

**AUTO SHOW A REAL HUMMER**

Problem of Managers is to Find Sufficient Exhibit Room.

**MANY CONCERNS TO SHOW**

Indications Are the Coming Show Will Far Surpass Any of Its Predecessors in Magnitude and Beauty.

When the sixth annual Automobile show opens at the Auditorium February 12, people attending the show will be given an opportunity to witness a display of cars more magnificent and beautiful than ever before seen in Omaha. This show promises to far exceed all previous exhibitions in every way.

So numerous have been the requests of automobile companies in the city for space reservations Manager Gillan of the Auditorium has found it necessary to clear the basement of the building and use it in connection with the upper floor. Many companies desiring reservations have been refused by the board of directors of the show because of scarcity of room. In previous years but a portion of the basement of the Auditorium was used by the show. This year all the scenes and other property of the Auditorium which have been stored in the basement will be removed so as to allow more space for display. This year the space to be allowed to each company will be less than in previous years and there will be more cars on display.

During the last six years the decorating of the Auditorium has been the same. This year the board of directors have arranged to have the building decorated in a new and magnificent manner, far surpassing the decorations of former years.

The main floor will be used for display of automobiles and the basement will be devoted to the exhibition of commercial vehicles.

**Firms to Exhibit.**

So far the following companies have been granted floor space for their displays:

- Apperson Auto company.
  - Baum Iron company.
  - Callahan Auto company.
  - John Deere Plow company.
  - Deright Auto company.
  - Electric Garage company.
  - E. M. F. Auto company.
  - Firestone Rubber company.
  - Freeland Auto company.
  - Ford Motor company.
  - Frederickson Auto company.
  - W. L. Huffman company.
  - International Harvester company.
  - Johnson-Danforth company.
  - R. B. Kimball Auto company.
  - Kissel Auto company.
  - Lininger Implement company.
  - Mitchell Motor company.
  - Andrew Murphy & Co.
  - Marion Auto company.
  - Nebraska Buick Auto company.
  - J. D. Northwall company.
  - Omaha Auburn Auto company.
  - Omaha Rubber company.
  - Powell Supply company.
  - Rambler Motor company.
  - Guy L. Smith.
  - United Motor company.
  - Marion Auto company.
  - Van Brunt Auto company.
  - R. R. Wilson Auto company.
  - Wallace Auto company.
  - Western Auto Supply company.
- The following have applied for floor space, but space has not yet been allotted to them:
- Nebraska Regal Sales company.
  - Traynor Auto company.
  - Carter Car company.
  - Interstate Auto company.
  - Jack Sharp.
  - West Western Auto company.
  - Moline Auto company.
- The companies which will have exhibitions in the basement are:
- Andrew Murphy.
  - Deright company.
  - J. G. Northwall company.
  - Johnson-Danforth company.
  - Nebraska Buick company.
  - W. L. Huffman company.
  - Electric Garage company.
  - International Harvester company.

**YEAR'S OUTPUT OF CARS NOW MADE IN ONE DAY**

"Time in its flight has treated lightly Mitchell cars of ancient vintage," said Dick Stewart in talking of his car. "One of the most satisfactory proofs was evidenced by our recent parts order for a Model B, two-cylinder vertical air cooled runabout, which we manufactured in 1903. The gentleman who originally purchased this car sent in the order for repairs and says that he is not ready yet to give up his little runabout. He is using it daily and he hopes to continue it in use for some time to come."

"In the season of 1908 we manufactured eighty-four cars, to be exact, and this at the present time would hardly make more than a good day's work."

**Test for Tires.**

The road conditions on the Glidden tour were exceptionally hard on hard tires owing to the large amount of new macadam road and the numerous fords through which the car was forced to pass. All of these fords were of the rock bottom variety. In spite of all difficulties not a moment's trouble was experienced with the Goodyear tires and they are apparently due for considerable mileage.

**Motorcycle Notes.**

Chicago can boast of 2,688 enthusiastic motorcyclists.

Henry Hagsdale of San Angelo, Tex., recently completed a 2,800-mile motorcycle trip to Syracuse, N. Y.

The Illinois Valley Motorcycle club recently passed resolutions condemning the use of the open muffler on the city streets.

The Carpenters' union of Houston, Tex., added a motorcycle to its equipment recently to aid its officers in the work in that city.

If all the motorcyclists of London, England, were to assemble at clubs there would be 57,000 members, for the largest city in the world claims that many riders.

The Riverside (Cal.) Motorcycle club believes in the good will of city officials. It recently sent a communication to the city council thanking it for improving a public highway.

