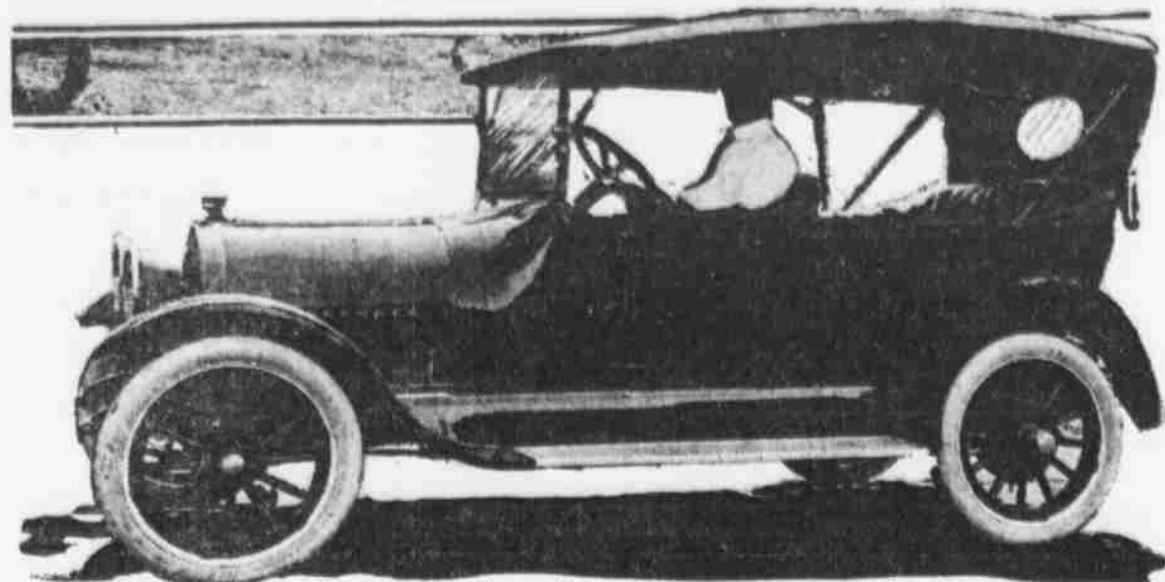


New Auburn Model Appears on Streets of Omaha



C. O. WILSON, LOCAL AUBURN REPRESENTATIVE IN THE NEW AUBURN 4-5.

LESSONS ON CARE OF TIRES

Firestone Expert Tells How to Save Tires in Winter.

PROTECT CASINGS AND TUBES

Remove Tires from Car, Deflate Inner Tubes, Cover Casings and Store in Place of Even Temperature.

I. Greenwald, head of the service department of the Firestone Tire and Rubber company, suggests the following precautions in auto owners.

When you are through with your car for the season, jack it up, remove the tires from the rims and wash them well with soap and water. Be sure to remove all traces of oil or grease. The rims, too, should be sandpapered to remove all

traces of rust accumulation and painted with liquid graphite.

For the best protection the tires should be wrapped in clean cloth or paper and laid flat in a cool, dark place. If possible, store tires where they will not be subjected to streams of heat and cold. A temperature of 40 to 50 degrees is most favorable for avoiding chemical action in the rubber.

All Firestone tires are encased in heavy paper at the factory, by a special wrapping machine, to protect them from the deteriorating influence of light until such time as they are ready for use.

A very effective way is to wrap them in strips of muslin or burlap about three inches wide. Wind these strips around the tire and have each wrap lap over about one inch.

Deflate Inner Tubes. Inner tubes should be deflated, placed in a box or wrapped in a clean cloth or paper and laid flat in a dark place with no weight resting on them. If they are left in the tubes they should be partly inflated.

ARE USING VULCANIZING CEMENT FOR ALL REPAIRS

This Nut for repairs is taken from No-Rim-Cut News, the publication for dealers issued by the Goodyear Tire and Rubber company, Akron, O. "When dark-oring cement is used in repairing white tread, dark lines and marks are left that will spoil the appearance of the best workmanlike job. Realizing this fact, we have for some time past been using a white vulcanizing cement in our own repair department, and with such excellent results that we are adding it to our regular line of repair material."

A Changeable Name. The French island of Reunion has changed its name four times in a little over a century and with little or no reason for doing so. In 1762 it was Bourbon, as it had been for a century and a half; but the convention then changed it to Reunion. Under the empire it became Isle Bourbonnais; at the restoration it reverted to Bourbon. Finally, in 1808, it became Reunion once more.

