POLLOCK QUITS RACING CAR

T. H. Pollock Swears Off from Driving Speed Cars.

HAS AN UNHAPPY EXPERIENCE

Drives Henderson Car in Race with Train, but Nearly Suffers Mishap When He Stops to Star-Gaze at the Pullman.

T. H. Pollock was once upon a time wont to drive his motor cars at a merry little clip whenever he could find a good stretch of road. But he has mended his ways now and no more does he shove the accelerator clear down. Speaking of his last racing experience Mr. Pollock said:

"I drove a Henderson roadster from Plattsmouth to Lincoln last fall, and in going through Waverly passed Burlington passenger train No. 5 just pulling into Waverly.

"The wagon road parallels the Burlington nearly the entire distance from Waverly to Lincoln and at that time the road was in excellent condition and I just thought I would try and beat the train to Havelock, a distance of five miles. I got a pretty good lead on the train, but about two miles out of Waverly it overtook me and as the engine came alongside, a few sharp blasts of the engine whistle did not tend to cause me to slacken my speed any, so we ran along together for about a mile, and in that distance the engine, a couple of mail and baggage cars, a chair car and a few day coaches and two or three Pullmans had gradually slipped by.

"Up to that time I had looked neither to the right nor to the left, but as the rear end of the last Pullman came alongside, I could see there was a crowd on the back platform, and I glanced over at them just as I came to a slight turn in the road that I had not seen and before I knew it, my Henderson was out of the center of the road and at the extreme right side of the road with the right wheels running in the grass.

Hits Telephone Pole.

"At this point there was a line of telephone poles leaning over to the road at an angle of about 30 degrees and before I could get back into the road the car had gone so close to the telephone pole that I had to duck to miss it, but the brass post supporting the windshield struck the pole and snapped off.

"Luckily the top was down, and I got back on the road without further damage to the car, but believe me, right there I said 'Good night' to that passenger train and to any further attempt on my part to beat it.

"I went on into Lincoln, and on the way discovered that there was a hole torn in the leg of my trousers just below the knee that I could run my arm through. Evidently a piece of the shattered windshield had missed by leg just that close."

CADILLAC ANNOUNCEMENT CLEARS THE ATMOSPHERE

According to E. C. Howard, sales manager of the Cadillac Motor Car company, the recent announcement that the company has no intention of marketing a six-cylinder car has effectively set at rest persistent and unfounded rumors to the contrary. It has cleared the atmosphere in so far as regards the Cadillac company at least, not only in manufacturing and trade circles, but motor enthusiasts and owners of every degree. Aside from the importance of the announcement and the widespread general effect such an announcement is bound to have, the fact of a great manufacturer taking the public into his confidence to the point of outlining his policy is rare enough to create much comment.

PAIGE CAR WINS ARMY COMPETITIVE ORDEAL

That the United States government listens to no sales talk or tales of past or future performance when buying its motor cars, but buys a car for what is actually known to be in that car, was well shown in the recent purchase of a Paige-Detroiter "36" roadster for Lieutenant Kenney, the Chicago recruiting officer of the United States army.

Six cars competed in the sale. The complete specifications and analysis of the materials used in these cars were sent to the secretary of war at Washington, D. C. After a careful consideration of the specifications and material analysis of each car, the Paige-Detroiter was picked as the winner and the "36" roadster delivered to Lieutenant Kenney.

SIMONSON SAYS WOMEN ARE THE MOST CAREFUL DRIVER

"People who make fun of the women drivers of electric cars, intimating that it is hard to tell what a woman in an electric car will do in an emergency, are all wrong," declares W. A. Simonson, sales manager for the Woods Electric, who is in the city for a few days.

"Women who drive electric cars," he says, "are almost invariably careful and considerate. Not infrequently they are better drivers than men. They have a greater nicety of touch, and excellent judgment. The woman driver is not, as has been intimated, in any sense a serious danger to all those in her vicinity."

