

## COLE MAN'S 'DON'TS' FOR AUTO DRIVERS

It is Poor Policy to Abuse  
What Deserves Best of  
Treatment.

### WATCH YOUR CAR ALWAYS

"A. F. Knobloch, general manager of the Cole Motor Car company of Indianapolis, where the widely known Cole Eight is manufactured, is a firm believer in the theory that anything with merit is worthy of good treatment," says Low Traynor, local Cole representative. "If he has one particular hobby, outside of the manufacture of automobiles, it is 'Sensible operation of automobiles' after they have left the factory. With this in view, he has prepared a series of 'Don'ts' for automobile drivers and he does not hesitate to acquaint the public with them."

Here are some of his "Don'ts":  
Don't put oil in the engine without first making sure that it is free from dirt and lint.  
Don't race the engine when it is not drawing the car. There is no worse abuse.

**Fill Radiator.**  
Don't neglect to keep the radiator filled with water. Also use a good anti-freeze solution in cold weather.

Don't neglect your tires; use the pressure gauge and maintain between seventy and eighty pounds pressure.  
Don't fail to inspect the level of liquid in the storage battery every two weeks.

Don't drive with your feet on the clutch or break pedals.  
Don't let your car stand with headlights full on. It is unnecessary and it runs your battery down.

Don't drive fast on slippery streets.  
Don't drive with fully retarded spark.

Don't start motor with wide open throttle or advanced spark.

**Watch Gauge.**  
Don't neglect the lubrication of your car. Watch your pressure gauge.

Don't drive fast around turns or over rough roads.

Don't apply brakes suddenly, except in cases of emergency.

Don't attempt to shift into reverse gear when going ahead.

Don't allow your clutch to engage suddenly.

Don't drive on crowded thoroughfares until you thoroughly master the operation and driving of your car.

Don't attempt to start motor with any of the transmission gears in mesh.

Have gear shift lever in neutral.  
Don't leave your ignition switch "on" when motor is not running.

**Let Carburetor Alone.**  
Don't tamper with your carburetor unless you know it is out of adjustment, and not even then unless you know just what you are doing.

Don't fail to tighten up spring clips nuts at end of 800 or 1,000 miles.

Don't fail to tighten up all body bolts at end of every 800 or 1,000 miles.

### Saxon Six Rides the Ruts Along Border

Just recently a Saxon Six touring car made a run from San Antonio, Tex., to San Diego, Cal., taking in every militia camp on the border and traversing roads in the Texas wastes that never before have felt the wheels of a motor car. It carried representatives of a film company and a motion picture outfit.

Reports from various points along the border are full of praise of Saxon performance. Starting from San Antonio, the party of movie operators encountered the severest rainstorms that have swept across that section of the country in twenty-two years. Near Finley, Tex., the Saxon plowed through miles of mud and not once was it stalled. From Eagle Pass, after a strenuous trip, the party wired the Saxon dealer at San Antonio that the car was "in better condition than when it left there."

Unlike the usual border trip, which follows a more or less beaten path, the route of the "movie" car was circuitous and led into the desert country. Uncle Sam's soldiers, late militiamen of the forty-eight states, are not all encamped along the main trails. They are lodged in little passes, at water holes and along the bluffs of the Rio Grande, miles from villages or railroad. In fact, they are everywhere that Villa or Carranza troops might pick a place to cross the boundary line. And the "movie" car visited them all.

Between Del Rio and Juno, Tex., the Saxon forded the Devil's river in five places. Out of Llanito Grande it traveled a road that motor cars had never taken before, and at San Ignacio ran into heavy rain and high water that threatened to halt the trip. The Saxon, however, went through the flood district without trouble.

### Velie's Big Sales Win Floor Space

First choice of exhibit space at the New York show, beginning January 6, is governed by the number of cars built by exhibiting companies. The largest builder chooses first, second largest next, and so on.

Four floors of the Grand Central Palace will be required to house the complete car exhibits this year, so those given space on the main floor are naturally representative examples of the vast proportions to which the industry has grown.

Not only will the Velie "Biltwell" six be found on the main floor with the largest producers as heretofore, but it will have advanced just 25 per cent in the ranks of the big builders this year.

### Omaha Ranks High as Tire-Repairing Point

November 1, according to Henry Nygaard, proprietor of the Omaha Tire Repair company, marked the sixth year of this business. Nygaard claims that each year the business has shown a marked increase and that in volume of tire repair work Omaha ranks high, owing to the large number of automobiles in this territory.

**Legore Shows Speed.**  
The way Harry Legore, the Yale star, is tearing up the gridiron makes it apparent that he is out to show Princeton and Harvard that he should have been barred from athletics for life.

## BATTERY TROUBLES

Careless Motorists Soon Run  
Into Difficulties Due to  
Season's Changes.

### SAVES MONEY AND WORRY

A frequent complaint now to garage men and battery or electric system expert, with the coming of shorter days, has to do with the battery.

