

# CONSERVATION OF TIRES IS A PATRIOTIC DUTY

Henry Nygaard Says That Average Needless Expenditure Per Tire Is Five Dollars.

"It's up to all motorists to save on their 1918 tire bill by being more cautious in the care of their tires and not scrap them until they have delivered their full quota of mileage." This statement was made by Henry Nygaard of the Omaha Tire Repair company.

On June 1 there were 14,000 automobiles registered in Douglas county, representing 56,000 tires. From close observation locally I can safely say that the average needless expenditure by motorists per tire is very close to \$5.00," said Mr. Nygaard. "This waste can be avoided by car owners heeding the following tire care rules: Never run on underinflated tires; see that your front wheels are properly aligned; make certain that both brakes take hold simultaneously; do not allow your rims to get rusty, and examine your tires regularly for small cuts and bruises which should be repaired before they become larger with wear and cause serious damage.

"We owe it to ourselves and to our country during this time when all patriotic citizens are conserving necessities," continued Mr. Nygaard, "to constantly avoid unnecessary tire expense. And tires and cars are a necessity. Loss of your car for even a day or so quickly convinces you of its absolute necessity as a means of transportation. Then, why neglect and ignore your tires?"

### Hard to Get Rubber.

"There's another important factor car owners must not overlook," declared Nygaard. "The scarcity of ships has greatly hampered tire manufacturers from getting rubber from the East Indian islands and South America. In fact, rubber importation has been cut down by the government to just half the amount brought into this country last year. The great demands of the government for cotton to be used for war supplies has curtailed the available supply of long staple cotton used in tire fabric. England has decided that she needs all of the Egyptian cotton.

"While there is no visible sign of a tire shortage we never can tell what the war will bring forth. As a precaution motorists should conserve their tires and buy wisely. We find that many of the tires consigned to the scrap heap are good for from \$50 to 2,000 more miles.

"Even with materials and labor constantly mounting in cost, very few people realize that tire prices today are nearly half again lower than in 1910," said Mr. Nygaard. Then a 34x4 Diamond sold for \$46.55, while now the price for the same sized tire is approximately \$34. And the Diamond of today is a better tire."

## YESTERDAY IN Early Criticism of Gas Cars Amusing. AUTO HISTORY

In March, 1897, in the New York Journal, a writer described his first motor car ride as follows:

"In search of a new sensation, I went yesterday and rode in a horseless carriage.

"I dreamed once that I walked down Fifth avenue in my pajamas in the full tide of the afternoon promenade and almost died of shame before I awoke. Yesterday I had something of the same feeling as I sat there and felt myself pushed forward into the very face of grinning, staring, and sometimes jeering New York. I returned the wicked glances of the bicycle ladies on the boulevard and when I got back to Fifth avenue I was almost as much at home and felt almost as devilish as the other chappies whose faces were glued to the club windows."

Another writer about this same time gave his impressions of the motor car in the following sage prophecy: "I do not think the motor car will be anything more than a fad."

In 1895 a gasoline buggy was constructed which could be made "to back up, go ahead and change speeds by the use of one lever," which was quite an important announcement at that time.

In 1896 a "motor carriage" was brought out, equipped with a five-horsepower motor. The vehicle was steered with the left hand. It was fitted with 1 1/2-inch rubber tires and with ball bearings throughout.

Prior to 1895 the progress made in the development of the automobile can be summed up as follows: In general style the body was a dark phaeton, a ponderous, complicated contrivance, which would crush the pavements as it passed over them. The gasoline was stored in a large tank in front. The motor and controlling apparatus were placed beneath the bed of the vehicle. Excessive weight and complicated machinery helped, in a great measure, to make it an utter failure. One weak spot after another developed. The axles became heated, then the gears got out of order. The noise of the explosion of the gasoline was suggestive of a railroad locomotive.

The first automobile race of record held in Chicago was over a course of 54.36 miles. Thirteen hours were allowed to cover the distance. There were 91 entries, but on the day of the race only six put in their appearance.

Charles E. Duryea took part in the race, and afterwards, in describing the event, stated: "All the 'wagons' had to have 'man power' help at times to keep them going. The sight of four motor vehicles propelled by man power saddened the enthusiasts, but tickled the cynics. There were several snow balls thrown at us.—Chevrolet Review.

## PRACTICAL PARAGRAPHS

By S.P. LaDue

### In Vulcanizing Tubes

In vulcanizing inner tubes, a bit of the fabric known as Holland cloth, makes a good substitute for the commonly used newspaper. It is difficult to get the paper off after the job is done, while the cloth pulls off very easily. The cloth should be trimmed so that it just covers the vulcanizing plate and will not catch fire and burn the rubber. It serves quite as well as the paper to prevent the plate sticking and has the advantage of coming away easily afterwards.

