

# "Glad Hand" Week Prices

## T. & B. Master Vibrators For Ford Cars

### \$3.25

## Gemco Ford Starters

### \$9.95

## Stewart Hand Horns

### \$2.95

### CITY AUTO SUPPLY CO.

At Both Auto Shows

#### THE TIRE SHOP



Distributors For "Firestone," 108 Market Street

### WHEN AT THE AUTO SHOW LOOK FOR THE

## Stanley Big Mountain Wagon or Truck

also learn about the improvements on the new Stanley  
Pleasure Cars.

### Kelker Street Hall Paul D. Messner

1116 JAMES STREET



Because it gives the highest motor car service at lowest cost, the Ford is the one car you'll find in large numbers and in constant use, in every land. It's a better car this year than ever before—but it sells for \$60 less than last year.

The Ford is everybody's motor car because everybody can easily understand and safely operate it. Doesn't take a skilled mechanic to operate or care for the Ford. Less than two cents a mile to operate and maintain the Ford. With "Ford Service for Ford Owners" your Ford car is never idle.

Buyers will share in profits if we sell at retail 300,000 new Ford cars between August 1914 and August 1915. Runabout \$465; Touring Car \$515; Town Car \$715; Coupelet \$775; Sedan \$1000, delivered. See them at Ford Sales Company, South Cameron street, and Auto Show at Kelker Street Hall.



STANLEY MOUNTAIN WAGON

Paul D. Messner, Agent, 1116 James Street.

## CAPITAL CITY SHOW HAS MANY MODELS

### Variety of Cars Attract Many People on the Opening Night of the Show

With festoons of American flags suspended from the ceiling and the walls draped with the gay national colors to harmonize with the ceiling effect and a brilliancy of light that was reflected on the shining new models, the show of the Capital City Motor Dealers' Association opened Saturday evening at Kelker Street Hall with an attendance that was considered good for the first night with all the diverse attractions usual downtown on a Saturday evening. There were several exhibits that had not been placed because they did not arrive in time but to the public in general the show had seemed complete in every respect. Other attractions came in to-day from shows in other cities and will be placed this evening.

A souvenir is given to each lady at the door in the form of a neat little vanity bag, and a new Ford roadster is exhibited as the door prize.

The Buick, one of the standard popular-priced cars, always a feature at local shows, continues to hold public attention. The newly designed bodies, with the radiators rounded at the top, the sloping hoods and the general improvement in appearance, make the Buick more attractive than ever. Three Buick models are on display in the space of Hottenstein & Zech, a model C-25 touring, a C-37 touring and a seven-passenger model C-55 six-cylinder touring. The Chevrolet line is represented in two models, a Royal Mail roadster and the Amesbury Special. Of special interest in connection with this exhibit is a large picture of the Buick Prosperity Train of 67 cars photographed on the Rockville bridge some weeks ago when the first trainload of Buicks came through from the Philadelphia territory, in which these counties are included. With George B. Zech at the local exhibit, are P. G. Hottenstein, W. H. Nicolai, J. M. Evans and Fred Tempert and E. M. Hottenstein will be here Tuesday.

The City Auto Supply Company have installed a complete Ford motor on which they are demonstrating one of the Stull starters, made especially for this make of car. The claim for this machine is that it is very easily operated because friction is eliminated by using ball and roller bearings throughout, making possible for ladies and boys to operate same with ease. To attach it is only necessary to make one hole at the bottom of dash near the center large enough for a half-inch square push rod to pass through, which is used to operate the starter. By this simple method there is no danger of weakening the car with a lot of unnecessary holes. The starter complete weighs only ten pounds and noiseless in operation. As soon as the engine starts in either direction, the pawl or clutch is automatically thrown out and the engine and starter are then two different parts and do not touch each other at any point. This prevents the possibility of back fire and eliminates danger of broken arms. The starter does not touch any moving part of the engine, except when the starter is in actual use, thus eliminating the objection of extra bearings and taking power of engine away from car. A one-man top and a line of accessory specialties comprise an interesting display.