STUDEBAKER SIX SEDAN IS ON EXHIBITION IN OMAHA

The new Studebaker "six" Sedan is one of the latest creations of the Studebaker factories. It is a five-passenger, inside driven, closed car called a Sedan. The body is on the regular six-cylinder chassis. The finish, upholstery and details are especially fine.

One of these beautiful cars trimmed in exceedingly fine gray cloth is now being exhibited by the local Studebaker branch, Twenty-fifth avenue and Farnam street. Visitors to Omaha should make it a special point to see this car. It is, in every respect a show car, but nevertheless built for comfort and hard service.

DETROIT ELECTRIC MAKES EXCELLENT SHOWING HERE

Although the W. L. Huffman Automobile company accepted the Detroit Electric agency just two days before the Omaha Automobile show, the concern was able to sell five of the electric cars to prominent local people. This is a tribute both to the selling ability of the Huffman people and to the recognized worth of the Detroit car. Those who purchased Detroits at the show are H. E. Clark, Mrs. A. G. Levy, Mrs. William Rocheford, Miss Lillian Riley and A. Foreman

Detroit Fire Laddies

Detroit, the home of the automobile, is said to have the most modern automobile fire department in the world. They have studied the tire problem and are now equipping with "Nobby Tread" Tires.

POWER DEPENDS ON PISTON

No Efficiency if Piston Rings Prove to Be Faulty.

ONE-PIECE RINGS OFTEN WEAK

President of McQuary-Norris Manufacturing Company Declares that Leak-Proof Piston Rings Prevent Most Power Troubles.

Power depends upon a thorough state of efficiency in every component part of the engine—whenever or wherever any part is weak or inefficient power production is inevitable reduced. In the case of piston rings this is particularly true.

Piston rings must perform the particular service for which they are installed in the motor—that of securing proper compression, or full and sustained production of power is impossible. There is no evading the consequences should they prove deficient in this respect.

Compression is essential to operation and piston rings are used for the single purpose of making perfect compression possible, by sealing up the combustion chamber of the cylinder against gas leakage. They fit around the piston head and by means of their spring close the space between piston head and cylinder wall. A thin film of oil serves to make them effectually gas tight.

Now, when power shortage is apparent, it is the piston rings that should always come in for examination. The usual type of one-piece ring found in most engines develops faults very easily—in fact, after a short period of service, it can no longer be considered efficient at all.

The reason is this: The one-piece ring has only one opening or point of expansion, and this results in unequal bearing on the cylinder wall. When slightly worn this condition becomes quickly aggravated. Then the opening of the ring furnishes an opportunity at all times for the gas to blow down, and when these openings on a set of piston rings work into alignment around the piston head as they often do, there is absolutely free passage for escape.

Mr. Norris, president of the McQuay-Norris Manufacturing company of St. Louis, makers of leak-proof piston rods, says: "A great proportion of power troubles are directly the fault of such conditions in piston rings. By the use of the leak-proof ring they can be entirely done away with because this ring is so constructed as to furnish equal and sustained bearing at all times, has no unsealed opening and possesses lasting elasticity."

Saxon Car Embodies Lines of Saxon Race

An interesting story of the way the Saxon got its name is being told along Auto Row.

H. W. Ford, president of the Saxon company, says the name "Saxon" was chosen because of the desire to embody in the car the characteristics of the Saxon race.

"For centuries," says Mr. Ford, "the Saxon has been famous for integrity, endurance, simplicity, persistence, thrift and the ability to 'make good' under all conditions.

"We set about to embody in the Saxon car the virtues of strength and simplicity, to build this car light, and to make it economical in initial cost, in operation and upkeep cost. Above all, we have sought to produce it as a car honestly built and designed to meet the demands of the greatest number of people, at the same time selling it at a cost they consider fair and can afford to pay."

Kaiser to Baltimore.

The latest addition to the Baltimore team is Pitcher "Kaiser" Wilhelm, whom Manager Knabe took from the Rochester club of the International league.