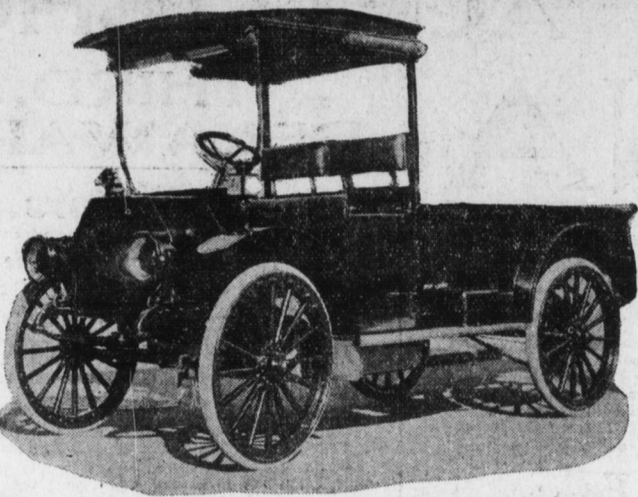


MAKING EPOCHS IN MOTOR INDUSTRY

President of Paige-Detroit Company Tells How and When This Is Accomplished

"What is an epoch-making automobile?" The question was put to Harry M. Jewett, president of the Paige-Detroit Motor Car Company, because the Paige has just placed on the market a new six which the company has described as "epoch-making."

INTERNATIONAL TRUCK MODEL E



Motor Truck Department, International Harvester Company, 619 Walnut St. C. J. Stevens, Manager.

This is an epoch-making car because its value is so great for the low price quoted—the lowest of all seven-passenger sixes by the way—that a new standard is set.

Stutz Car Has Envious Record in Cup Classics

Two seconds within one week in the recent Grand Prix and Vanderbilt cup races, and the first American car in both events, is the enviable record of the Stutz.

HUDSON HAS MANY MINOR CHANGES

Greater Power and Smoothness of Action and Larger Crankshaft Bearings

More complete than ever before the Hudson lines for 1915 offer models that meet with the approval of automobile enthusiasts in general.

L. W. Hill, local distributor, displaying models at the auto show in Arena, announces six distinct body types are available with the new 6-40, viz., five, six or seven seated phaeton, a four-seated coupe a limousine, a roadster and a convertible roadster.

The Hudson 6-40 is equipped with an engine, 3 1/2-inch bore by 5-inch stroke, developing 40-47 horsepower. The wheelbase is 123 inches. The car weighs 2,890 pounds.

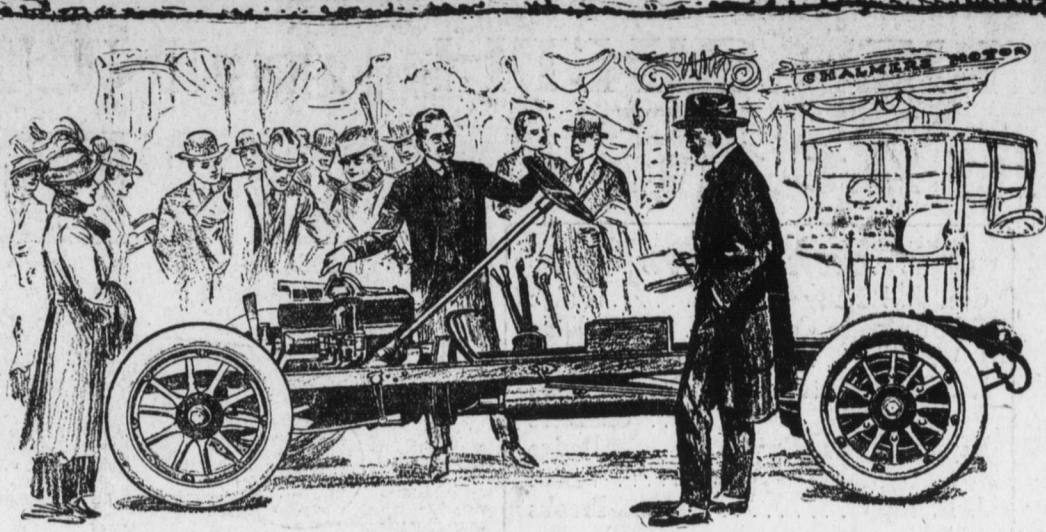
A summary of the improvements: The engine, cast in a single block, gives increased power and is smoother and quieter in action.

