

AUTOMOBILES

SILENCE IN THE BEST CARS

Silent Chains, Worm Gears, Enclosed Gears All Contribute to Noiseless Operation.

ALL NOISE IS ELIMINATED

"When a motorist complains nowadays of a noise in the rear system of his new six-cylinder car the crafty repair man will first ascertain if Mr. Motorist is not listening to the rattle of the vacuum cup treads on the asphalt pavements," says J. N. Whitbeck, chief engineer of the Chandler Motor Car company.

"For that is the extent to which silence has been wrought in the construction of the modern motor car. Even a non-skid tire's hiss as the pavement may be construed as something wrong with the car.

"The elimination of noise in the automobile has been a very gradual process with motor car manufacturers. It has been a problem involving great expenditure of time, money and brains on the part of the men who have furthest advanced the cause of the automobile in this country and abroad. In the beginning we had the big square type of cylinder, cast singly, and with exposed valves on each side of the motor. Mufflers were still in the future and the roar from the exhaust of the powerful motor of that day was indeed an awesome thing. Then came the first big cast-iron mufflers, resembling small boilers, but at least capable of cutting down some of the noise.

Replacing the Chains.

"With the exhaust report reduced to some degree, the noise caused by the driving chains on the rear wheels became just as offensive to the fastidious driver. Enter the steel propeller shaft combined with the first bevel gears. The first car designed along these lines was exceedingly heavy and only a little less noisy than its chain-driven predecessor. But improvements in the grade of steel and the art of gear cutting, rapidly brought the rear axle system into a very fair degree of quietness. With the exhaust and rear axle taken care of, the motor car engineer next turned his attention to the valves. The noise attending the opening and closing of valves for intake and exhaust purposes, has finally been reduced to a minimum by casting cylinders of the L-head type with the valves all on one side. Hand plates which are easily removed, now close in the valves, so that their operation is barely perceptible to the driver."

Twin Cars Have Public Guessing

Two cars side by side, so near alike that only an experienced eye on first glance can distinguish between them; both bodies deep maroon, both bonnets black and wheels of like finish, form a unique display which is getting a liberal share of attention at the automobile show.

These cars are the Model 42 and 42 Oldsmobiles.

So closely do the lines of Model 42, the light four Oldsmobile, compare with those of the six-cylinder car, that when the cars are within a few feet of each other many people find it necessary to inquire which car is which. Except for size there is no detectable difference in them, and even the smaller size of the four-cylinder model cannot easily be discovered since three inches were added recently to the length of its body. For the first time in the history of the motor car industry a designer has succeeded in duplicating in a four-cylinder car the exact lines and general appearance of a larger six-cylinder model.

"There are differences between the two models," explained J. V. Hall, sales manager of the Olds Motor works, "although they are differences which do not readily reveal themselves from the appearance of the cars. The Model 42 has six cylinders, a seven-passenger body and a longer wheelbase."

New Ford Models Popular with Ladies

The new Ford Sedan and Coupelet are coming in for a large share of the attention of the feminine contingent at the auto show. The Sedan, with its graceful lines, beautiful finish and luxurious refinements, seems to attract the greatest amount of admiration, although the Coupelet receives a goodly amount of attention from the fair motorists.

It is said that these new Fords have made a great hit at the eastern shows also, and at the Chicago show particularly, sales were closed with many socially prominent women.

Everybody Goes to the Auto Show



In ye olden days no one stayed away from the county fair with its display of fast horses and fat cattle, but times have changed and now every one goes to the automobile show. The several thousand who were not able to gain admittance Monday night will surely try again some other night, for all want to see the new cars which are being offered for inspection. To sit in the long new cars on exhibition is sure to attract all eyes, as is shown by the cut above.

INTRODUCES NEW STANDARDIZED EIGHT AUTO.



I. J. COLE.

Display of Trucks Along Auto Row

E. E. Moser & Co., 2218 Farnam street, are the representatives of the Commerce motor trucks in Omaha. They have no space at the show, but have a fine display at their show rooms on Farnam street. The display comprises commercial delivery trucks in three distinct bodies.

