

# GORSON'S

THE TUNE THAT THOUSANDS OF HAPPY CAR OWNERS SING AND WHISTLE—THAT THOUSANDS OF GOOD, SERVICEABLE USED CARS HUM ALL OVER SURROUNDING STATES. IT STARTS WITH LOW PRICES, BUT IT NEVER OMTS HIGH QUALITY—HENCE OUR CUSTOMERS ARE MORE THAN SATISFIED, THEY ARE HAPPY.

1916 HUDSON Touring car; run 3000 miles; extra equipment; \$2000.  
 1916 PAIGE Touring; seven-passenger; practically new; \$750.  
 1916 MERCEDES Touring car; electric lights and starter; wonderful value.  
 1916 COLE Touring; eight-cylinder; A-1 condition at a snap.  
 1916 BUICK Touring; "D 45," owner will sell at a sacrifice.  
 1916 MAXWELL Touring car; slightly used as demonstrator; \$175.  
 1916 OVERLAND Touring car; excellent condition; extra equipment.  
 1916 HUMPHREYS; only slightly used.  
 1916 HUMPHREYS; very attractive; make; make; make.  
 1916 SCRIPPS-B O T H  
 1916 TOURING; just like new; \$250.  
 1916 PULLMAN Touring; light 5-passenger; bargain.

1916 EMPIRE; all electric equipment; excellent condition.  
 1916 OAKLAND; Touring car; run 2000 miles; big bargain.  
 1916 FORD Sedan car; bought new one month ago.  
 1916 MERCER roadster; five wire wheels; all electric equipment.  
 1916 BUICK Touring car; "C 27," shows no wear whatever.  
 1916 PAIGE Touring car; A-1 from radiator to rear axle.  
 1916 HUDSON Touring car; thoroughly overhauled; \$250.  
 1916 APPERSON Touring car; can be bought right.  
 1916 KRIT Touring car; all electric equipment.  
 1916 FORD; very attractive; demountable tires; new tires.  
 1916 BUICK roadster; "C 36," excellent running condition.  
 1916 PERIC-ARROW; seven-passenger; great value; \$300.

AMERICAN Touring car; electric equipment; excellent condition.  
 1915 CHALMERS Touring car; all covers; two extra tires; bargain.  
 1914 BUICK Touring car; excellent condition.  
 1914 CHALMERS Touring car; electric equipment; seven-passenger; bargain.  
 1914 HUDSON Touring car; electric equipment; seven-passenger.  
 1914 CHEVROLET roadster; practically new; \$475.  
 1914 CHEVROLET Touring car; light 5-passenger; can be bought right.  
 1914 FORD Touring cars and runabouts; all prices, according to models.  
 1912 FORD; very attractive; big bargain; \$200.  
 1912 BUICK Touring car; brand new; demountable tires; \$300.

Largest Dealers of Rebuilt Trucks and Delivery Wagons in America

## GORSON'S AUTO EXCHANGE

238-240 NORTH BROAD ST., PHILA.  
 SEND FOR FREE BULLETIN OPEN SUNDAYS 9 TO 2

## Disabled British Soldiers Taught Useful Trade



In order that disabled soldiers may have some good livelihood after the war, and may not even at present be a burden on the community, the British have instituted vocational schools for such soldiers.

The illustration taken from a recent issue of the *Leicester Daily Post* shows how some of the convalescent men are being taught automobile engineering.

The "Nobby" Tread Tire which is so much in evidence in the picture shows the immense popularity in England as well as in the United States of these famous anti-skid casings.

### Surprising Strength of Goodrich Inner Tubes

W. A. Parr, a salesman of The B. F. Goodrich Co., at Waco, Texas, was talking with three motorists one morning. As often happens, the motorists were indulging in a little "kiddie" as well as some offhand comment upon tires and inner tubes.

"Oh," said one of them, "all inner tubes are just rubber! They don't have to have any strength in them. What work do they have to do?"

This got Parr to thinking, and he determined on an object lesson.

There were four cars at the door, and their Owners or Drivers at his elbow.

To these he said:

"Boys—how strong do you think this Goodrich Brown Tube actually is?"

"Do you believe it is strong enough to tow Mr. Oden's five passenger car, with four people in it, from here for 20 blocks?"

"You don't eh?"

"Well now, here's a bit of a bet I want to make with any, or all, of you. 'I will bet you a dinner that this little old regular Goodrich Tube (34x4) will not only tow Mr. Oden's car, but will tow at three of your cars, fully passengered—through the streets for the full 21 blocks (more than a mile and a half)—starting and stopping as many times as the crowd makes it necessary."

"I will—if you gentlemen are agreeable—line up all four of your cars, right here and now, take three regular Goodrich tubes, haphazard out of their boxes, tie one tube between each two cars (which means hauling three cars on the first tube) and tote you all that way to the corners."

