

### Highest Honors in Yosemite Contest Awarded Oakland

#### Car 6-44 Wins Grand Sweepstakes Cup and Cup for Class in Which it Was Entered.

The grand sweepstakes cup in the Los Angeles-Yosemite Economy contest, the most prized trophy in this nationally known yearly event, has been awarded to the Oakland 6-44, which scored the highest average in the grand total of points. Oakland not only won the grand sweepstakes cup for all five classes, but also the cup for the class in which it was entered.

Oakland's ton mileage for the 360 miles from Los Angeles to Camp Curry was 49.37.

Ton mileage is obtained by dividing the gross weight of the car in tons by 360, the distance traveled, and dividing by the number of gallons of gasoline consumed. The gross weight includes the full load of passengers, their baggage, the full gasoline tank and spare tires as well as the weight of the car.

Sixteen cars made this run and thundered into such slime and mud in a heavy rainstorm which fell over the Yosemite valley that the officials decided to call the event off, but the drivers insisted on the run being finished. Mud and mountains combined to hinder the contest, which was primarily to show economical mileage and endurance under average touring speed and with a full complement of passengers.

In winning the cup in its own class, Oakland competed with six-cylinder cars ranging in price from \$1,000 to \$3,000. There were six cars in this class.

In addition to its other records, the Oakland car made an average of 29.38 miles to a gallon of gasoline, which was the lowest mileage of any six-cylinder car and was only exceeded by two other cars in the contest, both four-cylinders, which averaged a fraction of a mile per gallon more than the Oakland.

Not a mechanical adjustment was made to the Oakland on this trip and examination showed no oil used during the run to Camp Curry and back—a distance of 720 miles. Only two pints of water were needed.

The awards were made at Camp Curry by Mrs. D. A. Curry, in the presence of a throng of more than 1,000, including officials of the A. A. A.

The Oakland making this run was a stock touring car which carries the special Oakland 15,000-mile written guarantee.

### Hupmobile Is Chosen for "Bandit Catching"

The effective part that automobiles play in the efforts of police to subdue the bandit terrorism which infests so many of the larger cities nowadays, is resulting in a general over-hauling and expansion of department fleets, according to information received in the sales department of the Hupp Motor Car corporation.

In Minneapolis, for example, it is reported that six Hupmobiles have just been added to the big fleet of police department cars. These are to be used by precinct gun squads in their nightly tours of the districts where criminal activity is especially prevalent.

"Many an outlaw, now at liberty, might have been captured had our police cars been able to make the grade," is the substance of the police report which resulted in the appropriation for new cars.

The same situation exists in almost every large city," says O. C. Hutchinson, the Hupmobile general sales manager.

"A police department without dependable cars is today quite as inefficient as one would be without the necessary weapons for offense and defense. In fact the speed available in certain motor cars has become just as essential a factor in subduing crime as the revolver and the officer's club. Without the speed to overtake the perpetrators of crime the gun and stick are of little use.

"It is because of the automobile's importance in police activities that we are especially pleased when the Hupmobile is selected for police service. "I know of no other service, to which the motor car may be adapted, that requires more positive assurance of dependability than police work."

