

TIPS ON HOW TO KEEP CAR BRIGHT

Little Care Will Keep Finish of Auto in Good Condition for Long Time.

SOME OTHER GOOD 'DON'T'S'

You can abuse the engine pretty consistently before it begins to complain. You can abuse the finish once or twice, and then you have no finish to abuse. The appearance of the car and the appearance of the finish are one and the same thing, and appearance goes a long way toward determining the value of a house, a horse, or an automobile.

The lack of washing and the failure to wash properly will do more toward ruining the appearance of the car than any other thing. The varnish of the new car is hardened and benefited by frequent washing with clear cool water. Mud, allowed to dry or freeze on the car, takes up all the oil from the varnish and leaves the finish streaked and spotted.

Dirt is not the only enemy, for garage gases and even the atmosphere of some cities attacks the finish of the car which is not frequently washed.

Examine Other Fellow's Car.

Before you turn your car over to a garage for regular washing examine the other fellow's car, and see what they are doing to it, and once you find a man who knows how to care for the car properly let him wash it every time it needs it. A single washing, done carelessly, will destroy the luster that careful washing has preserved for months.

Start in by cleaning the top. Give it a good stiff brushing to remove the loose dirt and then either sponge it or use a soft brush with clear tepid water and castile soap. A chamois skin kept especially for the purpose will hasten the drying, and of course the top is not folded back until it is thoroughly dry. About every other time it is a good idea to give the interior a little more attention than it gets from a stiff brushing.

Ammonia and Water.

Go over the leather upholstery with a woolen cloth dipped in clear water to which has been added a few drops of ammonia. If the upholstery is of cloth it can best be cleaned by sponging with water containing a little salt and alcohol.

Now you are ready to use the hose. Be sure to remove the nozzle and flow the water over every part of the body. This serves to wash off as much of the dust as is possible and to loosen the mud, or ice, or snow, so that with a little patience it can be floated off. In cases where the car is exceptionally dirty it is well to let it stand fifteen minutes and then shower it again.

Take a soft, clean sponge and, following it with a gentle stream from the hose, go lightly over the body. If certain panels are grease spotted, these should be separately washed with pure water and castile or other neutral soap, but with this one exception: bar soap, soft soap, or soap solution should never be used on the body above the chassis.

Special Brushes Needed.

Grease and road oil collect on the chassis, and their removal require more vigorous treatment and separate

Four Armored Cars Ready to Fight if the Roads Will Hold

Accommodate Three Men, Eight Thousand Rounds of Ammunition and a Rapid-Fire Gun.

TWO OTHERS ARE ORDERED

Armored motor cars are still in the experimental stage in the United States army. So far only four armored cars have been obtained, although an order has been placed for two others.

Two of the cars already obtained are constructed on two ton truck chassis having four wheel drive, with a maximum speed of fourteen miles per hour. These cars have a gross weight of approximately 13,000 pounds each and are considered too heavy for use over the ordinary roads and bridges of this country.

The other two cars are constructed on one and one-half ton truck chassis with rear wheel drive and have a maximum speed of thirty-five miles per hour. Their gross weight is about 9,000 pounds each.

New Cars Even Lighter.

The two additional cars which are being obtained are a still lighter type, being constructed on touring car chassis. Their gross weight will be under 6,000 pounds each, and they will be capable of developing speeds as high as forty-five or fifty miles per hour.

Some of the special specifications for these are in part as follows: The wheels will be of the wire type equipped with Dayton airless tires, or equal. The rear wheels will be of dual cross lace type. All wheel rims will be drilled for tire stems so that pneumatic tires suited to the rims may be used if desired or in case of emergency. The construction of the wheels will be such that they can be easily removed and in emergency the single tire spare front wheels may be used on the rear axle. Two complete spare front wheels with tires will be furnished with provision for carrying on the outside of the car. The spare wheels will be carried sufficiently far up on the side of the car so that the road clearance will not be decreased.

Three Gas Tanks.

Three gasoline tanks will be provided, one of which will have a capacity of twelve gallons and be in the lower rear portion of the car. The other tanks will have a capacity of nine gallons each and will be mounted in suitable spaces in the rear of the interior of the car. The filling holes will be so located that the tanks may be conveniently filled without removing ammunition or stores.

All armor will be of two-inch plate, complying with the specifications for armor plate laid down in ordnance department pamphlet No.

tools. Special brushes will greatly facilitate work in inaccessible corners. The caustic action of an alkali soap is necessary for the removal of grease on the chassis, but even when used here it is advisable to employ it in the form of a soap solution made by dissolving a pound of soap in a gallon of warm water.

