

UNIONTOWN HILL SUCCUMBS TO BIG SIX STUDEBAKER

Famous Mountain Grade, Scene
of Many an Historic Hill
Climb, No Obstacle.

American motorists in general, and those hardy souls who have experienced all of the joys and thrills of touring in particular, are thoroughly familiar with Uniontown hill. Ever since the early days of the industry, Uniontown hill has been in the limelight. Many of the most famous hill climbing contests on record were held there and, for these many years, it has proved the nemesis of all motorists passing that way.

Many a proud owner who has pridefully boasted of the many achievements of his car, has been obliged to chalk up large demerit marks against its performance at Uniontown hill.

Back in the dim distant past, when automobiles were "horseless carriages," Uniontown hill proved to be too hard a nut for any ambitious "one-lunger" to crack. And it was quite some time before automobile engines reached that state of perfection where they could take the motor car over Uniontown hill even at a snail's pace. For, let it be known, Uniontown hill is three miles long, with an abrupt elevation of 1,400 feet in that distance.

It is generally supposed that no motor car ever pulled that mountain in high gear. Autoists, in whose path Uniontown hill obtruded, have always found it a matter of necessity to shift back into low gear to make the climb.

Comes now, however, one E. C. Ricks, who makes his home in the city of Uniontown, claiming the honor of being the first to go over the crest of the famous hill "in high." Driving a New Series 19 Studebaker Big-Six from the Detroit factory he merely took advantage of the splendid opportunity to give his new car the supreme test.

"When I reached the base of the mountain road, the Big-Six was idling along in 'high' at 20 miles an hour," writes Mr. Ricks, in recounting his experiences to Studebaker officials. "Without shifting a gear, and without varying the speed of the car two miles one way or the other, the Studebaker went unflinchingly up the steep, hard pull and over the top. The engine showed absolutely no signs of laboring—and you could lay your hand on the radiator without any discomfort."

When original models of the new Studebaker cars were driven 10,000 miles over the country roads and through the mountains of the United States and Canada, as a preliminary to the most rigorous test known to automobile history, Uniontown hill was included in their itinerary. The Big-Six displayed its prowess as a hill climber then when it went over the top in "high" and without any apparent effort. Fact is, occupants of the car did not realize it was the famous old hill they had climbed until they were well over the crest and on the open road again.

The climax of the test was reached when these new cars were put on the Chicago speedway for a 30,000 mile run through the worst winter weather of half a century. And this 30,000 mile test proved in a striking manner the inbuilt quality and durability of the new Studebaker cars.

Overland Tire to Start First Unit in Near Future

Mr. Blowers, vice president and general manager of the Overland Tire and Rubber company, leaves for the east tonight on important business connected with this company.

His first stop will be at Cleveland and Akron, O., where he will spend some time in conference with the consulting engineers for the Overland Tire and Rubber company.

The plans for the first unit of the buildings which are to be erected by the Overland Tire and Rubber company in Omaha on the ground which they recently secured at Thirtieth and Taylor streets, including the power plant will be hurried from this on with all possible dispatch. The consulting engineers for the Overland Tire and Rubber company are in close touch with all of the latest improvements which have been in progress for the last few years in the large rubber mills which have been constructed at Akron, O.

The first unit constructed by the Overland Tire and Rubber company will cost approximately \$250,000 and will have a capacity of 500 tires and 2,000 tubes per day, also a capacity of 50,000 feet of hose, over 5,000 feet of belting per day, also a quantity of rubber heels and soles and other mechanical rubber goods.

War Orders for Steel May Cut Down Auto Supply

"The production of passenger automobiles for the balance of this year will depend upon the uncertain steel requirements of the United States government," said Joe C. Gerspacher of the Tooser-Gerspacher Motor company.

"Contrary to an impression that seems to prevail quite widely, there has been no official curtailment of the industry. The curtailment has been purely automatic, governed by the supply of material, labor and transportation available."

There has, of course, not been nearly enough Dorts to fill orders, and this situation will continue to prevail. We can take care of present buyers, but there is no assurance that this condition will prevail for long. Those who need cars should not delay."

New Standard Eight Is a Bear on Hills, Say Backers

The new Standard Eight, according to its backers, the Keystone Motors Co., has conquered all the trying hills about Omaha and has taken them all with flying colors.

One of the claims for the Standard Eight is its abundance of power on hills and an excellent cooling arrangement which keeps the motor from overheating under the most trying conditions.

The Standard Eight is manufactured by a company famous for its fine railroad rolling stock. Much of the steel used in its construction is produced in the manufacturing company's rolling mills.

Motor Trucks Commercial And War Necessity Now

"Motor truck transportation is a commercial necessity and a patriotic duty," says Carl Changstrom of the Standard Motor Car Co.

