

Automobiles

NO NEED TO LIMIT USE OF AUTOS IN UNITED STATES

F. A. Seiberling Says Conditions Different Here From Europe, and Autos Will Still Run.

The action of the governments of the allies in restricting the use of automobiles to governmental purposes has naturally aroused much speculation as to the probable attitude of our authorities in this country concerning the use of automobiles. There has been much diversity of opinion as to just how far the needs of the nation in prosecuting the war would affect the use of motor cars.

The apparently inexhaustible supply of gasoline and the enormous production of cars have led some to suggest that after all there would be no curtailment of their use. Others have predicted extremely severe restrictions. The statement of F. A. Seiberling, president of the Goodyear Tire and Rubber company of Akron, O., in this connection is therefore of timely interest to all motorists and to the automobile industry in general.

Close to Administration.
Mr. Seiberling is a director of the United States Chamber of Commerce and in close touch with the program of the government concerning the war. For some time he has been in almost constant association with the big men who have been formulating the plans for winning the war, spending several days each week at Washington in conference.

"The government at Washington is doing some things that startle us," says Mr. Seiberling, "because we do not have a proper understanding of what that program is. Much has been said about stopping the automobiles. This is all nonsense. The government is going to lay a heavy hand on the non-essential industries. But the rubber business and the automobile business are not in that class. They are essential industries."

Man Power Exhausted.
"Just because in England and France the use of automobiles had to be checked, it does not follow that we have parallel conditions here. You

must remember that in England and France they are dealing not with 29 cent gasoline, but with \$1 and \$1.25 gasoline and that over there the man power is exhausted, almost to the last man. They have got to get every man available, even from the essential industries, on the battle front. They want the automobiles to run for government purposes. When I was there in 1915 they were already 'booming' automobiles along the streets of London.

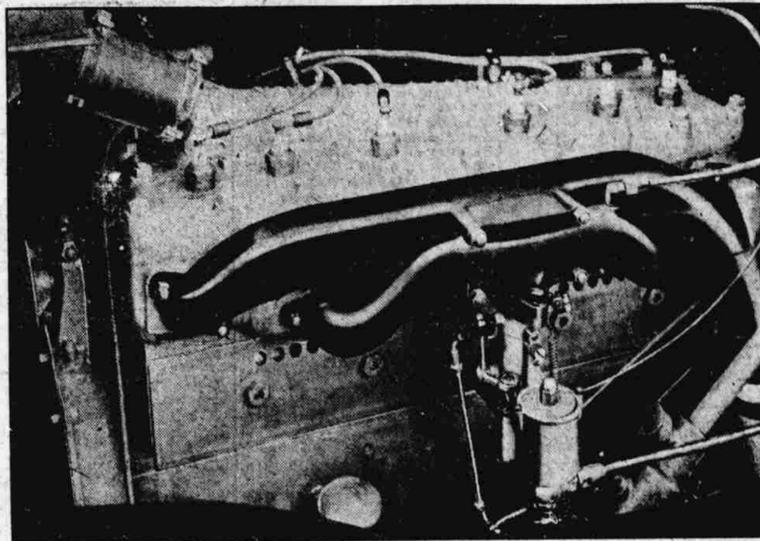
"But we are not going to get to that point in this country. Here we have a tremendous area, and a great amount of transportation is necessary. The railroads have broken down and cannot carry it. The automobile fits in for the direct purpose of the war to a greater extent than we have yet discovered. The commercial end of the business will expand tremendously. More commercial cars will be made than we have ever dreamed of. The joy riders will be clipped off, but that does not mean the man who takes his family out for a ride on a Sunday or holiday to get readjustment from the tension of the week will be criticised.

Tire Industry Essential.
"On the contrary, it is the rational things that ought to be done. The line of demarcation can never be drawn very clearly, but it will not be drawn so arbitrarily that a man will be criticised for taking his family out for a ride, as is the case in England. A great many of the cars now running will take off their touring bodies, and other bodies put on to work economically for war purposes. Tires will be used right along, more and more every year, no matter what happens. The tire industry is essential, and it is going on, notwithstanding the production of automobiles may be cut.

