

20th Annual Show Is Credit to Auto Trades Association

1924 Is Reviewed by President of Automobile Club

Dr. A. P. Overgaard Points Out Accomplishments of Organization During Past Year.

By DR. A. P. OVERGAARD, President Omaha Automobile Club. The Omaha Automobile club has just enjoyed a year of achievements, public service and a healthy growth. The club looks forward to another year which will be even more successful in accomplishments and work for the common good.

During the year 1924 the club accomplished the following services to the motorists:

1. Retired the indebtedness on our real estate at Bellevue which makes the organization possessor of approximately \$12,000 worth of unincumbered property.

2. Erected 500 danger and direction signs in Douglas, Sarpy and Washington counties, marked the main highways through the city and established and marked a new route to Yankton, S. D.

3. Welcomed thousands of tourists to the city and furnished information and maps through its touring bureau and supervised caring for tourists at our tourist camp.

4. Fostered every movement inaugurated in Omaha for the benefit of motorists, notably the installation of automatic traffic signals, arterial highway system and the new wheel tax ordinance, abolishing car plates and providing for wheel tax payments at same time and place as state tax license.

5. Assisted in bringing about the paving and graveling of Bellevue high road.

6. Supported the road-building program of the Nebraska Good Roads association and assisted in the preparation of legislation designed to put same into effect.

7. Was the first organization to go on record in favor of the new bridge across the Platte river, regardless of location, which was in a great measure responsible for the success of the project.

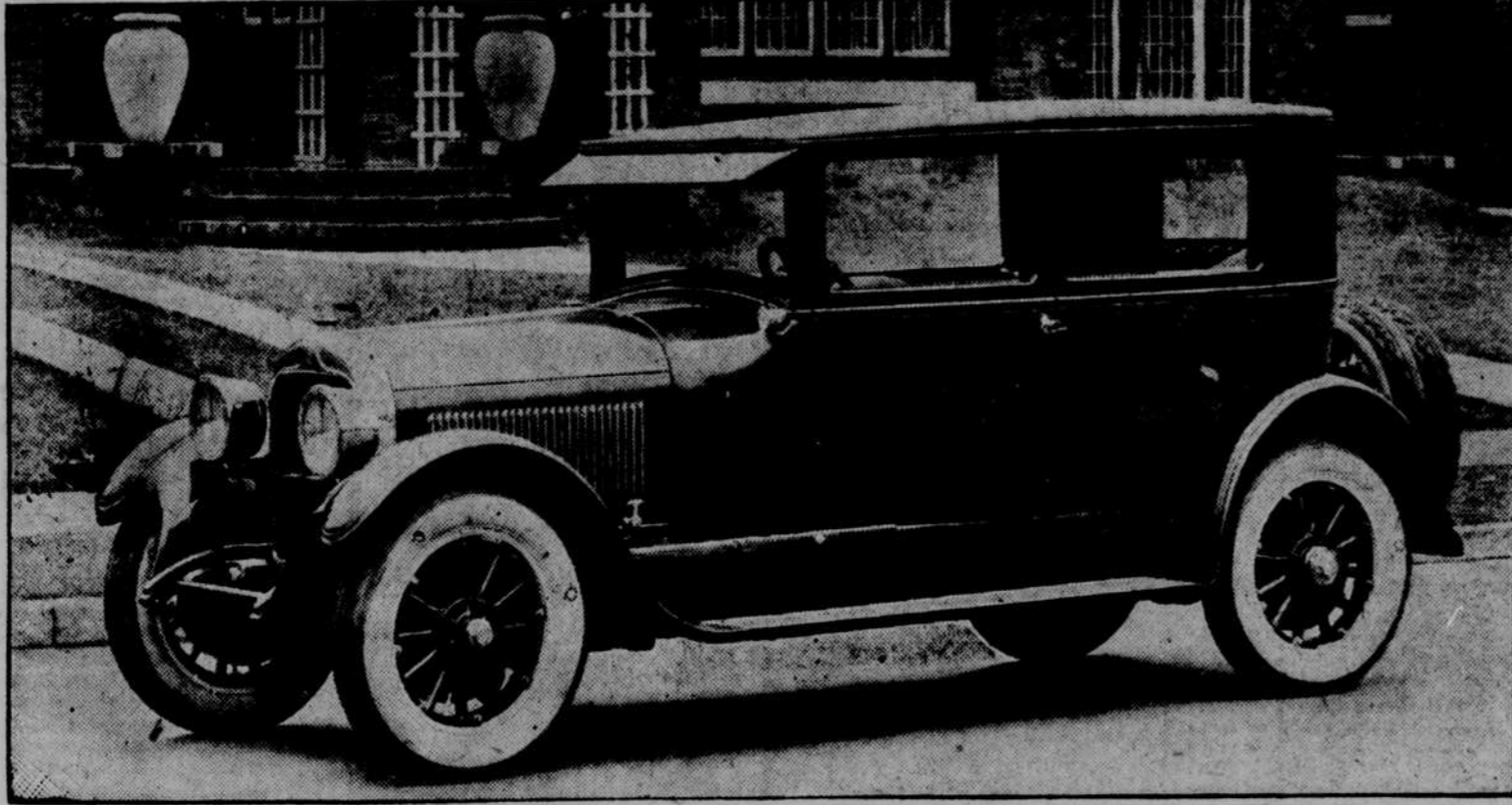
8. Furnished free tow-in service to 275 members.