YOSEMITE OPEN TO MOTOR

Californians Obtain Modification of Restriction from Foresters.

EXPECT ALL TRAVEL TO WEST

Studebaker Inspects Roadways to San Francisco in Anticipation of Extensive Motoring Toward Fair Next Year.

In 1915 all roads will lead to California. So, at any rate, is the belief of the California motorists. They base this belief not only on the big expositions at San Francisco and San Diego, but also on the fact that it will be almost necessary for automobile parties to tour in America, if they tour at all.

In many ways the Californians have been at work to make even more attractive the wonderful highways of the Golden state. They have been preparing special touring information. They have even sent in an unofficial way, touring representatives across the continent to test the various routes leading westward.

They have waged a special campaign to secure the opening of national parks to motor travel and have scored one decisive victory in opening a considerable share of the Yosemite valley. This modification of restrictions occurred soon after the government transferred the control of the park from the army to the forestry division.

As soon as the formalities had been concluded, W. J. Richardson of San Francisco went over the course in his Studebaker Six, returning with news that the route was thoroughly practicable.

Auto, in Place of Coach. One of the scenic beauties of the route is the Mariposa grove of big trees, the oldest and the largest in the world. The route in this grove leads through the famous tunnel, hewn out of the base of the famous Wawana redwood—a passage twenty-five feet long and ten feet square. Here a photograph was taken in which the Studebaker car replaced the conven-

ventional stage-coach and saddle-horse setting so familiar a piece of pictorial art printing.

Road construction is in progress along a considerable part of this route, but Mr. Richardson's Studebaker made all the necessary detours without trouble, and he predicts that the route will be in fine shape in a few months.

Another California tourist—C. A. Dundas of Riverside—has returned home with gratifying news of transcontinental road improvement. He reported forty-two steam shovels and innumerable grading gangs at work along the Lincoln highway between Chicago and Omaha. Good roads were found to Denver, but the Midland trail through Utah has been virtually washed away. In some places Mr. Dundas had to remove the spare tire from the rear of his Studebaker Six in order to prevent its being struck and carried away by the plunge of the car into deep holes. Mr. Dundas, however, covered 2,323 miles in nineteen days, had but two punctures and reported no mechanical trouble at all. He and Mrs. Dundas slept under a roof every night but one, spending this on the shore of a creek which they elected not to cross in the night.

FORD FACTORY HAS TWO NEW MODELS THIS YEAR

The recent announcement of two new models, a two-passenger coupelet and five-passenger sedan by the Ford Motor company, has created quite a sensation in local motor circles. These new models are built upon the regular model "T" chassis but with de luxe bodies which rival in finish and equipment the finest of the big cars.

These two new Fords are strictly up-to-the-minute and are marked by every refinement and convenience which distinguish cars of real class.

The sedan is a roomy five-passenger affair with finest upholstery, deep luxurious cushions, double ventilating windshield and beautiful, graceful lines enhanced by a new cowl dash.

The coupelet also has cowl dash, double ventilating windshield and the most superb equipment and finish throughout.

