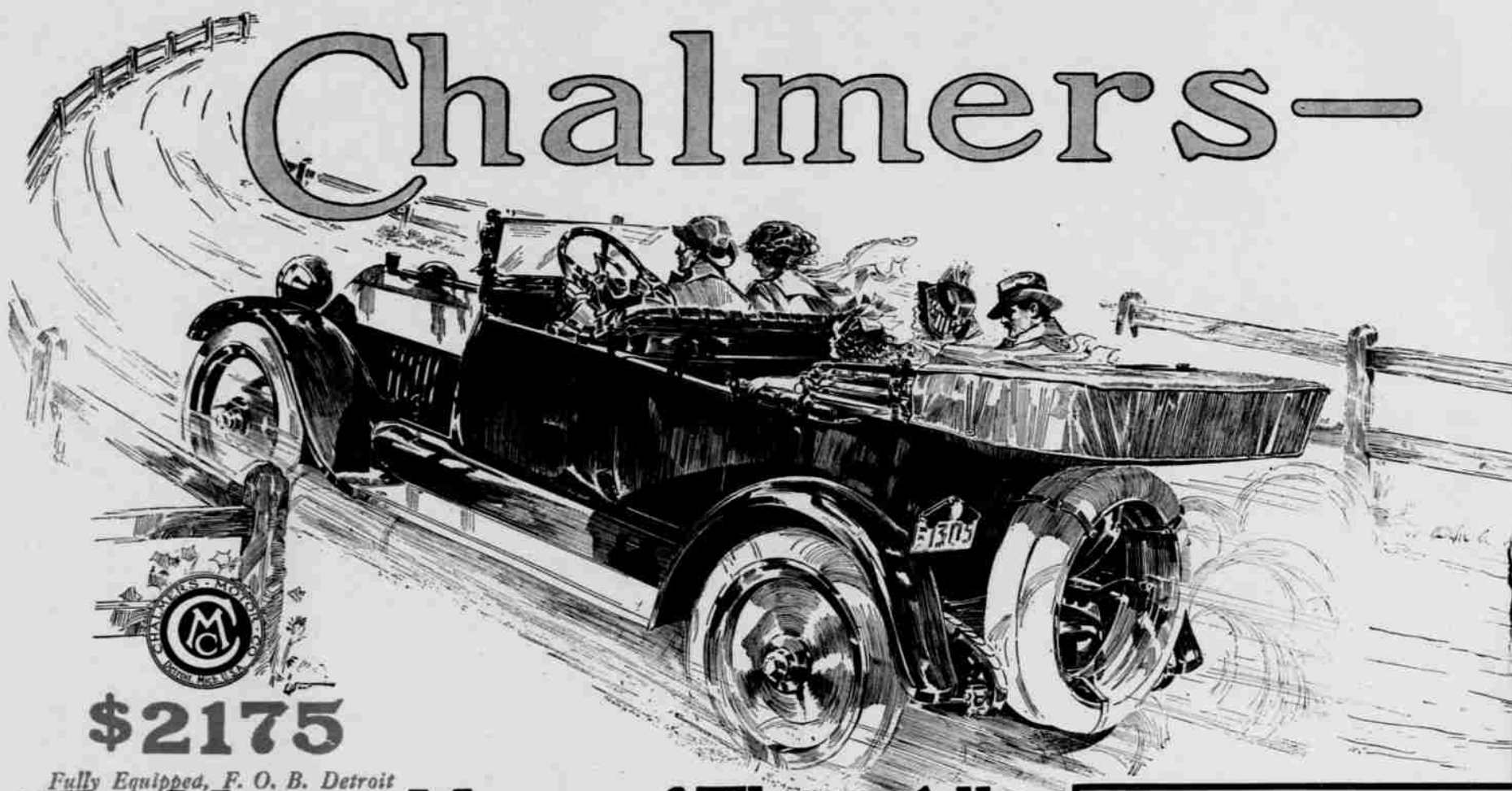




\$2175

Fully Equipped, F. O. B. Detroit

The Master Motor of Them All

What other makers are still striving for we give you in the New Chalmers "Six."

To the best features of the costliest cars we have added these crowning triumphs:

Silence at all speeds; silence that lasts.
Sustained power; even after years of use.
No vibration; comfort and long life.
Extreme flexibility, without intricate gearing.
These features mean far more than

the luxury they bring. They mean no wear—no waste of power—no depreciation. A car that lacks them, may cost you less to buy—but it will cost you more to keep.

When once you know the years of extra service these features add, you'll wonder how we give them at the price, \$2175.

Go ride in this car. Let it tell its own story in deeds. It can neither over-rate its virtues nor hide its defects. It must tell the truth—nothing else.

Silent At All Speeds

Many cars that are quiet at ten miles an hour, kick up a lot of noise at thirty.

Let us see what the New Chalmers "Six" will do. Watch the speedometer; 30—40—50 miles an hour and not a murmur from cams nor valves.

We have discarded the noisy little wedge-like cams so widely used. They knock the valves open with a blow and close them with a snap. The big oval cams of this motor push open the valves and slide them shut with the smoothness of velvet.

