

# AUTOMOBILES

## PACKARD TWIN SIX SURPRISE TO ALL

Packard Motor Car Company First to Announce Twelve-Cylinder Car—Interest Keen.

### BLUE PRINTS ARE HERE NOW

Probably no announcement in recent months has been received by motorists throughout the United States with more interest than that of the Packard Motor Car company of Detroit, in which they tell of their 1916 product.

The average motorist will probably at first doubt the simplicity of this new model, believing that since it uses twice as many cylinders as a six, or three times as many as the four-cylinder cars, that it must be proportionately complicated. A minute examination of the large blue prints in the salesroom of the Orr Motor Sales company reveals the fact that this new model is extremely simple in construction.

The motor, which is of the V type is probably more accessible than the six-cylinder Packard model of the last season. The cylinders are cast in two blocks of six each and are set at an angle of sixty degrees. This gives as much room between the motor proper and the frame of the car as there is in the ordinary type motor and since the carburetor is the only mechanical part located in the V space and this being above the cylinder blocks, it gives more accessibility to the valve mechanism than in any other motor of the V type. The acute angle between the cylinders also permits of a narrow frame at this point, with the result that the turning radius is even shorter than before.

**Little Change in Construction.**  
The cylinder dimensions of the new motor are 2 1/2. Aside from the addition of one cylinder block there is little change in the construction of the motor. The same force feed lubricating system is used and the connecting rods are of the same type as heretofore, being mounted on the crankshaft in pairs instead of being joined one within the other. The ignition system is the Delco, the current being furnished by a storage battery. This is entirely independent of the starting and lighting systems. For these two latter purposes the Packard-Bifur electrical system is used, the success of the last two seasons not requiring a change in the units. The Delco distributor is located above and forward of the motor and is driven by a shaft with a helical gear. The starter is located at the side of the motor and, as usual, turns the motor over by meshing with the fly wheel. In the cooling system a new type of honeycomb radiator is used which makes it unnecessary to have more than one water pump for circulating. A thermostat valve controls the circulation of water.

**Motor Weighs Less.**  
The radical changes in this new model over those of the last season are found in the chassis back of the motor. Instead of mounting the transmission on the rear axle, as has always been the practice on Packard cars, the new car carries the transmission in unit with the motor and is of the three speed type. Some idea of the quality of materials used in the motor construction might be gained by the knowledge that the new twelve cylinder motor with the transmission complete, weighs 300 pounds less than the old six cylinder motor independent of the transmission. Instead of using the three-quarter elliptic rear spring this season the new models will be brought out with the full platform type and while this is another radical change it is much more preferable to the other type of suspension. In favor of the platform spring it is said that it eliminates the necessity of shock absorbers and their attendant troubles.

**Left Hand Drive.**  
The new car will be of the left hand drive, the rear shift and emergency brake being likewise located to the left of the driver instead of the customary center control and it might be truthfully said that these levers are properly located as it is seldom ever necessary to shift gears with the twelve cylinder motor.

The light and ignition switches are built more compactly and are located on the steering column as heretofore together with the carburetor adjustment. The spark control unlike the previous Packard models is located and operated on the same sector as the throttle control.

While no definite announcement of body styles has been made as yet it is only reasonable to assume that a wide range of types will be available for the new chassis and in the matter of equipment will be thoroughly modern and include practically every acknowledged advancement among accessories.

Realizing that the interest in the new car will be intense, the factory has built fifteen demonstrating cars, each to cover a certain circuitous route and within thirty days will have given every Packard dealer in the United States an opportunity to give an early demonstration to prospective buyers. One of these cars is expected to arrive in Omaha Tuesday and will be here for about a week, being followed about ten days later by the first regular delivery.

In an interview yesterday Mr. Orr said: "We anticipate that the demand for the new Packard twin-six will exceed that of any other high-grade motor car ever produced, and I have assurance from the factory that our demand will be taken care of promptly. It is certainly a relief to know that the announcement has been made for we have known of the experimental work that has been going on for the last two years and certainly no car or type of motor has ever been subjected to the strenuous tests that this car has been put through."

**Builds Racing Cars.**  
That Benjamin Briscoe, president of the Briscoe Motor company of Jackson, Mich., has had a staff of engineers for some time engaged in the building of three high-powered racing cars, which will make their first appearance some time in July, will be news even to the folks who are usually very close to what is going on in the Jackson plants of the Briscoe.

