



STUDEBAKER WILL MAKE NO CHANGES

Models Will Remain Same, But
Advance in Price May
Come at Any Time
Now.

R. T. Hodgkins, sales manager of the Studebaker Corporation, is authority for the statement that Studebaker does not contemplate a change in models this year. In making public this information Mr. Hodgkins says: "In our opinion Studebaker engineers have reached a point of near perfection in the Series 18 cars. Our engineers have been concentrating on the one basic design now for the past four years and have, naturally enough, been able to constantly improve and refine our product. They have taken advantage of the splendid opportunity to observe the performances of 300,000 Studebaker cars in the hands of owners in every part of the world, and through this experience of actual service the Series 18 Studebaker cars have been evolved. Personally, I believe that our engineers have given us one of the best cars in the world, regardless of price. There's really no good reason why we should announce new models at this time; in fact, I can say definitely there will be no change in models this year."

Farmers Make Buys.

"Upon my recent trip throughout the middle west I interviewed many dealers and found every one of them enthusiastic about the prospects for sales to farmers this year. I have never been so impressed with the prosperity of the farmer as I was on this last tour through 'the bread basket of the world.' They have not had too much rain out there and apparently weather conditions are ideal. I have never seen such a wonderful stand of corn as there is in Iowa today, and as a former Iowan I took more than passing interest in the country through which I traveled. "I remember when an Iowa farmer was highly satisfied if he received \$40 for three hogs, so you can imagine my surprise when I actually witnessed a farmer out there now sell three hogs for \$240. From all of my experience and knowledge of Iowa I have never seen such prosperity. The banks out there have so much money that it is literally sticking out of the windows."

Marmon Design Attracts

All the Military Men

"The Marmon design," asserts H. Felton, "is attracting attention among military men who, in preparing for active war service, are interested in the performance of automobiles under adverse conditions, such as often confront them in the field. The Marmon's lightness and its ability to maintain unusual speeds over very rough roads, two of the outstanding features of this scientifically constructed car, are factors of the first importance in the army's requirements of an automobile. "War service also calls for exceptional stamina in the motor and for

OVERLAND MAN GOES TO NORFOLK TERRITORY.



J. R. JAMISON.

Announcement has just been made by J. R. Jamison to the effect that he has resigned his position as manager of the Omaha branch of the Willys-Overland company, Inc., to devote his entire time to the Norfolk territory which he has had since last July the distributors contract for fifteen adjacent counties.

Mr. Jamison asserts that the Norfolk interests have grown to such an extent as to require his entire attention. In the three years that Mr. Jamison has been in Omaha the sales handled through Omaha have jumped from 500 cars to 1,800 cars. The year previous to Jamison's activities Omaha put 220 cars into territory handled under the distributors contract.

J. P. Freeman, who has been Jamison's assistant at the Omaha branch, will go with Jamison to Norfolk to assume a similar position. Freeman has been connected with Overland sales since 1909 and according to Jamison is a marked success.

A wide touring range with a minimum amount of attention. Two years of actual service among several thousand owners have shown how dependable is the aluminum motor, designed and introduced with the other advanced engine features of the Marmon at the shows in 1916. Its lightness gives unusual gasoline mileage and insures added life in the tires so that wide touring range is provided."

Posse Organized to

Hunt for Wild Dog

Reinforced by police from the Central station, armed with shotguns, the residents in the vicinity of Twentieth and Miami streets formed a posse to hunt a mad dog late Friday afternoon. Efforts to locate the dog proved of no avail.

John Roberts, 2011 Miami street, and Wendell Schultz, 2027 Maple street, were both bitten in the leg by the dog. Dr. Griffin, who attended them, reports no serious injury.

HAYNES MOTOR CAR SETS NEW RECORD

Wins 100-Mile Chicago Amateur Race at Average of
Eighty-Nine Miles
an Hour.

The Haynes "Light Twelve" which set the new amateur record for 100 miles at the Chicago auto derby June 16 and made a new non-stop record, had under its hood the engine which H. E. Doty, Chicago branch manager

for the Haynes, has been using in his pleasure car the past winter.

Mr. Doty never expected his engine to win such signal fame. It has the regular stock valves and stock displacement. He had driven it over 3,000 miles for personal pleasure. Not having time, prior to the race, to limber up the engine sent from the factory, it was at the last moment decided to use Mr. Doty's stock engine instead.

Hard Won Victory.

Percy Ford, Jr., an amateur driver and salesman at the Chicago branch, lined up against an array of \$4,000 cars. Fender against fender the Haynes Light Twelve and another contestant battled for nearly forty of the two-mile rounds, each fiercely

fighting for leadership, and averaging ninety miles per hour.

Thereafter the lead was securely in the grasp of the Haynes. Without one stop for adjustment or tires, the Haynes completed the century at an average of eighty-nine miles per hour, the new record for amateurs. Ford says he always had plenty of power in reserve and that if he had been pushed harder he would have maintained an even greater speed.

Texas to Send Big Crowd

To King of Trails Meeting

Texas proposes to send to the King of Trails convention in Kansas City, Kan., on July 11 and 12, by auto the biggest delegation that ever attended a good roads meeting.