### Valve Removal

In engines having demountable heads and valves in the head, the removal of valves is a matter of difficulty, unless one has found out just the proper trick. The head should be laid on the bench, right side up, and the compressor slipped on, after which a wire should be fastened about the handle of the compressor and then be anchored to the leg of the bench or table. Next lift up on the handle; this presses the spring down. The lock may be removed from the stem very easily and the job is done.

### Stopping Cracks

The small cracks that frequently make their appearance on the edge of the fender or other sheet metal parts, will rapidly become big breaks, unless they are nipped in the bud. Drill a small hole in the metal and through the crack, near its outer end. Slip a rivet through and run on a burr and then rivet the head firmly. This prevents vibration of the edges of the crack, which is the trouble that induces the spreading of the crack. A brushful of paint will make the repair invisible.

### Pipe Repair

It is perfectly possible to repair a broken pipe line, such as that which carries the fuel simply by reaming out one side, and filing down the other after the edges have been evened off, and then thrusting the smaller end into the larger. Wrapping a repair of this kind with tape and then with fine wire will hold the junction for an indefinite period.

### Chattering Brakes

One of the common troubles encountered in the brake assembly is a tendency to chattering which is extremely annoying. This is generally induced by a deposit of burnt oil on the bands and it may generally be cured by applying hot kerosene oil to the parts. If this does not serve the only remedy is to burn off the deposits with a blow torch. This operation is carried out by removing the bands and soaking them in gasoline overnight and then applying the torch. The propeller shaft brake is particularly liable to this trouble, as, if the transmission case contains a little too much oil, the excess lubricant is thrown through the shaft bushing onto the bands. If an application of graphite is used instead of oil for lubricating the brake bands, it will lessen this trouble.

### Tightening Bushings

It sometimes occurs that after a bushing has been pressed into place, it is found to be loose, so that it cannot be reamed out, because it turns as you try to work on it. In these circumstances take the bushing out and run a coat of solder over the outside of it. There is no need to file this solder down even, because any irregularities will be pushed off as the bushing is pressed home.

## DE PALMA LOOKS LIKE CHAMPION OF AUTO RACERS

Recent Victory at Cincinnati Gives Him Lead Over Chevrolet; Has Won Two Classics.

That Ralph De Palma bids fair to be the champion automobile race driver of the year is the opinion of speed experts who saw him win the 100-mile Liberty handicap on the Cincinnati speedway, July 4.

The famous Italian's victory on Independence day marked the second 100-mile event he has won in three starts this year. The first was at New York in the postponed Memorial day races. At Chicago, spark plug troubles put him out of the running early in the race.

Thus the record now stands with De Palma having two 100-mile events to his credit this season and Chevrolet one. The next clash between

these two great rivals promises to be a thriller.

### Made Good Speed.

Though De Palma did not win at Chicago, his Packard showed wonderful speed. It made the fastest lap during the 100-mile race, at better than 110 miles an hour. In addition to this honor it hung up an added attraction the fastest lap ever made around that track in 1:02:41, an average of 115.3 miles an hour. This broke the two-year-old Chicago record, established by De Resta of 113.2 miles per hour and establishes a new mark in this country over any track for cars of like piston displacement.

Track officials who have watched De Palma work out in practice say that his Packard twin-six has made the two-mile circuit at the rate of 120 miles an hour.

### Battery Box Paint

Black asphaltum paint is an excellent medium to use on the battery box, as it prevents the eating away of the box by solution that may be spilled. The box should be given a heavy coat of this paint several times a year. Incidentally, washing soda or ammonia solution will neutralize the effect of battery acid while it is still wet.

Seven automobiles were exhibited at the first automobile show.

## Buick Officials See Workings of Samson Tractor at Sioux City

H. E. Sidles, general manager, and F. C. French, sales manager of the Nebraska Buick Auto company, attended a demonstration of the G. M. C. Samson tractor at Sioux City, Ia., last week, where great enthusiasm was shown in the performance of this tractor.

Mr. Sidles and Mr. French made the trip from Sioux City to Lincoln through northeastern Nebraska, stopping at Norfolk, Hooper and Fremont, and report that the crops in general are excellent through this section of the country, and found the outlook for the truck and tractor business in that territory very promising.

The Nebraska Buick Auto company of Lincoln recently placed an order with the General Motors Truck company of Pontiac, Mich., for 160 G. M. C. trucks, ranging in size from the three-quarter-ton to five-ton models.

In the early '90s an automobile manufacturer advertised that he was building a motor vehicle which "can be operated in all seasons."—Chevrolet Review.

### To Clean Muffler

There are many methods of cleaning the muffler, from beating on it with a hammer to blowing out the carbon with air. Here is a very effective way of cleaning a muffler badly choked with soot and carbon. Remove the muffler and plug up one end with a wooden plug. Pour in the other end a solution made up of half a pint of concentrated lye to half a gallon of boiling water. Shake the muffler vigorously, pour out the solution and rinse with boiling water. This lye solution burns the hands or clothes when it touches them, so be careful of it.

In India the automobile was used in elephant hunting as early as 1896.



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