"In the ultimate working out of the government's program we are going to find out that we must all make sacrifices for the one great purpose of winning the war. That program is going to carry with it a tremendous readjustment in business.

Government Most Autocratic.
"We are going to find that we must work more as a whole, for the one thing, the plan of the government. We are starting in Washington now, where we have a democratic form of government, the most autocratic power the world has ever seen, in government matters. Before this war is over the president is going to be the greatest autocrat in the history of the world. His power is going to reach every corporation in the land, and every individual, and regulate to whatever extent is necessary for government use. This is coming certainly with the prolongation of the war, and I believe we are in for a long siege of it."

Chalmers "Hot Spot" and "Rams-Horn" Manifold Are Features of New Model



The accompanying illustration marks a step forward in the solution of one of the most perplexing problems confronting motorists and engineers, that of getting maximum efficiency out of the low grade gasoline which seems to have come to stay.

The "Hot Spot" and "Rams-Horn" manifold seem to form a practical solution to this problem and will enable motorists to get the maximum out of the low grade gasoline which they are forced to use.

Getting the gasoline into the combustion chamber heated to the degree necessary for a perfect explosion has been a problem very discouraging to say the least. The "Hot Spot" is accomplished by running the exhaust past the point the mixture enters the manifold from the carburetor, heats and "breaks up" the gasoline so that it is in the most perfect form for a full explosion upon reaching the combustion chamber. The "Rams-Horn" manifold, through which the pre-heated vapor passes, is so constructed that the vapor flows, so to speak, to the combustion cham-

ber with the least possible resistance.

"It is interesting to note in this connection," asserts E. V. Abbott of the Western Motor Car company, "that this feature, which has been endorsed and accepted by Chalmers engineers, is also included in the specifications of the motor recently designed by the several engineers who worked out and built the motor accepted by the government for their standard truck. This is a really remarkable advance in motor car construction and will eliminate much of

the waste and annoyance which has confronted motorists since the coming of low-grade gasoline. It is especially welcome to motorists who drive their cars during the winter and will eliminate to a large extent the trouble of starting the motor when it is cold.

Rath Shows Form.

Morris Rath, purchased by the Reds from Salt Lake City, hit .339 and stole 40 bases in the Pacific Coast league during the recently closed season.

TIMELY WARNING MAY SAVE MONEY

Studebaker Distributor Says Attention to Various Details Now Will Save Trouble for Motorists During Cold.

"With so great a share of the nation's commercial burden to carry, the automobile, now more than ever before, must be kept running regardless of weather conditions," says Studebaker-Wilson, distributor of Studebaker cars for Omaha and vicinity. "The success of our arms abroad, and those of our allies, depends much upon our ability to keep every channel open for the quick transportation of food stuffs, munitions, etc. To relax our energy in this direction, because of the severity of the weather, would be literally giving aid and comfort to the enemy."

"Jack Frost is no respecter of persons—he will go out of his way to pay his respects to an automobile radiator. The water jackets of the cylinders are his especial favorites—it is no trouble whatever for him to quickly congeal the water therein. Not only is this Frost person to be feared because of the uncomfortably large repair bills he is capable of causing—but, most of all, he is liable to put the owner's car or truck out of commission entirely. Too much depends upon the motor car these days to risk such an occurrence."

A. A. Will Probably Put Official O. K. on Packard Runs

Officials of the American Automobile association are making up their formal report on the record-breaking achievements of Ralph De Palma on the Sheepshead Bay speedway, November 16, in his aeroplane twin six car. Meanwhile, congratulatory messages are pouring in regarding De Palma and the Packard engineers.

According to the figures which

there is every reason to believe the American Automobile association will certify as official, De Palma averaged more than 109 miles an hour for the entire six hours, despite stops for tire changes, oil and gas, aggregating more than 13 minutes.