Holly Trimming Firm Must Move in Near Future

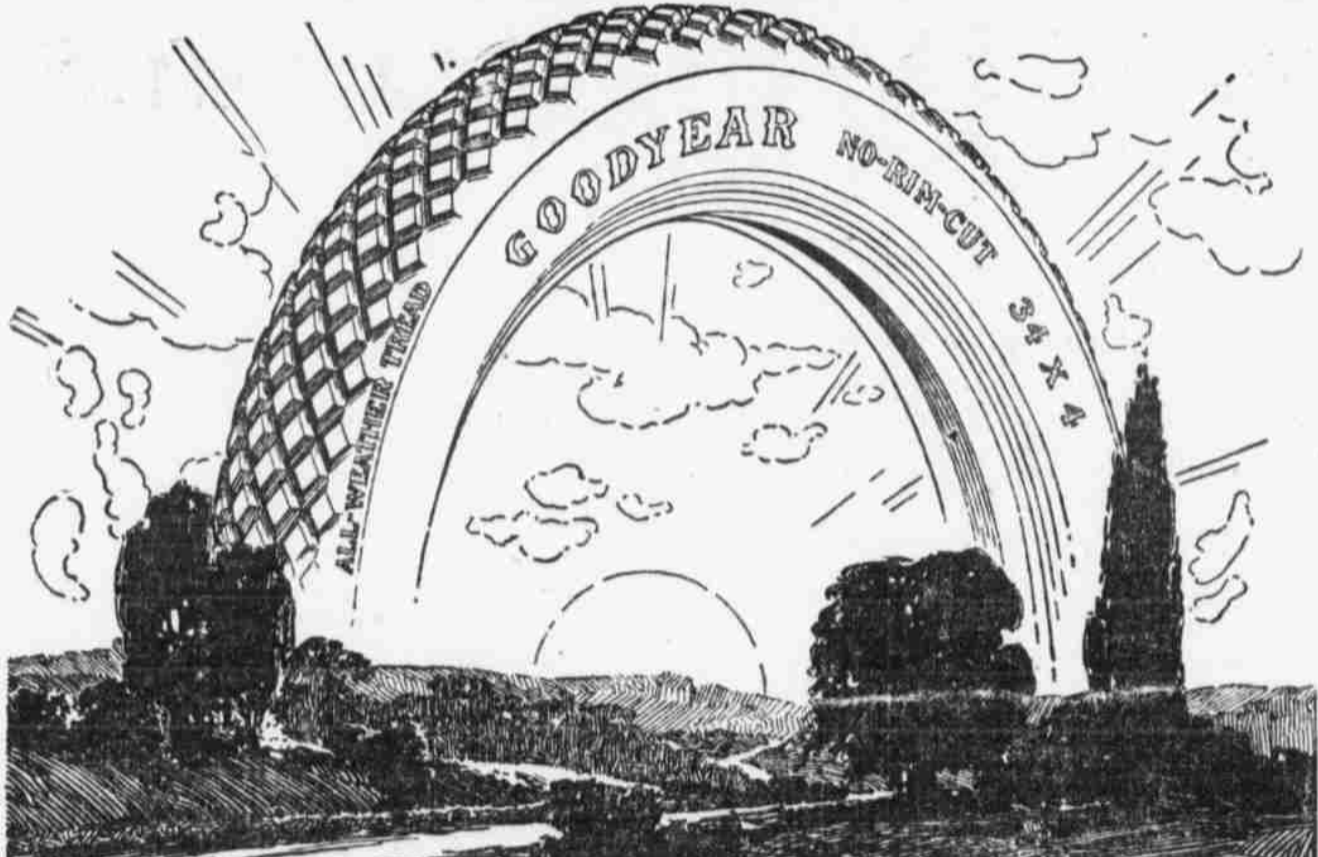
The Holly Auto Trimming company, one of Omaha's latest industries and a concern that has been doing business for a little over two months, has outgrown its present quarters at Twenty-fourth and Harney streets and is contemplating moving into a building of their own in a very short time. The firm is composed of A. R. Hollenberger, for twenty years with Drummond, and A. W. Falvey. Both men are well known in Omaha.

The firm does a general auto trimming and repair business. They make and manufacture anything in tops, seat covers and the like. They do anything that can be done in leather or fabrics. It is a concern that supplies a long-felt need in Omaha and the workmanship is not to be surpassed anywhere. Mr. Hollenberger is the president and manager and Mr. Falvey is the secretary-treasurer. They are employing about ten men at the present time, and if the business increases in the next two months as it has the two just past it will require the services of several additional experts.

FRANCE AND RUSSIA WILL BUY MOTOR TRUCKS HERE

SOUTH BETHLEHEM, Pa., Oct. 1.—Thirty-seven representatives of American motor truck manufacturers, who have been demonstrating their trucks here for several weeks, today were informed by E. C. Grace, president of the Bethlehem Steel company, that recommendations for the types of 1,000 trucks wanted by France and Russia for use in the present war have been made by a committee of French army officers now in South Bethlehem, but that the contracts would not be awarded today.

The Bethlehem Steel company, it was learned here, is the purchasing agent for Russia and France for motor trucks and army supplies, such as shoes, blankets and horseshoes.



A New Tire Day Begins When Men Adopt No-Rim-Cuts

400,000 Know It

400,000 men—at least—have proved out and adopted Goodyear tires. They find in them a quality supreme and unvarying. They find safety and sturdiness, less trouble, more mileage.

No rim-cuts. A way we control prevents them. Less blow-outs, because the "On-Air" cure—used by us alone—removes a major cause.

Loose tread risk reduced by 60 per cent, by a patent method we alone employ.

Less punctures—less wear—because of our double-thick, very tough All-Weather tread.

In those four ways—combating your four chief tire troubles—No-Rim-Cuts excel every other tire. Their resilient appeal will win you soon or late. When it does, it will mean

tire comfort, tire security which you never can get without them. Ask any tire user.

