

Detroit Electric

\$1975 to \$2275

The car for all the family all the year

The enclosed car is steadily and surely becoming the preferred type of motor car. Its obvious advantages are winning more buyers each year.

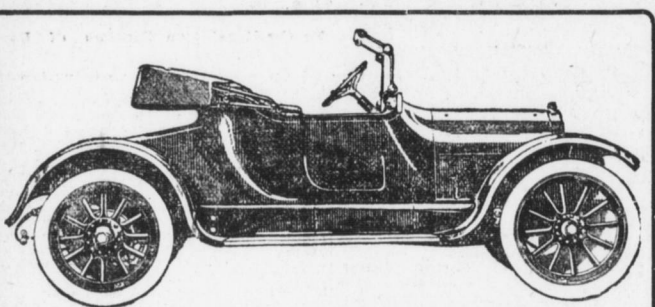
And the modern Detroit Electric is easily the first choice in the enclosed car field. Each member of the family can drive it safely and expertly because of its simplicity and the positiveness of the control system. On hot days—with windows down—you enjoy open car coolness. On cold, stormy days—with windows raised—you have closed car comfort. And the Detroit Electric is perfectly silent in operation—it is always clean and there are no fumes or odor of gasoline about it. It has plenty of power and all the speed you need. And because its mechanism is so simple and of such high quality it is always dependable and available. There are some points about the Detroit Electric you will only fully appreciate after a demonstration—when will you have yours?

1916 Detroit Electric Prices

Model 61 4-pass. Brougham,	\$1975
Model 60 5-pass. Duplex Drive Brougham,	\$2275
Model 59 5-pass. Rear Drive Brougham,	\$2225
Model 58 5-pass. Front Drive Brougham,	\$2250
Model 57 4-pass. Rear Drive Brougham,	\$2175
Model 56 3-pass. Cabriolet,	\$2075

Detroit Electric Service Station

LINDEN AND SHURB STREETS
C. B. HOFFER, Mgr., Residence, 9 N. Front St.
Bell Phone 315-R



Open For Immediate Delivery

- One Overland Roadster.
 - One Overland Light Delivery with panel side body.
 - One carload Model 16, 6-cylinder, 5 and 7-passenger Chandelers.
 - One Willy's utility truck.
 - One Autocar truck.
- And a number of good second-hand cars to choose from at cash bargains.

ANDREW REDMOND
THIRD AND BOYD STREETS



After All

Why not just take a ride in the several cars included on your list, before going any further into the matter? We know a ride in the new Eight Cylinder Cadillac will give you a base from which you can work.

Our demonstrating car at your service.

Crispen Motor Car Co.

413-417 S. Cameron St.

1916 EMPIRE \$895

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. Heavy electric starting and lighting, fully guaranteed for one year. Extra large, rounded top, humped radiator. Combination searchlights with small dim lights. Dropped frame with low center of gravity. Streamline flushable body with extra roominess. Demonstration on request. Deliveries without delay.

The New Empire Six, \$1095

PENBROOK GARAGE

Bell 989J; 2539W H. A. FISHBURN, Manager

THE SUPREME TEST

of the ability of any Tire and tube repair shop is found in their retread record.

Our retread record is over

Seven Thousand Miles

All makes of tires and tubes repaired. Work called for. Bell phone 2854.

Sterling Auto Tire Co.

1451 ZARKER ST. (15th and Market) HARRISBURG, PA.

SILVER CITY HILL

FRONTIER MOTORDOM GETS EXCITED

Over Feat by 1916 Maxwell Winner in Contest

Ever since the first automobile came to Silver City, motorists have bucked the long sand grade of Church Hill, and the town has come out to sympathize. As one after the other failed, the belief grew into being that the climb simply couldn't be made. The stigma of being beaten by the grill thus removed, drivers began seeing how far up their cars would run. In this competition each new car brought to Silver City has always been tried out.

Several months ago Silver City was startled out of its calm by a challenge from a dealer in a widely advertised car. The challenge stated the dealer's desire to post \$1000 as prize for other competitor would do likewise. The two would then repair to Church Hill, and the \$200 would pass to the one that could go farthest up the grade.