"It is more difficult to keep the battery charged at this time of the year than it is in summer," said H. C. Brokaw, principal of the West Side Young Men's Christian Association Automobile school, New York City. "The reason is that the sun sets earlier, and just as our electric light and gas bills mount at home, because we light the lamps earlier, so it is with the auto. The driver who obeys the law uses more current."

"A complaint came in the other day from an owner who was experiencing trouble with his electric plant. The lights would not work right when he was running. Starting out there was light, but after running a short time there was trouble. The lamps were fitted with dimmers, and these would not work at all times; sometimes one would light and the other fail. Next the horn—electric—refused to honk at times and got so it would only work after the car had been running half an hour or so. This was the case I was asked to diagnose."

"While trying to determine the cause I began to question him. I found that the owner was employed during most of the daytime and only ran his car at night, with the exception that he was making long trips on Saturday and Sunday, and ran quite late into the night both days. During the week nights his trips were short, with numerous stops. This caused a frequent use of the self-starter. He found it took longer to start the car, a natural result of the cooler weather."

**Starving the Battery.**

"I became convinced that the battery was being starved; that is, that it was not getting enough charge to keep the storage battery at its best. There seemed to be no trouble with the wiring, and I told him he had better have the battery charged and see if his troubles would not end. He protested that his generator was supposed to attend to the charging, but he had it done at the garage and his difficulties were solved."

"His trouble was that he did most of his running at night and, as he carefully observed the speed laws, consequently the generator did not generate very much extra current and the battery was being recharged at a very low rate, while being discharged at a regular high rate. In other words, he was chopping off both ends—burning both ends of his candle. He was using an excessive amount of current and generating less than usual, because of running at night, starting

often and running slow to observe the speed laws. Up to a certain point, the amount of current which goes into the battery is increased in proportion to the speed of the car.

"Generators are constructed so that they will deliver a normal charge to the battery for normal running; they must not be constructed so they will send out an excessive current, or they overcharge the battery, and that is harmful. The sun sets much earlier and the cool weather makes it necessary to use the starter more. In warm weather one little kick will start the car off; in cold weather it takes often from half a minute to a minute."

### Effects of Cold Weather.

"Most engines now are equipped with carburetor check and priming devices to facilitate starting when the engine is cold, but even with these extra current is consumed in turning the engine over more to start than when it is warm. Then, too, the storage battery drops off in efficiency as the temperature is lowered and will not deliver so much current on a full charge as at a higher temperature. This comes at a time when there is a greater call on the battery, and where a battery falls down under such circumstances as those above related, it is wise to get an

occasional charge to help out the generator.

"It is becoming the practice to take all current for lights, ignition and other purposes direct from the battery, using a generator to recharge it. Inside of a year at the most the bottom of the battery will become filled with a sediment from the plates. This causes an internal short circuit and the battery will discharge itself inside instead of outside. At least once a year a battery should be taken apart and the sediment cleaned out."

"Some generators are constructed so that they can be adjusted to deliver more current on demand; that is, there is one adjustment for summer and one for winter running. Wherever it is possible to thus adjust it should be done. Otherwise, when a battery loses voltage it, can be taken off the car and be charged. It need not be necessary to leave it for a twenty-hour charging period; if taken soon enough it can be charged in six to ten hours, or when the car is laid up over night. Two nights would be enough at any rate.—New York Times.

**Zulu Kid Crosses Waves.**  
The Zulu Kid is matched to fight Jimmy Wilde in London for the flyweight title. A wide-Zulu battle ought to furnish some genuine excitement.

## Don't Tamper With Your Carburetor

When it comes to tampering with the carburetor on a car, the best advice is "don't." So says Max Hagelstine, manager of the service department of the Studebaker corporation.

"The first thought with so many motorists is to change the adjustment of the carburetor with every decided change of weather," said Mr. Hagelstine. "They seem to think the carburetor ought to be adjusted one way when the day is dry, another when it is wet, still another when it is hot, and again when it is cold."

"Now, it is true that the mixture should be rich or lean, according to the kind of weather. But adjustment of the carburetor is the wrong way to secure the proper mixture. The right way is to make use of the 'choke,' which on Studebaker cars is located on the dash. Pulling this 'choke' out secures a rich mixture, and that method should be adopted when the motor is cold. After the engine is running for a while and gets warm, the 'choke' should be pushed in."

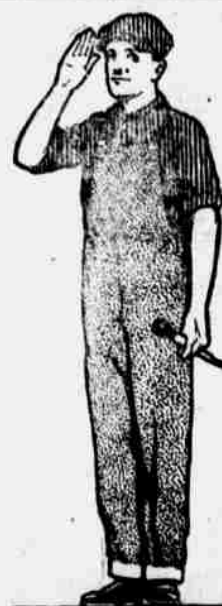
"What happens when the carburetor has been tampered with to secure a rich mixture is that gasoline is

wasted and the condition in general invites the formation of carbon deposits. That means loss of power, and incidentally it militates against economy, aside from the likelihood of getting the carburetor mechanism out of adjustment. So my advice is to leave the carburetor alone."