The twelve-passenger Stanley mountain wagon shown by Paul Messner is intended for work on hard, rough roads and steep mountain grades. Steam propelled, it has an abundance of reserve power always at the command of the operator enabling him to pick his way up the rough, stony hill, and to slow down almost to a stop over water bars and around blind curves. Ease of operation with no clutch to work and no change speed lever is among some of the advantages claimed for the steam cars. The entire control is governed by the brakes

and a single little throttle lever on the steering wheel, which is moved backward and forward only a few inches from one extreme of speed and power to the other.

The King eight-cylinder car shown by the King Car Sales Company was of special interest to many who were desirous of seeing this new popular-priced eight, where they could inspect it leisurely and have its merits explained by W. P. Keister or J. Robert Barr.

The new eight has a pure European streamline body and is built on a chassis of 113 wheelbase — which length is claimed the most convenient size for general use. The Ward Leonard electric starting and generating system is included in the price and an engine-power tire-pump is part of the regular equipment.

The Jackson Four-44 received special consideration by many who were attracted by the grace of body lines, and numerous expressions of admiration were heard from those who studied its sturdy construction. The Jackson "44" embodies all of the distinctive Jackson features—durability, economy of operation and comfort. It has a full streamline body with curved back, flush doors, concealed hinges and crowned fenders. The motor is the standard Jackson unit power plant, 40 horsepower—with cylinders cast in pairs and divided aluminum crank case. A Six-48 is also being shown by P. H. Keboch, distributor for Eastern Pennsylvania.

A Detroit Electric, an Oldsmobile model 42, a Studebaker Six five-passenger, and a Studebaker axle showing the accessibility of the differential, full-floating rear axle and Timken bearings, comprise the exhibit of the East End Auto Company in charge of R. C. Barrett who is assisted by Norman Johns and C. H. Miller. The Detroit Electric is the only electrically propelled car in the show, and the elegance of its appointments and convenience of operating levers, combined with its simplicity of control makes this type of car especially suitable for ladies. Among the many mechanical features which have contributed to the success of the Detroit Electric, is the chainless direct shaft drive. This type of construction is said to transmit to the rear wheels the highest possible percentage of the power developed by the motor.

The Maxwell touring model and a roadster are shown by E. W. Shank, distributor for this territory. A white enamel chassis direct from the Boston show will be here in time for this evening's show. This cut-out chassis has all the vital mechanism exposed to view under glass so as to demonstrate the working operation and construction to best advantage. The car has been shown in the largest cities of the country. Mr. Shank is assisted by H. F. Willoughby.

The Case "25" is the only one of this make on exhibit, as the Case Company is specializing on this particular model, having found that it comes nearer to the popular demand, although the 35 and 40 are being marketed practically in the same form as last season. The "25", however, now has a wheelbase of 113 1/2 inches instead of 110, the tires increased from 32x4 to 34x4, the headlights equipped with double bulbs and the spark plug location shifted from the side to the valve plugs to the center of the cylinder casting in holes formerly occupied by the priming cocks. Cantilever springs supplant the platform rear construction. George A. Dechant, manager of the local case branch, is assisted at the exhibit by Charles S. Wilson.

Four Hupmobile models and a Lewis Six constitute the display of the Ensminger Motor company. A four-passenger Hupmobile "22", a model K roadster, a model K five-passenger touring and a model K Sedan. The sedan is the convertible type whereby one may remove the entire top and convert the car into the regular touring or roadster model. E. C. Ensminger, distributor for Hupmobiles throughout an area of twenty-two counties, is assisted at the exhibit by W. E. Randall.