The boldness of the challenge took Silver City motorists' breath away. Rumor had it that the dealer had based his wager on a secret trial in which he had far exceeded all prior marks.

A week ago, J. A. Smith bought a brand new 1916 Maxwell. Smith drove his car for a few days and those who rode with him noted the exhilarating effect that always resulted when he put his foot on the throttle. Then, late one afternoon, he dropped in at the challenger's place of business, ascertained that the \$1000 proposition still stood, and covered it. The trial was booked for that evening.

Up Church Hill to the stake that marked the highest climb to date, plodded Cactus Charles Buckley, ten double axles making a merry jingle in a pants' pocket. Along the course Silver City lined up—men, women, children and Mexicans. Even money prevailed; the mining element speculated heavily.

By agreement, the Maxwell was to make the first trial. Smith took a long start and tore up the first part of the incline in second gear. Just before he hit the sand beds, Smith shifted into first. He charged Buckley at a lively gait; Cactus Charlie leaped into the mesquite, just in time. Then he started in pursuit, yelling like a demon and losing ground at every jump. The Maxwell slowed down at the last sand spot, but carried through to the harder going nearer the top, and, at the peak, was actually gathering speed.

Smith brought his mount to a stand and backed out of the trail, waving his stetson to the cheering crowd below. The other car essayed the hill in first gear from the start and at a steadier speed. It plowed through the lower stretches of sand in good shape, also excelled the best performance prior to the contest, but began to move jerkily in the heavy going nearer the end, and stopped with about 20 feet of sand still to navigate.

The second and third attempts fell short of the first. An effort to rush the lower hill on second speed, as the Maxwell had done, resulted in disaster when a quick shift into first was tried. Buckley turned the \$200 over to Smith, and the Maxwell rolled majestically down, unquestioned champion of the grade.

Future contests have not yet been proposed. The Maxwell having made it plain that better than a drawn verdict can hardly be expected.

Cadillac Day Is Big Feature at Exposition

In setting aside Friday, August 20 as Cadillac day, officials of the Panama-Pacific Exposition, San Francisco, conferred an unprecedented honor upon a motor car. That the action met with popular approval is shown by the fact that less than 500 cars lined up for the motor parade that was a feature of the day. Thousands of persons witnessed the unveiling of the 1916 model of the eight cylinder type and other thousands more were unable to get near enough to see the ceremony.

The intense interest in the day which was shown all over the city crystallized in almost innumerable tours from the various towns to the metropolis. The majority of the touring parties made their trips in Cadillac cars, but all motorists were invited to participate. All the machines from Southern California met in Los Angeles, whence two sections traveled north. One took the coast road, and was joined by other cars at almost every town. The other section was routed up the San Joaquin valley and grew in numbers as it neared San Francisco. Sacramento and Stockton were gathering points for the tourists from the Sacramento valley, and there were smaller tours from all sections and all directions.

When the cars were finally lined up for the parade through the city to the exposition and through the grounds, there were more than 500 Cadillac cars, but all motorists saw the Cadillac ceremonies and amusements became the center of attraction for all within the gates. The result was that, while thousands saw the ceremony of unveiling the new models, there were other thousands who could not get inside the Transportation building. Before the unveiling the Exposition officials presented the medal of honor awarded to the Cadillac, and acceptance was made by Don Lee, the car's representative in California. A series of symphonies and other contests finished out the afternoon and in the evening there was a special display of fireworks.



ENSMINGER MOTOR CO.

THIRD AND CUMBERLAND STS. Distributors.

FRANKLIN

Ensminger Motor Co. Third & Cumberland Sts. DISTRIBUTORS

California Attracts Hudson Tourists

Hudson owners touring in California are finding the roads of the Sunny State an equal attraction with the two big fairs at San Francisco and San Diego, according to information recently received by L. H. Hagerling of the Hudson Sales Agency, the local Hudson distributor.

