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no further cost, we absolutely guarantee 5000 miles of service. That means we keep your tire in repair free of all charge for 5000 miles of service. Hundreds of satisfied users in this and other cities.

Union Sales Co., Inc

Second and North Streets

OILING IS REAL. RACING PROBLEM

Records Show That Faulty Lubrication Is Cause of Many Disappointments in Contests

"Performance and endurance of a racing car depend upon the lubrication of its driving parts. The lubrication of the motor especially is the most important point for the driver or his mechanic to watch. Statistics show that lubrication troubles have been responsible for the withdrawal of a great number of cars that had to quit the track when their drivers were traveling along with the speed and consistency that put the big prize almost within their grasp, when suddenly they were reduced to 'also rans' because the lubrication went bad," says Louis Schwitzer, chief engineer and production manager of the Empire Automobile Company and winner of the first race on the Speedway.

"With modern, small, high efficiency motors, turning over from 2,500 to 3,000 and more revolutions per minute, a speed which would have been impossible years ago, it will be clear that the lubrication, especially of the bearings and metal contained therein, must be absolutely perfect to allow such tremendous speed to be maintained for a great period of time.

"The racing car has developed the automobile, and the racing car is responsible for the development of metals, while the importance of lubrication systems has been instrumental in producing the reliable automobile of the present day. If lubrication is so important to the driver of a racing car it is much more worthy of all possible attention in a pleasure car.

"The racing pilot knows every part of his motor. He has fundamental knowledge of its construction, he has worked with it to make its performance as good as is possible to get out of its construction, he watches his car as a motor driver. A vast difference is with the owner of a pleasure car. Statistics show that about 25 per cent. of all buyers of automobiles have absolutely no knowledge whatever of car construction, least of all motor problems. They are dependent upon the builders of the cars they drive and attention given to the details of lubrication by its engineers in designing the car. This condition is much more pronounced with owners of low-priced cars than in higher priced cars. The buyer of a car selling for less than \$1,000 in price does not know much himself; he is dependent on his own mechanical knowledge. His demands are more for a simplified, efficient, serviceable car than the rich man who buys the higher priced car and has a trained chauffeur to care for it. The man who buys the low priced car cannot afford to buy an automobile that will not run 365 days in a year and give him a good return on his investment. The low priced car, such as the Empire, may well be called 'the simplified car for service.'

It was with full realization of these conditions that the lubrication system of the Empire was designed and is constructed, the object being to make it so simple that there would be no possibility of failure at any point, in fact a system that will call for no attention from the owner beyond the replenishment of oil supply from time to time. The Empire motor carries five quarts of oil in a tank cast integral with the crankcase of the motor. The oil is pumped from this tank through the large size filter screen into a lunger pump, which is positively driven from the camshaft of the motor. The oil is pumped under pressure to a dash sight feed, from which it is distributed directly into the three big bearings of the crankshaft. The sight feed itself is made in such a way that it will always "tell the tale." A wheel is attached under the glass right below the opening of the incoming oil, and however dirty the glass would get the flow of oil will dip at whatever rate the engine might stand or whatever grade has to be climbed. There are overflow holes from the several compartments which regulate the height of the oil in the crankcase and keep the level so that no superfluous oil will be splashed into the cylinders and contribute to the economy of the oiling system.

"Smoking is another source of worry to the motorist which we have eliminated by the Empire oiling system. The piston has been designed so that only the necessary amount of lubrication can pass by the piston rings, thus minimizing the carbonization on top of the piston. Below the lowest piston ring is a groove cut into the piston with a considerable smaller diameter than the ring itself. In this groove are six holes drilled, and the piston on its down-stroke wipes, by means of the last piston ring, all the superfluous oil of the cylinder wall into this groove and on the up-stroke of this piston this oil is sucked through vacuum on to the inside, contributing to the lubrication of the upper connecting rod bearing as well as to the economy of oil and, as already mentioned, absolutely prevents smoking.

"The system is efficient and simple, all wearing parts in the engine are positively lubricated with filtered oil, and the only attention the driver has to give to this system is to watch if the little wheel in his sight feed turns, and if it does not, to fill in the necessary amount of oil, which is indicated by a float on the side of the engine."

Additional Description of the New Overland Model

The seats of the new \$750 Overland are roomy with high, comfortable backs. The divan upholstered cushions are built on deep, resilient coiled springs while the covering is of the durable waterproof gray cloth which recently has become so popular because it is so much more comfortable. This upholstery is trimmed with leather.

