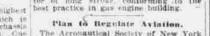
Е



### S.W. HENT



## D.M. BEAL

Courler is Accessible, Accessibility is carried to the highest extreme in the Courler car, which is shown in the Auditorium, and a chassis of this car shows its clean design. On the star shows its clean design of full-floating rear axis and differential which. If ever necessary, can be entirely differentiat which, the staken up the subject of legislation to regulate axiators and their craft. The purphase of the impresention of air craft has taken up the subject of legislation is to private of the impresention of air craft has taken up the subject of and also a thorough examination of candidates for all green the ability simple



Said to Be Logical demands that cars be equipped to used that the Rambler has claimed the resorts to force ecopants of front seats to walk and this time it was with the rew stream of the car, regardless of mud. shan of 50 500 this makes a grand total of more set stow. dy right hand curbs, the public now show just closed. This is the fourth hi

in the nuckers of high-grade cars.

**No-Rim-Cut Tires** (10 Per Cent Oversize) Upkeep Reduced

# \$20 Per Tire

Statistics show that 23 per cent of all ruined clincher tires are rim-cut.

Experience proves that 10 per cent oversize, under average conditions, adds 25 per cent to the tire mileage, Goodyear No-Rim-Cut tires end rim-cutting entirely.

They average more than 10 per cent oversize, measured by air capacity.

This double saving, after years of experience, is estimated by us at \$20 per tire.

That means average saving. It is affected, of course, by misuse and abuse. It varies with different sizes. Whether more or less, it means millions of dollars to motorists each year.

## 900,000 Tested Out

Over 900,000 of these tires have been sold. Their enormous advantage is settled now beyond any possible In two years the demand has

multiplied six times over. Last, year's sales exceeded the previous 12 years put together. For this year, 127 leading motor car makers have contracted for

Goodyear tires.

When a tire thus outsells every the in existence it must be the tire

### Same Price

The curious fact is that No-Rim-Cut tires now cost the same as other standard tires. They used to cost one-fifth more.

The enormous denand has cut the cost of production. Now these tires which can't rim-cut cost the same as tires that do. These oversize tires cost the same

as smaller tires. The naving is clear.

## **Our Patent Tire**

We control by patents the only

way to make a practical tire of this That's why the demand for tires which can't rim-cut centers on Good-

year tires. Then back of these tires are 13 years spent in tire making. Every formula and fabric, method

After 13 years of this constant comparison we have brought these tires close to perfection. In all probability, tires can never be made

any better. Add to such tires the No-Rim-

Add to such the oversize fea-Cut feature-add the oversize fea-ture-then think what tires you get. And you get them, remember, at the price of the ordinary when you insist on Goodyear No-Rim-Cut

tires. How can any man question which tires he should buy?

Our new Tire Book-based on 13 years of experience - is filled with facts you should know. Ask us to mail it to you.





BRIEF SPECIFICATIONS-40 H. P. Motor, 4 cylinders, 4½x5½, enclosed tappets. Double ignition, High Tension Splitdorf Magneto and Atwater Kent System with eight spark plugs. Presto Self-Starter. Full honey-combed aluminum Radiator. Three dry disc plute clutch. Brown-Lipe trans-mission and differential. Timken full floating type rear axles. Demountable rims, 36x4-in. tires, Aluminum body. 118-in. wheel-base. Vesta Dynamo Electric Lighting System. Mohair top, Superior wind shield and Stewart speedometer. PRICES-With full equipment: Model M, \$2,200.00; Model N, \$2,200.00; Model O,

\$2,200.00; Model L, \$2,750.00, F. O. B. Moline, Illinois.

Do not fail to see the VELIE at the Auto Show-this week, Auditorium John Deere Plow Company of Omaha

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