"Every load of goods moved, every additional ton delivered direct, cuts out rehandling at terminals and relieves the terrific rail congestion. Not only that, but it means the conservation of time—the most vitally important asset of our government must depend to carry to a successful conclusion the enormous task to which we have set ourselves and to which

the entire allied world looks to us to do in a manner consistent with the honor of our nation and worthy of our traditions."

Drilling Hard Steel.

In preparing a drill to be used on hard steel, the drill should be heated to an even red heat, the scale removed and the tip of the drill be touched to a drop of quicksilver and then be quenched in water. After this treatment the drill will go through the hardest steel without trouble. A simple method of tempering small tools quickly is to heat them red hot and then thrust them into a potato, after which they should be drawn to the correct temper to remove brittleness.

Save This Difference In Price

WHY are some trucks \$1,000 more in price than Indiana Trucks of the same capacity? Indiana Trucks will do the work that any truck on earth will do—do it just as well or better, just as long or longer at smaller cost of operation and upkeep, and at tremendously lower FIRST COST.

The difference is in the profits made by the manufacturers and dealers!

WORM DRIVE

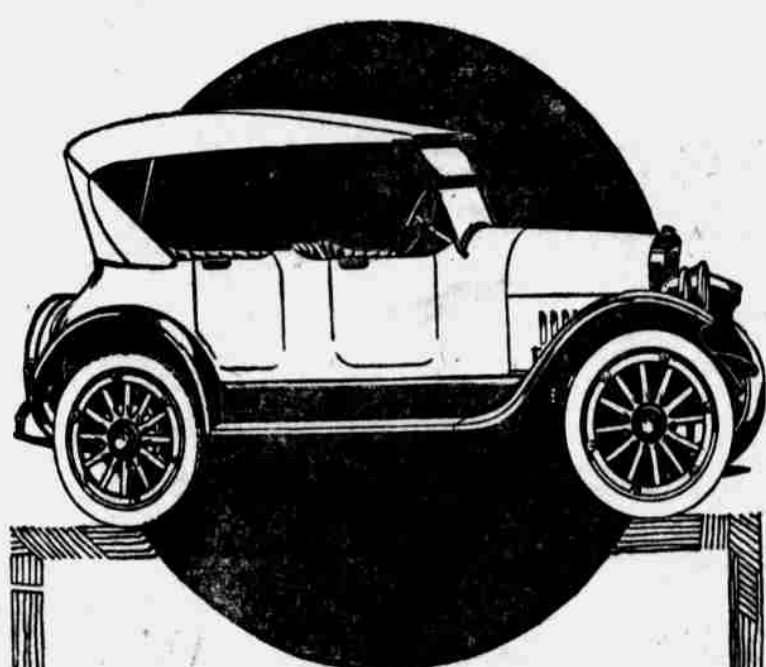
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have earned the title of "America's Greatest Truck Values." See the Indiana before you decide to buy any other make.

Standard Motor Car Co.

CARL CHANGSTROM, Pres. Phone Doug. 1705.
2020-22 Farnam St. Omaha, Neb.

"If Motor Trucks Could Be Built Better for More Money Indiana Would Build Them."



A Roadster you will like

Smart, cozy and compact. Yet there is unstinted comfort for four.

Ideal for the small family, for the business man—for anyone.

Clean cut and trim.

It looks the thoroughly capable car that it is.

And it has the same splendid motor, the same dependable mechanical structure, that every Allen possesses

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DEALERS—If you can handle a big territory our proposition is of unusual interest to you. We have cars and can make immediate delivery.

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New Series 41

Apperson Brothers Automobile Company

Kokomo, Indiana

ANNOUNCE

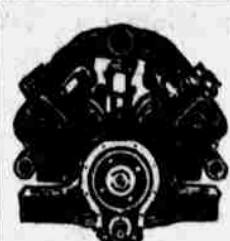
The Appointment of

J. H. De Jong Auto Co.

2060 Farnam Street, Omaha, Nebraska
DISTRIBUTORS

The Apperson Brothers Automobile Co. take pleasure in announcing that J. H. De Jong Auto Co., 2060 Farnam street, will hereafter represent Apperson cars in Omaha and surrounding territory.

Mr. De Jong, head of the new organization, has been active in the sale of Apperson cars in Omaha for a number of years. The character of the company he has formed is assurance that the Apperson will be presented to the people of Omaha and the territory as it deserves.



The 8
With 80
Less Parts

We believe that the J. H. De Jong organization are just the people to sell the Apperson. They have a

reputation for straightforward business policy and for commercial integrity. They will present the Apperson strictly on its merits and allow you to be the judge.