### Tom Allen Joins Staff of Western Motor Co.



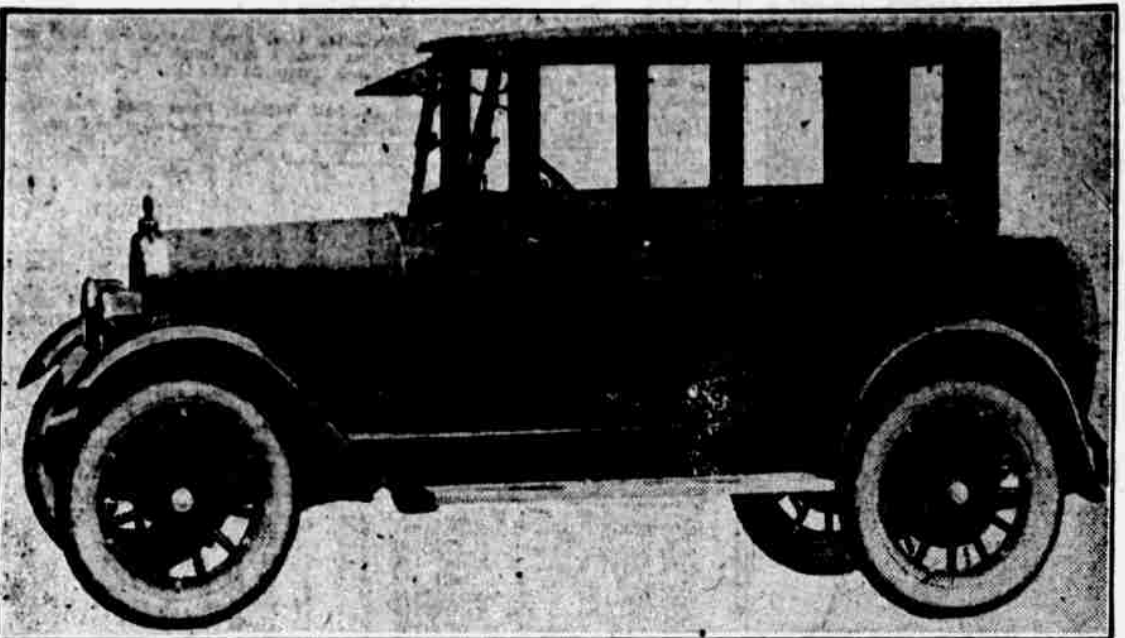
Tom Allen, formerly of the Wilcox & Allen clothes shop, has joined the Western Motor Car company and will have charge of the retail sales department, according to the statement made public yesterday by Charles R. Hannan, president of the company. Mr. Allen is one of the best known clothing men in Omaha. He left the Wilcox & Allen company May 1 to enter into larger fields of business. Mr. Allen is very enthusiastic over the possibilities of the new Willis-Claire car and his new duties. Mr. Allen is a Rotarian and member of the Field club and Chamber of Commerce.

### Limousine Buses Bought for Stage Line



To provide comfortable bus transportation between Omaha and Fremont, the Lincoln Highway Stage line have recently purchased of the Nebraska Buick Auto company two G. M. C. limousine buses, one of which is shown above. These buses were designed and built by the General Motors Truck company to meet the demand of the public for quick, reliable and comfortable motor bus transportation.

### Improved Velie Sedan One of Latest Arrivals on Omaha Automobile Row



The above picture of the new Velie sedan represents one of the latest arrivals on the automobile row. Aside from being equipped with a new motor, the Velie sedan is improved in many respects. One of the features of this model is the trunk rack and trunk which is part of the regular equipment. The lines of this care are very snappy and give it the appearance of both a sport model and an enclosed model. According to Carl Changstrom of the Changstrom Motor company, this model has attracted a considerable amount of attention already.

### Travels Across Country in Truck

#### Missourian Qualified After Four Trips to Give Points on Tourney.

F. E. Scott of Gardner, Mo., and his family have traveled back and forth from Maine to California three times, each time by a different route, according to J. M. Oppen of the Jones-Oppen company. His fourth trip finds him headed for Pasadena. His touring has taken him to all the "big league" scenic points in the United States, over almost every conceivable kind of road. And still he says there is nothing like cross-country automobile touring for recreation and building up one's health.

Incidentally, Mr. Scott is another who has joined the Reo Speed Wagon clan. This time he used his truck instead of his touring car, with the result, he says, of wondering why he had not thought of trying it before.

Leaving Gardner with four companions and his Reo loaded with tents, cots and cooking utensils, Mr. Scott started for the coast. His reasons for traveling in a Reo Speed Wagon are:

"Never a cent for repairs. No loss of time, with the consequent disagreeable interruptions of the journey. No tire trouble, with exception of four punctures.

"Room and power enough to carry complete equipment so that you can tour as you want to in real comfort without regard to hotels and eating places. No road condition which can not be overcome without undue strain on the vehicle. Freedom from mechanical trouble, which all touring cars are subject to as a result of the abnormal stress of driving where you want to, regardless of roads.

"If you want to travel in real comfort, use a Speed Wagon," Mr. Scott says. "There are three factors which rule in favor of this type of transport: Economy, dependability and comfort.

