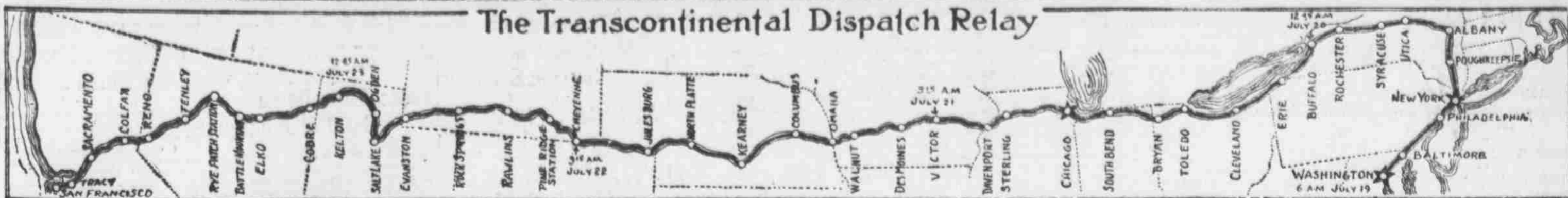


The Transcontinental Dispatch Relay



KNIGHT MOTOR CAR TO SELL FOR \$1,095

John N. Willys Announces New Overland Model with a Forty-Horse Knight Motor.

LOWEST PRICE OF ANY KNIGHT

This is a season of surprises in the motor car industry.

The new developments have taken the form of multiplying the cylinders of the old type of motor, of radical price reductions, or a combination such as that covered by the Willys-Knight announcement which offers two radical changes—one in motor design, the other in price. The price of \$1,095 is the lowest at which a car with a Knight type motor has been offered to the public.

The important difference of the Knight type motor from a poppet valve motor is in the valve arrangement. The Knight type is a sleeve-valve motor. The valves are merely sliding sleeves. There are two—one inside the other, sliding up and down between the cylinder wall and piston. In each, openings are placed which, at the proper time in the action of the motor, come opposite to each other so as to permit the charge of fresh gas from the carburetor to enter the combustion chamber, and, similarly, for the burnt gases to pass from the cylinder out into the muffler.

The remarkably low price is made possible only by the great manufacturing facilities of the Overland plant and the fact that the car will be produced in larger quantities than any Knight type motored car was ever before produced.

Only for the Rich.
Heretofore Knight type motored cars have been looked upon as belonging to a "de luxe" field, all their own. Their sale has been restricted to the comparatively few people who could afford to pay a high price for the advantages and comforts which this motor affords.

Like most other improvements that have been made in the automobile, the Knight motor upon its introduction was obtainable only at a high price. Its superior qualities, however, have caused a widespread demand among all classes of motorists and it is to meet this demand that John N. Willys has brought this popular type motor within the reach of the average pocketbook.

Model M, as this latest production of Mr. Willys is known, is a large, powerful, five-passenger touring car. In it are embodied all those little comforts and conveniences that go to make up the quality car of today. In design and finish it compares favorably with cars selling for a much larger price.

The forty-horsepower Knight type motor is the efficiency equal of those built by foreign manufacturers for cars selling at from \$4,000 to \$8,000. The four-cylinders, with a bore of 4 1/4 inches and stroke of 4 1/4 inches are cast in one block.

Is of Latest Design.

The car announced by the Willys-Overland company is of the latest streamline design. Its symmetrical lines give the long and low pleasing effect that distinguishes the modern car from that of a few years ago. The graceful poise of the car is accentuated by the one-piece cowl dash, gently sloping hood and full curved tonneau back. Front hinged, wide U-doors, with disappearing hinges add to the appearance of the body, giving it a clean and smooth exterior. Frame, running board brackets and battery box are concealed by mud shields.

The car is finished in royal blue with ivory stripings. The wheels are gray and trimmings of nickel and polished aluminum. The heavy crowned steel fenders are black enameled.

Has Long Wheel Base.

The long wheelbase of 114 inches has allowed the designers ample leeway for creating a large and roomy body. The seats have high, comfortable backs, while the heavily upholstered cushions are built on deep, coiled springs, which give the maximum of riding comfort.

Particular attention has been given to interior refinements. Large pockets in all doors, a hand robe rail and a foot rest are a few of the conveniences that add to the pleasures of touring in this car. The mohair top is of the one-man type that can be easily raised or lowered. The curtains fasten from the inside and are easily attached. Their snug fit eliminates the annoyance of flapping. The built-in windshield is of the rain vision, ventilating type with universal adjustment.

Theatrical Man Makes Long Trip Betting on Tires

Fred G. Nixon Nirdlinger, associated with Klaw and Erlanger in the theatrical business, and owner of the long list of Nixon theaters in the east, arrived in Omaha Tuesday evening from Atlantic City in a six-cylinder Pierce. With Mr. Nirdlinger are his wife and Harvey Hopkins, driver.