The speedometer is now driven off the transmission shaft, which eliminates the possibility of breaking the drive shaft.

The front axle has been improved in design and is lighter in weight than last year's, while possessing the same strength.

A more convenient and improved form of windshield with right one-piece side supports is used. The upper glass swings on friction clutch bearings and is adjustable to any angle without the use of screws or other fasteners.

The front seat of the phaeton has been set further back, giving additional leg room in the driver's compartment. The back of the front seat in the phaeton has been raised one inch and the back of the rear seat two inches.



Three things to settle at the Motor Show

- 1. Gasoline Economy or Real Economy?
2. Right Weight or Wrong Weight?
3. A Proved or An Unproved Car?

It isn't gasoline saving that keeps your car's expenses down.

It's very little that can be saved in gasoline. There isn't \$25 difference in a season's driving between the gasoline bills of any two "light sixes" on the market.

It's cutting down repair items that is real economy.

Often one repair bill will wipe out a year's saving in gasoline and oil.

If that were not true the Chalmers "Light Six" wouldn't be any more economical than any other "light sixes."

There are other cars which are just as sparing of gasoline.

The big difference is that the Chalmers "Light Six" "stays put"—keeps running month after month without any need of attention.

So Chalmers "Light Six" owners have come to call this the "car of economy."

BUY a car that's underweight and you get a flimsy car.

It may save a little in oil and gasoline but it's going to cost a lot more in repairs.

You must have enough weight to make the car sturdy and strong, to make it easy riding, to make it hold the road when you "open up" a bit, and to give season after season of service at the lowest cost.

When you buy a Chalmers "Light Six" you are settling this weight question sanely.

Take a good look at this car in the Chalmers Exhibit at the Show.

Note how substantially it is built where weight is necessary for strength and safety. Glance at the strong torque tube anchored to the frame that

takes up the stresses and strains of driving.

Because this car is a right-weight "Light Six" it rides most easily, gives longer service and holds upkeep cost at the very lowest notch.

THE purchase of an unproved car is a speculation—of a proved car a wise investment.

The Chalmers "Light Six" has proved in the past season's service that it costs far less to own than any car of similar size and power on the market.

The motors in the Chalmers "Light Sixes" put on the road in May are still running "sweetly" and smoothly. Six million miles of travel have produced no signs of weakening.

Originally this car was priced at \$1850. It was a big value at that price—now, at \$1650, it is a \$200 greater value.

You should see this car. It's at the Chalmers Exhibit.

at Sixth Annual Auto Show, Arena, 3rd and Delaware
Keystone Motor Car Company
1019-1025 Market Street Harrisburg Pa.

\$1650

BATTERY "Exide" SERVICE
Batteries rebuilt and recharged, various types of "Exide" batteries and parts in stock.
Exce's or Auto Co. H. L. MYERS, MGR. 11th and Mulberry Streets

LEMOYNE AUTO SHOP
The Best Equipped Machine Shop in or Near Harrisburg
AUTOMOBILES REPAIRED AND REBUILT. HIGHEST CLASS WORKMANSHIP GUARANTEED. PROMPT DELIVERY. REASONABLE CHARGES.
IRVIN H. HEIGES LEMOYNE, PA.

UNION TIRES
Guaranteed 5000 Miles
Union Self-Sealing Inner Tubes
Guaranteed One Year Against Punctures
Auto Show ARENA and REX GARAGE

AUTO Radiators, Lamp, and Windshields
Repaired, Replated & Enameled
The Nuss Mfg. Co. Harrisburg, Pa.