9. Enabled members to effect a substantial economy in the purchase of auto insurance through the establishment of such a department for members.

10. Has made arrangement to extend the free tow-in service to cover a distance of 10 miles from club headquarters in each direction and in addition to include free emergency road service of all kinds.

Nonkid Pointers. Front wheel skids come chiefly from rounding a corner or curve at so high a speed that the front wheels lose their traction. To overcome this, apply the brakes gently, which will drag the rear wheels and give the front wheels a chance to take hold.

Cadillac Coach Exhibited by J. H. Hansen



Hanch to Run Credit Society

Chicago Man Is Appointed General Manager of New National Association.

Following a meeting of the executive committee of the National Association of Finance companies, recently held in Chicago, C. E. Vesey, vice president of the American Credit corporation, announced that C. C. Hanch, vice president of the National Automobile Chamber of Commerce, has been appointed general manager of the association.

Mr. Hanch was the unanimous selection as the man to perfect the organization and lead the affairs of this body of finance companies. Because of his long experience in the industry where he is nationally known among manufacturers, dealers and bankers, the selection of Mr. Hanch for the important work in this field met with general approval. It is a work for which he is well qualified.

The National Association of Finance companies was formed recently in Chicago following the initiative taken by a group of representative bankers who felt that finance companies throughout the country should endeavor to establish certain sound business principles in the conduct of their business for the benefit of the industry as a whole. This work will be accomplished through education and exchange of experiences and ideas, as has been so successfully done in other branches of the automotive industry. The headquarters of the association

will be at 2447 South Michigan avenue, Chicago, until permanent offices are equipped.

The charter membership is 200, with 600 as the objective, which will include the leading finance companies of the United States and Canada.

RIPPINGILLÉ IS DELCO MANAGER

Announcement was made today by O. Lee Harrison, vice president and general manager of the Dayton Engineering laboratories, of the appointment of Edward V. Rippingillé as general sales manager for Delco starting, lighting and ignition products. Mr. Rippingillé brings with him to Delco a wealth of experience in the industry. He first was associated with De Dietrick and Cie, French motor car makers. He came to this country to live in 1907 and after a year with the Bristol Engineering company became associated with the Hudson Motor Car company, serving until 1922 as chief inspector, then service manager and later assistant sales manager. While with Bristol, Mr. Rippingillé was associated with the building of the first motor car designed particularly for taxicab use. In America, Rip, as he is known in the industry planned and directed the Hudson racing and other stunts and organized the school for aircraft inspectors for the United States Army Signal corps during the war.

Since leaving the Hudson organization in 1922, Mr. Rippingillé has been with the Watson Stabilator company and up to the present time the Detroit representative of the Grolan Manufacturing company of Dayton, makers of gasoline gauges for motor cars.

WAIT FOR CHILD TO CROSS STREET

Motorists are urged when approaching children to use the horn, but not to depend upon it to blow the kiddies

off the street or to replace the brake. When the children are trying to cross the street motorists are asked to give them a chance and wait for them as the average parent would like to have another motorist wait for someone who is near and dear to him.

Work of Designing New Car Explained

Nash Motor Company Officer Tells of Thought That Goes Into Projects.