"Southern California enjoys the distinction of having more miles of roads good for all-the-year-round touring than any other area of equal size in the world," says Hagerling. "The particularly attractive features of motoring in that section of the country," said Mr. Hagerling, "is the ability to drive in five hours' time from sea level to mountain heights of over 8000 feet elevation, and of the many beautiful mountains in Southern California, none are more attractive now than that wonderful range just north of San Bernardino, along which the Crest Road was opened to motorists last year. Mountain motorists are best continually thrilled by the great pine forests and rugged grandeur of the scenery in this section of the state."

The new Hudson radiator is being and improving the roads through the mountain. The Crest route has been designated as having 101 miles on the rim of the world and those who have motored from Pine Crest to Big Bear Lake will appreciate the fact that the term aptly fits the road. It is indeed on the very ridge, as it were, of the southern California tremendous precipices, canyon depths and mountain peaks alternate from side to side, with the San Bernardino valley on the south and the wide reach of Mojave desert on the north.

"The old road was one of steep grades, narrow width and rough surface, but was completely rebuilt last year and is now located with a maximum grade of less than 8 per cent. This puts this famous beauty spot of California within the reach of hundreds of motorists, not only of California alone but from all over the country as well, and as many Hudson owners are touring to the west for their summer vacation, it has become the mecca for numerous Hudson owners."

The especially effective cooling properties of the Hudson radiator makes the Hudson Six ideal for mountain trips, which is another reason for the popularity of this famous tour with many owners of the popular Hudsons.

Blow-outs Not Caused by Expansion From Hot Air

"One often hears the argument that heat causes expansion of the air in a tire, and that this produces a blow-out. This is a fallacy," says P. W. Litchfield, Factory Manager, The Goodyear Tire & Rubber Co. "Many motorists thus excuse their habit of running tires under-inflated. The correct practice, as we advise that tires be run at fifteen to twenty pounds lower pressure in hot weather. We have to admit, of course, that heat does expand air and raises the tire pressure, but in its practical effect the rise in temperature is insufficient to cause even the slightest danger."

"The cause of blow-outs, as we recently made an unusually severe test, using a runabout equipped with 33x4 tires. We selected a day, which according to the local records was the hottest day on record. The tires were pumped up to eighty pounds with the car standing in the cool of the garage. It was driven intermittently for about an hour, and when not running was allowed to stand in the sun. Then it was taken for a spin at forty miles an hour over brick and tarred wood-block pavement. On measurement, we were sure we found it had increased just four pounds."

"As far as the welfare of the tire is concerned a difference of four pounds is really no difference at all. Tires are now built with such a high factor of safety that an increase in pressure of many times four pounds would not cause blow-outs, but are ruined by overloading and under-inflation. We have often inflated up to three hundred pounds without any damage to the tire."

"The inflation in tire pressure is caused by leakage. Rubber is to a small degree porous and will allow air under pressure to leak through through both tube and casing. This is normal and to be expected. Your pressure may maintain itself for a considerable time, but it is never safe to count on it. For a motorist, but too strong that under-inflation, not over-inflation, is the condition to guard against."

Empire Brings Out New Four-Cylinder Model

Power increase, car refinement and price reduction are the outstanding features of the Empire Automobile Company's announcement of a new four-cylinder model which will be placed on the market during the coming week. This new type has been designated as Model 40. It is built in keeping with the demand for a high-quality car at a low price.

