

OLDFIELD'S CAR, MINUS BARNEY, TO RACE MAY 31

"Golden Egg" to Be Driven in Indianapolis Classic by Roscoe Sarles of Los Angeles.

Indianapolis, Ind., May 3.—Barney Oldfield's Golden Egg, the bullet-shaped racing car in which the veteran driver won undisputed title to the world's dirt track racing championship in competition with Ralph DePalma in 1917, has been entered in the Indianapolis 500-mile Liberty Sweepstakes on May 31. The dean of racing drivers will not be at the wheel, however, having delegated this honor to Roscoe Sarles, a youthful Los Angeles protégé of his, who made his first bid for speed fame last season. Sarles won Oldfield's confidence by capturing three firsts in four starts in Pacific coast events, driving a clever race throughout. In the fourth race Sarles deliberately wrecked his machine to keep from running over a reckless spectator who had wandered on the course. Sarles made his debut in the racing game as mechanic and relief driver for Louis Chevrolet, a past master at transforming novices into expert drivers. In Oldfield's opinion he is the most promising young driver in the world today, with every chance, barring accidents, of developing into a world's speed king. After Oldfield made his deal with Sarles, he commissioned Sarles and his mechanic-chauffeur, Wardo Stein, to take the car into Harry Miller's shops in Los Angeles and rebuild it.

Aeroplane Principles Are Adapted to the Cole Eight



By adapting to the eight-cylinder car, principles of design and construction developed to give the aeroplane a higher state of automotive efficiency, the Cole Motor Car company has made for itself a new and distinctive niche in the industry. This advanced style of engineering, as found in the Cole Aero-Eight, is known as aero-type construction.

When the Cole Aero-Eight was first introduced 18 months ago its builders made no positive claims for it. Confident of its merit themselves, they elected to wait until it had proved itself.

Now, after a year in which the Cole Aero-Eights, in the hands of owners, have undergone every conceivable test, the judgment of Cole's engineers has been established. They not only have proved that the principles in design and construction accentuated by the development of the aircraft can be adapted to the automobile, but that the principles thus adapted have enabled them to attain a new height of perfection in motor cars.

In building the Cole Aero-Eight, Cole engineers have adopted aeroplane principles in the design and construction of motor, chassis and body.

The motor is remarkable for its

simplicity and accessibility. It develops 80 horsepower, and is capable of greater speed than even extreme driving demands. The frame and body are fashioned after the aircraft. The various parts of the frame and body coordinate to form a perfect balance. The motor is so suspended and the body is so mounted as to maintain that balance throughout the car. This has been accomplished by exhaustive study, close measurements, careful planning and exacting tests. The design of the body is distinctly aero-type. The radiator has been enlarged to give it the massive appearance of the aircraft and to obtain the proper cowling effect. The front compartment of the car reminds one of a double-seated cockpit.

Lieut. Klein First Officer to Enter Indianapolis Race

Indianapolis, Ind., May 3.—Lieut. Arthur H. Klein is the first American army officer to enter the 500-mile Liberty Sweepstakes race at Indianapolis, May 31. The appearance of this overseas veteran on the big brick oval will not be his debut, as he was a competitor in the 1914 and 1915 five-century events.

In his first appearance in the Indianapolis classic, five years ago, Lieut. Klein's King was painted maize and blue, the state of Michigan's colors. This time he will again have Michigan colors, in that he will carry the emblem and the hopes of the Detroit Automobile club, of which he is a member. His car will not be of the "made-in-Michigan" variety, but will be one of the Grand Prix Peugeot. The car is a mate to the one in which Dario Resta rode to victory in the 1916 A. A. A. championship and also to the one that Jules Goux, the Frenchman who won the 1913 event, will drive on May 31. It has turned some of the fastest miles in the history of speedway racing in America.

Lieutenant Klein's entry is made by Frank P. Book, the Detroit millionaire who backed Ralph DePalma in his campaign in 1916. When the armistice was signed and Indianapolis announced that it would revive its famous races, Book sought Capt. Eddie Rickenbacker, the American "ace of aces," to drive this car. Captain "Rick," however, crossed Book when he announced that he would not compete in the season's speed contests. Being determined that an American officer, who had been overseas service, should drive his French car, the Detroitier closed his deal with Lieutenant Klein, as soon as he had landed in this country and obtained his release from the army.

HUDSON MARKS AUTO EPOCH IN ITS LATEST CAR

Super Six Shows the Latest Development in Motor Builders' Art, Says Guy L. Smith.