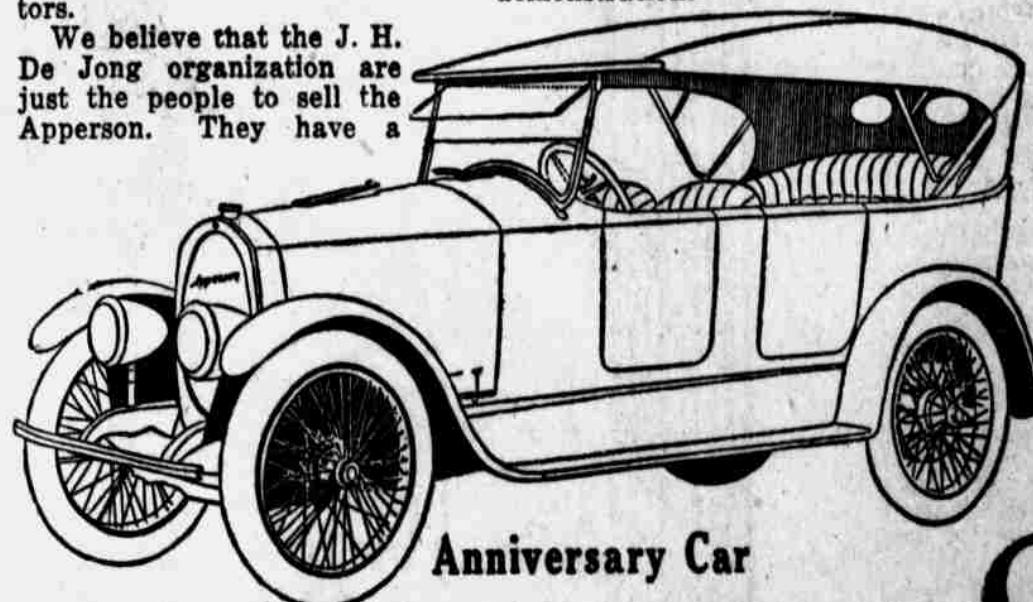
This means a representation for the Apperson that is reliable, stable, permanent.

A service will be provided that is prompt, efficient and economical.

As an Apperson owner you can be sure at all times of receiving complete co-operation in obtaining that extraordinary performance for which Apperson cars are famous.

Let the J. H. De Jong organization demonstrate on the road these notable Apperson advantages: Eight-cylinder motor with 80 less parts. Light weight. Special Apperson springs suspension. 130-inch wheel base.

Apperson cars are on display and ready for demonstration.



APPERSON 8

BUILT FOR BUSINESS

Built for business from the ground up, built to serve American business faithfully when our commercial and industrial efficiency is most vital, DART MOTOR TRUCKS are helping to prove that truck building and truck selling is an essential industry—

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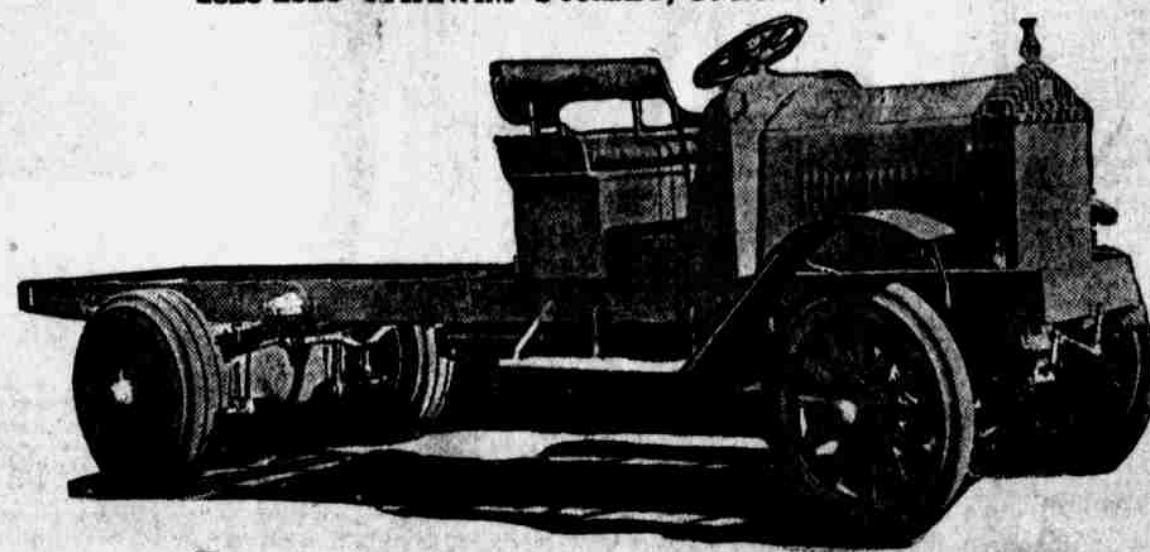
are built for the farmer and stockman as well as the commercial business house in one, two and three and one-half-ton capacity models. Prices are attractive. The construction is absolutely standard.

Let Us Submit the Facts---

An interesting proposition for the right kind of dealers. See us personally or wire us to have salesman call for personal interview.

Victor Motor Company

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