

TRUCKS TO BE BIG FACTOR

Commercial Vehicle Exhibition Will Be Largest in History.

BASEMENT WILL BE CROWDED

Ten Firms Contract for Space at Automobile Show and Auditorium Will Be Taxed to Capacity to Accommodate All.

The exhibition of commercial vehicles promises to be a large factor in the success of the automobile show, which is to be held at the Auditorium, February 23 to 28, according to Clarke G. Powell, manager of the affair, who has been lining up the truck exhibits during the last two months. Mr. Powell finds that there will be a larger number of firms enter this year and that every one has announced the intention of placing more cars on the display floor than any other previous year and have asked for additional space for that purpose.

The truck branch of the big annual event has gradually advanced during the course of the nine years until now it is a paramount division of the display. An automobile show would not be complete without an extensive display of trucks and the Omaha directors are satisfied that the commercial cars will be a great inducement for visitors to this city.

At the inauguration of the motor car shows no trucks were exhibited as there was no such thing in this country. Subsequent years still saw exhibitions exclusively pleasure machines. Then several years ago a scattering of trucks appeared on the main floor of the Auditorium in the midst of all other cars. Eventually the commercial car became a standard article and a sufficient demand was made for space to warrant the use of the basement. The first year the showing hardly justified the time spent, but last year the popularity and general use of the truck had become so intense that the entire basement was brought into service. This year the proposed exhibition has reached such a stage that the basement will be taxed to capacity and Clarke Powell is endeavoring to manipulate the Auditorium in such a manner that he can hang the commercial vehicles from the steel rafters which swing across the big building as supports.

Mr. Colling, the decorator, has arranged for special decorations for the basement which will both coincide with the general scheme of decorating and still be appropriate to the nature of the massive machines on display. An orchestra will also be installed in the basement and will give concerts every afternoon and evening.

The types of commercial cars this year will vary widely. Small roadsters, light delivery cars, motorcycles with carrier attachments, light ton trucks, medium ton trucks and heavy ton trucks will all occupy conspicuous places and specially constructed trucks such as dump trucks, oil trucks, fire trucks, etc., will find prominent positions.

Ten Firms to Exhibit.

Among the concerns who have contracted for space are the Avery company, Drummond Motor company, International Harvester company, Lintner Implement company, Andrew Murphy & Son, Nebraska-Buick Auto company, Or Motor Sales company, H. Pelton, Van Brunt Automobile company and E. R. Wilson. Each of those firms have received communications from their factories asking permission to corroborate with them in their exhibitions.

Process of Driving Motor Car is Simple According to Expert

Thousands of people are buying automobiles today who a few years ago fought shy of them. They had the money and the inclination, but lacked the necessary confidence in the cars themselves. This was due in a measure to the complicated construction of the operating devices and the machinery in general.

According to John N. Willys, president of the Willys-Overland company of Toledo, O., this fault has been entirely eliminated in the modern automobile. A man no longer worries about a hundred and one things while driving his car and does not have to familiarize himself with each and every little detail of its construction. After one or two lessons he acquires the necessary confidence, and all that remains for him to do is to follow a few set rules.

There was a time when a man did not feel safe in taking his family out unless he had an experienced chauffeur at the wheel. There were so many things liable to happen at a moment's notice requiring the attention of a practical man that he did not care to take a chance on his own meager knowledge of the car. But those times have passed. The young son or daughter nowadays is just as expert at driving as the father, and it is a common occurrence to see the junior member of a touring party piloting the car across country. In fact the operation is so simple that the father often finds the garage empty when he least expects it.

EMMA TRENTINI, SINGER, BUYS A NEW HENDERSON

T. H. Pollock Automobile company, Henderson distributors, advise that they have closed the following dealers' contracts for Henderson cars, in the last week: Stava & Franklin, Lincoln, Neb.; Butler county; Miner & Graf, Johnson county; Jesse Trulock, Page county, Iowa; and Ostrand & Lampert, for Saunders county, Nebraska.

MOTOR FADS AND FANCIES.

Folding candle lanterns give a good light which is so protected that it does not blow out.

The old-fashioned plaid shawl has come into its own again. It is light and warm, good in coloring and makes a comfortable extra wrap.

Chamois lined worsted coat sweaters, with caps, scarfs and muffers to match, are a fad of the hour. They are worn with the tweed outing suits.