Savannah, Ga., motorcyclists recently received F. A. M. cards and pins in the Chamber of Commerce there, following their affiliation with the national organization.

The Birmingham (Ala.) Humane society recently endorsed the motorcycle as a means to facilitate prompt responses in cases of ill treatment to animals in all parts of the city.

The motorcycle is aiding the telegraph. A telegraph office in Redlands, Cal., is the latest to install machines for the quick delivery of messages to persons living in the outskirts of the city.

Motorcycle Policeman Lindebaum of York, Pa., rode 5,541 miles on his machine in five months and made fifty-three arrests. Five other members of the force covered over 4,000 miles in a year, with fifty arrests each to their credit.

**High Honors for Car Which Takes Three Top Places**

Ever since the Tiedeman trophy race, which opened Savannah's annual carnival of motor speed, men have been eyeing their memories and frisking the records to find an instance of another event in which three motor cars of the same make, comprising an entire team, finished a big race in first, second and third positions at the finish. They have all given it up. The performance of the E-M-F "204" driven, respectively, by Witt, Evans and Tower, is absolutely unique in the annals of road racing and approached only by the grand prize performance of the Bens, which last year won first and second, though failing to cop the third position. Accurate record was kept of the fuel and oil consumption of the cars. The 170 miles of speeding were covered on an

average of nine gallons of gasoline and four of lubricating oil. Remarkable figures when it is recalled that, in the straight stretches the cars were compelled often to "beat it" at faster than seventy-five miles an hour to make up for the tortuous turns on the course, some of which required slow downs to a rate of only thirty-five.

**PACKARD CROSS-COUNTRY TRUCK SHOWN IN THE EAST**

The Packard Transcontinental truck, which was the first heavy duty vehicle to cross from ocean to ocean, is now touring the east, and will be exhibited at the New York show in January. Since arriving back in Detroit, after completing its remarkable journey, the truck has been exhibited in Cleveland, Buffalo, Rochester, Syracuse, Albany, Springfield and Boston. Its picturesque appearance has attracted crowds in every city it has visited.

**Good Roads Double Automobile Sales**

The present agitation on good roads has provoked considerable conjecture as to just what would be the situation in the automobile business in the United States if we had as good roads as our cousins in England. One eminent man in the profession, who has just returned from an extended trip to Europe in the interests of American made cars, remarked last week that if we had as good roads as are found in England the automobile business in this country would be doubled.

"This statement may sound venturesome," said Secretary J. E. Lambert of the Regal Motor Car company, who made it, "but I am firmly convinced that it is true."

Observe Timing of Your Magneto. A very slight alteration in the mag-

neto will have a considerable effect in increasing the speed of the car," said Charles Spittorf, head of the famous house of Spittorf. "Advancing the magnets one tooth will increase the speed above five miles an hour, yet by advancing two teeth a knock may result that will impair every rod and bearing in the engine. Cautious experimenting is the only way to learn the correct adjustment."

**KNIGHT ENGINES ARE SHOWN AT BERLIN SHOW**

From an American point of view one of the most striking features of the recent Berlin show was the entire absence of six cylinder cars. Not a single German exhibitor exhibited a car of this type, the only one shown being an English Daimler six-cylinder chassis equipped with a Knight engine.

Another very marked tendency was the bringing out of low powered and low

price models by many of the European manufacturers with the evident intention of preventing the capture of this class of trade by the American manufacturers, who are now making a strong effort to secure the market for low priced cars.

**New Record for Vanderbilt Race.**

Seveny-four and seven-tenths miles per hour was the average speed of Mulford's Lister, winner of the 1911 Vanderbilt cup race, setting a new mark for the distance. Close behind the winning car came De Palma in his Mercedes, and he also broke the former records, as did Spencer Wishart in another Mercedes. It was a great race, and Grant's Lister, Parker's Fiat and Dismore's Pope Hummer, finishing in the order named, made fast enough time to win any ordinary contest. Every car to finish was equipped with Michelin tires.

Auto Business Good. After a two months' sojourn in Europe, during which he visited England, Scot-

land, France and Germany, C. J. Butler, vice president of the United States Tire company, is back in Detroit, feeling pretty well satisfied with automobile trade conditions as they exist in this country.

**American Made Cars Near the North Pole**

Northern Norway is the nearest approach Overlands have made to the north pole and southern Africa is the nearest to the south pole. Thriving Overland dealers are at each place. Nearly 300 cars will go to New Zealand for 1912 delivery. Eight Overlands have been shipped recently to Porto Rico to be used in government service. Fifteen cars have been ordered from Denmark and what is believed to be the largest single shipment ever made to the Philippines consists of thirty-two Overlands now in transportation.