By J. T. WILSON, Vice President in Charge of Production the Nash Motors Company.

When an automobile manufacturer announces a new model and the public views the product on a salesroom floor, the story of painstaking effort on the part of the organization that built the car, extending back over a period of a year or more, is seldom known.

But the introduction of a new model or series of models, is a matter of serious concern to the maker; long before actual materials are ordered the car is "built" and "rebuilt" many times on blue prints by the engineering department.

Even when the specifications have been finally indorsed, long months of testing, in various sections of the country and under varying road and climatic conditions, must follow.

The engineering, production and sales department of the Nash Motors company, working as a unit, discuss and plan all details of design and construction so that when our cars are shipped to dealer points and announced to the public, every item in construction, regardless of its relative importance, has been thoroughly discussed and worked out from all angles.

That policy seems to us to be the

safest and soundest method to pursue, for if the matter of new design were left entirely to one man, or even to two or three men in an organization, it would be a very easy matter for them to "slip up" on some detail that later might be a source of aggravation to the car owner.

In the proper design of a four-wheel braking system, for instance, I don't believe any manufacturer of automobiles either here or abroad, went into the matter more carefully than Nash motors. And, in this connection, four-wheel brakes were not new to the Nash factory organization, for we had been equipping Nash Quads with brakes on all wheels since prior to 1916.

The braking system for the present line of passenger cars, differs of course in many respects from the truck brakes, in fact, we believe that Nash brakes will serve long as a model for the industry due to the fact that they are a fully, not partially, equalized mechanical type, and all told their development occupied our attention for more than a year and a half before they finally were adopted.

The disc wheel design as well as the special balloon tires Nash uses were also developed over an extended period of time and both have exclusive Nash features.

The force-fed oiling system, the new crankshaft, the new easy steering mechanism and countless other details in the design and construction of the advanced and special six series were all subjected to every conceivable test after their adoption, and preceding that there was thorough discussion of all these improvements by responsible heads of various departments of the business.

Device to Abolish Gear Shift Shown

French Engineer's Invention Also Does Away With Differential.

The death of the gearshift in automobiles often has been announced, but the funeral never took place, says an Associated Press dispatch from Paris. The latest advance notice of the passing of the gearshift and the differential is a complicated mechanism shown first at last year's auto salon, and exhibited again in perfected form this year by one of the best makers of France.

It had been tried for two years on trucks and some test cars. It is a series of ratchets automatically thrown into action progressively as the car gains speed so that the motor, continuing to turn at a normal speed, applies its power at what corresponds to a very low gear at the start and at an increasingly higher gear as the speed increases, until direct drive is reached.

As there is neither differential nor gearshift the driver has only to start, let in his clutch and step on the accelerator. The amount of gas alone determines the power applied, and the speed is dependent upon the power required to move the car.

Besides simplifying a car this mechanism is intended to obviate shock to the engine and prevent stalling the motor.

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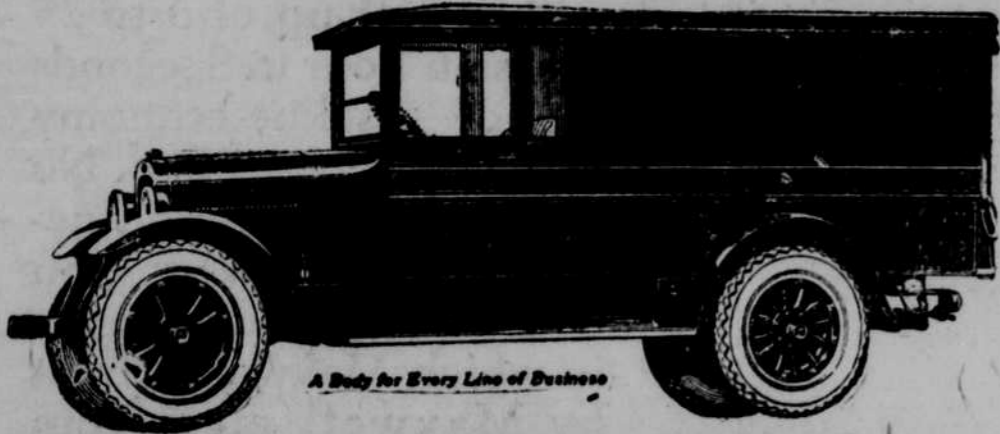
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