A Jeffery Six-48, a small Pullman touring, a Vim delivery chassis and a Jeffery one and one-half ton truck, with a large number of other models to come, are the features of the Bentz-Landis Auto Company exhibit. The Jeffery Big Six is classed among the most beautiful and luxurious cars on the road, a car designed for the man who wants bigness, luxury, comfort, easy riding qualities, and yet keep within the 3700 pound weight. J. A. Bentz is assisted at the exhibit by H. Conner and J. Matteson of the Jeffery house in Philadelphia.

The Metz new touring model that was introduced for the first time at the New York show is shown by the Metz Sales Company and is a credit to the Metz organization. Handsome in appearance with its pleasing design and wire wheels, and equipped with the new Metz top, the touring model has no doubt share honors with the popular roadster model the coming season. The Metz roadster has many points of refinement and change of lines that merit large notice. The car has been known for its remarkable performances with the gearless transmission. Luther G. Monn and James C. Monn are in charge of the display.

The new Ford models, a touring and roadster, show the new design of car as now being received from factory. The body design including a cowl effect that makes a decided improvement on the front view of the car and curved fenders at rear. The new cars have electric light, the magneto having been enlarged to accommodate the lights. Even with these additions, the car sells for \$60 less than last year.

Two of the most successful cars of the year, the Mitchell Light Four and Light Six, divide honors at the exhibit of Ream & Son. The former attracts attention because it is an exact duplicate of the remarkable car that in 30 days traveled 7,518.4 miles, an average of 250 miles per day, under sealed bonnet conditions that precluded the making of an adjustment of any kind. The other Mitchell car is the Light Six. It is a six-passenger touring car, painted in standard colors.

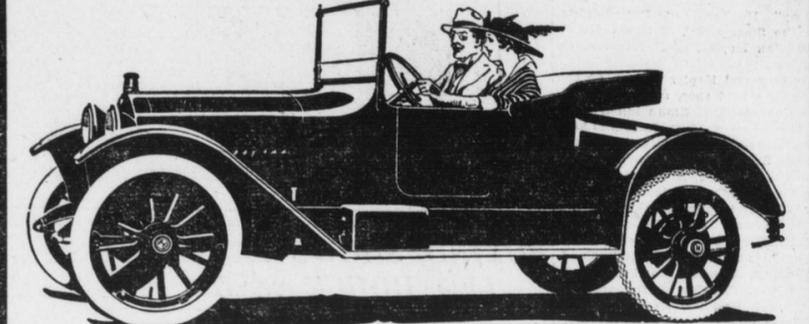
When a fabric-lined brake refuses to hold properly it is not a bad plan to apply a little belt dressing, such as may be obtained at any machine shop or machinery supply house. The difficulty, although generally the result of leaking from the end of the axle housing sometimes really is the fault of a lining material, and where such is the case the remedy suggested is a good one, though only temporary in its nature.

# Hupmobile



### "Car of the American Family"

A car of unusual grace and beauty with every feature that makes for driving comfort. The new Hupmobile is a large, roomy, powerful car that cannot help but appeal to the most discriminating taste. Riding comfort has been one of the chief aims of Hupmobile engineers in designing the new car. The springs are unusually long and built of the highest grade spring steel, which makes for exceptional resiliency and gives the greatest riding ease under all road conditions.



- 5-passenger Touring Car with sedan and mohair tops ..... \$1365
- 2-passenger Roadster with coupe and mohair tops ..... \$1325
- 5-passenger Touring Car with mohair top only ..... \$1200
- 2-passenger Roadster with mohair top only ..... \$1200
- 4-passenger Touring Car or Roadster, model "HA" ..... \$1050

Westinghouse electric lighting and starting systems on all models.  
Prices F. O. B., Detroit.

## The Lewis VI | Dart Trucks

Monarch of the Sixes | From one to three ton  
**\$1600** | **\$875 to \$1950**  
F. O. B., Racine, Wis. | F. O. B., Waterloo, Iowa.