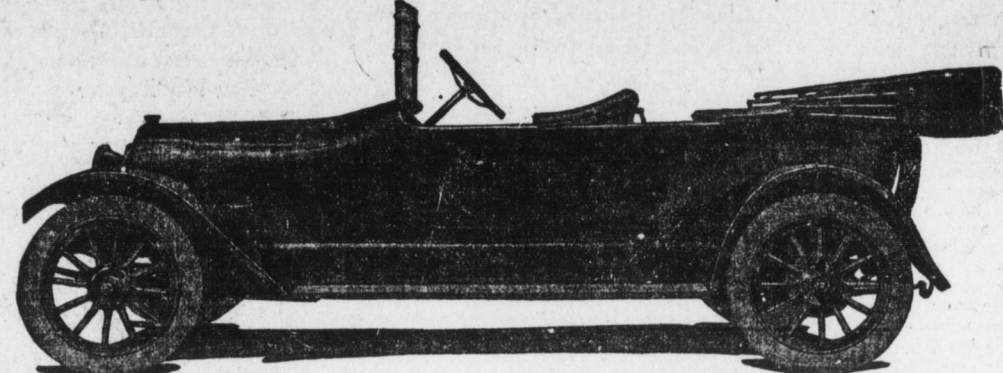
In general design it follows closely the type which it supersedes; in fact, practically the only outward changes from the previous model are in the refinements at the front of the body in the lengthening of the cowl to give full streamline body merging with the hood and a more conservative increase in tire size. The car is marked by its roominess, not only in the width of seats, but in leg room in the tonneau and driving compartments, also by attention to finish and general attention to detail.

The greatest mechanical change in the car is found under the hood, where a big four-cylinder motor, 2-head type, with a bore of 3 1/2 inches and stroke of 5 inches, is placed. Of high speed, high efficiency type, this engine develops 42 horsepower, assuring exceptional ability for a car of Empire weight. Extra strength in three-bearing crankshaft and camshaft as well as large bearings are noticeable. The motor is fitted with two-unit electric system, one unit acting as starter on fly-wheel, the other as generator of current for starting, lighting and ignition. The current is accumulated in extra large storage battery and for ignition purposes is distributed through magneto type distributor with automatic cut-off, which ends when ignition current when motor is stopped. Noteworthy attention has been given both lubrication and cooling systems to secure the utmost efficiency. The motor is fitted with Schebler carburetor.

In this model the Empire company also adopts leather-faced cone clutch enclosed in extension of crankcase, and this, with motor and transmission, completes the unit power plant. Transmission gears and shafts are cut from selected steel. Front axle is full floating, single bearing type, while front axle, steering connections, etc., are extra heavy drop-forged parts. Springs have been lengthened to give even easier riding qualities, while tires are much larger than on any previous four-cylinder Empire, 33x4 being standard equipment, with nonskid on rear. Equipment is complete in every detail, for in addition to electric starting and lighting there are five-bow one-man top, demountable rim, spare tire carrier, speedometer and many other accessories which go to make up a complete car.

Despite the refinements this car is

1916 Crow Elkhart \$725



"The best car for the money!" That's what they are all looking for. In presenting the 1916 Crow-Elkhart "30" we do not desire to make any elaborate statements, but we believe it has the greatest efficiency motor yet produced. Develops 34.9 h. p. on brake test. Extremely silent. Underslung three-quarter elliptic springs in the rear which insures easy riding. 112-inch wheel base. Deep upholstery. Stylish in streamline design. Sound mechanically on the best materials, and with many exclusive features such as full-floating rear axle; less cast-iron weight; longer wheelbase than any car in its class; greater power per pound and greater accessibility to the vital parts. A beautiful car to see. A car of comfort to ride in.

LET US PROVE IT BY A DEMONSTRATION

- C E---23 ROADSTER, \$675 Complete
- C E---25 TOURING, \$685 Complete
- C E---30 TOURING, \$725 Complete

MONN BROTHERS

17th and Swatara

offered at a notable reduction in price, being listed at \$895, and high quality standards have been maintained throughout. In conjunction with the new Light Six at \$1,095, recently announced, the four-cylinder model makes the Empire line for 1916 one of special attraction.

Hupmobile Service Plan Excellent For Tourists

That the new Nation-wide Hupmobile Service Plan is a practical success has been demonstrated by the number of owners of the 1916 model Hupmobile who have availed themselves of the opportunity offered by the Company to keep their cars in good condition. This plan which allows for fifty hours service for each Hupmobile calls for a stipulated amount of monthly service.