"Are you willing to bet a dinner that any one of the three tubes will 'go broke' on the way, or show a flaw which would leak air, or prevent its being used for its original tire purpose afterwards?"

"You are, eh?"

"Well—the bet's on!"

"Come along, and you be the judges."

The dinner was a very cheerful affair.

As Oden said afterwards (when putting up his share of the bet) "you could have bet me a million on that, Parr, and I'd have taken you up—even if I had to borrow the million."

"I don't see how the blamed tubes ever did hold out—especially going up Saco street, under such a strain."

"With eight people in the last three cars—and a total load of over 3,800 pounds I sure thought to hear something snap before the second block."

"Whaddye put into that brown Goodrich Rubber anyhow, to make it hang together like that?"

Fritz said that what puzzled him most was the brown rubber tubes 'not being all stretched out of shape after such a tug, even if they hang together at the finish."

"Look you," said he, "when we released the load—after the haul—they instantly snapped back into just three-quarters of an inch longer than they were at the start."

"And that 3/4 of an inch they took up again in less than two hours' rest?"

"Well boys"—Bill Parr remarked—as he smoothed out a wrinkle in his well-bleached shirt, "I'll stop the argument about all tire tubes being 'just rubber,' won't it?"

"If the brown stuff that toted all your heavyweights—and your cars—for 21 blocks without a sign of heavy duty, afterwards, last some more than 'just rubber,' like other tubes—then you'd better buy the 'just rubber' kind hereafter."

"I'm going to ask that all of you sign your names to this 'Texas tire

### Dealers Drive Reo Cars Home From Factory

Two hundred and one Reo dealers and buyers came to the factory at Lansing in one week and drove their cars away," says R. C. Rueschaw.

"Fifteen to twenty dealers a day is the average, and most of them of course come from our own State, Michigan. Nor does the shortage of railway cars alone account for this. Many dealers, and especially buyers, derive a good deal of pleasure and satisfaction in driving their own car right from the factory to their home."

"Among the two-hundred-and-one that made last week a record week, were some from every adjoining State, as well as others South, West and North. For example, Lynchburg,

## Strong for Firestone

OF all Firestone "fans" in Harrisburg none are more enthusiastic than motorcyclists. They want the Firestone "extras" built in; the fine looks built on and the thirty per cent. more angles against skid.



Firestone Tire and Rubber Company  
 231 N. 2nd St.  
 Harrisburg, Pennsylvania  
 Home Office and Factory:  
 Akron, Ohio

## Standard Quality Supplies

—that's our slogan—and that's all you find in our store, whether it be a spark plug, gasoline, oil, brake lining, graphite, or Pennsylvania Oilproof

# VACUUM CUP TIRES

We have found the American motorist is a stickler for quality and that he's willing to pay for good goods—the kind that prove economical in the end.

In this class are Vacuum Cups—tires that give an actual service in excess of even highest expectations; that are guaranteed—not to skid on the slipperiest pavements and guaranteed—per warranty tag—for

### 6,000 Miles

Everything in our store is representative of our policy of giving our customers not the best at the price, but the BEST at any price.



Myers Accessory House  
 Cameron and Mulberry Streets

### Cole Car Has Established Reputation on Race Track

One of the cars not seen in the Speedway Races, although it holds an enviable record in speed events, was the Cole automobile, manufactured by the Cole Motor Car Company, of Indianapolis.

In 1910, the Cole Motor Car Company figured very prominently in various contests. That year it won the Massena trophy at the Vanderbilt cup races. On May 5 of the same year, Endicott drove a Cole "30" to victory in the ten mile event at Atlanta. Also, in the same year, a Cole 20 took second prize in the speed event at the Los Angeles Motor Speedway. On May 7, 1910, a Cole 30 took two firsts at contests in Atlanta and on the 19th of the previous month it had captured the 12-mile event at the Los Angeles Motor Speedway. Furthermore, it was a Cole 20 which won the Speedway Championship in the Class "C" event. And, during the same eventful year, the Cole won the economy contest at the Chicago Motor-dome. In 1911 Johnny Jenkins piloted a Cole car to victory in the Cincinnati road test.

"We are not racing for the very simple reason that our cars are not made to win another race to make a name for itself," said A. F. Knobloch, general manager of the Cole Motor Car Company. "Its reputation in the racing field is established, so why should we cause any man to find death just for the sake of adding another star to the crown of the Cole?"

In our opinion, life is too precious for such ventures. Moreover, we do not need to use that method of acquainting the public with our car. It has been demonstrated in every locality and proved efficient under all conditions. That is a better recommendation for the car than all the racing in the world.