The soap is, of course, rinsed off, and a hard stream may be used on the chassis to advantage, but it should not be directed against the wheel hubs, for dirt may be washed in and reach the bearings.

434, except that of the ballistic test, which consist of one round for each plate (150 grain bullet 2700 f.s.) from the United States service rifle at a range of 100 yards.

The main portion of this armored body will have a sufficient capacity to accommodate three men, not less than 8,000 rounds of ammunition in belts or magazines, and will permit the convenient operation of the gun mounted on the car at all angles of elevation from approximately minus 10 to plus 90 degrees. Suitable containers will be provided to protect the ammunition from dust.

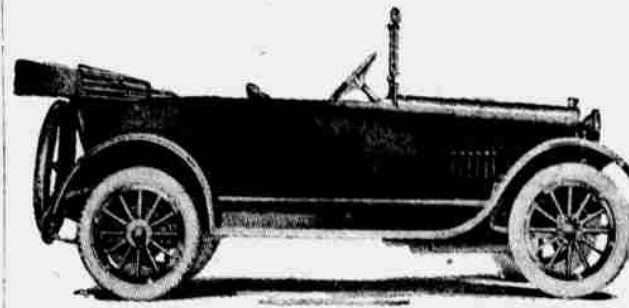
Armor Will Protect Car.

The armored body will efficiently protect all vital parts of the car with the exception of such portions of the wheels, springs and axles that cannot be protected without the use of an excessive weight of armor.

The car will mount one machine gun in a revolving turret, which will run on about thirty three-quarter-inch ball bearings, with suitable spring spacers, and the sides of the turret will project beneath the roof armor of the car, so that a shot near the bottom of the turret will not cause jamming. The turret will be turned by suitable gearing with a hand-wheel conveniently located. The diameter of the turret will be approximately thirty-eight inches, or such diameter as may be necessary to provide for the free and convenient operation of the machine gun at all angles of elevation or direction permitted by the mount.

On the exterior of the car will be carried two runways approximately twelve feet long, of suitable strength for use in crossing ditches, a pick mattock, shovel, ax, and lantern of ordnance department design, attached by suitable fittings. The total weight of the car completely equipped with oil, gasoline and water, and including guns and ammunition, will not exceed 5,800 pounds.

Glide Five-Passenger Touring Car



Good Roads Cause Motor Vehicles to Be Standard Width

State Highway Route Is Fixed in Minnesota

The route for the new state highway across central Minnesota was selected at a meeting of the Central Minnesota auxiliary of the National Parks Highway association. The legislature will be asked for a stone crusher at the St. Cloud reformatory to provide stone for the road. The route is St. Cloud, St. Joseph, Avon, Albany, Freeport, Melrose, Sauk Center, West Union, Osakis, Alexandria, Garfield, Brandon, Evansville, Melby, Ashby, Dalton, Fergus Falls, Elizabeth, Rothsay, Barnesville, Moorhead to Fargo.

"A short notice issued recently by the National Automobile Chamber of Commerce sounds the death knell of one of the oldest customs of carriage makers—and its successor, the automobile manufacturer. The notice in part says: Treads of motor cars of the passenger-carrying or pleasure type are now standard at not more than fifty-six inches."

"Throughout the history of American carriage building we find that carriages and wagons were made for the southern trade with a tread of sixty inches. When the auto made its entrance into the southern field, treads of sixty-inch width were demanded and were given in answer to the demand.

England Seeks to Use Coal Gas as Auto Fuel

Experiments are under way in England to drive motor omnibuses with coal gas. The gas is carried at low pressure in bags strapped to the roofs of the omnibuses.

standardization of the tread has been made.

"However, do not think," says Mr. Hames, "that it is due solely to the manufacturers that this new rule is possible. A large share of credit for its adoption is due to the good roads movement."

Montreal Buys Autos To Clean City Streets

Montreal, Canada, has set aside \$160,000 for the purchase of motor sweepers and street sprinklers this year. The board of control contends that the cost of street cleaning will be reduced materially by the use of machines.

Figures Indicate Growth of Lincoln Highway Traffic

The value of the Lincoln highway as a thorough, connected artery of travel is strikingly indicated by the wonderful increase in travel along the route in the last three years. An accurate count of the volume of travel on the highway during each month of 1914, 1915, 1916, has been made at Orr's ranch, Tooele county, Utah. This ranch, situated some ninety miles southwest of Salt Lake City, stands alone at this point on the Lincoln highway, and a careful count of each passerby has been made by Mr. Hamilton Orr, consul of the Lincoln Highway association.

The greatest volume of traffic on the Lincoln highway has been noted during the months of July, August and September, when transcontinental tourists are on the road in the greatest numbers. However, automobiles are upon the road every month in the year despite the extreme rigor of the Utah winter.

