

AUTOMOBILE NEWS AND ADVERTISING

AUTOMOBILE SECTION

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ALFRED P. DAVIES, Auto Editor

NEW LEXINGTON MANAGER ON JOB

Was Former Harrisburger; is Well Known Here



C. E. DENNIS

C. E. Dennis, the new Lexington Minuteman Six distributor, is very much on the job these days. He just recently established the Lexington agency in Harrisburg and is working hard to place subdealers and agencies in Dauphin and Cumberland counties.

CLASS TO TRAVEL BY AIR, WHY NOT?

Col. Vincent Says This Means of Transportation is Better Than Old Methods

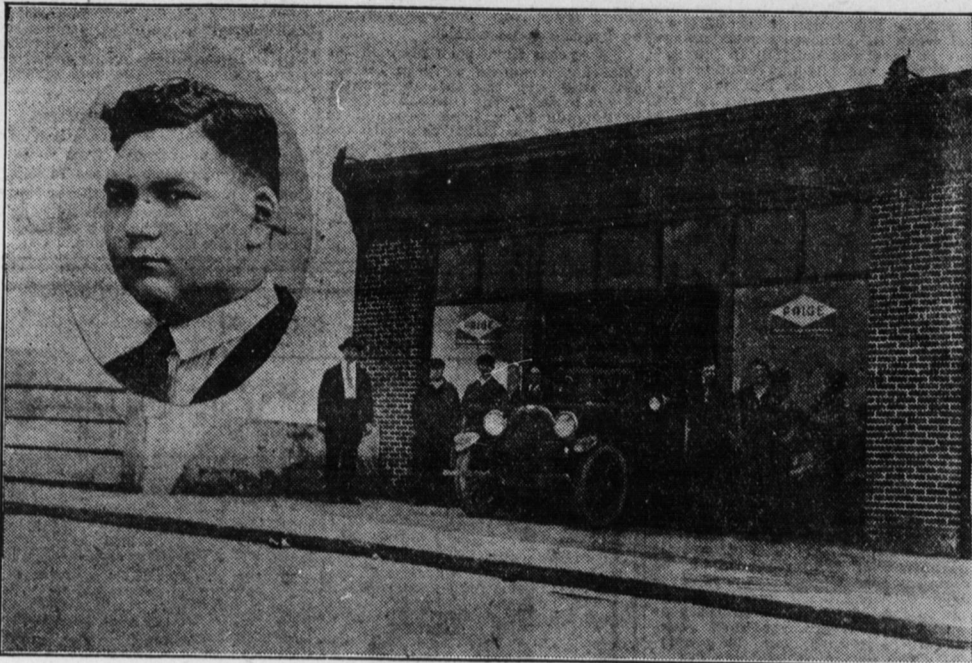
First flights are being made these days at the new Packard aviation field, located between Detroit and Mt. Clemens. Lieutenant Colonel J. G. Vincent, vice-president of Packard engineering, who became during his army service an expert pilot, is doing most of the flying.

A part of the field already is in condition for use. On the remainder of it a wheat crop is growing, and it will not be disturbed till harvest. The company's experimental planes are being removed from Morrow field in Northwest Detroit, to the new grounds. Before long maps and charts for the guidance of aviators in making the field will be issued.

NEW BUICK SALESROOMS TO BE READY ABOUT JULY 1

George B. Zeck, local Buick distributor, expects to move into his new salesrooms and service station about July 1. The new location is the Shaffer Garage, at 55-58 South South Cameron street, now occupied by the Miller Auto Company.

Temporary Salesrooms of the Fishman Motors Company, Local Paige Distributors, 110 S. Fourth Street, and Manager Edward Fishman



The above illustration shows the temporary salesroom of the Fishman Motor Company at 110 South Fourth street and in the insert, Edward Fishman, the manager. This room is being used while the main part of the third floor is being remodeled and finished.

Motor Club's Picnic to Be Held Monday P. M. Sure

Monday is the big day of the Harrisburg Motor Club, and the big time is to be at Bolling Springs Park. Everything has been arranged to make this a real red letter day for every member of the Motor Club.

LOCAL VULCANIZING FIRM GETS SERVICES OF EXPERT

The Harrisburg Auto and Tire Repair Company announces that it has secured the services of W. R. Bradshaw, of Chicago, a former factory expert in vulcanizing tires, to take charge of its tire repair station.

GOOD ROADS SITUATION IS LIKE R. R. PROBLEM 50 YEARS AGO

Lower Cost of Motor Transportation Means Lower Cost of Living, Says Motor Truck Manufacturer

"Along with the great national movement for better highways, comes the question of weight of loads, speed and many other factors," says R. E. Fulton, vice-president of the International Motor Company.

"Moderately improved roads, likewise, can stand much traffic in good weather, when they are dry and sound, can stand a great deal of traffic with little or no damage. They can even bear tremendous loads if the width of the tire is sufficient.

