

NEW STUDEBAKER MODEL ON AUTO ROW

Studebaker-Wilson Announce
Arrival of Car That Com-
bines Dash and
Style.

Patrician in every line is this new five-passenger Studebaker Special, with the snappiness of style and action exemplified in the best sport models and plenty of room for five passengers.

It is the very latest type of rakish windshield; the steering column is pitched back at an angle to harmonize with the long, low, racy appearance and the steering wheel itself pushes up out of the driver's way when getting in and out of the front seat.

Among the new features to be found in the Studebaker Special the leatherette Gypsy top comes in for its share of attention and favorable comment. It might truly be called an "Extended Victoria," in that the material is carried around the sides so that part of the tonneau is enclosed, eliminating the dust nuisance and uncomfortable drafts of the common type of top. Two plate glass windows in rear, nickel-trimmed, give plenty of vision to passengers and add an extra touch of style to the appearance of the car.

The low, luxurious seats are upholstered in genuine buffed leather, parallel plaited, and built over genuine curled hair and long coiled springs. Instead of the plain glass lens in the headlamps, an improved deflecting lens is used in this new special.

Although swinging lines are the dominant characteristic of the Studebaker Special, the optional colors give the purchaser an unusual opportunity to exercise individual taste. Studebaker-Wilson displays this new model in two striking colors—crayon red and Peruvian blue. Crayon red is an ultra shade that has sprung into great popularity this season and is being used extensively by motor car manufacturers who build cars costing from \$2,500 to \$3,500. The Peruvian blue is a rich, soft color that will appeal to those motorists who seek something exclusive yet conservative.

A surprising number of little refinements that are to be looked for only in high priced cars are found in the Studebaker five-passenger special—such, for example, as leather hand-grips on the doors, a substantial roborail, fared to give easy entrance grip; a flat, wide footboard that is worthy of the name, carpeted like the flooring in gray. Linoleum-covered, metal bound running boards replace the corrugated aluminum boards of the seven-passenger model. Safety step plates are placed at the entrance of the tonneau doors.

Auto Service Department of The Omaha Bee

Any question asked by our readers will be answered by H. A. Tarantous, Technical Editor for one of the leading motor publications in America. Mr. Tarantous is a practical automobile man and a member of the Society of Automotive Engineers. Address your question to the Automobile Editor of The Omaha Bee, and enclose a 2-cent stamp for postage.

1. What are the gravities of crudes from the principal oil fields?
2. Does the automobile oil retain the same gravity as the crude from which it is taken?
3. Is the heavy the same gravity as the light?
4. Why does a motorcycle require such heavy oil?
5. Does the color have anything to do with the quality?
6. Does the darker oil contain more carbon than the lighter colored?
7. Has a heavy cylinder oil a higher fire test than a light of the same kind?
8. Can an asphaltic base oil be made to show as high a fire test as a paraffin?—F. V.

Crudes vary so greatly in physical and chemical properties that it is hard to give a really definite answer to your question. Even crude from one section varies in gravity. For example, the Oklahoma field yields both paraffin and asphaltic crudes of entirely different characteristics. Pennsylvania crude usually runs between 34 and 44 Baume, Texas between 28 and 34 Baume and California between 24 and 30.

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2. No. The oil is lighter than the crude.
3. The color is no indication of the quality of an oil.
4. Because a motorcycle engine is air cooled and runs at a higher temperature than a water-cooled engine.
5. The color is no indication of the quality of an oil.
6. The darker oil does not necessarily contain more carbon than the lighter. The heat test is necessary to get the carbon content.
7. Yes.
8. It is possible.

Would you advise using calcium chloride in the water system as an anti-freeze solution? Alcohol costs too much now. Or would you advise a preparation?—X. Y. Z.

I would advise you to get a made-up solution because calcium chloride has a corrosive action on the water jacket walls and radiator.

What is the best gasket to use for oil joints such as that made by the crankcase pan and the top of the crankcase? There is always a leak around this crack.

Wrapping paper is best to use. Be careful in cutting the gasket that there is no break in it. To make the gasket spread the pan surface where the gasket rests with some cup grease. Place the paper over the grease so the paper will stick. Then with a ham-

mer lightly tap around the edges of the pan until you have cut out the gasket. Use a very sharp knife to cut out the holes in the gasket and cut the holes while the paper is stuck to the pan.