Exhibited at Kelker Street Auto Show.  
**ENSMINGER MOTOR CO.**  
Sales Room, 3rd and Cumberland  
SERVICE STATION GREEN AND CUMBERLAND

## HISTORY OF TIRES VERY INTERESTING

About the first process rubber goes through on the way to become a tire or tube is mastication. After the crude para is washed it is broken up into lumps and tossed into the crackers. These are machines with heavy rollers which take the rubber in between them and "chew" it. Entering the masticating room of a factory the first impression is that there is a brush fire burning or else there is a den of snakes at hand.

The rubber snaps and crackles like burning branches and then hisses shudderingly. The stuff is kept until it comes up in regular sheets, very thin, and looking like a sort of cake dusted with crumbs. Then after thoroughly drying in vacuum chambers it is ready to be put in with chemicals and other things that make up the compound. Into the final compound of rubber—that is, after the crude material has been thoroughly washed and dried—many chemicals enter in order to produce the required results. In the compounding of rubber the entire secret of rubber manufacturing business lies and accounts for the difference between good rubber and bad rubber.

Sulphur is required in order to effect vulcanization, and it is in the use of these compounds that one manufacturer's concern may overtop the other, both using the same grade of crude material. In the mixing room each one of these ingredients is weighed to a fractional part of an ounce. Then they go into the work-rooms, where the entire mass is worked upon rollers until it becomes a plastic whole.

When the compound of rubber for tires and tubes has been worked up to the proper point of mixture and plasticity it is ready to be removed from the masticating machines and it is then transferred to another type of machine with heavy rollers. According as the distance apart of these rollers is the thickness of the sheet of rubber which runs through.

The material is worked in so that it runs around the lower roller continuously and knives set at certain distances apart, resting on this roller, mark off strips of rubber of desired width. These run off onto long linen rolls, thus providing a convenient form

transporting from one floor to another the rubber which is used in building up the body of the tire as well as in making tubes. When the linen rolls are taken aloft in the factory they are run on long tables and the strips of plastic rubber are sliced at certain length to be used as plies for the tires.

Rubberizing the linen which goes into tires is done by means of a frictioning machine, which grinds the plastic rubber into the fabric at high pressure and impregnates it thoroughly with the gum. The fabric for the breaker strips and canvas plies is first held at great heat, in order to be thoroughly dry. Then it is ready to be wound into the calendars, which "friction" the rubber into the fabric.

There are three huge rolls on this frictioning machine, the middle revolving at high speed and the lower at low speed. By the difference in the speed of the rolls the rubber is thoroughly worked into the cloth, which winds on one roll as the rubber revolves on the drum opposite. Casings for automobile tires are built up around molds formed like a wheel.

Strips of the heavily rubberized canvas of varying lengths, according to the circumference of the tire to be built, form the first layer in the building up of a shoe. These have been sewed so that they form a continuous piece and then are worked around the mold. Around this inner layer go the various plies of canvas until the breaker strip is inserted. Piles of rubber are added for the tread until the whole is built up in the form that it is designed to take.

This tire mold and all, is carried away to be weighed, because it must come up to a certain standard. This process so briefly described is one of the most important of all in tire building. In the curing-room to which the tire and mold go for the final step in the process, there is a part of the work in the factory which is its own special device. It applies to the way in which the casing is held in the shell before it goes into the vulcanizer. Those tires which are designed to have a wrapped tread go under a spiral machine, which winds a narrow strip of canvas all around the tread.

**All This From 11 A. M. to 11 P. M.**  
WEEK TAKE ANY CAR GOING NORTH TO  
**Kelker Street Hall**

The only perfectly equipped exhibition hall in this city with a level floor space large enough to hold the mammoth display of the

**Souvenir to Each Lady** | **Biggest and Best Auto Show Ever Held in This City** | **Orchestra Concerts and Dancing**

**1915 Ford Car Will Be Given Away**  
SEE THE DECORATIONS | **ADMISSION 25c** | SEE THE ELECTRIC DISPLAY

This show is under the personal direction of B. R. Johnson who originated and managed the first auto show in this city in 1910 in the above hall and at the Rex garage in 1911.

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