Hutchinson Made Sales

Manager of Hupmobile

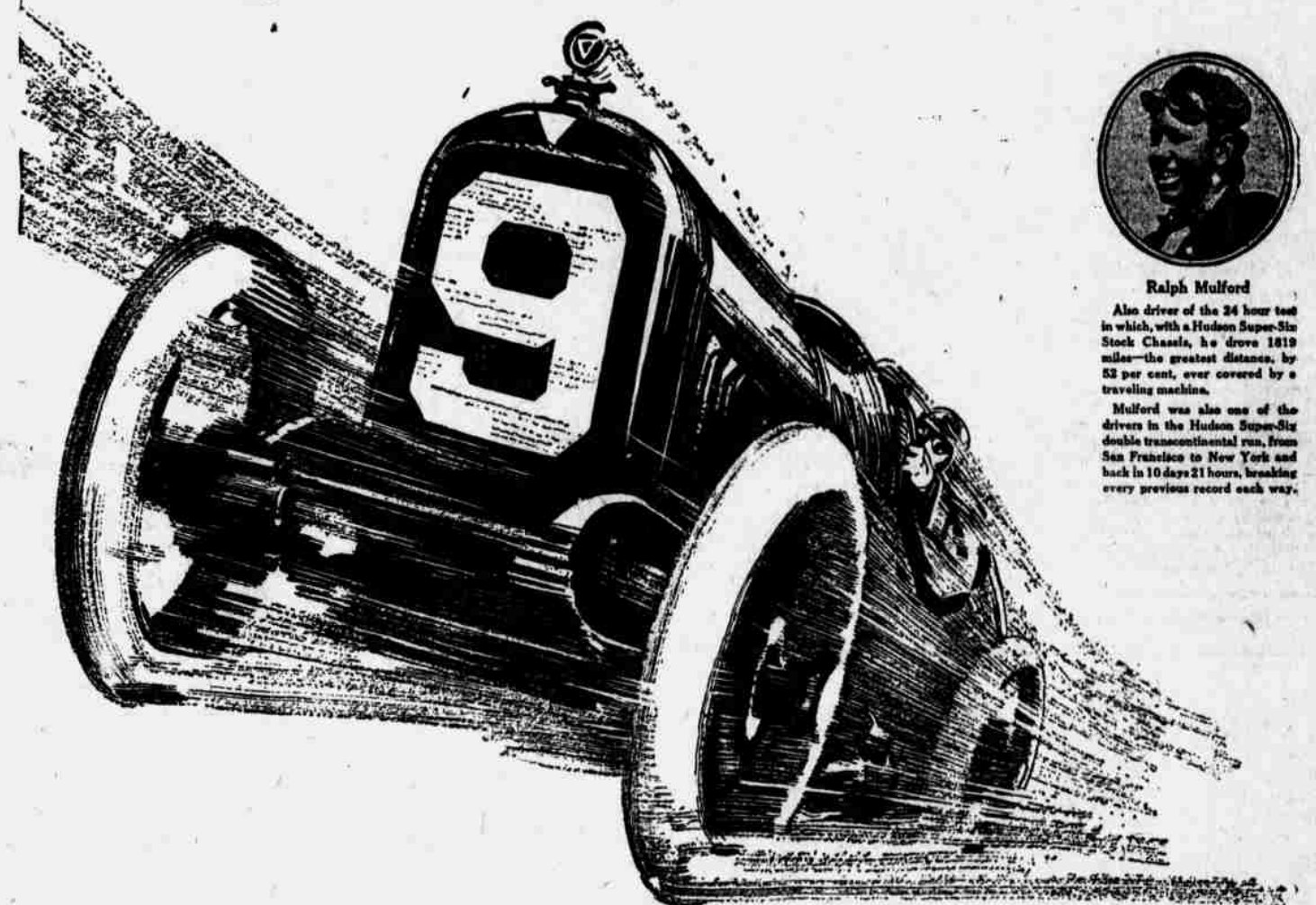
Announcement of the advancement of two men well known in the motor car world, and in automobile circles throughout the United States, was the startling feature of the opening day's session of the semi-annual meeting of the district managers of the Hupmobile car corporation, Vice President Lee Anderson made the announcement of the appointment of Supervisor of Branches O. C. Hutchinson as sales manager, to succeed J. E. Fields, who leaves the Hupmobile forces to take charge of the sales division of the growing business of the Liberty Motor Car company. At the Liberty, Mr. Fields will

have charge of the sales, advertising and service.

"It is with great regret that I announce the departure of Mr. Fields from our organization," stated Mr. Anderson. "Joe Fields and I have long been close personal friends, as well as business associates, and I believe the same relationship has existed between Fields and every other member of the Hupmobile organization." I know I express the feelings of President Drake and General Manager Hastings, the selling force, and every distributor and dealer, in making this expression of regret.

"Mr. Hutchinson, who has long been with the company as supervisor of branches, has worked along with Mr. Fields, automatically succeeds to the position of sales manager."