Leather robes, wool lined, are used for out of town runs in the open car. They shed dust, wind and rain. Brown and gray are the favorite shades.

Stitched tweed hats with game bird feathers and close veils with the yellow goggles form the most satisfactory head wear for country trips in all weathers.

Foot warmers of all kinds are again shown, and there are some newcomers among them. The old-fashioned soapstone, which comes with a plush case to protect it, holds its own.

MARMON MODEL APPEARS

Latest Model is Medium Six with All New Improvements.

CONTAINS FLEXIBLE MOTOR

Engine is Designed for Simplicity and Flexibility and is Arranged for Simple Processes of Lubrication.

The Nordyke & Marmon company is now exhibiting a new six-cylinder car known as the Marmon forty-one. The latest Marmon is a medium six, being considerably smaller than the six-forty-eight model and coming about midway in point of size between that and the four-cylinder Marmon thirty-two.

The car has six cylinders, with a bore of four and one-fourth inches and a five and one-half inch stroke. They are of the L-head pattern cast three in block. The new Marmon has a full floating rear axle, with a housing of pressed steel.

The body is of the convex curve type, of substantial and durable sheet metal construction. The doors open forward on concealed hinges, with door handles inside. There are several new features not before found on any car. The front doors are cut back of the forward edge of the front seat cushions, thus giving easy entrance to the front of the car, especially on the left or driver's side. The steering column is adjustable, permitting the driver to alter its angle to suit himself.

Motor is Flexible.

The motor is designed for flexibility and simplicity, and has several refinements, chief among which is the lubrication of the valve mechanism. In addition to the celebrated hollow crank shaft circulating system of lubrication, which has been in use on Marmon cars for many years, special provision is made in the forty-one motor for lubricating the cam shaft and valve tappets. Oil is delivered to a tunnel in which the cam shaft is mounted and through which the oil circulates, its only escape being out through the tappets and into the valve tappet chamber.

Guy Smith Receives Shipment of Hudsons

Guy L. Smith received his third shipment of the light six-forty last week. Mr. Smith finds it hard to keep one of these cars on the floor for show purposes, as he has to deliver them almost as fast as they are received. The Hudson factory is now working day and night trying to keep up with the demand for these cars. Mr. Smith says that he never has had a car that was as warmly received as the light six-forty Hudson car.