In construction of the body much attention has been given to interior refinements, which will be appreciated by the experienced motorist. There are large pockets in all of the doors, the back of the front seat is protected by a covering of upholstery cloth. The motor top is one-man type with a single set of bows, which permit it to be easily raised and lowered. The curtains are of an improved type fastening from the inside to the top bows, which makes attachment easy and eliminates flapping. The curtains may be stored in pockets in the top. The built-up windshield is of the rain-vision, full ventilating type. Its adjustment is universal.

The body finish is of rich Brewster green with striping of ivory white. Fittings are of polished nickel and aluminum. Fenders and trimmings are black enameled.

The steering column is placed at the left with the gear shifting levers in the center. An advantage which proved highly popular in Model 80 and which is continued in this season's car is the switch box for electric control which is attached to the right side of the steering column two inches below the wheel. From this box the electric horn, front dash and tail lights and ignition may be controlled without stopping from the driving position. The keys are removable, thus locking the switches. The instrument board serves as a second anchorage for the steering column, eliminating practically all vibration.

The starting and lighting system is of a most effective two-unit type, entirely separate from the ignition, permitting the simplest possible wiring. A high tension magneto is used for ignition. No dry cells are required.

Cooling is by the same thermosyphon, or natural circulation system, as that which proved so effective on last season's cars. The large fan runs smoothly on ball bearings.

A constant level splash system provides thorough lubrication under all conditions of usage. The oil base has a capacity of eight quarts. A float gauge indicates the amount of oil in the crank case.

An oil sight feed indicator has a small revolving wheel which is kept in motion by the flow of oil and is always clearly visible. This furnishes the best of assurance that lubrication is right. This device is located on the cowl dash instrument board together with the magnetos, speedometer, ammeter and the carburetor priming button.

The carburetor is of an improved type with a hot air attachment for both primary and auxiliary air ports. It is exceedingly simple in adjustment.

The axles used in last season's Overland are unchanged. The rear axle is of a floating type with four bevel differential gears of double heat-treated nickel steel. The front axle is an I-beam section, drop forged in one heat without welding. The steering knuckles are so made as to give an unusual short turning radius.

The brakes are large and powerful enough for a much heavier car. Those in the rear are three-quarters elliptic and are of the disc type. The front ports which swivel on the axle housing.

Tires are 33 by 4 inches, quick detachable with non-skid in rear. Demountable rims with double flange. The equipment is unusually complete, including, in addition to the features already mentioned, a built-in front fender, mounting type windshield, hood light, direction flash light, muffler cutout, combination tail-light and license bracket, hinged robe rail, foot rest, tire carriers in rear, extra demountable rim, full set of tools, tire repair kit, jack and pump.

Preparing For Another Great Race at Chicago

The Chicago Motor Speedway is a reality. The big auto classic scheduled for June 19 will be held on the initial trip made by King eight can be taken as a criterion all track records will be shattered. The party that dedicated the oval in a King eight race, the most thrilling in the history of automobile contests.

Soon after the last spike was driven at 5 o'clock on June 4, C. F. Woods, president of the King Motor Car company of Chicago, accompanied by H. C. Bradford of the King Motor Car Company, Detroit, and Mary Hay, Annapolis, Md., King dealer, poked the nose of a new King eight on to the broad track. Soon the party was speeding up to 55 miles an hour, but had to slow down in front of the grandstands, on account of debris on the track.

A fast track, full of resiliency, two inches that give one the idea of fifty per cent. grades, with fine straight-ways, on both the front and back stretches are some of the features of the course.

The audience can see the speed kings every second they are on the oval, the way it is constructed. The track is built for speed. When the workmen saw the King pull on the course, they were anxious to see how a car would travel on the incline. When they noticed the way the King eight held to the boards, they did not believe it could stand on the top of the incline without tipping over.

Mr. Woods, however, allayed their fears when he drove to the top of the track, opened up the throttle until the car was under a 40-mile headway. There he stopped and held this position for five minutes. It was one of the most enthusiastic lot of workmen, 1,500 in number, that hailed the King, the first car to attempt the feat.

It was expected that a regular racing car would be employed to dedicate the speedway. All Chicago was agasp to get information about the first car. The King pulled off their feat without any preparation. Chicago awakened to learn that a King car had track is built for speed.

