

SMITH TELLS HOW TO OBTAIN EASY MOTOR CAR START

No Other Problem of Auto Transportation Has So Many Difficulties, Says Delco-Exide Expert.

"Probably no other problem of operation is so universal in its application, affecting alike the lordly 12 and the humble flivver, as that of securing ease of starting," says R. C. Smith of the Delco-Exide service station. "There is a basic reason for this condition and it is found in the grade of gasoline that is now produced. The fact that our oil refiners now include in gasoline heavier components than in the old days, renders the motor fuel hard to vaporize and needing heat for efficient action. This is why cold weather makes it hard to start the cold motor. There is not a section of the country, even our sunny southland, where the colder months do not bring difficulties in starting.

"Unquestionably the best way of securing easy starting is by priming with some fuel lighter, more volatile and more easily fired than the ordinary gasoline that serves very well after the engine has been warmed up. A number of different fluids are used for priming. What is known as 76 degree gasoline is entirely satisfactory. This is simply a gasoline of the sort that was used to get years ago, before demand caught up with supply and passed it, forcing the oil refiners to lower the grade of the fuel. This high test gasoline may be procured from any of the big oil companies or from drug shops of the better sort. Within the past year or two some of the oil companies have been producing what is known as petroleum ether. This is simply a lighter product from the crude base, differing little from high test gasoline. It makes an admirable priming compound and with a tank of this on hand an easy start may be secured even in the coldest weather, 20 or 30 degrees below zero.

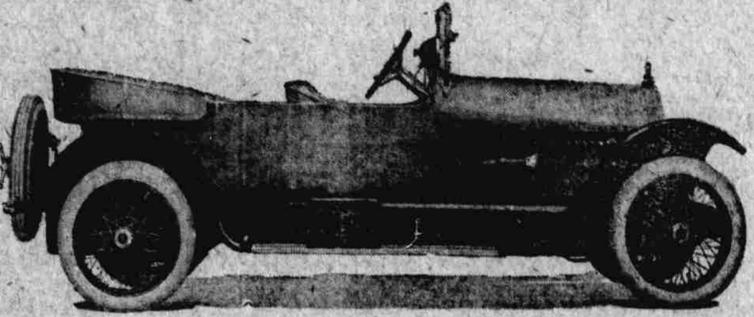
"Of course there is always the time honored expedient of priming the cylinders with ordinary gasoline or with one of the more satisfactory priming fluids mentioned above, by way of the pet-cocks. When the engine is primed with ordinary gasoline the assumption is that enough of the lighter fuel will find its way to the combustion chamber to cause an explosion. In other words, the ordinary fuel contains some light or easily volatile part, but the latter is in such small quantity that a large amount of the whole is necessary to get enough of the light stuff.

"Finally, it may not be amiss to say that even after the start is made, it is wise in cold weather to give the engine all the heat possible. Hot air should be supplied to the carbureter, and this instrument should be heated, if possible. The hood and radiator should be covered when the car is standing. Give the engine the best possible treatment during cold weather, for this is the time that is least favorable to its satisfactory operation."

Battery Troubles Are Very Easily Remedied

Elmer Rosengren of the Nebraska Storage Battery company said: "A storage battery, responsible for starting and lighting, is a most important accessory, and yet is very often neglected. Although it is a complicated apparatus and depends upon chemical action and reaction for its usefulness, it will give long and faithful service if small care and attention are given it. Most battery troubles are the result of lack of proper education. Troubles often arise from very little things which could be easily remedied if taken in time."

Stutz Four-Passenger Bull Dog Special; One of the Late Arrivals on the "Row"



Omaha is fast capturing a place in the hearts of the higher priced car manufacturers and evidence of buying

in this class is shown by some of the new arrivals on the row. The Stutz now has a home on the Omaha auto row and according to the Haarmann-Locke Motors company it

is a very welcome guest and gives promise of being a fast seller. Although the Stutz models arrived only last week, one real sale has been made to Tom Lindley of South Side.

TRUCK TO COLLECT BANK DEPOSITS

Burglar Proof Portable Vault Afforded in Philadelphia by Clever Use of Motor Transportation.

Many a business man has hurried home late at night with one hand firmly gripped around a large wallet of greenbacks in one pocket and his finger on the trigger of a six-shooter in another, merely because he was unable to deposit the money in a bank during banking hours and there was no convenient place for him a safe-guard it until the following day.

Through the enterprise of a prominent Philadelphia taxicab company this same gentleman, if he is a resident of the Quaker City, can now have a burglar-proof portable savings bank call at his office or any other part of the city where he may happen to be, place his funds in a steel safe and forget all about them until the bank opens its doors the next morning.

The portable savings bank is nothing more than an elaborately furnished office mounted on a White three-quarter ton truck chassis. It has been used to great advantage by contractors, railways, paymasters, saving banks, theaters, lodges, churches, clubs, societies and others who wished to provide safekeeping for large sums of money collected late at night and outside of regular banking hours. The cost of this service is very economical, being only double that of the regular taxi rates.

In most cases the money is passed through a heavily barred receiving window on the rear platform of the truck to an attendant who sits at a mahogany desk just inside. After it has been counted and checked it is transferred to a large steel safe which can be opened by knowing the combination. The desk where the attendant sits has several large drawers and special compartments for filing records and other business papers. The deeply upholstered chair would arouse the envy of many bank presidents.

The truck is brilliantly lighted at night by several large electric lights and has other conveniences such as an electric fan for hot summer days and a special heater connected with the exhaust of the truck engine, which keeps the attendant and his assistants warm in winter weather. A speaking tube is provided for communicating with the driver.