Of course, with new models, we make it a point to demonstrate them in such a way as to subject them to the most severe trials before they are offered to the public. For instance, a few years ago, the Cole Company sent its

## At the Traps

By Peter P. Carney.

Twenty-one State trapshooting tournaments have been settled and seven more come up for decision during the week now facing us. Old champions will fight to retain their titles in Idaho, Colorado, Nevada, Vermont, New York, Michigan, West Virginia and North Dakota. Besides the seven State championships the Great Western Handicap takes place at Omaha, Neb., and 23 other registered tournaments take place in other sections of the country.

All told, 31 tournaments are listed in 20 states. Last week 31 tournaments were scheduled in 18 states. Illinois leads with four tournaments; Wisconsin, North Dakota and Indiana have three each; Pennsylvania, New York each have two, and Texas, Minnesota, Colorado, Nebraska, Vermont, Ohio, Michigan, West Virginia, Virginia, Georgia, District of Columbia, Connecticut and Massachusetts each have one.

**Three Day Shoots**

The Colorado-Nevada and New York championship meetings continue three days, while the other five are two-day events. The New York championship meeting in all probability will be the most important of the State championships; meaning that it will bring out the greatest attendance, both in shooters and spectators. The New York State Sportsmen's Association has a membership of 450 clubs, the greatest number affiliated with any State association in the country. The individual membership of these clubs totals in round numbers 60,000 souls. Of this number some 24,500 are trapshooters. Scarcely a town in New York State is without a gun club. There are 53 in and about New York city; 10 in Buffalo, six in Rochester, and in great many cities three and four. All of these clubs, however, are not affiliated with the State association. More

is the pity for every rod and gun club should be affiliated with the State association. It is the association that is recognized by the State Legislature in the framing of game laws, and every sportsman is interested in measures which pertain to game in the field. The New York State tournament will take place at the Hunters' Club, Syracuse, June 13, 14 and 15.

**Idaho on List**

The Idaho state tournament will take place at Twin Falls on June 12 and 13. Edward Sweeley, once a Michigan full-back, is president of the Twin Falls Club. Sportsmen who attend this shoot will be treated to mid-night trips to the great waterfalls above Twin Falls. The Vermont state tournament takes place at Montpelier, on June 13 and 14, and the Colorado-Michigan event is carded. One hundred and fifty targets will be trapped each day and on the preliminary day there will be a number of novelty events, one of them being targets thrown from a tower. Elkins is a mountain city, cool at night and never very warm in the day, and is therefore a fine place for a State tournament. H. L. Smith in the championship tournament last year broke 100 straight, one of the three gunners who accomplished the feat during the year.

# REO

## Here's a Motor Truck for Quick Delivery Service

IF YOU'RE DISSATISFIED with the speed of your delivery—or if your customers complain: or if, perchance your competitors seem to be gaining on you;—OR IF, ON THE OTHER HAND, you are increasing your load, but ambitious to increase it still further;—

THIS NEW REO 3/4-Ton (1500-pound) Speed Wagon, on pneumatic tires, will do it for you.

THE REO FOLK spent many years in their thorough, cautious way, developing this vehicle for just your kind of service—for speedy delivery of light loads over big territory.

ITS SUCCESS WAS instantaneous. With speed capability of 22 miles per hour and over (up to 40 miles in fact), this vehicle has proved at the same time the most economical form of delivery yet known.

WE CAN PROVE TO YOU—unless your business is exceptional in every way—not only that you can afford one or a fleet of this model—but that you can no longer afford to be without it.

IT'S FOR PROGRESSIVES—not fogies—of course. For the men of today who expect to be leaders tomorrow—not for those who still live in the ox-cart days.

IF YOU'RE ONE of those; if you want more speed, more celerity, as well as greater economy of operation in your delivery service—then let us show and explain this latest Reo delivery wagon to you.

### SPECIFICATIONS

Capacity—Normal capacity, 1,500 pounds. Maximum capacity, including weight of body, 1,800 pounds.  
 Speed—22 miles per hour.  
 Wheel Base—120 inches.  
 Tread—56 inches.  
 Wheels—Dixie-bearing, front and rear. Demountable tires.  
 Tires—34x4 1/2-inch pneumatic, front plain rear, nobby tread.  
 Chassis—Length over all, 171 inches. Width over all, 60 inches. Deck to rear of frame, 128 inches. Width of frame, 30 inches.  
 Springs—High quality spring steel. Semi-elliptic. Adjustable supports and shackles, all provided with grease cups.  
 Motor—35 horsepower. Four-cylinder cast in pairs with heads integral.  
 Carburetor—Johnson—Floor seat, automatic type. Water jacketed. Air intake connected with stove on exhaust. Dash air control. Throttle control on steering post and four accelerator.  
 Ignition—Jump spark current supplied by Remy generator which also furnishes current to storage battery for electric lights and electric starting device.  
 Starting and Lighting—Kerny system, two unit six volt. Instrument lamp and tail lamp.  
 Cooling System—Positive water circulation, by gear-driven centrifugal pump. Flat vertical tube radiator with outer casing which is easily removed for repair.  
 Clutch—Thirteen plate, dry disc type.  
 Transmission—Sliding selective type, three speeds forward and one reverse. Case hardened gears, 1/2-inch face. Hyatt roller bearings throughout. Center control, located amidships on sub-frame.