Again Hudson Proves Greatest Endurance



Ralph Mulford

Also driver of the 24 hour test in which, with a Hudson Super-Six Stock Chassis, he drove 1819 miles—the greatest distance, by 52 per cent, ever covered by a traveling machine.

Mulford was also one of the drivers in the Hudson Super-Six double transcontinental run, from San Francisco to New York and back in 10 days 21 hours, breaking every previous record each way.

This Time Hudson Super-Six Special Makes New American Speedway Record for 200 Miles, Averaging 104 Miles an Hour

Ralph Mulford has again demonstrated the endurance of the Hudson Super-Six.

At the Chicago Speedway June 16th 50,000 people saw him establish new speed records for 150 miles and for 200 miles.

A special racing car was used. It embodies all the details of design and construction that has accounted for the records of endurance held by Hudson Super-Six stock and racing cars.

The motor is exactly the same size as the stock motors. The design is no different.

The principal changes are such as could be made at nominal cost to any Hudson Super-Six.

The Hudson Super-Six motor, more than any other type, has minimized vibration. That is why the Hudson Super-Six is more powerful and capable of greater endurance than other cars.

These Tests Prove It

Hudson Super-Six speed tests are in reality endurance tests.

It is possible to build faster cars than the Hudson Super-Six Special, but the speedway record of 104 miles an hour for 200 miles, now held by a Hudson Super-Six Special, proves that endurance is more important.

Faster cars have never been able to meet the strain of such long distances.

Endurance is just as vital to you as it is to the driver on the speedway. Even though you may not care for great speed, you do want endurance. Your car must be able to meet every service strain.

Our interest in racing is not so much to see how fast we can make the Hudson Super-Six. It is to demonstrate motor endurance. It would take too long, at ordinary driving speed, to demonstrate the endurance life of a Super-Six. The speedway in a few hours calls for all the stamina required in years of ordinary use. These racing tests are of interest because they show the endurance of a Hudson Super-Six.

Race drivers are the most exacting critics of car performance. More Hudson Super-Six cars are used in racing than of any other make. Most of them are entered by professional drivers whose

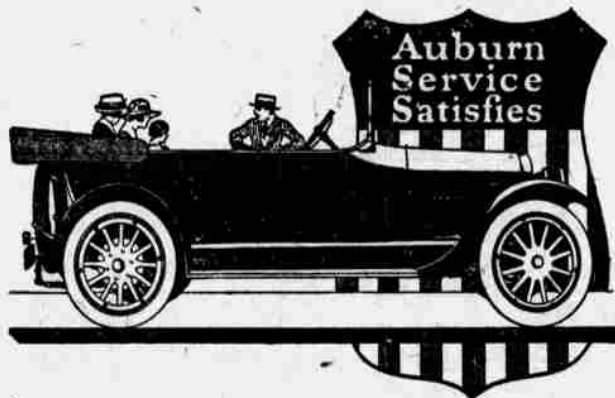
only interest is to win prizes. They were stock cars made suitable for racing, chosen because of proved endurance. No other racing car of prominence so nearly resembles stock production as does the Hudson Super-Six. Practically all of the notable racing cars, and particularly those against which the Hudson Super-Six Special has shown its superiority, were built especially for racing. They bear slight resemblance to the stock production of any factory. Their cost is usually so great that not more than two or three cars are ever built. The Hudson Super-Six is essentially a production car.

This Calls for Endurance

The principle by which it has minimized vibration and thus increased power and lengthened motor endurance, makes it easily suitable for racing. Experts who know the true quality of all cars select Hudson Super-Sixes because they can rely upon them to win their races.

The very qualities of endurance that are necessary in racing are the qualities you should demand in the car you buy. It guarantees safety, low maintenance cost and long service.

You can get a Hudson Super-Six in any body type you may desire. There are eight designs to choose from. The carriage detail matches the high quality of the chassis construction. Because there are now 36,000 Hudson Super-Six owners, a Hudson Super-Six costs considerably less than any car with which it is comparable.



A Car It's a Pleasure To Own

WHEN you exchange your money for an Auburn Six you can be sure of this: Three months, six months or a year later you will still be convinced that you not only got your money's worth, but more.

The used-car market is the best proof of this. Though you can buy slightly used cars of dozens of makes, cars that have been traded-in after three or four months use, by disappointed owners, you will have a hard time to buy a slightly used Auburn Six.

Auburn Six buyers keep their cars. They always have the feeling that they have bought wisely and they obtain full enjoyment out of their cars.

Your Auburn Six will prove a good looking, roomy, comfortable car, with plenty of power at all times. It is economical and dependable.

Two AUBURN Models

The popular priced five-passenger car \$1145 The "Most for the Money" seven-passenger car \$1535

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A. S. Avery and E. E. Moser.

2559 Farnam St. Phone Douglas 7298.

AUBURN AUTOMOBILE CO. AUBURN, IND.



Phaeton, 7-passenger....\$1680	Touring Sedan.....\$2175	Town Car Landulet....\$3025
Speedster, 4-passenger....1780	Town Car.....2925	Limousine.....2925
Cabriolet, 3-passenger....1950		Limousine Landulet....3025

(All Prices f. o. b. Detroit)

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