PACKARD 3-38 SALON TOURING
Packard Motor Car Branch, 107 Market Street. B. Boyd Harrington, Mgr.

weights 4,180 pounds. The price has been increased \$100. The chassis is the same as last year, the money having been invested in the body design and finish.

Union Sales Co. Makes Its Own Tires and Tubes

The Union Sales Co., Inc., located at Second and North streets, report that the demand for their tires and self-sealing tubes has increased to such an extent that they have purchased their own factory equipment and are now manufacturing their own products in Louisville, Ky., having their own special compounds and formulas.

It is understood that efforts are being made to have them build a factory in this city. The vice-president states they have had overtures from several cities in which to locate a factory, but for the present they would continue to manufacture in Louisville, where they have the benefit of an up-to-date, complete power plant, vulcanizing vats and other features.

COLE EIGHT WILL HAVE LOCAL AGENT

Another Eight Cylinder Model Soon to Be Seen at Local Garage

The new Cole Standard eight cylinder car will be represented in Harrisburg by Harry L. Myers at Cameron and Mulberry streets.

This car is standardized in every detail. The motor is the product of the Northway Motor Company of Detroit, this organization having been associated intimately with the American development of the eight-cylinder type of motor.

The motor is the accepted "V" type with the two fours facing each other at a junction of ninety degrees. The S. A. E. rating is 39.22 horsepower; the

bore and stroke being 3 1/2 x 4 1/4 giving a piston displacement of 346.4 cubic inches. Every moving part is enclosed excepting the fan. The cylinder heads are removable and it is claimed that the Cole motor is by far the most accessible eight-cylinder motor produced to date.

It is also claimed that the new Cole motor will develop 70 horsepower or better on block test and that its large valves and piston displacement makes it the most powerful "eight" to which the American public has ever thus far been introduced.

The lighting, starting and ignition are performed by three independent and separate Delco units. The carburetor is a Stromberg special. Charles Crawford, chief engineer of the Cole Motor Car Company, states that the car has been subjected to all the rigorous tests usually applied by his department plus others and more drastic tests that were deemed proper in light of the fact that the eight has heretofore been regarded as an innovation.

"There is absolutely," says Mr. Crawford, "no further doubt of the fact that the eight has actually arrived to stay. The remarkable stories told about the performance of the eight are for the most part true, as I know personally from my tests of the Cole Eight. This Cole Eight duplicates

all the co-called eight cylinder stunts and then by means of its greater power and piston displacement performs even more marvelous accomplishments. It accelerates from a mile an hour on high to seventy mile an hour and even better, without a unpleasant jerk.

"The application of power is perfectly smooth and except when starting from a dead stand, it is never necessary to use the gears. Practically all hills can be taken with ease on high gear and the economy phase of the is simply surprisingly gratifying."

The car is a seven-passenger. The wheelbase is 126 inches. The auxiliary seats are disappearing with one man top and aisle-way front seat. It weighs less than 3,500 pounds fully equipped.

When driving in the rain particular care should be exercised to avoid scoring the tires. In dry weather the rubber of the tire treads is able to resist cutting, even when rolling over very sharp edges of stones, but when wet it yields far more quickly, exactly as it does to a knife blade that has been moistened. For this reason it is well to form the habit of coasting over gravel patches whenever possible, but particularly during wet weather.

Shaffer Wagon Works
80-88 South Cameron Street
Manufacturers and Dealers in Carriage, Wagon and Automobile Supplies

DISTRIBUTORS OF GIBNEY WIRELESS AND KELLEY SPRINGFIELD MOTOR TRUCK TIRES IN THIS VICINITY

We have installed a 150-ton hydraulic press for the application of all kinds, types and sizes of motor truck tires. WE MAKE A SPECIALTY OF PRESSING ON AND OFF GEAR PARTS