



## PACKARD MAKES RECORD TIME ON BOSTON TRIP

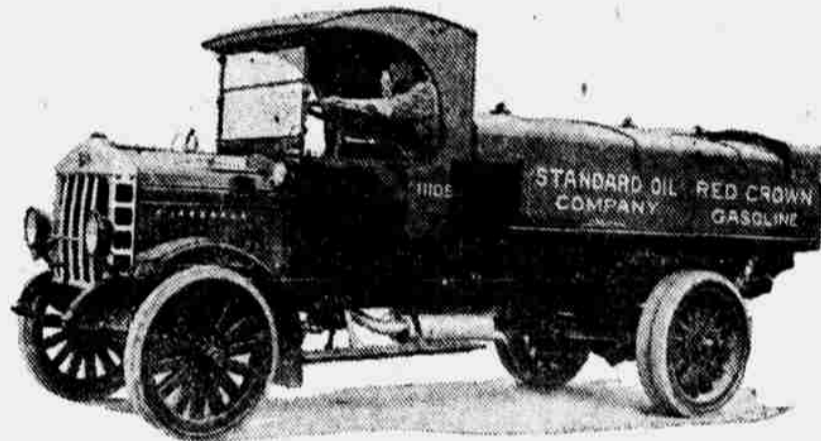
Truck Routed From Akron to Boston Clips Eleven Hours From the Former Schedule.

A Packard truck, newest addition to the cross-country fleet which the Goodyear Tire and Rubber company is operating between Akron and Boston, recently made the trip between those cities in record-breaking time. Carrying a capacity load of special products urgently needed by the shoe factories of Massachusetts, the giant carrier clipped eleven hours from the schedule which has been established for this run.

The distance from the Rubber City to Boston is 740 miles. The Packard completed the journey in 77 hours elapsed time. 49 hours' actual running time, at an average speed of 14.9 miles an hour for the entire trip. The huge pneumatic tires, 44x10 Goodyears, with which the truck is equipped, allow it to be driven safely over the mountain roads at touring car speed.

The Goodyear company was one of the first to recognize the feasibility of

## Sterling Truck in Omaha



Another truck has recently made its Omaha "debut" and will enter the field strongly endorsed by the nationally known manufacturers who have used Sterling trucks for some time past.

The Sterling is a heavy duty truck, made in 2 1/2, 3 1/2, 5 and 7-ton sizes; constructed of high grade materials throughout.

inter-city hauling and its trucks have been traveling the Akron-Boston round trip of 1,540 miles for nearly a year. Six trucks are now engaged in this service. They carry finished products to the New England branches and return with tire fabrics from the company's mills at Goodyear, Conn.

A 5-ton Packard, the pioneer of this fleet, to date has traveled 30,000 miles over this route, having completed 19 round trips. "Old John

The distribution of this truck will be under the direction of H. Becker, and for the present the showroom and service station will be maintained at the Service garage.

Mr. Becker sees a wonderful opportunity for truck sales in this territory and picked Nebraska and western Iowa as his choice of several good territories.

Packard," as it is affectionately called by Goodyear officials, is a familiar sight along the Lincoln highway and Boston post road.

### How Penn Did It.

All that the University of Pennsylvania basket ball team had to do to land the championship was to win whenever Dartmouth lost. And the Green five lost them as fast as they played 'em.

## FULTON TRUCK ON OMAHA AUTO ROW

Victor Motor Company to Be Distributors in Nebraska; Enthusiastic Over 1918 Outlook.

Announcement was made last week that the Victor Motor company had taken on the distribution of Fulton trucks in Nebraska and will immediately launch a brisk canvass of the state for truck prospects and dealers.

The Fulton, which was brought to Omaha by H. H. Cannon, who will represent the factory here, has created much comment in automobile circles since its announcement owing to the units used as compared with the unusually low price.

Both Mr. Cannon and E. V. Scripps, recently appointed sales manager of the Victor Motor company, are extremely enthusiastic regarding the Fulton and the possibilities for promoting its sale in this territory.

Scripps claims that the country is fairly alive with farmers who want trucks, and he predicts a record in truck sales which will startle passenger car dealers.

### Famous Veteran Dies.

Jim McCormick, a former teammate of Billy Sunday, Mike Kelly and "Pop" Anson, died at his home in Peterson, N. J., the other day from liver disorder. He was 60 years old.

## May Use Motor Cars On Base Ball Circuit

Bill Rodgers—as he is known to base ball fans all up and down the Pacific coast—may transport his Sacramento ball club over the Pacific Coast League circuit this season in motor cars.

Last fall Rodgers announced his retirement from base ball and joined an

automobile sales staff. Later on, however, came an offer to manage the Sacramento club and Rodgers accepted. He had driven a car for several years, and he naturally turned to it, in place of railroads, when it came to scouting for new playing material.

"I do not use my Dodge Brothers car for pleasure riding, however," stated Manager Rodgers. "It is the most valuable assistant in my busi-

ness. I would not trade the services of a motor car for the best ball player in the country. For with my car I can visit every hamlet in the state where there are prospects of picking up some talent for my club. I am even considering moving my ball club around the circuit in playing season via motor cars."