What Silence Tells You

The silence of the Chalmers "Six" means more than the mere luxury of quiet.

It tells you that your motor is working with the perfection of a watch—without the slightest wear; that your car has not depreciated one iota; that it is as good as the day you bought it.

And this silence continues for years. 30,000 miles of hard road service, equal to three years of average use, left this motor as good as when it started.

\$80,000 Extra Cost to Us—An Enormous Saving for You

This motor, like the trained athlete, grows better by action.

The cast iron and nickel steel valves in general use today, rapidly become pitted and warped. They fail to shut tight; they waste power; they have to be re-ground often.

Our valves of Tungsten steel cost us \$80,000 extra per year. But Tungsten steel is not affected by the cylinder heat. So there's no warping—no leaking—

no power wasted. They almost never need regrinding. This means an enormous saving of power to you. It means no wear—no depreciation. Think of the years of extra service this master motor will give you.

Power—Supple as a Fencer's Wrist

The power of our New "Six" is so flexible that you can throttle it down on high to a creeping gait in the crowd; then away swift as a swallow, mounting quickly to twenty, thirty, forty miles an hour without stress or effort.

This wondrous flexibility is due to our big, roomy valves, they open 40% wider and shut tighter than common. This gives freer passage to the gases.

The wonderful flexibility of this motor is amazing. You'll find you can do nearly everything on "high." It does away with gear shifting almost entirely. With this "Six" any supplementary gear mechanism would be useless. The motor itself gives a suppleness of power unknown even in costlier cars.

A Non-Stallable Motor

This motor will never go dead in the crowded city traffic. The electric starter won't let it.

Even if the driver should cut off the gas accidentally, the electric starter, which is always on duty, keeps the motor running—won't let it stop.

It prevents stalling under sudden overload.

This is the greatest feature of safety and convenience put on a car in the past five years.

An Electric Starter That Never Quits

The simplest and surest starter ever made. A little motor spins the engine to start it. Then it reverses itself, becomes a generator and stores up power

Salient Features of

Six-cylinder motor, T-head type, 4x5 1/2
—40-65 h. p. All moving parts enclosed

Bosch magneto.

Electric starter—Entz System, built in Chalmers shops.

Non-stallable motor.

Full electric lights—Our powerful head lights also contain auxiliary lamps of moderate power for city driving.

132-inch wheel base.

Molded oval fenders.

Roadster \$2175

Five Pass

Four Passenger \$2175

Six Pass

in the battery for electric lighting and future starting purposes.

And it does it without attention—without aid of automatic devices. You simply throw on the switch at starting and forget it.

That Vibration Jinx

After a long ride you are often tired and you don't know why. It's the vibration jinx in the crank case. It means the moving parts are too heavy or a fraction out of balance.

We overcome vibration by forging our connecting rods stronger and yet 40% lighter than the average; by giving the motor an extra long stroke and so reducing the number of strokes; by balancing all moving parts on a delicate scale. Even the clutch and the timing gears are balanced with the rest of the motor.

The smoothness of the "Six" saves wear on the car as well as on the passengers. The interval between the explosions of any "four" makes a gap in the power stream. It produces a vibration that hammers constantly at the life of the car. There's no escape from it. The explosions of the "Six" give an unbroken stream of power. It gives smoothness and economy that no "four" can equal. It adds years to the life of the car.

Snap Your Fingers at Poor Gasoline

With our New "Six" you can use the low grades of gasoline, because it gets the gas hotter than common.

We heat the gas in three ways to make sure; by two jackets of hot water and one of hot air. Every

Chalmers Motor

Oregon
Hood River, Gilbert Implement Co.
Albany, J. L. Irvin
Eugene, Moench Garage
Corvallis, M. A. Rickard
The Dalles, Walther Williams Hdw. Co.
Klamath Falls, Southern Oregon Auto Co.
Fossil, Fossil Mercantile Co.

Salem, Otto J. Wilson
Pendleton, C. A. Reeder
Prineville, Huff, Maker Auto Co.
Bandon, Bandon Iron Works
Medford, Perry L. Ashcraft, Jr.
California
San Francisco, Pioneer Automobile Co.
Sacramento, Pioneer Auto Co.

Woodland, Allen's Garage
Redding, H. Oren Cummins
Medera, Freeman & Wootton
Salinas, Phillips & Rossi
Fort Bragg, C. A. Scott
Eureka, Mercer & Way
Chico, Chester Broyles

We have dealers everywhere—These are a few in your vicinity

Etna Mills, Denny-Bar Co.
Fresno, Pioneer Auto Co.
Santa Rosa, Santa Rosa Garage
Willows, O. A. Klemmer
Modesto, Zacharias & Meyer
Merced, E. Lounsbury & Co.

Washington
Tacoma, Union Motor Car Co.
Kelso, Peters & Taylor
Spokane, Hodgins-Fosdick Motor Co.
Seattle, Olympic Motor Car Co.
Everett, Everett Auto Co.