The Winter Tire

For winter use get All-Weather treads. When you know them you will use them all the year around.

They are tough and double-thick. They are flat and regular, so they run like plain treads. Their grips are sharp and resilient, and so deep that they last thousands of miles.

Other anti-skids cost more—some one-third more—than these. But a glance will tell you that All-Weather treads excel them. And every test will prove it.

Goodyear tires have won more users than any other tire that's built. They won them by service, such as you desire. Give them—for your own sake—a chance to win you.

The Goodyear Tire & Rubber Co. AKRON, OHIO

This Company has no concerns whatever with any other rubber concern which uses the Goodyear name. Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.



We Carry a Complete Stock of GOODYEAR TIRES Omaha Tire Repair Company HENRY W. NYGARD, Prop. 2201 Farnam St. Open All Day Sunday Tyler 1552

We Want a Chance to Welcome All Live Dealers to Ak-Sar-Ben We are always anxious to meet and greet you Our welcome is always awaiting you Your troubles are always ours If YOU do not know us, better come in NOW Our Stock Is the Most Complete in the West We Ship Promptly—Our Prices Are Right If it Is for an Auto, We Have It Western Automobile Supply Co. E. A. PEGAU, President OMAHA L. C. KOHN, Sec. and Treas 1920-1922 FARNAM STREET

The New 36 "Four" KISSEL KAR Every Inch a Car The single Compartment two-Door touring body First high grade full sized manufactured car at a popular price—\$1450 (with either 2 door or standard 4-door body) Here it is, fully equipped, regular sized manufactured automobile of established high grade at \$1,450—a hitherto unheard of price for a car of this class. Here also is the first touring car readily converted into a closed coach for winter driving—a family carriage for all-year service without the expense of changing bodies. Kissel-built in every main essential in one plant, of the same high grade materials and workmanship that have justified the KisselKar's eminence among upper class automobiles, this model is in striking contrast with assembled cars costing as much, or more. The ALL-YEAR Car with Detachable Sedan Top For \$350 additional, a detachable top is furnished with the Two-Door "36", converting it into a perfect Sedan—the ideal family car for winter. Without the cost of two separate bodies or the expense and delay of employing a carriage maker twice a year to make the changes, the KisselKar 36 "Four" is fitted to all-year service. Two persons can attach or detach it without tools other than a wrench and screw-driver. car for open driving in summer, and one that can be quickly turned into a closed sedan for the winter months. Quality and Refinement in Big Measure Analyze—If you are motor-wise and will analyze and compare, you will appreciate the KisselKar 36, and its great responsive 4x5 1/2 engine. Construction—If you know steels, workmanship and the importance of perfect balance, you will appreciate the construction of the KisselKar 36. Value—If you have been looking for a popular priced, manufactured car, built as perfectly and expertly as cars of higher cost, you will appreciate the value of the KisselKar 36. Comfort—If you have sought sanity in other cars for your conception of easy riding, quiet operation and freedom from vibration, you will appreciate the comfort of the KisselKar 36. Flexibility—If you have wished for a car that will take the hardest hills on high, and slow down on a pedestrian's pace, without changing gears, you will appreciate the flexibility of the KisselKar 36. Economy—If you realize that a car, to be economical, must live long, depreciate slowly, be reasonably easy on tires and fuel, and be therefore of medium weight, you will appreciate the economy of the KisselKar 36. Convenience—If you have deplored the necessity of either straggling your car during cold weather or buying a separate closed body with the incidental expense of making a change twice a year, you will appreciate the convenience of the detachable top that is furnished, at small additional cost, with the KisselKar 36. Beauty—If you are critical and exacting in regard to appearance and refinement, you will appreciate the beauty of the KisselKar 36. Completeness—If you demand the newest mechanical improvements, such for instance, as springs guaranteed against center breakage, vacuum fuel feed, dimming headlights, automatic spark advance, and others, you will appreciate the completeness of the KisselKar 36. PRICE—The KisselKar 36 "Four" at \$1450, fulfills in every respect the full measure of value expected by far-seeing men who have prophesied that a capable and complete manufactured car of recognized top-class, would one day be offered at a much lower price. We are now prepared to show you the 36 "Four"—also the new 48 "Six" with the two-door body and detachable top or standard four-door—and the 60 "Six", America's leading big "Six." Call and see us or write. Noyes Auto Co., 2206 Farnam St., Omaha, Neb.