Mr. Nirdlinger, who is a friend of Mr. Lewis, an official of the Pennsylvania Rubber company, is using Pennsylvania tires, and has a bet with Mr. Lewis in which Mr. Lewis stands to lose a nice round sum if the four tires on which Mr. Nirdlinger started from Atlantic City do not bring him back without a blow-out. So far the tires, which have run 1,634 miles, show but little sign of wear, and Mr. Nirdlinger announced that there had not even been a puncture on the way.

The party left Atlantic City on the evening of July 5, and found fine roads, with the exception of a short run in Ohio, where the roads were being repaired.

"The Iowa roads were fine," said Mrs. Nirdlinger, "and we are much pleased with the appearance of Omaha. We have not been here for five years, and it has improved wonderfully."

The longest day's drive was 36 miles, from Philadelphia to Pittsburgh. The second longest was from Clinton, Ia., to Boone, 27 miles.

Mr. and Mrs. Nirdlinger left at 4:30 Wednesday for the west, going over the Omaha-Lincoln-Denver Highway.

Race Starts Tomorrow

It's never been done before—perhaps it will never be done again—that all depends. At any rate, 117 nervous, speedy, enthusiastic, motorcycle riders are going to attempt it, and if nerve will carry them through, they will do it.

They are going to beat the train time from New York City to San Francisco on motorcycles. They are not going to ride in a bunch. They are going to ride three at a time, one to relieve the other when fatigued, or when mishap, or perhaps something worse than that puts one fellow "hors du combat." Riding night and day, over good roads and bad,

in wet weather and in dry, these boys expect to better the time of four and one-half days necessary for the United States mail to cross from ocean to ocean.

It is not merely a prank; they are not going to all this trouble simply to satisfy the whim of some motorcycle enthusiast. They are aving the war de-

partment at Washington a practical demonstration of the real worth of the power driven two-wheeler in dispatch service. That's why it is called a dispatch relay. The first rider will be provided with a message by President Wilson in front of the capitol at Washington. This message, which is addressed to the major general at the Presidio in San

Francisco, will be rushed by motorcycle relay on to New York, where the real start will be made from the military station at Governor's Island.

At 10 o'clock tomorrow morning is the time set for the start at Washington. Three relays will be employed to get the message to Governor's Island. Changes will be made at Baltimore, at

Philadelphia and again at New York City, where, according to schedule the boys are due to arrive at 4:30 o'clock in the afternoon.

Davis John Braves.
George Davis, the young Braves pitcher who jumped into fame when he pitched a no-hit game against the Phillies last season, joined the Boston club after he had finished a law course at Harvard.

Announcing the



\$ 1095

J. C. B. Toledo

The World's Lowest Priced Knight Motored Car

THIS announces the greatest achievement in the history of the automobile business.

The Knight is the automobile motor that revolutionized the entire motor car industry of Europe.

The Daimler of England, the Panhard of France, the Mercedes of Germany, the Minerva of Belgium—in fact practically all of the costly European cars—are equipped with the famous Knight type motor.

And these are the motor cars that cost from \$4,000 to \$8,000 each!

Practically every royal and titled family in Europe owns one or more Knight motored cars.

The Knight type motor is the nearest approach to 100% efficiency.

This motor differs from other motors in that where all others deteriorate with use, *this improves*; to all others carbon is harmful, *here it is beneficial*; size for size it has *more power*.

It has *no* noisy poppet valves; *no* noisy cams; *no* uncertain valve springs; *no* troublesome valves to grind; practically *no* wearing parts.

Specifications:

40-horsepower Knight motor; cylinders cast in block, 4 1/4" x 4 1/4" stroke
High tension magneto ignition

114-inch wheelbase
Full-floating rear axle
Underlung rear springs
24" x 4" tires non-skid rear

Demountable rims; one extra
Color: Royal blue with ivory striping;
gray wheels, nickel and polished aluminum trimmings

Vacuum tank gasoline system
Electric starting and lighting system
Control buttons on steering column
Headlight dimmers

One-man mohair top
Rain-vision, ventilating type windshield
Magnetic speedometer

The Willys-Knight has the same advantages and is just as efficient as those costly European Knight cars.

As we build more cars in a single week than most European manufacturers build in a whole year, we are able to utilize every modern manufacturing economy.

That is why our price is so much less.

The Willys-Knight, in our opinion, has the least vibration and is the smoothest, quietest and most economical car made.

Have your demonstration at once. Immediate deliveries.

2047 Farnam Street

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Overland-Omaha Co., Distributors
The Willys-Overland Company, Toledo, Ohio
Also manufacturers of the famous Overland Automobiles
"Made in U. S. A."

