileage per gallon of gasoline than any other motor of its size yet produced. Chevrolet motors differ from the regular valve-in-the-head motor in having complete accessibility to magneto and generator, with heat interfering to destroy the efficiency of those important instruments; the exhaust pipe also carries heat away from the motor and hoodboards, requiring no ventilation to make the front part of the car cool and comfortable. Chevrolet motors differ from the majority of motors by having the wiring enclosed in flexible metal tubing, preventing any heating of the wires or soaking with oil to cause short circuiting. The Chevrolet wiring system is new and cannot be found on any other car now on the market. A marked difference between Chevrolet motors and the usual run of valve-in-the-head motors is the use of the "world's standard zenith carburetor, the simplest in construction, most efficient and economical ever designed," enabling the driver to get a mileage of 26 1/2 to 30 miles on a gallon of gasoline. These and many other features are noticeable on models to be displayed by Hottenstein and Zeck at the Capital auto show in Kelker street hall.

Myers, the Tire Man, Has New More Modern Plant

Well-known in the automobile business is the establishment of George W. Myers, whose business concerns makes a specialty of vulcanizing, retreading and doing everything relative to the tire business, whether it concerns wholesale or retail. His plant is equipped with up-to-date machinery and the stock comprises a complete line of pneumatic, and solid truck and carriage tires, for every vehicle where rubber tires are used.

Bowman's

Call 1991—Any Phone Founded 1871

Good Service + Good Service = Better Service

When you purchase tires or other auto accessories from a Department Store that stands for Good Service, you'll recognize the same advantages that go with the purchasing of other merchandise there—advantages that only a Department Store can offer. Then when a "break down" occurs 'way out from nowhere, a telephone call will bring to you—no matter where you may be—the long arm of Bowman Better Service to repair the damage. You'll profit also, by investigating our LOW PRICES ON:

Kelley-Springfield
Goodyear, Nassau
and Capitol Tires

All are guaranteed. We carry a complete stock, including the hard-to-find sizes, for autos, motorcycles and bicycles.

Full Line of Tubes and Other Accessories

Oldsmobile

Oldsmobile Light Four
An Exact Model of the **OLDS FAMOUS SIX,**
With Two Bodies, Touring or Roadster, at **\$1285**

Studebaker

Because it's a

Before You Pay More Find a Car That Gives More

4-Cylinder\$985
6-Cylinder\$1385
7-Passenger\$1450

DETROIT ELECTRIC

The Quality Electric, FROM **\$2600 to \$3000**

All of the Above Cars Exhibited at the Show —KELKER ST. HALL

East End Auto Co.

Both Phones R. C. BARRETT, Mgr. 13th and Walnut Sts.

FORD HAS IMMENSE VOLUME OF SALES

One Million Cars Will Be in Operation on Completion of Year's Schedule

With the completion of the 300,000-car schedule August 1, 1915, there will be one million Ford cars in operation. A million Ford owners mean Ford dealers in proportion. There are already nearly 6000 Ford dealers. And in the hands—always—of these Ford dealers is kept a stock of Ford parts aggregating \$12,000,000. The ratio of Ford owners as compared to owners of all motor cars is shown, for example, by California, Iowa and Florida, three extreme points in the Union. More than 50 per cent. of all the automobiles owned in the States are Fords, and there are 112,000 cars in Iowa, too. There is a Ford dealer every ten miles in Iowa. In greater New York City and vicinity there are Ford branches in Long Island City, Brooklyn, the Bronx and Newark. All these stupendous figures—a million Ford owners, 6000 Ford dealers and \$12,000,000 of Ford parts in the hands of Ford dealers—merely mean that it is impossible for a Ford driver, anywhere in this country, to get out of the zone of immediate Ford service. It is the basic principle of Ford service, not only to take care of every Ford owner immediately, but to take care of him immediately—wherever he is.

Though the Ford bodies have been redesigned, and a sedan and coupelet have been added to the touring, roadster and town car models, the chassis still is the well-known model T design. All the new bodies have been highly finished. This applied especially to the closed models, which are made to meet the tastes of the most exacting. The couplet is of the type which may make the top folded back when weather permits; but it also may be closed so no water or snow can get in. Then it is virtually a coupe. The upholstery is deep and windows wide in sliding sash. The sedan has two wide doors and provides seating for five, three in the rear seat and two in front on individual chair-type seats. The right hand seat is on a pivot and folds back out of the way. Wide window panels above the doors and in the rear make for clear vision in all directions.

The touring model shows a decided improvement in design and manufacture that will be of special interest, considering that the show in Kelker street hall will have one of the first models to be seen in this section. The Ford Sales company of this city have had a remarkable demand for Ford cars, and, although the recent fire was a severe blow to the company, reconstruction of the building will be completed as quickly as possible in order to care for the immense value of business assured for the coming season, judging by present indications and reports from the factory.

The average interval for resurfacing macadam roads is between six and seven years. If a sum equal to two-thirds of the original cost of the gravel surface itself is provided for renewals at six-year intervals, it should be estimated at from \$150 to \$250 per mile per year. If \$30 is then allowed for annual dragging and small repairs, the total annual cost of repair and maintenance of gravel roads would be from \$180 to \$280 per mile.

CITY AUTO SUPPLY CO.

120 Market Street, E. L. Leinbach, Manager

Service Station Opened by Efficient Expert

H. L. Myers, who has assumed the agency for the Cole cars, has been associated with the automobile business since 1903, and is a mechanical expert of conceded ability, having during these years been associated with several of the biggest motor car dealers in the city, and held positions as foreman of the repair department until he decided to enter business for himself.

MYERS, THE TIRE MAN

DISTRIBUTORS FOR UNITED STATES AND GOOD-YEAR SOLID AND PNEUMATIC TIRES

Before Myers Repaired It. After Myers Repaired It.

Tire repairing of all kinds. Located in new building equipped with latest improved machinery. Have ample and every facility to take care of autoists' needs in most approved fashion.

Cameron and Mulberry Streets