De Palma's speed car is equipped with Packard twin six engine, aviation type, of 300 cubic inch displacement. Both engine and chassis were built in the Packard experimental shops. The records De Palma broke were held by Dario Resta, Gene Chastagne and Lee K. Guinness, who alternately drove a Sunbeam car on the Brooklands track, London, 566 miles.

Says Buyer Should Be Taught About Automobile

H. H. Speany, manager of the Wellington Motor Equipment company, St. Louis, Mo., Olympic distributor, is a great believer that new purchasers of any car should receive the proper instruction before the car is delivered. In line with this, whenever an Olympic car is sold in St. Louis, the owner is turned over to an expert mechanic, man, who goes out and gives the new owner lessons on driving and three educational lessons on the mechanical parts of the car. In this way the owner saves himself much trouble and expense. Special charts have been designed to show the owner what should be done each day, week and month. Owners also receive monthly free inspection.

See Want Ads Produce Results.

W. F. CONKLIN C. H. LA FLEUR

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Tires RETREADED REPAIRED REBUILT

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Stearns

MOTOR CARS

Announcing The New Convertible Sedan

The new Stearns Sedan happily meets the rigid requirements of an all-year car.

Built on a sturdy chassis—the result of twenty-one years of diligent practise, it represents the ultimate in reliable performance.

With a Knight sleeve-valve motor made by Stearns, vibration is reduced to nil at all speeds.

The silent Stearns-Knight motor also eliminates the disagreeable rumble often found in enclosed cars.

It picks up instantly, yet it is easily controlled by the lady driver.

There is spacious seating arrangement in this model for five people.

Its staggered doors provide direct entrance to, and exit from the front and rear seats. The door on the left side is directly opposite the driver. He can get in and out of car without disturbing other occupants.

Perfect ventilation is assured. The plate-glass windows are easily raised or lowered.

The Sedan from tip of radiator to rear of tonneau reflects distinction, luxury, staunchness, and rare beauty.

Stearns Four five-passenger Touring Car for Seven, \$1925;	Stearns Eight Touring Car for Seven, \$2575; Four Passenger Roadster, \$2575; Coupe, \$2200; Coupe-Landaulet, \$2300; Limousine, \$3875; Limousine Brougham, \$3975; Landaulet, \$2985; Landaulet Brougham, \$3985.
Four-Passenger Roadster, \$1795; Convertible Sedan, \$2535; Coupe, \$2400; Limousine, \$3300; Limousine Brougham, \$3300; Landaulet, \$3300; Landaulet Brougham, \$3300.	

McIntyre-Hayward Motor Co.
2427 FARNAM ST. - OMAHA.
PHONE DOUGLAS-2406

THE F. B. STEARNS COMPANY CLEVELAND, OHIO

The new Packard Touring Car, seven passengers

Six smashing records

In the most splendid motor test that the world has ever seen—the Twin Six principle again demonstrates its marvelous economy.

And a Packard twelve-cylinder engine has evidenced its ability to get record power from every atom of its fuel.

At Sheepshead Bay, in an official six-hour trial, Ralph DePalma has battered down all world records for high speed endurance—covering 633 miles in six hours, an average of 105.6 miles an hour, as against 94.4, the previous record.

With a Packard engine of only 300 cubic inches cylinder capacity he traveled, in a single hour, 112.96 miles—bettering a record no one has been able to lower in seven years—a record made by an English machine of twice this cylinder capacity.

Then, in succession, the world's records for two, three, four, five and six hours fell to the game Italian pilot and his flying car.

These six world records are but further proofs of the amazing endurance and economy of the Packard car.

Seventeen distinctive body styles in open and enclosed cars in the Third Series Twin Six—3-25 and 3-35

Ask the man who owns one

See the Orr Motor Sales Company
40th and Farnam Sts., Omaha Also Lincoln and Sioux City

Packard

TWIN-6