

Closed Cars Feature Attraction of Omaha's Auto Show

Courtesy Is a Big Asset to Driving

Aids Fellow Motorists and It Is Highly Important That Pedestrians Practice It.

Carey Discusses Safety

By GEORGE M. CAREY, Secretary-Manager Omaha Safety Council.

Is the traffic officer on the corner your friend?

Is the pedestrian on the street your friend?

Is the driver of another car your friend?

An automobile driver can acquire friends by driving carefully. He can make a friend of the traffic officer and the motorcycle officer by obeying the rules set forth in the Omaha traffic code.

Police officers are entitled to courtesy and will in turn treat you courteously.

The pedestrian on the street is entitled to courtesy. The automobile driver can make a pedestrian say, "He's a good fellow, thoughtful of others." In turn the pedestrian should be courteous and cross streets at intersections, he should not disregard the traffic signal and thus cause a careful driver heart failure by racing across the street in front of moving cars or by dodging out from behind parked vehicles. Pedestrians are courteous when they remain on the sidewalks at intersections and move only with traffic.

Others Like Courtesy.

Other drivers can appreciate the courtesy of one who observes the traffic rules. Being courteous in operating a car means keeping to the right if one desires to drive slowly; means giving the proper signal in making turns; means not giving your horn a vicious punch and causing a noise that petrifies pedestrians; means observing slow signs at schools, boulevards, etc., means not always taking advantage of the right of way to cause the other fellow moving rapidly to burn out his brake bands. Courtesy and thoughtfulness means that your brakes are working properly for your own protection and safety to others. One of the most common acts of discourtesy is passing a street car that is discharging passengers; the second greatest in time is not in proportion to the possible accident that may be caused or the rudeness exhibited in spattering mud and water on people trying to gain the curb.

In this fast moving day and age we are prone to give little consideration to the rights of others. Why is it that we observe certain rules of behavior in our relations with fellow-men in business; we observe certain codes of ethics and courtesy in our actions at home; we strive to educate our children in certain and accepted ways of doing things; yet when we get behind the wheel of an automobile we seem to lose our sense of proportion and conduct ourselves without regard for the courtesies due to others.

Carelessness a Cause.

Pedestrian contribute their share towards accidents and fatalities by exhibiting gross carelessness and rudeness. It is a common sight to see a person so far out in the street at intersections as to cause motor vehicle operators to make such wide turns as to endanger vehicles coming from the opposite direction; also pedestrians cross streets in the middle of a block when traffic is heavy or in the outlying districts when cars are moving at a high rate of speed where it is impossible to stop quickly.

Accidents do not just happen—they are caused.

No one deliberately causes an accident, but nevertheless accidents do happen and invariably the underlying cause is due to lack of respect for the rights of others. Individuals are in all respects their "brother's keeper," inasmuch as they protect their brother citizens from accidents by first being careful themselves so as not to subject others to hazards.

This organized movement for safety had its beginning largely in industries and so far as my knowledge goes, the first intelligent and concerted efforts to reduce hazards and protect human beings from injuries and death, came through occupational channels.

Public Safety.

Some of the great basic industries of the country, notably those concerned with transportation, have been engaged for years in definite work among their employes to safeguard the public as well as their own men, and I imagine that these efforts may well be called the beginning of public safety.

With the increase in traffic our cities grew larger and as the demands upon the streets grew more varied and more intense, with the development of automobiles and vehicles as important factors in highway use the need of organized effort for public safety grew apace.

The organization of various interested in the community into a definite body to deal with this growing and important problem, came about as a national development of community life. Hence the Omaha Safety Council.

The safety council is the available present means whereby the interests can be taken from a civic and broad community standpoint to enlist the aid of all classes of people in promoting safety for the public.