Each Hupmobile owner who immediately takes to the idea as is demonstrated by the fact that 97 per cent of the coupons available so far, have been sent in to the factory for redemption by the individual Hupmobile Service Stations. This percentage ratio will probably be increased by coupons in transit.

Each Hupmobile owner will be given fifty hours' service which he may secure at any Hupmobile Service Station throughout the United States and Canada. He pays for this by the amount of the coupon which he secures his remuneration by sending the coupon to the factory for redemption out of the special Hupmobile Service fund which was established by the factory in conjunction with its dealers to take care of the owners' special needs.

Many testimonials have already been received by the factory from the owners who heartily approve of the much needed plan. From Shelbyville, Indiana, P. J. Limpus writes: "I purchased my 1916 Hupmobile principally on account of the new service system. I really believe that this is the biggest step forward from the owners' standpoint that any manufacturer of motor cars has made in the last five years. The new plan answers the service question in every possible way and goes a step farther by giving the Hupmobile owner a definite meaning of the word 'service'."

Another from Dr. E. McKenney, Clinton, Ohio, says: "Enclosed please find signed purchaser's agreement which entitles me to a book of service coupons good for fifty hours of Hupmobile Service. I received my new 1916 Hupmobile from the Grasser Motor Company of Toledo, and I want to mention the courteous treatment extended me by their agents, representatives. I wish to express my satisfaction with the car and to congratulate you on the new standardized service which certainly is a wonderful stride for complete care of the motorist."

Dealers throughout the country state that the new service plan has taken so well with individual owners and especially those who have had other cars in the past that it makes the Hupmobile the easiest of any to handle. Inquiry has come into the Hupmobile factory from scores of dealers in the past that it makes the country asking for chances to take the agency for the Hupmobile in their territory. The factory is already far behind in orders and strenuous efforts are being made to get production somewhere near the point where the demand can be met.

Saxon Sales Show an Increase of 80 Per Cent.

According to information given out yesterday by Percy Owen, vice-president in charge of sales, the Saxon Motor Company's business for July was almost double that of the same period a year ago. The month showed 80 per cent. greater sales in point of number of cars and considerably more than that in point of their value. The fact that many of the orders received specified the six-cylinder model whereas a year ago the Saxon cylinder roadsters partly accounts for the large proportionate increase in volume of business.

As an indication of the prosperous condition of the Saxon Motor Company, orders on one day recently totaled 400 of the six-cylinder touring and four-cylinder roadster models. "This year has frequently been called a phenomenal one in the motor car business," said Mr. Owen yesterday. "It is phenomenal when compared with previous years but at the

same time the prosperous condition in my opinion is simply due to the fact that people have come to realize better the advantages which the motor car holds for them and continue to buy in larger and larger numbers each year. Of course, those manufacturers who keep abreast of the times will get more business than those who do not. It is necessary to give the public the cars they want at the prices they like."

Reports from dealers received at the Saxon factory from many parts of the country show that the retail business has set records in every State. In other words, Saxon dealers not only are buying cars in larger quantities than ever before, but are selling them to customers as fast as they are handled from the freight platform.

Converts Overland Car Into Tractor For Plow

After driving a 1912 Overland touring car more than twenty thousand miles over the rough roads of Saskatchewan, A. W. Bell, a native of Saskatoon, conceived the idea of putting it to work on his farm. His theory was that if the car could stand three years of traveling over the so-called roads of that section of the country, it could go a step better and do the practical work.

The Overland was converted into a tractor by the simple arrangement of putting in an extra axle under the frame, two feet in front of the rear axle of the car, on which were placed two binder wheels. After removing the rear wheels of his car, Bell replaced them with small sprocket wheels which were connected with large sprockets on the drive wheels by a chain. This reduced the speed of the car and gave it more power.

Practically all of Bell's neighbors who were interested in his experiment, believed the scheme to be impractical. They tried to convince him that the engine would heat up too much and declared the gears could not possibly stand the continuous strain.

But, although the machine has been in almost constant use throughout the summer, no trouble has been developed. It has been run as many as fourteen hours a day, drawing a set of discs and a set of sixteen foot furrows without even needing a fresh supply of water.