Large Loads Lower Prices "The weight of the load should be determined on the basis of width of tires. Routes between large cities or important commercial and industrial centers serve an enormous tonnage, and the weight of the units in which this tonnage is hauled the greater the economy of hauling. These routes are main arteries of traffic, and anything which increases the cost of transportation on them is paid for by all the people, regardless of how far they may be from these main arteries.

Likens Roads to Railroads "On these roads the weight is fully taken care of by the 800-pound limit per inch width of tire. For every 800 pounds an inch is added to the bearing surface of the tires. With the addition of a trailer the weight of the load can be doubled without doubling the strain on the road.

AUTO DRIVING SCHOOL ESTABLISHED IN THIS CITY

M. L. Cole's Church Place Garage, at the corner of Cameron and Walnut streets, announces that it has established an automobile driving school, where it will teach driving automobiles in all its phases. This will not include a mechanical school.

Table with 2 columns: Location, Distance. Includes Harrisburg to Sunbury, Fort Hunter, Dauphin, Clark's Ferry, Liverpool, McKee's Half Falls, Independence, Chapman, Port Trevorton, Selmsgrove, Shamokin Dam, Sunbury.

1 DUPLEX TRUCK DOES SOME JOB

Does Work Which Formerly Required 36 Horses or Mules

Missouri isn't the only place where they have to be shown. Out in the northwest when the big operators decide to buy a truck they make their decision on what a truck can actually do.

Henry Achelphol, of Eureka, Wash., is proud now of the performance of his Duplex 4-Wheel Drive and is willing to brag about it to anyone.

Before he placed his name on the dotted line he had to have a real demonstration. Mr. Achelphol operates at 1,100-acre wheat farm and is three miles and a half from a warehouse.

Various truck salesmen had tried to interest Mr. Achelphol in a truck but he always had one simple request to make—the truck should be able to go into the field and take the sacks direct from where they were piled to the warehouse.

It was the field work that put the ordinary truck out of the running. Not one made good until Lee Joyner, the Duplex dealer in Walla Walla, came along.

The Duplex wandered right out into the field, loaded up with sixty sacks of wheat, made its way to the road and carried its load to the warehouse.

REDMOND'S NEW SALESROOM NOW READY FOR BUSINESS

After considerable delay, Andrew Redmond has finally moved into his new salesroom and offices at the corner of Third and Hamilton streets. The room has been remodeled and repainted and presents a very pretty appearance.

"FLAPS" TIRE TALK NO 5

By GEORGE G. McFARLAND Local Firestone Dealer.

The value of flaps is not always to be gauged in dollars and cents. As a usual thing, they are worth more than their initial cost.

Flaps were formerly fastened differently from what is the case now. Tire manufacturers used to cement them to one side of the case. This practice turned out poorly, since the heat generated in carcasses and casing allows the flap to become loose. Now, when a man finds anything loose around an automobile, he may expect to find trouble. That proves to be the case here, for the flap, having once pried itself away from its anchorage, proceeded to slip out of position altogether, little by little to creep under the beads, and in the end to wrinkle the tube and seriously chafe it.

As a consequence, the flap in its present form—the "floating flap" we might term it, for lack of a better name—came into existence and then into vogue. The floating flap has proved much more satisfactory because, when it is used, the tire may be applied much more rapidly to the rim and the flap itself generally "stays put" if it gets half a chance.

And yet the slight mobility of the flap enables it within limits to adjust itself to rapidly changing conditions. Improvements and refinements upon the floating flap were made in the course of time; for example, it was split, and the ends notched in such a manner as to make the flap adjust itself in circumference to accommodate variation in the tire.

A few years ago it was common to employ the rim strap, which was a strip of fabric tightly stretched on the rim. By this method the beads were compelled to fit very snugly to the rim clinched, at the same time protecting the tube from rust and other detriment. As a whole, however, the scheme was given up. While it is not necessary to use flaps with clincher tires of small size, it is really the proper thing to do with this four inches, unless cups or spreaders are used to hold the beads tightly in the clinches of the rim so that inner tubes will not be pinched or damaged.

What I have been saying pertains, it may be, rather to the historic side of the much neglected flap. In this case, however, as many others some acquaintance with the evolution of the thing teaches us better how to handle it.

One point should be emphasized: flaps are not used enough. They soon pay for themselves. If they become wet or wrinkled or otherwise damaged, get new ones; for the expense is but nominal and surer protection is built into both inner tube and outer casing in well worth considering. Don't neglect to use flaps.

(To Be Continued Next Saturday.)

"Bill's" Garage 1801 Susquehanna St. NOW OPEN Ford Car Repairing a Specialty ALL WORK GUARANTEED

To the Motoring Public

Quite often you find it almost impossible to find a vulcanizing establishment where you can secure expert and efficient repair work. Most vulcanizing work is done haphazardly.

We wish to announce to you that W. R. Bradshaw, for the past sixteen years employed as a factory expert by the largest tire factories in the west, is in charge of our vulcanizing and tube repairing station at 131 South Third street.