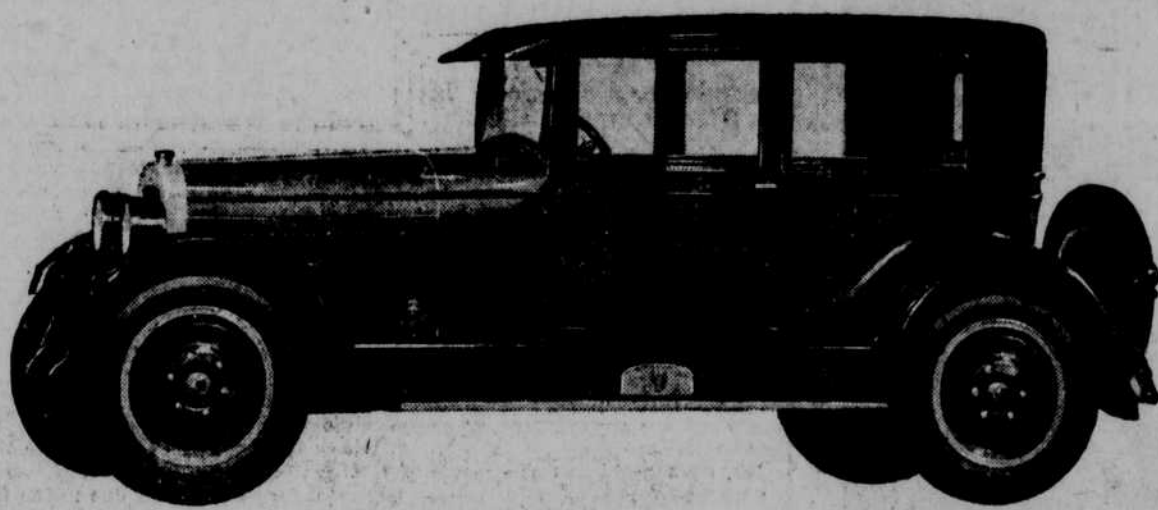
Picture an organization controlled by and made up of the representatives of 68 civic and business elements and organizations. The organization is built so as to be truly representative.

The purpose is entirely educational, the mediums through which the various activities are conducted is city-wide and reaches every phase of life in the community.

These Are Fundamentals.

The foregoing remarks as to "courtesy" are fundamental in safety programs. Self-centered communities,

Nash Introduces New Low-Priced Advanced Six Sedan



Nash is introducing a "Surprise Car" at the Automobile Shows in a brand new five-passenger Advanced Six Sedan, priced at the low figure of \$1485 f.o.b. factory.

It has been rumored for several weeks that Nash was planning to announce an enclosed model of this type, powered with the big Nash Six motor, but dealers and visitors at the various shows who have seen the car have been taken completely off their feet by the extremely fine custom-built quality of the coach work construction in striking contrast to the low price named. It is doubtful if any model ever

introduced by Nash Motors has caused such wide-spread comment.

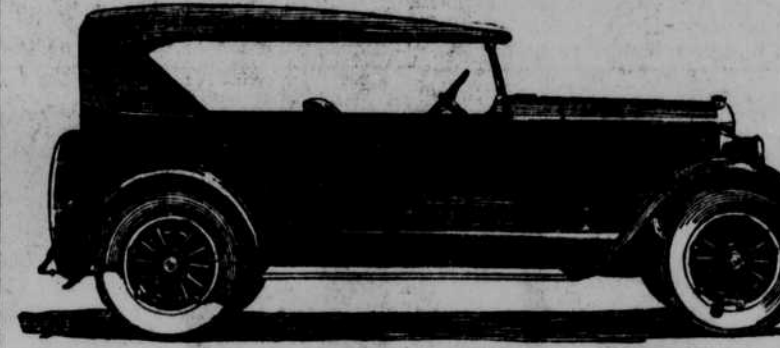
Nash also is displaying, for the first time at the Automobile Shows, a beautifully-built Advanced Six Victoria.

"Mounted gracefully close to the roadway on the 121-inch Advanced Six chassis the new sedan is a charming picture of motor car beauty," says E. H. McCarty, General Sales Manager of The Nash Motors Company. "Its pleasing length and closeness are accentuated by the trim beading which completely encircles the body. The doors are exceptionally

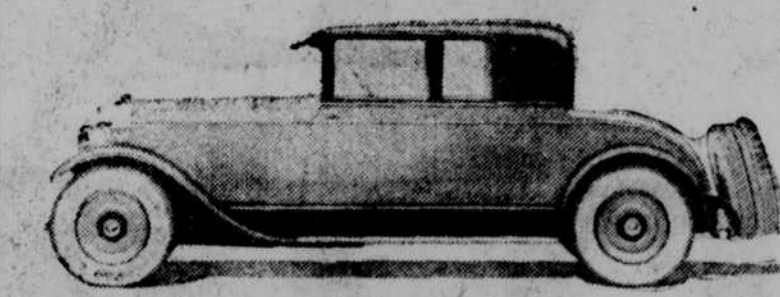
wide. And in the interior snugness has been achieved without sacrifice of comfort. There is spacious room for five full-grown passengers to recline in perfect ease.

"The deep, restful seats are upholstered in a choice grade of mohair cloth. Appointments and fixtures reflect good taste and refinement. This beautiful low-priced sedan is a deliberate attempt of Nash engineers to build an enclosed car value of high quality at the least possible price. There is little doubt but that it will prove an outstanding attraction at the Shows.