## 1916 OLDSMOBILE ARRIVES

F. W. Bacon of Drummond Motor Car Company is Pleased with the New Product.

### DEALERS ARE LOOKING IT OVER

F. W. Bacon of the Drummond Motor company has been host during the last few days to a large number of out-of-town dealers as well as many local prospective buyers of the new 1916 Oldsmobile.

The arrival of the new car has been awaited with much interest and the only disappointment was experienced by a number of Mr. Bacon's dealers when they learned that it would be probably ten days before the regular schedule of deliveries would begin.

In general design the new car is very similar to its predecessor, with the exception that it is much larger, the wheel base being 120 inches and the body being built proportionately larger and luxurious. The rear seat on the new car is forty-six inches wide and the distance from the back of the front seat to the back of the rear seat is forty-seven and five-eighths inches. In front additional room has also been provided, the distance from the back of the front seat to the clutch pedal being forty-one inches. The backs of both the front and rear seats are being built much higher, affording more comfort to the driver as well as the occupants of the tonneau.

**Bacon is Pleased.**  
The same type of motor is used, with slight refinements which give it added power. The weight of the car ready for shipping is but 2,500 pounds, while the road weight, with extra tire, tools and a complete gasoline, oil and water supply is only 2,750 pounds. This weight, carried on 3 1/2 inch wheels should give exceptional tire mileage. Non-skid tires are standard equipment on the rear wheels. A one man top brings out more forcibly the graceful lines which have always charac-

terized the Oldsmobile product. Mr. Bacon, upon receipt of this car, immediately wired the factory as follows: "New car received. Everybody more than pleased. Nothing but a shortage of cars can ever stop us. You can't get shipments through too quickly."

### FIRESTONE FURNISHES BRAND NEW SALES HELP

Again the Firestone Tire and Rubber company of Akron, O., is to the fore with new service of real value to dealers. This sales help takes the form of a window display binder and has the distinction of being something entirely new. As the binder was first sent to pneumatic tire dealers throughout the country, it contained two sheets on which were shown two most attractive window display suggestions. Sufficient space was left in the binder for additional sheets containing other display ideas, these to be printed regularly throughout the year and sent to dealers at their request.

**Coughs and Colds Are Serious.**  
Don't disregard your cold. You sneeze, cough, are feverish—nature's warning. Dr. King's New Discovery will cure you. See All Druggists.—Advertisement.



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2026 Farnam Douglas 2500.

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The motor of the Chalmers New Six is "as compact as a Swiss watch."

It is an entirely new type of high speed valve-in-head motor with overhead cam shaft.

It's this motor that makes this car so economical, especially in repair cost.

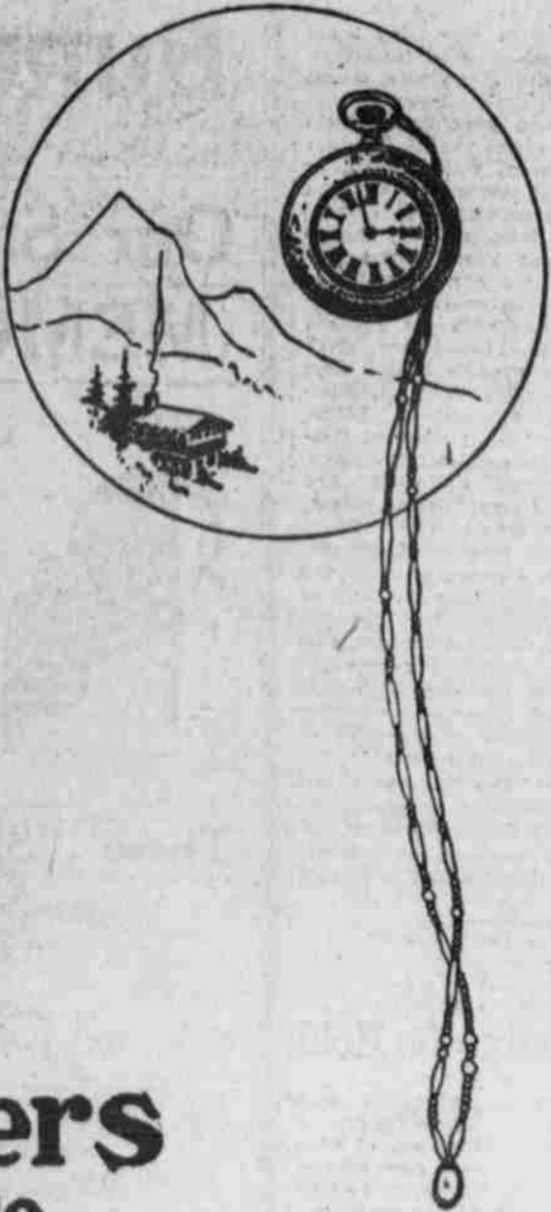
It's this motor that makes the car so efficient—

Makes it get away like a racer, climb hills like a chamois.

