

### FRANKLIN CAR WINS RELIABILITY RUN

Owners Only in Stringent Test at St. Louis Show Endurance.

#### DISTANCE OF 400 MILES

For the fifth consecutive year a Franklin car won the annual reliability run of the St. Louis Automobile club, which took place September 23, 24 and 25. Under a rigid examination at the conclusion of the test, the Franklin scored 993 points, seven less than a perfect score and eight points ahead of its closest competitor. No penalty was imposed against the air-cooled car on account of motor difficulties.

The run was made from St. Louis to Keokuk and return, by way of Wentzville, Louisiana, Hannibal and La Grange, a distance of 400 miles. Fourteen cars participated.

**Auto Trade Barred.** Stringent rules subjected these cars to a real test. All entries were limited to car owners, no persons connected with the automobile trade being eligible to compete. Each driver started with 1,000 points credited to his car. Penalties were levied for mechanical troubles, including everything from a loose terminal to a wrecked machine.

For every half minute ahead of behind the scheduled arrival at the ten checking stations the driver was penalized one point. At the end of the run a committee of seven members of the club conducted a technical examination of each car and tested brakes, clutch, starter, transmission and motor.

Dr. Adolph H. Conrad, owner of the winning car, also won with a Franklin last year. Only nine out of twenty-nine starters finished in 1915, and four of these were Franklins, the air-cooled car taking second place as well as first.

Two years ago eighteen out of twenty-three starters finished, Franklin cars taking the first five places at the conclusion of the run and the winning Franklin making a score of 996 points.

#### Fred Stone Presented With Vacuum Cup Tire

"Very good, Eddie," remarked Fred A. Stone, premier comedian of Chin-Chin, when he received from the Pennsylvania Rubber company a tire bearing his name. The presentation was made after Mr. Stone had gone through the company's factory and had seen the crude rubber evolve into the auto accessory. The tire was one of the company's famous "vacuum cup" tires.

### Packard Qualifies As Deep Sea Diver When Bridge Drops

When a North Carolina mountain stream is taken with a sudden insane fit of temper, motorists, pedestrians—all people, movable property, live stock, everything—will do well to give the erstwhile gentle brook a wide, wide berth.

Commodore Ernest Lee Jahneke of New Orleans, who has his summer residence at Asheville, N. C., abides by the above rule, but he got caught in a storm recently, on a trip from Asheville, to Toxoway. He was obliged to cross a small bridge. The stream, with a vicious cunning, had so weakened the foundations that the bridge was fairly a trap for Mr. Jahneke and his Packard Twin Six touring car.

When the automobile was fairly on the bridge, the structure gave way. The car turned over and disappeared, leaving only part of one rear wheel and a fender showing above the turbulent water. Mr. Jahneke was obliged to swim desperately to get away.

"This accident occurred at 2 o'clock in the afternoon," said Mr. Jahneke, "and with the help of farm hands and a good pair of oxen, we were able to get the machine out of the creek, as the water had receded in a few hours to enable us to work. When we righted it, much to the surprise of myself and the onlookers, I tried the car and the machine actually started! However, when the car turned over, the batteries were emptied and we knew we would need distilled water to replenish them. This seemed a knotty problem, until we thought of two bottles of pop which had stayed in the machine. We poured the contents of these two bottles into the battery.

"At 9 o'clock that night we were

back home, having made the trip of sixty miles with our own power. The only damage done to the Twin Six by its fall and submersion consisted of a torn top and two slightly bent fenders."

### Mitchell Derails Heavy Trolley Car

"That light weight can be accompanied by sturdy construction was proven recently beyond a doubt," says John W. Bate, engineer and efficiency expert of the Mitchell company.

"My attention was recently called to a peculiar accident that proves to me the worth of the present use of lighter but tougher steels in automobile construction. In Juniata, Cal., D. E. Parker, president of the First National bank of that city, collided with and knocked a large suburban trolley car completely off the track.

"The automobile was only slightly damaged, but the trolley car was derailed and ran almost into the entrance doors of ex-Sheriff Hugh's store, doing about \$100 damage.

"Mr. Parker was driving his Mitchell along at the rate of about ten miles an hour, and with him were his daughter, his two grandchildren and some friends. The Mitchell struck the trolley just ahead of the front trucks, causing it to leave the tracks and crash through a six-inch iron post in front of Hugh's store and only brought up at the entrance to the store.

"The occupants of the Mitchell miraculously escaped injury, with the exception of Miss Alice Jones, who suffered a slight injury to her nose, caused by being thrown against the front seat. The Mitchell proceeded under its own power to a garage, where the hood, fenders and lamps, the only damages to the car, were repaired."

### Allen "37" Climbs Mount Rainier Without Trouble

An Allen model "37" touring car, the property of R. S. Flack of Portland, Ore., recently completed a thousand-mile trip through the mountains of Washington, including Mt. Rainier national park.

The trip, which was doubtless one of the most strenuous that could be taken by a car of moderate price, is marked by several distinctive records. Not only was this Allen "37" the first above the snow line, reaching an elevation of 5,400 feet, but with all of the trials of such a journey, the owner experienced no trouble whatever with the car itself, and the full 1,000 miles was covered at a cost of only \$8.50 for fuel and grease.

According to Mr. Flack, mile after mile of the trip was made along rocky, rugged mountain trails where there would have been no possible chance of passing another car.

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## Chandler Price Will Advance December First

**THE** price of the famous Chandler Six will be advanced December 1st, 1916, and the present Chandler Model in every essential way will be continued for the forthcoming season. We have always listed the Chandler car at the lowest possible price consistent with manufacturing costs involved in producing this high grade automobile.

We had hoped earlier this season in spite of advancing costs of material to be able to continue the present \$1295 price. But conditions in the industry have now come to a point where this is impossible.

Our production costs today are fifteen and one-quarter percent (15 1/4%) higher than one year ago.

Our profit margin per car has always been small. And the price must, therefore, be advanced to make compensation for increased production charges.

You may purchase your Chandler car now with the assurance of a marked saving in purchase price, and with the equally important assurance that your Chandler car, purchased now, will be up-to-date next spring.

Distinctly superior Chandler features include the "Marvelous Motor" which with minor refinements from time to time has distinguished the Chandler car for four years past and which will be continued in the forthcoming series for next season; genuine Bosch high tension magnet, the highest priced and most efficient form of ignition; Gray & Davis separate unit electric starting and lighting system; silent chain drive for motor shafts; solid cast aluminum motor base, extending from frame to frame; spiral bevel gear rear axle; and the most beautiful of all modern body designs.

### Until the Close of Business November 30th

Seven-Passenger Touring Car . . . . .	\$1295	Four-Passenger Convertible Coupe . . . . .	\$1895
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