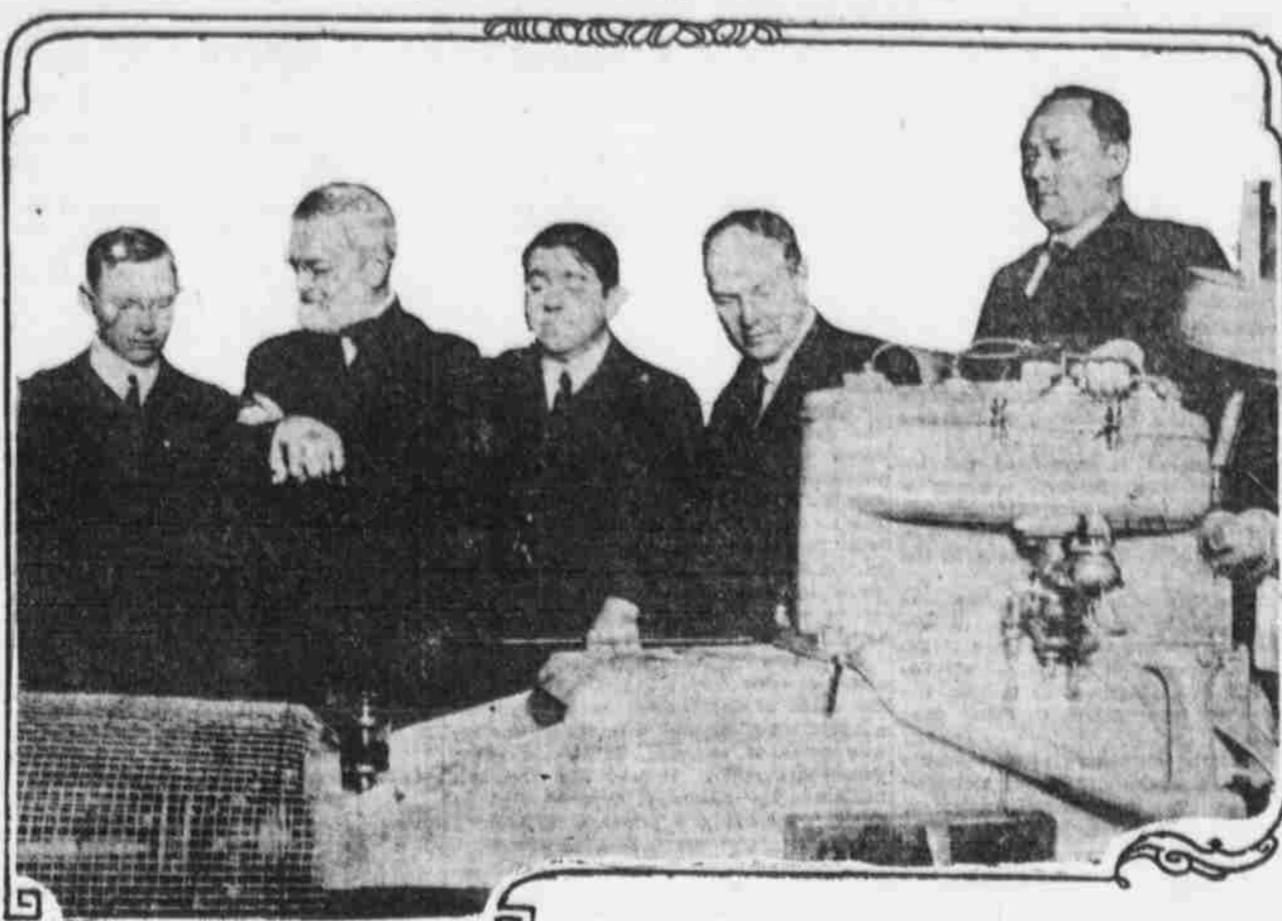
YANKEE CARS IN INDIA

British and Continental Manufacturers Unable to Compete in Price.

The Calcutta Statesman, one of the four great newspapers in India, says that "there is one aspect of the recent rapid development of the motor car industry in India that is worthy of special consideration, and that is the advent of the cheap American car which has become so popular not only in India, but all over the world." This use of the word "cheap" is comparative—it means the selling price with the selling price of cars of like horse power made in Europe. "There are," continues the Statesman, "many people who have held that the American car is not cheap at any price, and this was a common view three years ago. To hold such a view, now that we have seen the cars and tested them, is to close one's eyes to stubborn facts, and incidentally to lose all advantages which a low-priced motor vehicle offers. The contention that the cheap American car was made solely to sell and not to run is exploded. At a rough calculation there are at present as many American cars running, and running well, in the streets of Calcutta as those of all other manufacturers combined, and the number increases daily in this market in which all the world is competing and in which the British always have the advantage. If the American car were as unsatisfactory as its detractors wish to make out, would this be the case?"

The Statesman turns to the "psychological effect" of the Americana car and

Experts Viewing Moline Knight Motor



Guaranteed fifty-horse power Moline Knight motor on testing block in laboratory of the Automobile Club of America, taken prior to its two weeks' continuous day and night run. From left to right: Herbert Chase, laboratory engineer of the Automobile Club of America; Prof. F. R. Hutton, Columbia university;

especially the one that sells at a very low price—so low a price that British and continental manufacturers can not compete with it. It finds that "the Yankee car" has been the great way-shower in India—that it is the "educator" within

reach of hundreds of thousands of Indians and Anglo-Indians. He who has started with a car of low price is likely afterward to want a more expensive one. When it comes to replacing the fi-

Charles Y. Knight, inventor of Knight sleeve valve type of motor; W. H. Van Dervoort, president Moline Auto company; W. Owen Thomas, consulting engineer for Charles Y. Knight.

car it seems that if a more expensive one is purchased the high priced "Yankees" compete successfully with British and continental cars of top price and like horse power.

SAXON APPEARS ON MARKET

New Car Will Make Appearance in Omaha in February.

BACKED BY CHALMERS MEN

Stuart-Tozer Motor Company Secures Agency for New Machine, Which is Full Sized Auto of 800 Pounds Weight.

A new car, the Saxon, has appeared on the market and will be sold in Omaha by the Stuart-Tozer Motor company, agents for the Chalmers and Pierce Arrow cars. The Saxon car is not a cycle car. It is a real automobile of the roadster type, having four cylinders with a motor 24x4, which will develop better than fifteen horsepower with a speed of from five to forty miles per hour. It will be of the same standard tread that is used on the highest priced cars today which enables the car to cover all roads that any other car will travel.