This one fact assures you that your work will be done 100 per cent. perfect, and that it must be entirely satisfactory before it leaves here. We do work no other way.

Harrisburg Auto and Tire Repair Co. 131 S. Third St., Harrisburg, Pa.

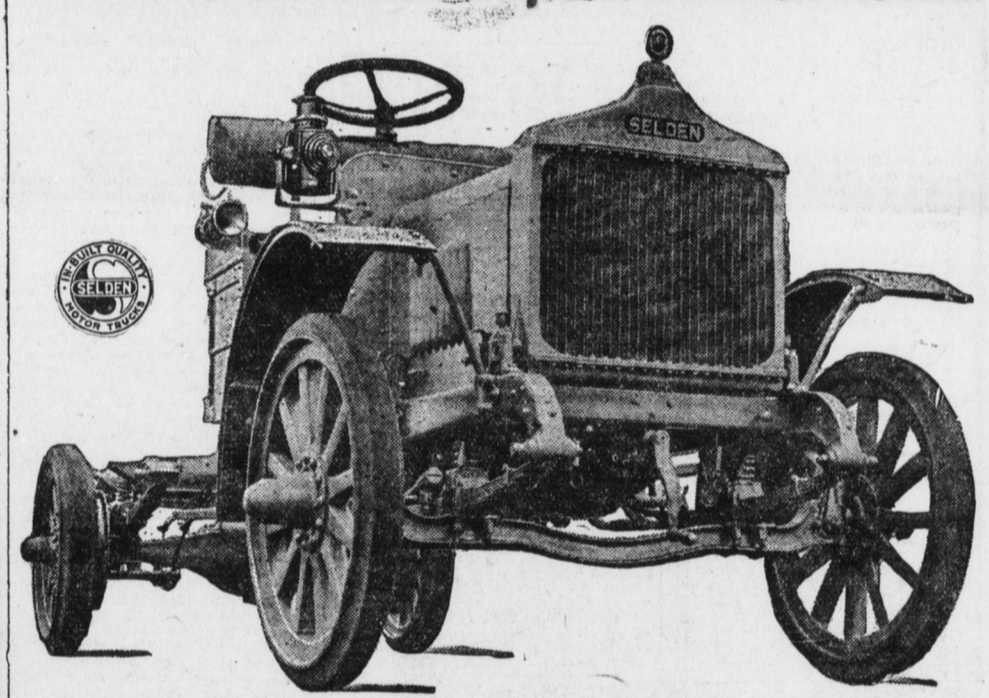
PEERLESS Two-Power-Range EIGHT The "Loafing" Range The "Sporting" Range

---on the contrary, Right makes Might

EVENTS clearly have disproved the theory that "Might Makes Right." The opposite is true—has been—ever will be—right makes might. In industry, might cannot make a wrong purpose or product prevail. And public consciousness of right will search out and find the source of right, though its light "be hidden under a bushel."

Keystone Motor Car Co.

C. H. Barner, Mgr. 57 S. Cameron St., Harrisburg, Pa. Both Phones



The New 1 1/2 Ton WORM Drive SELDEN SPECIAL at \$2185

Meets the Hauling Needs of To-day

To meet the present-day need for a moderate-priced 1 1/2 ton truck of the same rugged construction, the same great powers of endurance, of the same design and built on the same sound engineering principles as the other models in the Line of SELDEN TRUCKS, we offer the SELDEN SPECIAL Model at \$2185.

Manufacturing facilities, greatly enlarged during the war to meet the demands of the United States and allied governments for Selden Trucks, enable our factory to standardize production of this model to such an extent that we can sell the SELDEN SPECIAL at a price far below its value.

Wherever there exists a need for haulage of 1 1/2 tons capacity, the SELDEN SPECIAL will render highly efficient and profitable service.

The specifications of this remarkable achievement in motor truck manufacture are proof that only the highest quality units obtainable enter into its construction—which is your assurance of long, uninterrupted service at low operating cost.

Ask us for complete specifications of the Selden Special.

SELDEN TRUCK DISTRIBUTORS

1017-25 Market St. Harrisburg. We have a Fully Equipped Machine Shop and Can Give You Immediate Service on All Repair Work.

Selden Motor Trucks

Bigger Worth A Bear for Wear



Gillette Tires Now Guaranteed Fabric 6,000 miles. Cord 8,000 miles. Solid 10,000 miles.

YOU'VE probably often thought that somebody some time would produce Tires and Tubes that would leave no complaint as to costs. You were right. That time has arrived.

The discovery of how to produce greater Tire and Tube resistance and strength has been made. It is the Gillette Chilled Rubber Process—the perfected method. Toughens rubber as iron is toughened by changing to steel—building up endurance and bringing down costs to the lowest figures of economy.

Absolutely the biggest worth—in service—in mileage—ever offered Tire and Tube buyers. One Gillette is found to sell you a set. P. H. Keboch, 111 Market St. Bell 4628