"Having traveled over 15,000 miles by motor car, I have a fairly accurate idea of what it costs to operate a touring car on a transcontinental tour.

"The Speed Wagon's tire equipment is built to withstand hard use and therefore you don't have to worry about tire trouble and the accidents that are due, directly and indirectly, to this cause."

The world war has left us with a national debt of \$223.85 for every man, woman and child in the country, or \$1,224.05 per family.

### Lee Company Manager Visits Omaha Office

G. C. Gould, credit manager for the Lee Tire and Rubber company of New York, spent Tuesday last at the company's branch office in Omaha.

### Longest Way Home Safest, Policeman Now Believes

Washington, June 17.—After having it impressed upon his mind with a hammer, J. P. Welch, local policeman is convinced that the longest way home is the safest.

Alleged to have taken a short cut across the lawn of an irate citizen recently, Welch was greeted with a blow on the head from a hammer which knocked him unconscious. The owner of the lawn, who had complained of neighbors using it as a short cut, has not reported any more trespassing on his property.



## LIGHT EIGHT

Accept our invitation for a trial spin in the 1923 Oldsmobile light "8". Take this opportunity of finding out for yourself the something different, something better in motordom that this superb model offers you. Get the real joy of experiencing some new motoring sensations in the way of acceleration, motor flexibility, reserve of power, driving comfort and all round unhesitating performance.

Coupe \$2145 Sedan \$2295 5 Pass. Touring \$1595  
4 Pass. Super Sport \$1825 4 Pass. Touring \$1595

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Des Moines CHAS. A. TUCKER, Pres. Omaha



The Oldsmobile Light "8" Touring \$1595

THIS IS A STUDEBAKER YEAR



If Studebaker built nothing but the Big-Six, you would never be able to buy one of these extraordinary cars for \$1785 at the factory.

The expense of manufacturing and marketing Studebaker cars is shared by three distinct models, the Light-Six, the Special-Six and the Big-Six. That means one executive management, one manufacturing organization, one purchasing unit and one selling cost—instead of three separate organizations.

Consider the Big-Six as an investment—how much you get for your money, plus the amount you actually save.

We know of no car, even at twice its price, that will give you greater satisfaction in the matters of endurance, appearance, comfort, serviceability and the refinements. In everything that goes to make up your appreciation of a car, the Big-Six ranks with the finest built. But it distinctly does not rank with them in price!

The theory that high prices necessarily mean fine cars is fallacious, simply because prices are not based upon intrinsic values but upon production costs of individual makers, which vary widely according to their ability and manufacturing facilities.

Obviously, high costs of production, inevitably arising from incompetence or inadequate manufacturing facilities, mean not only high prices but actually inferior cars.

The materials and workmanship in Studebaker Cars measure up to the highest standards known to the automobile industry.

With \$70,000,000 of actual net assets, including \$36,000,000 of plant facilities, and seventy years' manufacturing experience, Studebaker stands unsurpassed in ability and resources to manufacture economically and give the greatest intrinsic value possible for a given price.

### O. N. BONNEY MOTOR CO.

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Big-Six • \$1785  
FOR FACTORY



SEVEN-PASSENGER • 60 HORSE POWER • 126-INCH WHEEL BASE • CORD TIRES STANDARD EQUIPMENT  
Coupe \$1500 • Touring \$1785 • Sedan (4-Passenger) \$1985 • Coupe (4-Passenger) \$2500 • Sedan \$2700 • All Prices f. o. b. Factory

### Announcing the Big Three Day Demonstration of the

## Fordson Tractor

June 28, 29, 30 21st and Leavenworth St.

Showing its application and adaption to Industrial, Commercial and Agricultural work.

### See the Fordson at Work

Twenty-five (25) of these powerful machines will work steadily from 9 o'clock in the morning until 5 o'clock in the evening demonstrating the application of the Fordson tractor to various kinds of Industrial, Commercial and Agricultural work.

About fifty (50) manufacturers of special equipment used in connection with the Fordson tractor are co-operating with the Ford Motor Co. and its Omaha and Council Bluffs dealers in this exhibition. It will be the most complete exhibit ever attempted in this section.

Omaha and Council Bluffs Ford and Fordson Dealers