Hupmobile Long-Stroke "32" Five Passenger Touring Car—\$900

F. O. B. Detroit, including equipment of windshield, gas lamps and generator, oil lamps, tools and horn. Three speeds forward and reverse; sliding gears. Four cylinder motor, 3 1/2 inch bore x 5 1/2 inch stroke. Bosch magneto, 105-inch wheelbase, 30 x 3 1/2-inch tires. Color—Standard Hupmobile blue.

The new touring car will be first exhibited at the Grand Central Palace New York, January 10-17, and subsequently at the principal automobile shows throughout the country.

**A car that gives you a totally new idea of what you ought to get for \$900**

A new and larger Hupmobile which immediately thrusts upon your attention a score of tangible superiorities which set it in a class apart from cars of its price. A five-passenger Touring Car for \$900 which rejects every characteristic of commonplace construction; and makes clear its invasion of the field above that price; by points of difference and departure which no motorist can mistake.

Evolved out of the experience which has built thousands of the Hupmobile Runabout—the quality car today, as it always has been, of the runabout class. Designed by E. A. Nelson, Chief Engineer of the Hupp Motor Car Company since its inception and designer of the original Hupmobile Runabout. To him and the skilled shop organization which he has continuously maintained, we owe the inimitable lines, the marked simplicity, the efficiency and the high quality of workmanship incorporated in the Runabout.

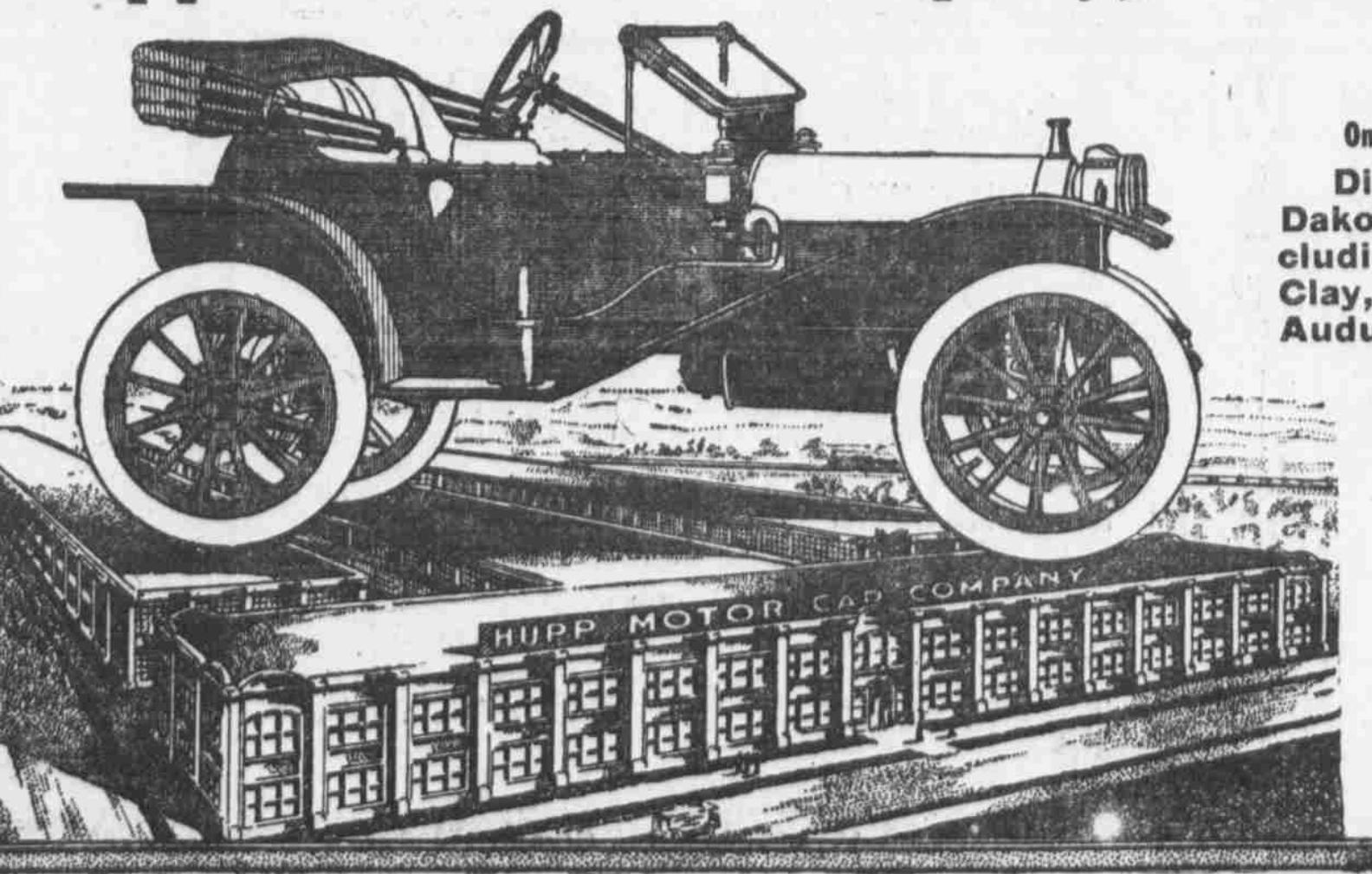
Impressed with the same strong individuality as the Runabout; and still further removed from comparison by:—