What is a good substance to use to stop leaks around the threaded plugs in the cylinders? If I use white lead, the plugs are so tight I cannot get them off and if I use nothing the plugs leak.—J.

One of the best substances to use for this is ordinary paste stove blacking. Spread it lightly over the threads and it will stop the leaks. Do not use too much or some of the blacking will be forced into the cylinders.

Sometime ago I gave my car, which is 1½ years old, a coat of varnish which was made by a well known varnish maker. I put it on as per directions and for the first few days the body had a smooth gloss, but after I washed the car all the gloss disappeared and now dust and dirt settle quickly. How can I restore the gloss. —C. G. B.

The only thing I can suggest is that you apply another coat of varnish. The trouble probably is due to the fact that you applied one coat over an old coat. The latter being porous the new coat sank in. I do not believe the trouble was caused by poor varnish.

Packard People Subscribe Two Million for Liberty

More than two million dollars have been subscribed to the second Liberty Loan by the Packard Motor Company, its branches and employees. The company itself bought a million dollars worth of the bonds. It authorized its selling branches in New York, Philadelphia and Chicago to devote the proceeds of their sales this week to the same cause.

Judging by the sales made in these points recently, the amount realized for investment by the three branches easily may exceed \$550,000.

Then the employees of the factory in Detroit have raised in a sweeping three-day campaign more than \$500,000, and the subscriptions are still coming in.

Public tribute to the Packard company was paid on the announcement of its subscription by Abner E. Larned, chairman of the Liberty Loan committee for Detroit, the city which is for the second time first in America to report its quota oversubscribed.

GOODYEARS AGAIN ROLL HOME FIRST

Eddie Hearne Captures First
Money in Uniontown Classic
With Aid of Goodyear
Cord Tires.

After demanding two postponements of the Autumn Classic, originally scheduled for October 20, at the Uniontown, Pa., Speedway, the weather finally cleared, and a bright warm day permitted this final race of the automobile season on October 29, says Joe M. Dine, Goodyear manager in Omaha.

Fifteen cars, driven by the country's famous speedsters, lined up for the starter's flag, and for 150 laps around the one and one eighth mile board track, furnished one thrill after another for the 5,000 assembled enthusiasts.

The Uniontown race continued and certified the tradition that has characterized the 1917 racing season—that to win a race the successful driver must drive the full distance without a change of tires or a stop for any other purpose. For Eddie Hearne stormed home a winner, having completed the entire 169 miles without a change of his Goodyear tires. This tire performance completed a perfect non-stop record for the 1917 season, every race having been won on Goodyear cords in a non-stop run.

Ralph Mulford, Tom Milton and Gaston Chevrolet soon pushed out in front of the field, followed closely by Ira Vail, who assumed the lead on the sixteenth lap, but gave the wheel of his car to Eddie Devore on the thirty-second lap, on account of illness.

On the forty-eighth lap Milton shot out in front of Devore and held the

lead for 30 laps, being overtaken on the seventy-eighth by Henderson. Milton came back, however, and recaptured the premier position on the 114th, but was not fast enough to prevent Eddie Hearne from gaining first place on the 146th, which Hearne retained to the end of the race, winning in 1 hour, 49 minutes, 2.45 seconds—an average of 93.75 miles per hour.

Four other drivers besides Hearne completed the terrific grind, all driving on Goodyears, Tom Milton, in a Duesenberg, finishing only 25 seconds behind Hearne. Earl Devore, driving for Ira Vail, in a Hudson, Dave Lewis in a Hoskins Special and Dan Hickey, in a Hudson, finished third, fourth and fifth in the order named.

Both the 50-mile events following the big classic were won by Fred McCarthy, a former mechanic of Dario Resta, in non-stop runs, the first in a Haynes, and the second in a Hudson, both cars rolling on Goodyears.

Auto Service Company New One in the Ranks

Announcement has been made this week of a new firm which will cater to the needs of the autoist. The new firm will be known as the Auto Service Company and the location will be 1819-21 Cumming street.

Plans are being made for the manufacture of radiators of all sizes from Ford sizes to the heavy truck radiator. A line of auto accessories will be carried and all manner of tire repair and auto repair work will be done.

The personal of the new company is I. N. Cherniss and S. Fleishman.

Trawver Auto Company Moves Into New Quarters

Among the new locaters on the Auto row is the Trawver Auto company. This firm until recently was located at 110 South Seventeenth street, but owing to increased business, it has been forced to move into larger quarters at 1910 Farnam street.