GEAR RATIO MOST VITAL TO AUTO SATISFACTION

Chief Engineer G. O. Behn of the Hudson likes to talk on technical topics. But he has a way of investing them with a simplicity and clearness that makes these dry subjects attractive to any motor car enthusiast. Most buyers know very little on the feature of gear ratio, and yet it is vital, Mr. Behn says, to real motor car satisfaction. A twenty-horsepower truck motor can pull a huge load up a pretty stiff grade and do it at a fair speed. It does it, however, very noisily and with excessive vibration. Some people think that they would like to have a low power motor of this kind in their car, and have an idea that they would then gain fuel economy and yet have plenty of power. Mr. Behn shows how this idea is a fallacy because the motor would require to turn over at such a tremendous rate in order to gain driving wheel speed that it would not be satisfactory for a pleasure car. On the other hand, a motor that is geared too high does not produce satisfaction because it must of necessity have a very powerful motor in order to overcome the high gear ratio.

How Much Are Your Family Food Bills Per Week?

The trouble about this high cost of living problem is that we hear only one side of the story—it's all against the maker or seller of eatables. What about your end of it, Mrs. Food Buyer? Let's take a glance at your weekly food bills. Meat! Meat! Meat! More Meat! Why this extravagance? Listen to what the great dietitian, Dr. Hutchinson, says: "From an economic point of view, meat is a dear food, whether as a yielder of energy or a source of building material." That doesn't mean that we can abolish meat from our table entirely, but we can cut down on it and seek other nutritious but cheaper foods.

What about Faust Macaroni? The same authority says that "Macaroni is absorbed almost in its entirety—that is, it practically all goes to the making of blood, muscle and tissue. Faust Macaroni is made from Durum wheat, is highly glutinous and can be prepared in many appetizing ways and costs 10c a large package."

MAULL BROS.
St. Louis, U. S. A.

TAXI MEN TAKE OVER ENGER AUTO AGENCY

Calvin W. Francis, president of the Schiltz Taxi company, and Joe Cullis, vice president and treasurer of the same concern, have taken over the Nebraska agency of the Enger auto, it was announced yesterday.

W. E. Foster of the Nebraska Carter-car company and the Enger company is still the factory distributing agent, but he has ceded the Nebraska territory to the two young men. The latter will continue their taxi business.

A perfect conditioned "USED" car of standard make is a FAR better "BUY" than a NEW car of some untested, unknown, "off" brand.

We sell "USED" cars so cheap that one need scarce take depreciation into consideration, as one surely must do when buying a NEW car.

THIS is the largest establishment in Omaha and the West devoted to the sale of "USED" cars and "USED" cars only. We've always 75 to 100 cars in stock; ready to sell; ready to run; ready to give unlimited service; ready to offer at HALF PRICE or less.

If you are visiting in Omahaduring the "AUTO SHOW," by all means visit us. See the cars; note how we select and reject cars; see the 18,000 square feet of floor space we devote to autos and auto supplies. If you are not going to be in Omaha during the "Show," or if for any reason or other you cannot call, be SURE to send for our new and complete price list just off the press. It describes "FORDS" at \$175, \$225 and \$250; "CHALMERS" at \$375; "REOS" at \$375; "VEILIES" at \$600; "HUP-MOBILES" at \$450; "CADILLACS" at \$850; "BUICKS" at \$750 and dozens of others as good.

SEND FOR THE NEW PRICE LIST. Be posted on Autos. DON'T buy a NEW car when a first class used one may be had at HALF or even less.

Each car we sell is demonstrated, tested, used and proved to YOU before you buy. No "Junk." No "Questionables." We have the very cream of "Used" cars and sell them QUICK and CHEAP.

Remember, we're an "AUTO SHOW" of our own, one that's well worth seeing.

INDUSTRIAL GARAGE CO.
W. C. MARSH, Pres.
20th and Harney Streets,
OMAHA

Red Crown Gasoline

The POWER TEAM

STANDARD OIL COMPANY (NEBRASKA) OMAHA

Polarine Motor Oil

Los Angeles-Phoenix Road Race

Moving Pictures

to be shown at the

Henshaw Cafe

Week commencing Febuary 15th to 20th—from 6:30 to 8 p. m. and 10:30 to 12 p. m. every evening.