- First, the small-bore, long-stroke motor.
- Second, the body design and construction which attains the purpose of the "underslung" and avoids all of its disadvantages; and
- Third, the Americanization, after close study abroad, of invaluable engineering principles, entirely new to this country.

**Some of the points which make the price unprecedented**

- The three chief characteristics of the new Hupmobile are Durability, Efficiency, and Ability.
- By durability we mean that we believe that there are more years of quiet, competent service, and a greater capacity for withstanding hard knocks in this car than have ever before been incorporated in a car at any figure near this price—because every part is made of good material and more than amply strong for a car of this size and weight.
- By efficiency, we mean lower oil and gasoline consumption; a lesser tire cost; and a smaller outlay for repairs.
- By ability, we mean 60% more pulling power for mountain work and heavy roads; 4 to 50 miles of speed at any time and all times; and ability to throttle instantly to a walking gait or to pick up quickly without feeling the weight of the car.
- These latter advantages are due in large measure, of course, to the motor, one of the first of the small-bore, long-stroke type peculiar to the finest foreign cars, ever manufactured in this country.
- The cylinders are cast en bloc, a practice which, except in cars selling for \$2500 and more, implies a two-bearing crankshaft.
- The Hupmobile crankshaft has three large main bearings, bronze back, Babbitt lined—less wear—fewer adjustments—longer life.
- Other bearings include high duty Hyatt roller and F. & S annular; while the wheels are mounted on Bower bearings.
- The valves—all on one side—are enclosed by a pressed steel cover, which keeps oil in and dirt out; and because dirt is kept out, the valves remain noiseless, show minimum wear and require minimum adjustment.
- Many a car of 50 to 60 horsepower carries a clutch no larger than the clutch of the new Hupmobile. Multiple disc type, with 13-inch discs—gives positive action and starts the car smoothly and easily.
- Transmission gears are amply large for a 40 horsepower car; run slowly and are quiet at all speeds.
- This excess strength extends also to the full-floating rear axle—large and strong enough for a seven-passenger car. The gears have an unusually large number of teeth—Another precaution against wear and the possibility of trouble.
- Oil is fed to all parts and bearings of the unit power plant under pressure—the flywheel runs in oil and its centrifugal force takes the place of a pump. One kind of oil is used for engine, clutch and transmission instead of oil and grease, and it circulates and lubricates until it is literally worn out—a self-evident economy.
- Body and chassis design embody a low center of gravity, and minimize skidding.
- The springs are strong and unusually flexible; the rear spring is the patented Hupmobile cross type; the upholstery is deep and soft—all features that add to the comfort of those in the car.

**Hupp Motor Car Company, Detroit, Michigan**



**Huffman Automobile Co.,**  
Omaha, Neb. — Sioux City, Ia.

**Distributors for Nebraska, South Dakota and in Iowa west of and including these counties: Dickinson, Clay, Buena Vista, Sac, Carroll, Audubon, Cass, Adams and Taylor.**

**Hupmobile Runabout—\$750 F. O. B. Detroit,** including top, windshield, gas lamps and generator, three oil lamps, tools and horn. Four cylinders, 20 H. P., sliding gears. Bosch magneto.

In the new Hupmobile plant now nearing completion, which will have when finished a capacity of 15,000 to 20,000 cars a year, the Runabout—always a car of unprecedented popularity—will continue to occupy the same large part in our manufacturing plans that it does at present.

**Hupmobile Coupe—Chassis same as Runabout—\$1100 f. o. b. Detroit.**

**Hupmobile Roadster—Chassis same as World-Touring Car—\$850 f. o. b. Detroit.**