Velie Phaeton on Display



Four-Passenger Lincoln Coupe



Olds Record of Endurance

Present Model Does Better in Tests Than Past Ones.

More endurance records have been made by the present six-cylinder Oldsmobile than any other of the various Oldsmobile models dating back to the first one-lunger of 1897, although the making of records always has been a strong point with this pioneer of the automotive industry, according to J. R. O'Neal, manager of Greenlease Motors, Oldsmobile distributors.

The present six-cylinder Oldsmobile was introduced in the fall of 1923, when a stock car made the run from New York to Los Angeles, with all gears out high removed from the transmission. No car had ever before succeeded in making all the mountain climbs of this route in high gear, much less negotiate the entire trip in that manner. The car was driven by "Canon-Ball" Baker, the famous race driver. The total distance covered was 8,574 miles, and was made in 12 1/2 days driving time. Gasoline mileage was 25.7 miles per gallon, while only 1 1/4 pints of oil were consumed. Some months later this feat was duplicated by a stock Oldsmobile in Australia, where, while the cross-continent distance was shorter, the test was considered as strenuous owing to bad roads.

Among other endurance records made during the past year was a seven-day nonstop run during which 5,310 miles of California roads were covered. Never for an instant during this week's run was the engine allowed to stop, and no adjustments of any kind were found necessary. Another run was a roundtrip between Pasadena, Cal., and Phoenix, Ariz., a distance of 208 miles, over mountains and across deserts, which was made in 21 hours, and 21 minutes.

As far back as 1903, Oldsmobiles were in the forefront as record makers. In that year, Oldsmobiles were carrying off first and second prizes at an endurance contest held in England, and lasting eight days. At about the same time, the little curved dash forerunners of the present six-cylinder model obtained first class certificate at a similar contest held in this country.

It was also in 1903 that the "Oldsmobile Pirates," many times winner in racing contests, established the world's straightaway record by making five miles in six and one-half minutes at Ormond Beach, Fla.

In 1905 the first motor trail from the east to the west coast was made by Oldsmobiles when two of the little one-cylinder cars raced from New York City to Portland, Ore. The winner arrived at his destination 44 days after the start, with the second car coming several days later.

In 1907 an Oldsmobile piloted by Ralph Owen, then factory manager of Oldsmobile works, made the run from Los Angeles to San Francisco in 106 then record time of 38 hours, thereby winning a match race for a \$10,000 stake.

Amanda Preuss, the first woman to pilot an automobile across the American continent, drove an Oldsmobile to Boston from the west coast in 1916.

In 1922 the nonstop record for 1,000 miles was made by an Oldsmobile,

which rolled off this distance in 829 minutes on the Cotati speedway in California.

Several hundred of the original one-cylinder curved dash Oldsmobiles manufactured from 1898 to 1905 are still in commission and have given hundreds of thousands of miles of service. The present six-cylinder car,

although one but little more than a year, has in many instances rolled up more than 50,000 miles. That car that "Canonball" Baker drove from New York to Los Angeles in October, 1923, has registered over 70,000 miles—still with only high gear in transmission and with no changes made in it whatsoever.

Engineers on Fuel Problem

Operating Economy and Other Details of Car's Performance Are Studied.

By CLYDE S. PELTON, President Swan Carburetor Company.

The problem of proper fueling is one that is commanding much serious attention from automotive engineers at the present time.

There are many reasons why this should be so. First and foremost is the matter of operating economy which car owners have the right to expect from their automobiles. Then there are the many details of a car's performance which can be materially improved by efficient carburetion followed by equal distribution of fuel to the cylinders.

The average motorist realizes, of course, that the gasoline we are getting today is far from being the gasoline of 30 years ago, or even five years ago. But only a few realize or understand the difference and just what it means.

A few years ago a saucer of ordinary commercial gasoline would evaporate completely in an hour or two at room temperature. Today, the kind of gasoline we use in our cars would not evaporate completely in days or weeks.

Kerosene in Fuel.

Most people have the impression that all the fuel goes into the engine in the form of a dry gas mixed with air. Ten years ago this was true. Today, it is not, even when the engine is hot. Present-day fuel contains much kerosene. It cannot be completely vaporized in any practical way, regardless of claims to the contrary, but gives us a "wet mixture" that is considerably more difficult to handle than dry gas.

This situation is not the fault of the refiners. It is simply a condition brought about by the tremendous growth in the demand for automobile fuel. It is utterly impossible for the refiners to provide enough of the old "high test" gasoline to go around, or even to supply a small fraction of the demand.