Francis Ferns, Expert Chemist, Comes to Omaha

The Sprague Tire and Rubber company is congratulating itself on the "10-strike" it has just made in securing the services of Francis Ferns, who is recognized as one of the leading chemists in the United States.

For the last 10 years Mr. Francis Ferns has had charge of the laboratory of the Acme reclaiming works and has done nearly all of the research work for that company, having effected a process of reclaiming rubber, doing away with the caustic soda method and has reduced the reclaiming cost fully 25 per cent.

Mr. Ferns' method of reclaiming preserves the fabric which other methods destroy and this fabric becomes a valuable by-product which is worked over for blowout patches, etc.

As there are no reclaiming plants in the west, it is the purpose of the Sprague Tire and Rubber company not only to reclaim all of its own requirements, but also to supply other western rubber mills.

Franklin Full Sized Town Car Will Arrive This Week

The first full sized Franklin town car to grace the streets of Omaha will arrive in Omaha some time early this week, asserts H. Pelton of the Franklin Motor Car company.

This job is a revelation in this type of car, owing to its unusual lightness. Although it is a full seven-passenger car it weighs but 2,600 pounds.

Major Trinder in Charge of Surgical Supplies at Front

Major John Trinder, who has been abroad since summer, is now in charge of all the surgical and medical supplies for the expeditionary forces and is at the chief surgeon's office in Paris. His wife is the daughter of Mr. and Mrs. Walter T. Page.

J. N. Willys Urges Business Men Not To Hesitate Now

John N. Willys, president of the Willys-Overland company, when asked concerning his opinion as to the success of the present Liberty bond issue and its relation to business, expressed himself as follows:

"One of the reasons why this bond issue is a success is because the business interest of this country have kept the wheels of progress going and must continue to do so throughout the period of the war. Money will be available for bond issues only so long as this country is prosperous, but I believe the public is realizing that a false economy would be disastrous.

"It is the patriotic obligation placed at the door of every business man today to do all he possibly can to keep business going to full capacity, and he has just as much of an obligation to the ultimate success of this war as the salesman who is selling Liberty bonds."

Fourseason Makes Hit: Name As Well As Car

The trade name of Fourseason which has been adopted by the Dort Motor Car company to describe its sedans and sedans is creating an unusual amount of comment, asserts Joe Gerspacher of the Toozer-Gerspacher Motor company Dort distributors.

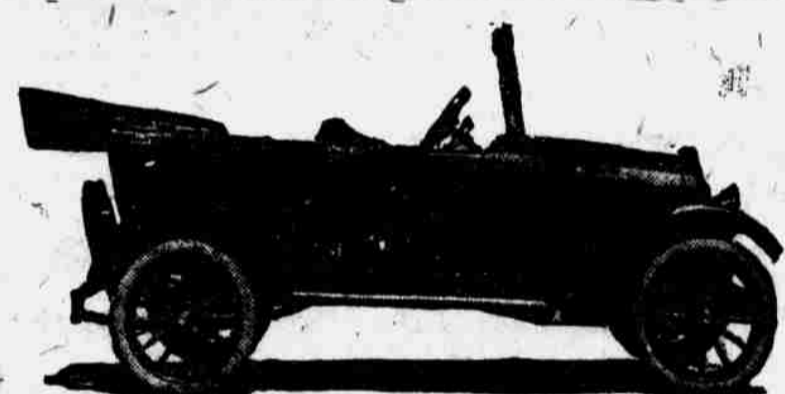
The name has made a great hit with the dealers and evidently has made its mark with the buyers, too, as they invariably refer to this name when looking for Dort closed models.

This phrase or trade name has been copyrighted and will mean as much to Dort dealers and owners from a descriptive standpoint as does "touring car" or "roadster."

Persistent Advertising Is the Road to Success.

MAXWELL

Most Miles per Gallon Most Miles on Tires



\$745

F. O. B. DETROIT

There are visions—now and then—in business and industry.

The Maxwell motor car is a wonderful vision that has been made real.

The fixed purpose of the Maxwell builders was in the beginning, and is now, to produce a car which would be, in the highest sense, efficient, durable, economical, comfortable and standard in equipment.

Many years experience in production on a vast scale has taught the Maxwell manufacturers two things.