That extra room will pay your coal bill. Rent it through a Bee Want Ad.

OLD WORN TIRE

NEW LIVE RUBBER

AFTER BEING REBUILT

3 LAYERS NEW FABRICK PURE GUM BREAKER STRIP

Briefly, the Good-Wear Way means strengthening the side wall as well, the tread three-ply of new fabric is used.

The Good-Wear Way means application with cold cement. No cooking the life out of the rubber by vulcanizing.

Out-of-Town Business We are equipped to handle out-of-town business and will gladly quote prices and send descriptive literature on request.

## GOOD-WEAR TIRE & RETREAD CO.

Phone Tyler 3292. Southwest Corner 13th and Howard, Omaha.

J. SCHONBERGER SAMUEL L. ZIMMERMAN

# FULTON MOTOR TRUCKS

## 100% of Value--100% of Service

**FULTON TRUCKS** are lowest in first cost and lowest in maintenance. All the efforts of the Fulton organization are concentrated on the production of a single 1 1/2 ton model which shall stand supreme in its field.

Sturdiness and simplicity are characteristics of the Fulton. The chassis is so constructed that it can be adopted in any line of business and can withstand the hardest kind of service. Fulton trucks are notably easy to operate either in congested city traffic or on the roughest country roads.

We know of no manufacturer taking so small a profit out of his product—no manufacturer giving so much at such a price. The Fulton truck is the lowest priced, full 3,000-pound capacity truck offered in any market of the world, and when compared with all others it must be obvious to the buyer that the value in Fulton trucks is a 100% standard in the commercial vehicle field.

To make a substantial return in the manufacture of Fulton trucks, thousands are produced each year and continuance of their large sale depends solely upon the fact that a full 100% return in service is given upon the investment of the buyer. The most expert engineering skill to be found in America has been employed in the design of this truck. We offer the utmost in value and service.

Fulton chassis are complete in every detail. Many firms have simply taken the beds from their wagons, attached them to the chassis and placed them in immediate service.

THE FULTON MOTOR TRUCK COMPANY  
FARMINGDALE, Long Island, N. Y.

## Victor Motor Co.

Distributors for Western Iowa and Nebraska.  
2523 Farnam Street, Omaha, Neb.

We Offer  
An Attractive  
Proposition  
to  
Live Dealers.

### Fulton Truck Specifications:

**CAPACITY**—3,000 lbs.

**ENGINE**—Four cylinder 8 1/4-inch bore, 8-inch stroke, L head type cast iron block, 50 H. P. at 1,400 revolutions.

**COOLING**—Fulton exclusive design radiator, in front of hood, allowing use of 20-inch fan giving positive cooling in any climate.

**CARBURETOR**—Automatic, float feed, hot air quick starting device.

**IGNITION**—Splitdorf "Dial" high tension magneto with advanced spark.

**LUBRICATION**—Combination pump and splash system. Designed especially for heavy duty motors.

**CLUTCH**—10-inch Borg & Beck adjustable dry disc. A unit with motor and transmission and very accessible.

**SPRINGS**—Special Fulton design. Front springs, semi-elliptic, 42 inches long, 2 1/2 inches wide. Rear springs, semi-elliptic, 50 inches long, 2 1/2 inches wide. All springs are heavily bushed.

**BRAKES**—Emergency brakes 12 1/2 inches in diameter, 3 inches wide, operated by hand lever. Service brakes, 14 inches diameter, 2 1/2 inches wide, operated by foot pedal. All brakes applied direct to rear wheels.

**FRAME**—Fulton special design, heat treated steel channel section 5 1/2 inches by 2 1/2 inches by 2-16 inches. Extra heavy, designed to carry 50% overload.

**TRANSMISSION**—Unit power plant type—3 speeds forward and 1 reverse. Direct on 2d speed.

**AXLES**—Front axle drop forged I-beam section, heat-treated steel, heavy steering knuckle spindle, with tie rod mounted aft and 10-inch road clearance. Rear axle, Russell internal gear, with heavy dead axle carrying the load. All power is transmitted directly to the driving axle with minimum loss.

**WHEELS**—Front, 34x3 1/2 inches, having twelve extra heavy spokes and mounted on roller bearings. Rear, 34x6 inches, having twelve extra heavy spokes and mounted on heavy duty roller bearings.

**WHEELBASE**—136 inches, standard tread and allowing short turning radius.

**STEERING GEAR**—Screw and nut irreversible with 18-inch wheel. Left side drive for American; right side for export.

**GASOLINE TANK**—15-gallon capacity.

**TIRES**—34x3 1/2-inch front, 34x6, rear; solid rubber.

**DIMENSIONS**—Standard chassis over all, 200 inches. Distance from back of seat to end of frame, 9 feet.

**EQUIPMENT**—Horn, 3 side lamps, rear tail lamp and tool kit. Blueprint of chassis furnished to all body builders.

**WEIGHT**—Chassis fully equipped 2,300 lbs.

**\$1,420**  
F. O. B. Factory.