Bell states that he was able to seed thirty acres a day or harrow from sixty to seventy acres with his automobile. By drawing two twelve-inch bushers, he managed to break five acres of soil a day, or the equivalent to the work done by six to eight horses.

The Overland consumed just seventy gallons of gasoline to put in the crop, while the cost of horse feed alone would have more than doubled the expenditure. The saving in time

and labor was another important item.

It took less than an hour to change the rigging of the car, so that at any time when its owner desired to make the trip to town, all that was necessary was to take off the farm equipment and transform the machine into a full-fledged touring car.

Nine Thousand Miles in Paige to Frisco Fair

"If you are going to the Exposition, by all means make the journey in a motorcar if possible," is the enthusiastic advice of L. M. Yoder, Bellefonte, Pa.

"One does not half appreciate the possibilities for pleasure that are offered by the motorcar until he has made a tour of this kind. There is no comparison in making this trip to California in a hot and stuffy train, or in a big easy-riding and powerful motorcar, that will sweep up the steep grades and down the descents and with power enough to carry you through any road or mire you can possibly meet."

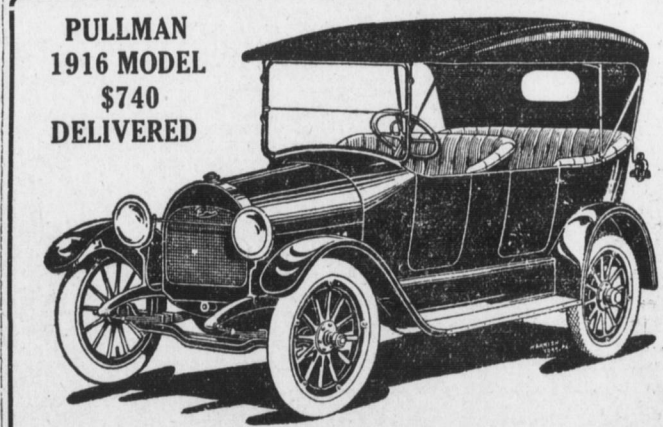
Then there are numerous interesting little trips to be made, that are not only a great source of pleasure, but which are in themselves a remarkable education in the history of our own United States.

"All the way from Pennsylvania to San Diego we maintained an average of 25 miles per day, and this was done without tiring after night fall. During our return we experienced some decidedly inclement weather. In fact the roads for a great share of the journey were nothing short of seas of mud, through which we had to plow our way. However, we covered 9,000 miles, across deserts, and over mountain ranges and each new difficulty of the road that presented itself from time to time was met and overcome easily by the car we drove."

"I believe this is one of the most remarkable trips that was ever made in a motorcar," concluded Mr. Yoder, "as we took the time to cover a Paige Six—48" right from the freight car in which it had been shipped from the factory, huddled in our luggage and started out, not even waiting to tune it up, or make an adjustment of the carburetor."

ALL GUNNING FOR THIS MARK
At the recent Des Moines speedway meeting, Ralph De Palma and Bob Burman made several unsuccessful attempts at the five-mile record of 3:00.00, established by Rickenbacher in a Maxwell, at Omaha July 5th. This record promises to be one of the most sought for on the entire table this year. Prior to the Maxwell's successful flight, it had stood for three years at 3:11.75.

FAST ON THE SMALL RING
The half-mile track at Worcester, Mass. was made August 8th, the occasion of a record breaking performance by Arthur Klein of the Moross team, who, in a 45-inch Maxwell, covered 25 miles in 32:58. The former mark was held by Bob Burman.



PULLMAN
1916 MODEL
\$740
DELIVERED

The Palace Car of the Road

I have added to my line and am ready to give you immediate delivery on this New 1916 PULLMAN. It's nice and roomy with a 114-inch wheel base, makes easy riding.

COME IN AND TRY IT IT'S A WONDER AT THE PRICE

Andrew Redmond

Third and Boyd Streets

(Bentz Landis Auto Co., Distributors)