Left Hand Drive.

The steering wheel will be on the left hand side with center control with throttle control by foot accelerator and spark control on the dash. The transmission is sliding gear progressive type, two speeds forward and reverse.

The frame is of channel pressed steel 24x14 1/2 inches, which is only slightly less than the thickness of cars several times as heavy as the Saxon. The gasoline tank is in the cowl of the dash and holds six gallons, which is enough to drive from 50 to 75 miles. One pint of lubricating oil is equal to 100 miles of driving.

This car has moulded oval fenders with streamline body, the seats are large and

comfortable, with plenty of leg room with a large carrying compartment in the rear and the car is equipped with top, windshield, lamps, etc. This car weighs about 800 pounds and will arrive in Omaha about the middle of February.

More Packard Trucks.

Additional orders for Packard trucks just placed by the Standard Oil company make a total of twenty-two Packards in the service of this concern. The new equipment, consisting of standard chassis equipped with tank bodies, is to be used

MOTOR QUESTIONS AND ANSWERS

Knocking Engine

Q. My engine knocks when pulling on a grade. What is the reason and how should I correct it? A. R.

A. The knocking you complain of is due, no doubt, to pre-ignition caused by the carbon, accumulated by the burning of lubricating oil in the combustion chamber. This excess oil gets up past the piston head because your piston rings are defective. Look at them, and if of the old-style one-piece type you will find that the rings have excessive openings, due to wear, providing for the escape of compression and the working of oil into the combustion chamber, or their bearing is so unequal that passage is permitted between them and the cylinder wall.

In this type of ring such conditions are practically unescapable. To completely obviate them we would recommend the employment of Waco Piston Rings. These rings are really leak-proof both as to gas and oil. They have no unsealed openings in the first place, being made of two concentric, interlocking sections, tightly fitted together. These sections have opposite points of expansion and give the ring equal tension on the entire circumference of the cylinder. They possess enduring elasticity and great strength.

You can get them any size at all garages and repair shops—they are easily adjustable. The following supply houses are distributors: Omaha, The Baum Iron Co., 15th and Hurley Sts., Powell Supply Co., 2119 Farnam St., Western Auto Supply Co., 1920 Farnam St.



The Engine---

The most vital part of a motor car. What is its power in proportion to weight of the car—on this depends capability in performance. Do not be misled by its catalog rating—note its size—bore and stroke for your comparisons, and remember size for size there is a difference in the efficiency of motors—then, too, through faulty design of other parts it is easy to waste much power in transmission to the rear wheels.

Take demonstrations—inquire of owners—look into the matter of reputation. Note its quietness, flexibility and smooth operation.

Its performance can be constantly exasperating or continuously enjoyable.

This is one of a series of talks on how to buy an automobile. The complete series, containing a wealth of valuable information, may be had in booklet form by asking—

Marion Automobile Co. 2101-2103 Farnam Street, Omaha, Neb. C. W. McDonald, Mgr.

Advertisement for the Overland automobile. Features the 'Overland' logo, two car silhouettes with prices '\$950 Our price' and '\$1200 What others charge', and the headline 'You Think They Are Different—But Are They?'. The ad includes detailed specifications for the Model 79T, such as 'Electric head, side, tail and dash lights', '35 H. horsepower motor', and '35 x 4 Q. D. tires'. It also lists 'Van Brunt Automobile Co., DISTRIBUTORS' and 'The Willys-Overland Company, Toledo, Ohio'.

Advertisement for Squeegie tires. Features a large 'S' logo and the headline 'A skidless road of your own making'. The text describes 'QUEEGEE All the fanciful TREAD designs and geometrical figures you learned at school engraved on the tread of your tire would not save you from skidding unless a dry, gripping contact with the pavement is provided.' It also includes the slogan 'It's a positive dead-sure action that prevents a skid or slide in any direction.' and 'No ooze — no skid'. The ad concludes with 'This extra safety advantage costs you nothing. The increased wear and mileage received from a Diamond Squeegie Tread Tire is so apparent that many motorists use them all the year around from the viewpoint of economy alone.' and 'For the most satisfactory and economical tire money can buy—' followed by 'Ask for Diamond Tires VITALIZED RUBBER'.