"Troubles are likely to occur from a continued improper mixture of gas and air, due to a wrong adjustment of the carburetor. If the owner forgets

the existence of his carburetor and lets it alone to perform its functions, he will find that he will secure the most satisfactory results from his car. He will get better performance, greater economy and longer service without the necessity of giving attention to the mechanism."

**Tough Job for Brown.**  
In meeting Yale, Harvard and Colgate, one right after another, the Brown football team is bound to finish the season with plenty of foot ball in their system.



**Willard  
Storage  
Batteries**

## Willard-Trained

Service requires more than the willingness to serve. It requires the ability.

In every one of the 775 Willard Service Stations are men who are not only willing, but able to give you expert battery service.

They are trained in the Willard factory, so that they know the storage battery thoroughly.

Their training and experience enable them to see beneath the surface indications of trouble. If you take a run-down battery to a Willard Service man, he doesn't just charge it. He wants to know why it is run down, and he prevents a repetition of the trouble by getting at the root.

But repairing is the least part of his work. His job, primarily, is to keep your battery free from the need of repairing.

Do you know the Willard Service man in your town? Look him up. He'll keep your starter on the job, and your lights bright. He's interested in your battery and can tell you some interesting things about it. A visit will be worth your while.

**Nebraska Storage  
Battery Co.,**

2203 Farnam St., Omaha.  
Phone Doug. 5102.

We'll be glad to test your battery at any time.

Willard Storage Batteries are for sale by car dealers, garages and all Willard Service Stations and Factory Branches.

## A Great Loss and a Greater Gain

This business has rounded out twenty-two months of existence by distributing to owners more than one hundred thousand cars.

Price-concessions on this car are rarely asked, and never given with Dodge Brothers consent or to their knowledge.

You can therefore figure accurately the amount invested by the public in Dodge Brothers cars, by multiplying the output by the retail selling price.

One hundred thousand cars at \$785 per car means a sales-total in less than two years' time of \$78,500,000—or, with freight-cost added, considerably more than \$80,000,000.

There have been no bursts of speed in the up-building of this great business.

At no time has there been even an attempt at stimulation of sales or of production.

Never for a single day has production been speeded up for the sake of attaining a total.

On the contrary, it has been held down every day within the limits of close, careful, conscientious manufacturing.

Both production and sales have been stable, steady and spontaneous—scrupulous care in the one, producing huge volume in the other.

At this moment, as at every other period, although producing a large

volume every day, Dodge Brothers are "losing business" by their policy of keeping production within the bounds of continuous betterment.

In that sense they have doubtless suffered a great loss in the past and will endure a great loss in the future.

But over against this great loss is an infinitely greater gain.

The people of the United States have implicit faith in the integrity of Dodge Brothers manufacturing methods.

One hundred thousand owners—or rather, one hundred thousand families—are practically of one mind concerning the car and the men who make it.

This business and its product are blessed with a friendship probably without parallel in the history of American manufacturing.

Fresh from the factory, or sold at second-hand, from one end of the nation to the other, the car has special value and a special reputation, because of the name it bears.

Because of the name it bears, you may be sure that the principle behind the car will never be changed a hair's breadth.

Dodge Brothers have only one idea in the upbuilding of their business.

That idea is to build so soundly and so well that the good will which they have won will grow and endure forever.

The gasoline consumption is unusually low.  
The tire mileage is unusually high.

## MURPHY-O'BRIEN AUTO CO.

1814-18 Farnam Street Phone Tyler 123 Omaha, Nebraska

The price of the Touring Car or Roadster, complete, is \$785 (f. o. b. Detroit)

The price of the Winter Touring Car or Roadster, complete, including regular mohair top, is \$950 (f. o. b. Detroit)



**L. S.  
Hastings  
FOR  
SUPREME  
JUDGE**

DAVID CITY, Neb., Nov. 2, 1916.

To the Voters of the State of Nebraska—

We, the undersigned residents and business men of all parties of David City, desire to recommend Hon. L. S. Hastings of David City to the voters for the position of supreme judge.

Mr. Hastings has been a resident of Butler county for thirty-eight years, twenty-eight years of this time he has been actively engaged in the practice of law, and has attained a high place in his profession.

He has served the county as state senator, county attorney, mayor of David City and president of the board of education, all of which places he has filled with credit and efficiency.

Mr. Hastings stands high in the community as a citizen and lawyer. He has always been progressive on all public questions that were for the advancement of his home community.

It is a pleasure to the undersigned, regardless of party, to recommend Mr. Hastings to all of the voters at the coming election, honestly believing that if he is elected he will bring to the highest court a well balanced mind of high legal attainment.

T. B. MYERS, Chairman Butler County Democratic Committee.  
ED. L. RUNYON, Chm. Butler County Republican Central Com.  
W. F. DELANEY, County Treasurer.  
E. J. DWORAK, Cashier Central Nebraska National Bank.  
ARTHUR MYATT, Mayor of David City.  
C. O. CROTHWAITE, Cashier City National Bank.  
C. D. COE, Cashier Butler County State Bank.  
M. J. BOUSE, County Clerk.  
JOS. C. HAVEL, Clerk of District Court.