And it has a brand new type of spring suspension which makes it ride like a Pullman.

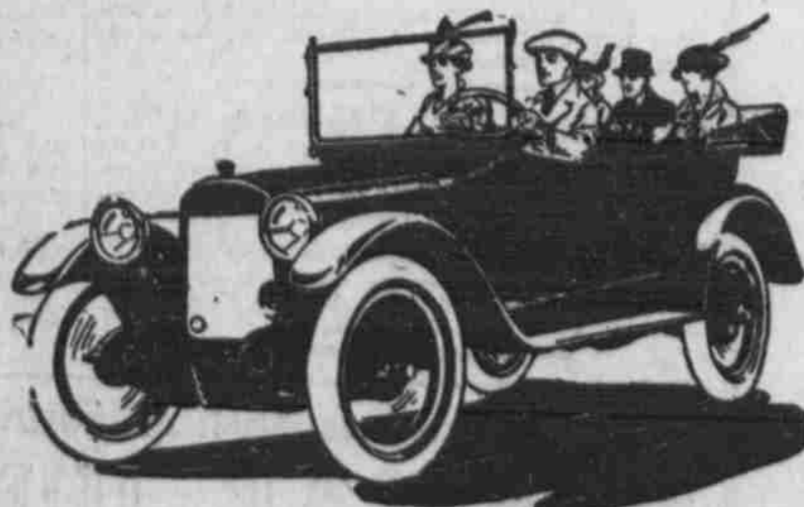
Sold at the lowest price that a Chalmers car was ever sold—\$1400.

It's a thoroughbred.  
Come in and see it.



## Chalmers

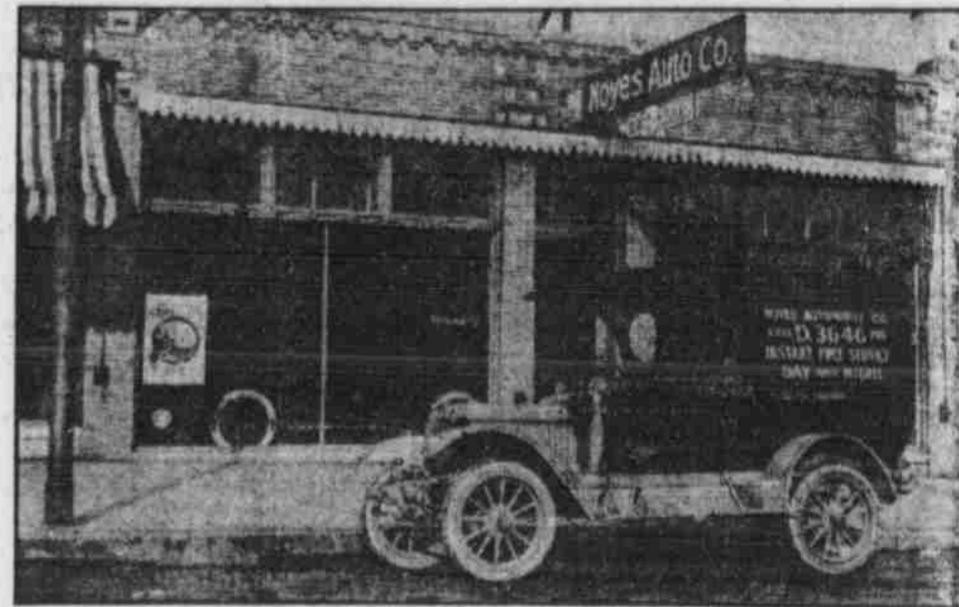
NEW SIX-40  
\$1400



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—anywhere within a radius of twenty miles of Omaha. No charge for the trip; no charge for the help of our competent men.

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To know how much better this service is than any you've ever known.

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1916 MODEL \$975 FULLY EQUIPPED

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Five-bow one man top	One year guarantee
Complete equipment	Electric starting

Don't wait. See this car today—the most advanced car of the season—a real 1916 model.

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