The speed demons are expected to begin appearing this week. While the course, which required 11,000,000 feet of lumber was completed in less than the scheduled time, the grandstands are all that are in position to take care of the crowds. However a big force of men are at work. Contractor Shank declares that all will be in readiness so the public can witness the tuning up before the big contest. Purses aggregating \$54,000 are hung up for the event. The entry list, according to Director of Contests F. E. Edwards, will number at least 25 cars. Ralph De Palma will enter. Barney Oldfield expects a mount and a big battle between these two American drivers is scheduled, with Gil Anderson running close in a three-cornered contest.

Saxon Shipments Exceed Records in Month of May

As an indication of the great impetus all over the country in sale of automobiles the Saxon Motor Company set a new record for shipments during the month of May. Reports show that in the month just closed the shipments of Saxon cars were more

Motors With Overhead Camshafts Supreme at Indianapolis

The Indianapolis races conclusively demonstrated the value of overhead camshafts.

The first four cars to finish were equipped with overhead camshaft motors, likewise eight out of the first ten.

Think of it, ninety miles an hour for five hundred miles—that is practically flying in a motor car!

Certainly the type of motor that accomplished such an unheard of feat will please any owner.

The Chalmers New Six-40, is the only standard American car equipped with overhead camshaft.

It insures get away, power, pep, flexibility, and the ability to stand up under any grind.

The tendency of design in Europe was toward that type when the great conflict stopped European production.

Come in and see the car with the overhead camshaft, the future type of car in America as in Europe. Its price is \$1400.



Keystone Motor Car Co.

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Let your next car be a Chalmers

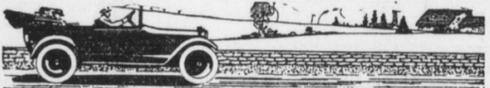
NEW BUILDING FOR CHALMERS

Record breaking sales for the months of April and May have compelled the Chalmers Motor Company to lay extensive plans for increased production.

Authorization has just been given for the erection of a four-story, 90x60-foot addition to building No. 5, which

is devoted to the manufacture of motors and other parts. All departments in this building will be enlarged to facilitate the needs of a much greater output.

Plans have already been drawn, and work on the new steel and concrete structure will begin at once. The work will be rushed through to completion as quickly as possible.



Kelly-Springfield Mileage

—is written on roads—not paper. Kelly-Springfield hand-made, real rubber tires and tubes give you that mileage in actual service—not in grudging allowances, and refunds on disputed allowances.

Kelly-Springfield Tires are now sold on a new guarantee basis; plain tread, 5,000 miles; Kant-slip, 6,000 miles; Ford sizes, plain, 6,000 miles; Kant-slip, 7,500 miles.

On sale here only in Harrisburg.

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1916 EMPIRE \$975

Model 33 touring car is an advanced car throughout. Many new features. Size, power, quality and equipment, considered separately or collectively, give the Empire Model 33 rank above all cars of its class. 112-inch wheel base. 35 horsepower motor. Full-floating single bearing rear axle. Five-bow one-man top. Remy electric starting and lighting, fully guaranteed for one year. Extra large, rounded top honeycomb radiator. Combination searchlights with small dim lights. Dropped frame with low center of gravity. Streamline, flushside body of extra roominess. Demonstration on request. Deliveries without delay.

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The storage battery is the "heart" of the starting and lighting system on your car. To get good service from your car, you must have a good battery and then keep it in good shape.

We are local Distributors for the "Exide" Battery—the most widely used and highest grade automobile starting and lighting battery on the market.

Let us inspect your battery and tell you its condition. We make no charge for this service.

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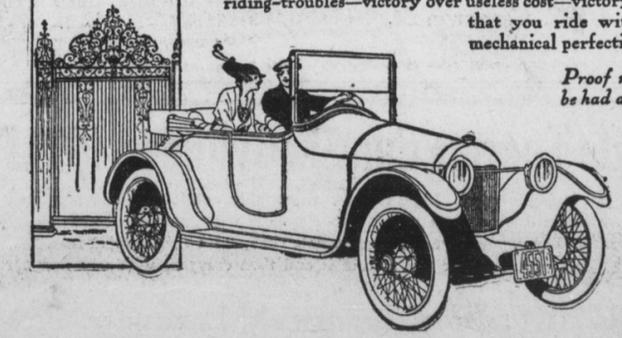
Victory

Power with beauty, speed with grace—these added to faultless design and craftsmanship have produced the masterpiece of motor travel—

Scripps-Booth

In this car the modern genius for mechanics combines with classic ideals of form and harmony—the result is Victory. Victory over riding-troubles—victory over useless cost—victory in the consciousness that you ride with the maximum of mechanical perfection, luxury and taste.

Proof in demonstration can be had at the local salesrooms



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