But 378 cars passed this point on the Lincoln highway in 1914, while the total swelled to 1,804 during 1916, indicating clearly the tremendous increase in traffic which must be credited to the extended development and correspondingly heightened popularity of the Lincoln highway with the motor traveling public. Thirty-seven cars were checked at Orr's in October, 1914; eighty-seven in the same month of 1915, and 111 in October of 1916. The other months show a similar average increase.

Japan Will Build Its Own Motors in Future

The European war has forced Japan manufacturers to enter the automobile business. The Nippon Sharyo Kaisha (Japanese Vehicle company) has undertaken the manufacture of cars in designs adapted to the peculiar needs of Japan. The company will make ten-horse power cars with accommodations for four passengers each, which is considered as sufficient in that country.

Motorists, Heed Warning Sounds; They Bid Trouble

The S. O. S. signals of the motor are the sounds known as "knocks and pounds," and they should be heeded at once or serious and costly damage will probably result.

There is no generally accepted distinction between these two kinds of abnormal sounds which an ailing motor may give out, but the term knock is usually applied to the somewhat sharp, clanking noise which is produced when metallic parts are abnormally stressed, but have no substantial looseness or play between them.

Little, if any, jar of the car as a whole accompanies these knockings. The term "pound" is usually applied to the much more resonant and more blow-like sound, which results from loose parts striking together, and which is commonly accompanied by a distinct jar. According to these definitions a knock may occur in a motor which is in perfect mechanical condition, with none of its parts loose from wear or faulty adjustment.

The knock is most commonly caused by too early ignition of the charge, due to the spark occurring too early, or by the premature ignition due to carbon deposits, too high compression or overheating of the piston.

A pound, on the other hand, occurs only in a motor which is in imperfect mechanical condition.

Hudson Super-Six Star of the Show

Space Ten

- The largest-selling front rank car—
- Holder of all worth-while records—
- The pride of 25,000 owners, masters of the road—
- The best performer, in all respects, that the world has ever known—
- Winner of Pike's Peak hill-climb—
- Breaker of the 24-hour endurance record by 52 per cent—
- Twice the breaker of all ocean-to-ocean records in one 7,000-mile round trip—
- Solver of the problem of motor vibration—
- Reducing wear and friction to almost nil—
- Adding 80 per cent to motor efficiency by one epoch-making invention. That is, to power and endurance—
- The car that stopped the trend toward Eights and Twelves when the Six limitations proved disappointing.
- The car which, through its patented motor, gave ruling place to the Super-Six—
- The smoothest-running motor built—
- The most powerful, size considered—
- Possessor of the only supreme feature which one maker has ever controlled—
- The handsomest car, the most luxurious car that modern skill can create—
- In eight beautiful open and closed body types.

A year ago the Hudson Super-Six made its debut at the Show. It was then—as now—the center of attraction. But then as an unproved stranger. Now it appears with all the chief laurels of Motordom. As conceded ruler of the finer-car field. As the one car for men who take pride in the best car. As the only permanent type on exhibit.

See the Super Six at Space 10, Auto Show

GUY L. SMITH

"Service First"

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A Car You Can Trust for Life

For Seven Years Heartily Endorsed by Owners

The Davis has passed the acid test of motor car worth with flying colors.

For seven years owners have enthused over its performance—its quiet, powerful, sweet running motor, its dependability under all conditions, and its beauty, riding comfort and staunchness.

But by more than enthusiasm have Davis owners here and abroad shown faith in the car that has served them so well. A surprisingly large number still drive the Davis they purchased, not only recently, but as far back as four, five, six and seven years ago.

Our records also show, that of those who have bought new models, an astonishingly large per cent have re-chosen a Davis in preference to any other make. We believe no car in the country, of whatever class or price, can show such a tremendous proportion of re-sales, the practical endorsement of those who know the car best—the owners themselves.

Built with the utmost care, of the best standard parts on the market, the Davis is a car you can trust under all conditions. There is perfect harmony in its design—absolute honesty in its construction.

The Davis will give you perfect content and lasting satisfaction—a permanent possession you will be proud of in any company. Made in four models.

Model H—Light 6, Seven-passenger Touring Car, \$1195. Model J—Big 6, Seven-passenger Touring Car, \$1495. Model I—Light 6, Five-passenger Club Roadster, \$1195. Model K—Davis-Springfield, Seven-passenger Sedan, \$1795.

All models have Continental motors, Delco starting, lighting, ignition, Warner transmission and steering gear, Columbia axles, etc.

Automobile Show

Feb. 26 to March 3 Space 18

W. T. Wilson Automobile Co. Distributor Iowa and Nebraska

1910 Farnam St. Omaha, Neb.