The truck has attracted considerable attention on the streets of Philadelphia and is believed to be positive insurance against bandits and highwaymen.

General Motors Associates Approve Scripps-Booth Six

The new six-cylinder five-passenger Scripps-Booth that will be exhibited for the first time at the New York and Chicago shows, was inspected and met the hearty approval of the board of directors, as well as others interested who were present, including W. C. Durant, president of the General Motors company, and Chevrolet Motor company.

At the adjourned directors' meeting of Scripps-Booth corporation held at its office, Detroit, Mich., on December

14, 1917, W. C. Sills, general sales manager Chevrolet Motor company, was elected as a director to complete the full board, which is now composed largely of General Motors officials.

The personnel of the new board is: A. H. Sarver, president and general manager, formerly manager of the Buick Motor company, Pittsburgh, Pa.; Fred W. Warner, president and general manager, Oakland Motor Car company, Pontiac, Mich.; Edward Verlinden, president and general manager, Olds Motor Works, Lansing, Mich.; W. C. Sills, general sales manager Chevrolet Motor company, New

Motor Transportation On the Modern Farm

(By H. H. Cannon, Manager Omaha Branch Iowa Motor Truck Company.) We are not speaking of futures when discussing motor transportation for the farm—it has already arrived! Forty per cent of the motor cars in America are owned and operated by the farmer. There are three times as many automobiles in Iowa and Nebraska, both big agricultural communities, in proportion to the population, as there are in the states of New York, Massachusetts or Pennsylvania.

Manufacturers' reports show that the big increase in sales of passenger cars and trucks in recent years has come from agricultural rather than from manufacturing states. And with this increased usage comes the education of the farmer as to the real possibilities and value of motor transportation. Shortly, for the modern farmer, the problem will narrow itself only to the choice of car or truck; the utility and value of motorizing the farm industry will be definitely and firmly established.

The characteristic far-sightedness of the American farmer will bring this about when he realizes that one two-ton truck on his farm will release at least four horses; that one horse requires five acres of tillable land to support it, land which should be raising the valuable foodstuffs required for human consumption.

York, N. Y.; W. H. Little, formerly president of Sterling Motor company, Detroit, Mich.; F. J. Sensenbrenner, vice president and treasurer, Kimberly-Clark company, Neenah, Wis.; N. J. Miller, Miller & Co., bankers, New York, N. Y.

You can secure a maid, stenographer or bookkeeper by using a Bee Want Ad.

Lexide

Battery Service



Our service includes everything

Testing Storing Repairing Restoring

Batteries called for on request at a small additional charge.

All Makes—All Cars Drive your car in.

A stitch in time saves nine. This is a good cold weather tip.

DELCO EXIDE Service Station

R. C. SMITH, Manager 2024 Farnam St. Douglas 3687, Omaha, Neb.

Packard's hand is set to help win the war

Enlisted—in this greatest of human undertakings—are all the resources of our nation-wide organization.

Determined to do our utmost, there is a speeding up *all along the line*—that personal efficiency may be increased at least fifty per cent.

Every Packard man realizes that *multiplied* responsibility is his in this hour of unequalled stress.

Twelve thousand workers are here united in a *constructive auxiliary* to the forces that drive for victory.

By far the larger part of our factory facilities are today devoted to the production of motor equipment needed *directly* by the government.

More than a thousand of our engineers and skilled workers have already gone into the country's service—many of them at heavy personal sacrifice, to render voluntary aid in vital activities.

All of the pioneer and experimental work which we have done in *aviation motor building*—work to which three strenuous years and hundreds of thousands of dollars were devoted—has been given to the government to help win the war.

And we stand more than willing today to convert *all* our facilities *exclusively* to government work, if

wisdom determines that necessity.

In the meantime—the motor car is itself a *weapon of war*, directly and indirectly.

Dependable transportation is now tremendously more important than ever before. And to this *urgent need* Packard cars give substantial and *necessary* assistance.

Today the *automobile* is just as important as the *telephone*, the *passenger train* or the *motor truck*. Eliminate it and the world's transportation facilities would be *hopelessly* crippled.

The motor car is a necessity!

And as such we will continue its production so long as *all of our* facilities are not needed for more urgent government work.

One big way in which Packard is contributing to victory is in the production of a motor car of maximum efficiency and reliability—a *car which makes most economical use of gasoline and tires*. The newest type of fighting airplane motors are built on Twin Six principles.

This frank statement is now made that the public may understand—and more clearly appreciate why the *dependable* motor car is an important part of the *necessary* equipment that will help win the war

Packard Motor Car Company, its Branches and Dealers

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

DODGE BROTHERS WINTER CAR

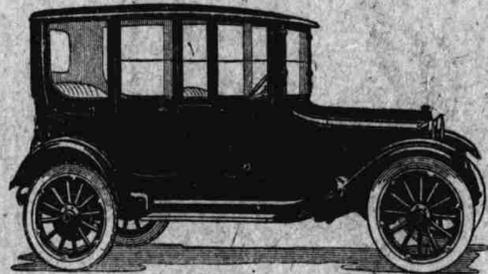
People come in with a real desire to own the car. It is more than a mere willingness to buy. A good opinion has been formed in advance. The car seems to stand well everywhere, and with the best class of buyers.

It will pay you to visit us and examine this car.

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

See them at our Closed Car Salon held at our sales-rooms this week.

Winter Touring Car or Roadster, \$1050; Sedan or Coupe, \$1350 Touring Car, Roadster or Commercial Car, \$885; (All prices f. o. b. Detroit)



Murphy-O'Brien Auto Company 1814-18 Farnam St. Omaha, Neb. Phone Tyler 123