One is that such a car as they have always made their aim—a car in which efficiency, durability, economy, comfort, beauty and standard equipment are all present—cannot be built for less than \$745, with materials at their present prices.

The other lesson is that, for more than \$745, they could not give you anything more than the Maxwell now has—except greater size or luxuries, pure and simple.

In other words, they are convinced—and they have convinced us—that they have found the great MIDDLE LINE where you get dollar for dollar in ABSOLUTE VALUE.

Midwest Motor & Supply Co.
Distributors
2216-18 Farnam St., Omaha, Neb. Phone Tyler 2462

PAIGE

The Most Beautiful Car in America

The Only Practical Car for Winter Driving

Three weeks ago we announced a new Paige power plant—"a motor that was developed by the war." You will probably remember that advertisement. The echoes are still reverberating through motordom.

You may recall, for instance, that we said, "The old orthodox gasoline motor is dead—deader than yesterday's newspaper." Well—we meant just that. The old type of motor is dead. A newer type—a finer type—a more efficient type has been evolved to take its place. And that type is the Paige.

Perhaps we can best express the strength of our conviction by one more sweeping statement. Here it is: *The new Paige power plant is the only practical internal combustion engine for winter driving in a Motor Car.*

If this statement is true—and we believe it implicitly—it naturally follows that there is only one practical enclosed car on the market—the Paige. And we mean just that.

To be practical for winter driving, a motor must be able to do two things—start instantly and run smoothly in zero weather. The requirements appear to be simple but so far as we know, there is only one car that measures up to that standard.

We will undertake to prove this statement by describing just three of the many new features found in our enclosed models.

The Electrical Gasoline Heater

No matter what the temperature may be, a Paige will start instantly, because an electrical heating attachment insures warm gasoline in the carburetor.

Warm fuel, in turn, means positive, instantaneous action when your foot is placed on the starting pedal.

This attachment is simplicity itself—an ingenious application of the electrical cooking utensil idea. But its results are marvelous. It eliminates all necessity of churning the motor and reduces recharging of batteries to a minimum. It means midsummer starting efficiency on the coldest night in February.

The Valve Polishing Device

This device insures 100% compression at all times and forever eliminates the necessity of valve grinding. If you now operate a motor car, you will at once appreciate the significance of this statement.

Carbon deposits and compression leaks will destroy the efficiency of the best motor that was ever built. But these thieves of power have been permanently banished so far as a Paige is concerned. The polishing device acts as an automatic burnisher. It not only keeps the valve seats clean but accomplishes its work more accurately and thoroughly than the best of skilled mechanics.

The Superheated Manifold

Superheating, as every engineer knows, is the only efficient method of extracting energy from low-test gasoline. But it has remained for Paige engineers to make an art of a familiar practice.

The Paige superheated manifold acts as a drying process. It converts wet, foggy mixtures of vapor into highly combustible gasoline energy! It extracts every last atom of power from the gas and enables all of the fuel to be utilized without waste.

In these days of notoriously low test gasoline, the advantages of such a combustion system will be manifest to everyone. Best of all it means a smooth, even-running motor—the same high standard of performance the year round.

And now—you can readily see why the new Paige power plant becomes the most efficient of all cold weather motors. The electric warming of fuel in the carburetor insures immediate combustion. Every atom of gasoline energy is converted into power. The compression is uniform and constant.

Thus, a Paige not only starts under all weather conditions, but it continues to run evenly, smoothly and sweetly. It will act just as efficiently in a February blizzard or an August thunder shower.

Under the circumstances, we feel justified in calling it the only practical enclosed motor car. If you desire true winter comfort you must have all of the advantages which we have named. And remember, please, they are to be found in combination only on the Paige.

Essex "Six-55" 7-passenger \$1775; Coupe "Six-55" 4-passenger \$2850; Town Car "Six-55" 7-passenger \$3230; Limousine "Six-55" 7-passenger \$3230; Sedan "Six-55" 5-passenger \$1925; Sedan "Six-55" 7-passenger, \$2850; Brooklands 4-passenger \$1795; Linwood "Six-39" 5-passenger \$1330; Glendale "Six-39" Chummy Roadster \$1330; Dartmoor "Six-39" 2 or 3-passenger \$1330. All Prices f. o. b. Detroit.

PAIGE-DETROIT MOTOR CAR COMPANY, DETROIT, MICHIGAN

MURPHY-O'BRIEN AUTO COMPANY

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