

Stutz Speedster

Peerless Luxury

USED TIRES MADE AS GOOD AS NEW RIGHT IN OMAHA

Two-in-One Vulcanizing Company Use Dry Cure System, Saving Life of Tire.

An automobile casing worn to the fabric can be repaired to give an additional mileage of 3,000 miles, providing the bead is not totally weakened, says Michael Boylan, president of the Two-In-One Vulcanizing company, 1514-16-18 Davenport street. Though managing four departments of the company, auto parts, auto repairing, second hand cars and tire rebuilding, Mr. Boylan finds time to take interest in good roads movement in Nebraska. Nevertheless, business is his chief object.

"Motorists are not wholly conscious of the life that is in a tire," Mr. Boylan declares. "A considerable amount of money can be saved on each tire if the owner would only have the worn casing rebaked by the dry-cure system and retreaded. As long as the fabric and bead of the tire remain strengthened, the motorist can get an increased mileage of more than 3,000 miles out of the casing by rebuilding it."

Rebuilt Tire Wears.
"For half the price of a new tire, one can have a worn casing rebuilt to derive the same mileage and satisfaction of a new tire," Mr. Boylan emphasizes.

"In the dry-cure system, we overcome the chance of weakening the bead by live steam, as a more thorough development of curing has been found in baking the casing. The dry-cure has no defective effect on the fabric, but on the other hand tends to strengthen it by a re-enforced appliance of retread."

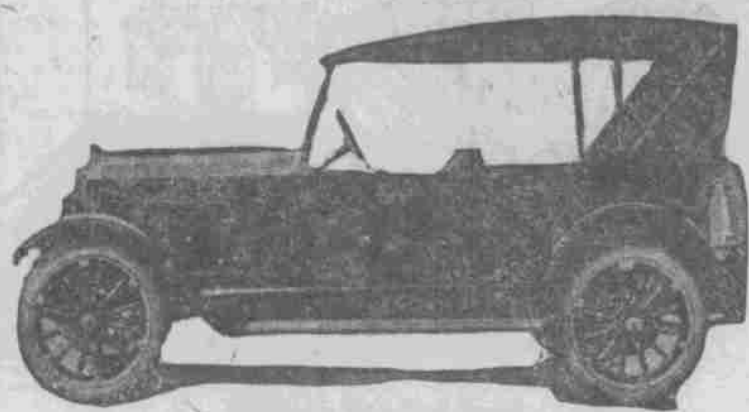
Any kind of tread from cord to plain can be applied to the worn tire, Mr. Boylan says.

Forced to Enlarge.
The Two-in-One Vulcanizing company was organized three years ago in Omaha, and first took up the work of repairing tubes and casings. Increased business in the rebuilding of casings made it necessary for Mr. Boylan to enlarge his quarters, until today he manages four departments at headquarters, 1514-16-18 Davenport street, besides a branch station at 2557 Farnam street, known as the Douglas Tire and Vulcanizing company, wherein he also handles an agency for the Fisk tire.

In the summer time, Mr. Boylan employs 28 men in all his departments. T. E. Whitney, expert tire man, is foreman of the vulcanizing department.

Omaha is not the only territory that gains the work of the Two-In-One Vulcanizing company. An immense trade reaches the company from hundreds of towns in the middle west. Trade in far off Georgia, New Hampshire, New Mexico and California, is also handled by the Omaha company.

Oversize Drill.
It is possible to make a drill cut an oversize hole by grinding one cutting edge so that it is a little longer than the other. The hole will not be as strictly true as if cut with a regular drill and the drilling will not be quite as fast, but it is a useful emergency measure. Flat and twist drills may both be used in this way.



Scripps-Booth Luxury

CONSERVATIVE TYPE OF CAR IN BIGGER DEMAND

Lee Huff of the Buick Company Announces a Material Reduction in Price of Trucks.

The year 1919 will see the conservative type of car in greater demand than the flashy, extravagant type, according to J. Edward Kaufman, assistant manager of the Nebraska Buick Automobile company, Nineteenth and Howard street.

"The price situation of cars will be stationary for the year because of labor conditions," he said. "Dealers have their contracts already made up for the biggest business in years."

A telegram from Lee Huff, general manager of the Nebraska Buick Automobile company, who was in New York City during the past week, advised the local officials of the shipment of a trainload of Buick cars, numbering 200, that will arrive in Omaha sometime during the week. Mr. Huff returned to Omaha Saturday.

Mr. Kaufman stated that the cars have already been sold and will be delivered as soon as possible.

Many Minor Changes.

Aside from nearly 100 minor developments in the car for the comfort and satisfaction of the owners, the Buick Six has undergone practically no changes from last year's models. The motor is featured with new over-head valves, meaning a considerable increase in power, and a steel engine cover, as a protector from dust, and dirt that might accumulate in the ignition system or cylinder heads.

This year's models of Buick cars are built only with the six-cylinder motor, the factory having done away with the light four. All the comfort and durability, together with economy, beauty and service of the high class cars stand the scrutiny of the automobile critic.

"The late Buick Six, good to look upon, comfortable to ride in and easy to drive stands as a value worthy of careful consideration and appeals to the discriminating buyer who wishes full value for money expended," Lee Huff declares.

Trucks are Cheaper.

A big drop in the price of the G. M. C. truck, handled by the Nebraska Buick Automobile company, has been put into effect by factory officials. All models from the 1/2-ton to the 5-ton truck are materially reduced in price owing to the enormous output of G. M. C. trucks and a lower cost of raw material.

WOMEN DRIVERS BROUGHT OUT BY WORLD BATTLE

Donned Overalls or Whatever Suited Tasks They Chose; Mechanical Progress Attained Remarkable.