"In beauty, comfort and design the new Hudson Super-Six, which has just been announced, represents the highest type of automobile perfection," said Guy L. Smith.

"Built by practically the same engineers who turned out the first Hudson just 10 years ago, it embodies the results of a decade of successful achievement and the experience gained in countless endurance tests as well as in the hands of more than 100,000 owners."

"The announcement four years ago of the first Hudson Super-Six, in which, by the use of an exclusive principle in engine design, 72 per cent greater horse power was produced without any increase in motor weight, marked a new epoch in automobile engineering."

"To demonstrate conclusively the endurance gained through this principle, which eliminated destructive vibration, the Hudson Super-Six was submitted to every possible test and in a few months captured more records than have ever been held by any other car."

"It was a Hudson Super-Six that covered 1819 miles in 24 hours and that made a mile at Daytona in 35.11 seconds or at the rate of 102.53 miles per hour."

"It was a Hudson Super-Six that conquered Pike's Peak in 18 minutes, 24 seconds—a record that still stands. It was also a Hudson Super-Six seven-passenger touring car that made the trip from San Francisco to New York and return in 10 days and 21 hours, another record that has never been approached."

"In the speedway contests, the Hudson Super-Sixes entered were practically stock cars in every respect, as it was the aim of the makers to prove endurance rather than mere speed. But, despite this handicap, they conquered the finest racing machines—the world has ever seen, setting new records for both consistency and endurance."

Clutch Spinning.

Clutch spinning is often due to excessive friction in the spring thrust bearing, though sometimes faulty alignment of the flywheel and clutch cone prevent the engaging surfaces from entirely clearing each other. A bent clutch shaft might also cause this trouble.

Overland Makes World's Record in a Non-Stop Run



America's thrift car, the Overland model 90, has just established a world's record for a non-stop run with the gears sealed in high. The car was driven over the route around Oklahoma City, Okla., for seven days. In the 168 hours of continuous running, the car covered 4,370.1 miles. That exceeds the next best record which had stood since 1916 by nearly 200 miles.

The remarkable feature of the run was that in making this distance equal to a trip from New York to Los Angeles and back to Oklahoma without change of gear or engine stop, the Overland drivers averaged 62.4 miles a day. The gasoline used averaged 20.66 miles for each gallon. It was a gasoline of 59 test. The previous American Automobile association record for a 24-hour non-stop run was 587 miles.

The run was held by Dick Carhart of the Carhart Motor company of Oklahoma City, Overland and Wil-

lys-Knight dealers. The car was run on dirt roads more than half the time and the rest of the run was on rough boulder stretches and the poor pavements of the suburbs of that Oklahoma city. The capuretor was never adjusted; nor a spark plug replaced. There were but three punctures.

During the seven days of continuous driving, the Overland encountered two days of hard driving rain and from 12 to 15 hours of each 24 were spent in the traffic of the city. Four drivers were used, working in four shifts.

The trip started when the automobile, officially sealed and inspected, rolled forward from the desk of the Le Huckins hotel, through the door and down the steps into the street. The car finished its remarkable economy run by pulling up in front of the hotel desk. There the motor was stopped for the first time in seven days.

Chevrolet Climbs Hill for Record at North Platte

The hill climbing ability of Chevrolet cars was clearly demonstrated last week during the North Platte auto show. About four miles south of town is a trail that cannot even be called a road, although it is supposed to be one. To settle an argument one of the new FB Chevrolet models was taken out and it climbed this hill easily with four passengers.

It is said in North Platte that previous to this Chevrolet performance only one other car had been able to negotiate this hill and it was never able to accomplish the feat with more than two passengers. The new Chevrolet models have made a wonderful record as hill climbers.

Missing.

When missing occurs in one cylinder at slow speed, while the firing is all right when the speed is raised, it is a pretty good guess that the fault lies in too wide a spark gap in the plug of that cylinder.

Rainy Weather Leads Cole Men to Develop City Field

Lou Traynor, of the Traynor Automobile company, representing the Cole Motor Car company of Indianapolis, feels that the rainy weather has been a good thing for his organization inasmuch as it has forced the men to develop the Omaha proper field.

Now that they have gone into the Omaha situation extensively, they are thoroughly convinced that the field is almost unlimited. Since the automobile show they have put 18 cars on the streets of Omaha and are still going strong on their prospect list.

Ball Bearing Care.

Few owners pay the attention to the ball bearings that these latter deserve. They usually wait until the garage man calls attention to the injury done by breakage. At least once in six months ball bearings should be inspected, the rough or worn balls replaced with perfect ones and the ball run filled with graphite grease.