That is why the fueling problem is one of such great importance. The situation cannot remedy itself. It is a matter of making mechanical improvements, of bringing our methods of handling fuel strictly up-to-date.

In the last year or two, great strides have been made in handling gasoline. At least one carburetor has been developed that will create definite savings in properly prepared gas for distribution to the cylinders. And an entirely new type of manifold, with abrupt right angle turns into the cylinders has been developed to keep the gasoline broken up until fired and to provide uniform distribution of the "wet mixture" to the cylinders.

The only way to fuel economy lies through a perfected system of carburetion combined with a method of manifolding designed especially to handle the heavy gasoline of 1925.

Chevrolet Dealers at Automobile Show



J. W. Smith.



Fred Turner.

J. W. Smith, president, and F. D. Turner, general manager of the J. W. Smith Chevrolet company, are exceedingly enthusiastic about the new model Chevrolet.

They report upwards of 30 unfilled orders on hand for these new models. This is considered by them as a remarkable record, owing to the fact that they have not had and will not have a complete line of cars to show until the automobile show opens the 16th of February.

While this shortage of cars is being very keenly felt and is real and not mythical as the usual shortage of cars proves to be, they have had assurance from the factory that the situation will be relieved at an early date and they hope to be able to make normal deliveries within two or three weeks after the show.

This dealer reports that upwards of 2,000 people in one day visited their place to see the new model chassis, this being the only model they have had in stock, when the new 1925 advertisements were released recently on this wonder car. The longer and stronger frame, semi-

elliptic, chrome vanadium springs, improved carburetion, duco finish, disc clutch, balloon tires and numerous other refinements, have been received by the public with remarkable enthusiasm.

This dealer has purchased additional and improved shop equipment to take care of the many Chevrolet owners they are responsible for in Omaha and at all times maintains a \$40,000 stock of Chevrolet parts which adequately cares for the needs of the Chevrolet owners in this territory. They maintain an organization carefully trained and skilled to take care of the owners and prospective buyers of this exceedingly popular priced and economical motor car. This organization invites your inspection at 2200 Farnam street.

PERMANENT GEAR REPAIR IS EASY

If the hard rubber ball on the gear shift lever persists in working loose, a permanent repair may easily be made. The larger hole in the ball is bored slightly deeper, and a spring lockwasher slipped over the threaded portion. When the ball is replaced the washer digs into the hard rubber, so that it is almost impossible to again remove the ball.—Automobile Digest.

Testing for Slack.

Testing for slack or backlash in the rear drive of the car is only a matter of jacking up each rear wheel, placing the car in gear and turning the wheels as far as they will go. At the thread of the tires each wheel ought to move through an arc of about an inch. If it moves through a greater arc either the universals are worn or the pinion gear needs to be meshed closer. The wheels may also be loose on the axles. Each wheel is jacked up independently, with the opposite one on the ground, so as to eliminate consideration of the differential.

"The replies were as varied as the winds. We found that one person liked style and another the hydraulic brakes or balloon tires. Still others enthused over the equipment; but the fact that stood out most was that every one took power and engine performance for granted. Unique construction appealed to them, but style and equipment at no extra cost was what every one seemed to be looking for."



Think of going as fast as 58 in a four without noticeable vibration. Then think of combining such speed with a pick-up of 5 to 25 miles an hour in 8 seconds—and—gasoline economy of 25 miles per gallon. No wonder other manufacturers say, "How do you do it?". Splendid factories in which Maxwell is built by Maxwell men from wheels to body, from radiator to rear axle give one answer. Chrysler engineering genius applied to the good Maxwell completes the explanation. The result is unapproached value. See for yourself.

4-Door Sedan \$1,095 Factory
Auto Show—Feb. 16-21



Andrew Murphy & Son, Inc.
14th and Jackson Here 55 Years

The New Good
MAXWELL

Special Showing All Models Show Room 14th and Jackson
All Models on Display at Show Room 14th and Jackson



At the end of Chrysler's first year—first in public demand, first in quality, first in value, first in beauty, first in performance, first in road-ability, first in comfort, first in style, first in compact roominess, first in ease of handling, first in six economy, first in design, first in fine workmanship, first in engineering, first in fine materials, first in durability, first in distinctiveness, first in the production records of a quarter century. Doesn't that prove Chrysler ought to be first in your thoughts?

ANDREW MURPHY & SON, Inc.
14th and Jackson - Here 55 Years
Special Showing All Models at Showroom, 14th and Jackson Sts.



Auto Show Feb. 16-21
CHRYSLER SIX