Albert N. Atkinson, president of the Atkinson Automobile school, says: "It would seem timely to call attention to the part women have played in the past four years in helping decide the mightiest victory since time began. The war is won. What part did woman have in it? While millions have untiringly served in public capacities, attended the sick, knitted and fulfilled duties that would naturally be looked upon as coming within the domain of woman's work, yet we must not forget for one moment they did not stop there."

It may have required a war to cause a sudden and keen realization of the possible dangers attending our country, but nevertheless women rose majestically, threw off their silks, and satins, donned khaki overalls or whatever might best suit the tasks they chose.

There are many lines of work in which women are engaged, yet there perhaps was none more important than that of the motor car. In the last two years in New York City alone upward of 10,000 women have been successfully trained in the care and operation of self-propelled vehicles.

The mechanical progress women have attained is really remarkable. They are mechanically inclined, otherwise the repairs they are required to do in order to become members of some of the organizations they serve could not be successfully accomplished, and what has been attained surprises many of the experienced men mechanics.

Women Efficient.
At the Red Cross, Motor Corps of America and National League for Woman's Service in New York, where several hundred cars and ambulances are maintained solely by women, you will find they are efficient in the performance of what has heretofore been looked upon as man's work alone.

During the terrible conflict abroad about 30,000 women kept as many ambulances, supply trucks and other types of cars going. This does not mean that they simply drove these vehicles, but also that they were kept in repair, washed and cleaned by them. At some stations it was the duty of one woman to clean eight cars a day. The specific work

Autoists Throw Away Used Tires Too Soon Says Fabric Expert

That motorists throw away too many partly worn tires that can easily be repaired for increased usage of 3,000 miles is the opinion of J. Schenberger, general manager of the Good-Wear Tire and Garage company, Twenty-seventh and Leavenworth streets. As long as the fabric of a tire is unworn and the bead of the casing is in a healthy condition casings may be restrengthened to their original durability, according to dealers in the tire industry.

In the acquirement of complete knowledge of the manufacture and rebuilding of tires, J. Schenberger, general manager, and S. L. Zimmerman, secretary of the company, have built up an extensive trade during the past year. The company follows the Dri-Kure Mole system of baking and retreading casings, thus rein-

forcing the fabric and bead of the tire.
The partly worn casing undergoes five stages of development to the fully repaired tire; from the cutting away of the worn rubber the casing is turned inside out for an inspection and reinforcement of the inner fabric; after which the fabric is buffed and cemented to repair the defects of the worn tire; the final stage is the baking and curing of the whole tire by the Dri-Mole system. A guarantee of 3,000 miles is given with the rebuilding of the worn tires, officials of the Good-Wear Tire and Garage company declare.

The report of the joint congressional committee, which investigated highway economics in 1914, shows that a saving of eight cents per ton mile can be effected in transportation costs where a road is lifted from the dirt to the durable class. This does not take into account increased real estate valuations or social advantages resulting from the improvement.

Omaha Firm Is Making Radiator Which Defies Cold Weather of North

An evolution in the construction of automobile radiators to prevent bursting in frigid weather, and to give more lasting qualities and efficient cooling operations, has been developed by the Omaha Radiator and Tire company, 1819-21 Cumming street.

Complete machinery equipment and stock of material has been installed by Sam Fleishman, manager of the company.

Starting with a small repair shop for tires, Mr. Fleishman has built up an extensive business in the manufacture of automobile radiators and building of tires that has necessitated the enlargement of quarters. The company now occupies in Omaha a two-story factory with a retail sales department at 2074 Farn-

nam street, under the management of I. N. Cherniss, partner in the firm.
The officials of the Omaha Radiator and Tire company have recently bought out the Illinois Radiator Manufacturing company, a Chicago in order to supply the demand for the special type of radiator put out by the local company. M. B. Bernstein is foreman of the radiator repair and manufacturing department.

The tire department carries a complete line of cord, non-skid and plain tread tires. Repairing and rebuilding casings and tubes comprise the work of the repair department, in charge of J. L. Foreman. As soon as after-war conditions are normal, Mr. Fleishman will enlarge the present manufacturing plant in Omaha.

Willis-Overland, Inc. has one of the largest private freight terminals in the country. Twelve miles of railroad track are laid within its properties at Toledo.

of others was in making mechanical repairs.
Now that women have so admirably proven their ability in the motor car field what does the future afford them from a professional standpoint? Thousands of new motorists have been made possible by the war, and women should be looked upon favorably in an occupation which they are fitted for.



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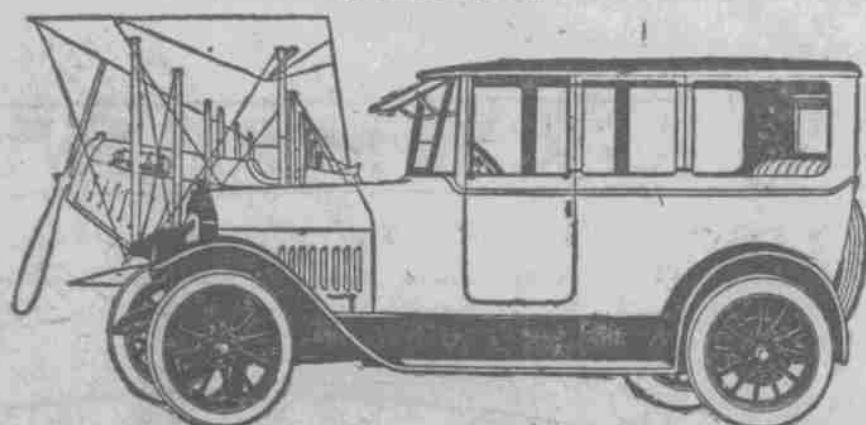
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