A Little Square of Canvas.
Few car owners realize what a convenient accessory is a little square of canvas, about 18 inches over all. It saves the knees of the trousers when you have to kneel to get at some inaccessible part. It keeps the jack from slipping on snow or ice. It keeps the inner tube out of the dust when this part is

being inserted by the roadside. It will serve to strain gasoline through, it will protect the hand in handling hot parts and finally it will make an emergency inside blowout patch. And with it takes up practically no room in the tool box.
See Want Ads pay big profits to the people who read them.



Nebraska Storage Battery Co.
20TH AND HARNEY STREETS



Willard Service and You

It's for you that the Willard Service Stations are maintained.

It's for you that the Willard 90-day insurance plan was worked out.

It's for you that the Willard Service and Adjustment Policies you'll see in every Willard Service Station were drafted.

The meaning of Willard Service to you as a car owner is given in the booklet, "Willard Service and You." Ask for a copy next time you come in. Ask also to have your battery tested with a hydrometer so that you can be sure you have been keeping it properly charged.



Plowing With a Two Bottom Oliver.

The Nash Attachment

converts any Ford Car into a powerful tractor that does the work of four horses equally well on FIELD or ROAD. A fourteen-gallon self-circulating COOLING SYSTEM prevents engine heating. The V-SHAPED FRAME eliminates any strain on the car. CHANGE OF SPEED from 2 1/2 to 10 miles an hour made by changing two sprockets. Bolster attachment. Price \$300 complete. Good territory open for distributors. Send for literature.

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A BIG TOURING CAR FOR FIVE PEOPLE



Consider the many ways Saxon "Six" excels

It is not in one way alone that Saxon "Six" surpasses other cars.

In every phase of performance you'll find it matchless.

In pulling power on hills and through heavy going, in high-gear work, and in acceleration it duplicates the ability of costly cars.

By constant betterment the power-flow has been made smoother and more supple than ever before.

And in achieving this continuous power-flow, vibration has been virtually eliminated.

So that now Saxon "Six" has longer life—a greater period in which its efficiency remains unimpaired through wear.

As nearly as can be estimated its endurance is somewhere around 20% greater than any other car in its class.

And the economy of Saxon "Six" in gasoline has kept pace with its other abilities.

206 stock model Saxon "Sixes" recently ran 300 miles apiece without stopping and averaged 23.5 miles per gallon of gasoline.

Judging from present day sales it will be hard to get prompt deliveries on Saxon "Sixes" before long. For the demand is practically abreast of production now.

So we urge you to come in at once.

Saxon is \$1,195 f. o. b. Detroit.

Dealers—We have a very liberal selling agreement. Ask us about it.

Noyes-Killy Motor Co., Distributors, 2666-68 Farnam St., Omaha, Neb.

TRUCK SERVICE

Do you realize the importance of purchasing only that truck from which you will get the right kind of service?

You get this service when you buy a Packard Truck

FIRST because of the long life of the truck. (There are lots of Packard Trucks that have run 75,000 miles.)

SECOND because of the fact that a Packard Truck, with proper care, will be on the road the greatest number of days during the year.

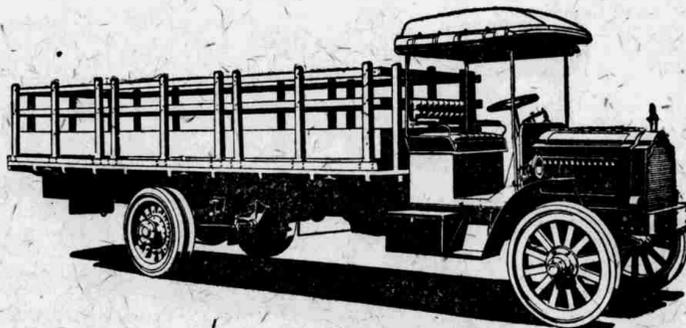
THIRD because of the dealer back of the Truck. The Packard-Omaha Company (an organization of factory trained men) are now ready to give you the service that keeps trucks running. We carry an adequate supply of parts and have a shop that is up-to-date and properly equipped, and have an experienced corps of mechanics.

FOURTH because of the factory back of the Truck. The Packard factory has been making Trucks for fourteen years. They back up the dealer with several million dollars worth of stock, which is manufactured in their own factory under the supervision of men who have been trained for years in this particular work.

We offer you the services of Transportation Engineers who will gladly analyze your needs, and advise you not only as to whether you need a truck, but also what size units are best fitted for your business.

We offer units from 1 1/2-ton to 6 1/2-ton capacity.

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