Drive—Propeller shaft of heat treated high carbon steel with two enclosed universal joints from transmission to bevel gears in rear axle. Standard gear reduction from engine to rear wheels, high speed 4 to 1, second speed 1/2 to 1, low speed 1.48 to 1, and reverse 30 to 1.  
 Brakes—Two sets of brakes on rear wheel hubs service brake contracting 1 1/2 inches in diameter 2 1/4 inch face. Emergency brakes internal expanding type. Easily adjusted and anti-rattling.  
 Front Axle—Drop forged "I" beam section with integral yokes. One piece drop forged steering spindles. Tinker bearings.  
 Rear Axle—Full floating type.  
 Steering Gear—Left side drive adjustable bevel pinion and sector type, controlling front wheels or forged levers. Diameter of steering wheel, 17 inches. Spark and throttle lever control under steering wheel.  
 Turning Radius—22 1/2 feet.  
 Windshield—Two-piece ventilating rear-visor windshield.  
 Tank Capacities—Gasoline, 11 gallons lubricating oil, 3 quarts water, 3 gallons.  
 Regular Equipment—Remy electric starting and lighting system. Storage battery. Headlights, call and instrument lights, speedometer, D'Arsonval complete set of tools, including tire pump and jack.  
 Standard Body—Express type—flared board with cop and side curtains.  
 Price—Complete with standard express body and canopy top, \$1,075. F. O. B. Lansing, Mich.  
 Price, Chassis Only—including complete equipment less express body, driver's seat, canopy top and windshield, \$1,000. F. O. B. Lansing, Mich.

## Harrisburg Auto Co., Third and Hamilton Sts. Harrisburg, Pa.



\$1075

## METHODIST CLUB PLANS FOR ANNUAL STREET RUN JULY 4

Manager W. R. Winn Sends Out Entry Blanks; Three Events on Program; Medals For Winners

Entry blanks for third annual street run of the Methodist Club were sent out yesterday by Manager William R. Winn. The run takes place July 4, starting at 10 o'clock in the morning. Blanks may be secured at P. R. R. Y. M. C. A.

All entries should be addressed to W. R. Winn, business manager, (T. B. Methodists Club, Fifth and Granite streets, Harrisburg. Runners will be required to report at the Methodist Club, Fifth and Granite streets, Wood avenue entrance, not later than 9 o'clock on the morning of the run. Dressing room will be placed at the disposal of the entrants there. The events will be as follows:

Event No. 1—1-mile run. Open to boys under 14 years of age. Course: Start from Methodist Club on Fifth street to Maclay, to Sixth, to Harris, to Fifth, to Methodist Club. Prizes: First, gold medal; second and third, silver medals; fourth and fifth, bronze medals; sixth to tenth, ribbons.

Event No. 2—3-mile novice run. Open to runners who have never won a prize in an athletic contest. Course: Start from Methodist Club, on Fifth to Maclay, to Second, to North, to Sixth, to Fifth, to Methodist Club. Prizes: First, gold medal; second and third, silver medals; fourth and fifth, bronze medals; sixth to tenth, ribbons.

Event No. 3—4-mile run. Course: Start from Methodist Club, on Fifth to Woodbine, to Second, to North, to Front, to Locust, to Third, to North, to Sixth, to Reilly, to Fifth, to Methodist Club. Prizes: First, gold medal; second and third, silver medals.

The booklet is written in plain, every day English. Any layman can grasp the full meaning of its text. At the same time it contains enough valuable information on the operation and construction of the Knight engine to hold the attention of a mechanical engineer.

Over 200,000 copies of the booklet have been printed and are being distributed. Overland and Willys-Knight dealers, schools, colleges and lecturers are among those who have been supplied with this treatise on the Knight engine.

**TAKING WESTERN TRIP**

Miss Katharine L. Coover, 223 Pine street, and Miss Humphrey, of the Public Library, have left for a month's visit to the latter's home at Ixonia, Wis. They stopped at Pittsburgh, Chicago and Gary, Ind., on the way.

### Ensminger Motor Co.

THIRD AND CUMBERLAND STS. Distributors.

### King Car Sales Co.

80 S. CAMERON ST.