

## NEW METHODS OF TESTING CARS FOUND BY WAR

Willis-Overland Makes Transcontinental Trips With Army Trucks Showing Dependability.

The Willis-Overland company of Toledo has this season introduced new methods for testing automobiles which are a direct development of war experience. Realizing that the modern motor car must successfully meet the most extreme riding conditions, the Willis-Overland company planned and carried out the idea of subjecting the new light weight car the company has been developing for two years, and which, it is understood, will soon be on the market, to tests which would parallel the rough and ready use motor cars in the war zone daily received. For these tests unusual "breaking machines" have been rigged up and used in the factory, and the cars have been sent into rough, untraveled country for most gruelling road performance.

**Shows Stamina.**  
In the preliminary tests, the new Overland car showed stamina and riding qualities so remarkable that the car was selected as the official scout car in the first transcontinental test trip of the United States motor transport corps, which started at Washington, D. C., on July 7th, and is expected to arrive about September 7 in San Francisco. The route being followed by the motor transport corps is that of the Lincoln highway.

This transcontinental trip has been undertaken to establish and demonstrate the possibilities of the motor vehicle as a factor in coast-to-coast transportation. It is to serve as a supreme test of the utility and dependability of the modern motor vehicle.

With the army trucks participating in this convoy are three of the new light Overland cars, which will be put on the market this season by the Willis-Overland company. The cars on this tour, according to report, are making a record for comfortable riding qualities, roadability and all-around utility. The Overland company makes no disclosure as to price or date of the public announcement of the new car, except to say the car will be moderate in price and will soon be delivered to dealers.

## Kopac Brothers to Buy Large Ranch to Work With Modern Tractors

Three of the Kopac Brothers, Edward, John and Emil, left Saturday for western Nebraska for the purpose of purchasing what will be known as a tractor ranch. The plan is to buy a tract of land either 1,000 or 2,000 acres in area and work it entirely with tractors. Emerson tractors will be used on this ranch.

## New Hudson Phaeton Here



"Although the supreme endurance of the Hudson Super-Six has been proved from Daytona to Pike's Peak, and by more than 60,000 owners, the limitation of its possibilities has never been reached," said Guy L. Smith. "The Hudson compensated crankshaft motor which, by eliminating destructive vibration, gave a tremendous increase in power with a decrease in weight, has almost revolutionized motor car design in the past three years. "The sensational performance of the Super-Six halted the tendency to obtain more power by the build-

ing of motors of excessive size with a corresponding weight of frame, wheels, springs and chassis to withstand the vibration and shock. But the wonderful records made by the Hudson still stand, never having been equaled by any other car. "The endurance of the Super-Six was proved beyond question when a fully equipped stock car with driver and passengers was sent for 100 miles at a speed of 74.67 miles an hour. Then came the smashing of the transcontinental record when the Hudson Super-Six beat the best previous time by 14 hours and 59 minutes."

## Marmon Car Shows Remarkable Mileage on Two Round Trips

To make two round trip transcontinental runs from Seattle east, besides three round trips from Seattle to southern California might seem a good travel record for a motorist to establish in two or three years, but A. H. Gould, a lumber magnate of Seattle, condensed all this into 15 months, with his Marmon 34 roadster, and is now in Yellowstone park homeward bound on his second round trip across the map. The first long tour he made extended clear to Maine and back, the present one to the middle west. The speedometer of the Marmon 34 registered 35,744 miles when the Goulds reached the Marmon factory, Indianapolis, a short time ago, on their way east after just 14 months of travel. With the homeward bound travel of at least 2,500 miles the register will show 38,244 miles, an average of more than 2,500 miles per month.

**Battery Connector.**  
A very convenient battery connector may be made from a piece of heavy steel coil spring. The spring wire at each end is fashioned into a hook and these are slipped into the battery posts, the tension of the spring insuring perfect contact.

## New Branch Manager of Pennsylvania Tires for Omaha



Dan McAvoy

The Pennsylvania Rubber company of Jeannette, Pa. announces the promotion of one of its former salesmen, Dan McAvoy to the po-

sition of manager of the Omaha branch. Mr. McAvoy has been a very successful salesman and is widely known throughout the states of Nebraska and Iowa in the tire game. It will be a pleasure for his many friends in and out of the tire business to know of his recent promotion.

## Cole Aero Eight Has Record of 375 Miles for Run in Mountains

Three hundred and seventy-five miles over roads which led to the peaks of the Cascade mountains, constitute a day's sightseeing trip made recently in a Cole Aero Eight by W. E. Kershaw of the Bell-Wyman company, distributor for the Cole Motor Car company at Yakima, Wash., and a party of friends. Details of the tour have just been received at the offices of the Cole Motor Car company in Indianapolis. The distance on the return journey was 193 miles, making a total of 375 miles for the single day's trip. The ease with which the Cole Aero Eight negotiated the steep mountain grades occasioned much comment among Mr. Kershaw's guests, all of whom are experienced automobile men. The car's remarkable reserve power, which enabled it to leap from a conservative to the maximum speed permitted by safe-

ty, was demonstrated frequently during the journey to the evident interest of the passengers.

**Socket Wrench Aids.**  
A valuable addition to the socket wrench set is an elbow extension to

be used in horizontal work on the bench when only one hand is free. Another smaller aid is a bench holder with a flattened end, drilled so that it may be served to the edge of the bench or held in the vise as necessity dictates.

## UNIVERSAL DOUBLE TREAD TIRES At Big Saving

**INNER TUBE FREE With Every Tire**

These tires are made to give service. The material is carefully selected, carefully blended, made practically puncture proof and will wear like iron. In some instances our customers get from 7000 to 8000 miles out of them. Remember you get a brand new perfection inner tube with every tire ordered.

30x3 1/2	32x4	34x4 1/2
30x4	32x4 1/2	34x4
32x3 1/2	32x4 1/4	34x4 1/4
32x4 1/4	32x4 1/2	34x4 1/2
32x4 1/2	32x4 3/4	34x4 3/4
32x4 3/4	32x4 1/2	34x4 1/2

**RELINER FREE WITH EVERY TIRE**

Orders shipped same day received. In ordering, state whether S. S. Clincher, plain or non-skid required. Send \$2.00 deposit for each tire, balance C. O. D., subject to examination, 5% special discount if full amount accompanies order.

**UNIVERSAL TIRE & RUBBER CO.** West 21st Street Chicago, Ill.

## TRUCK TIRE TIPS

(Note: This is No. 1 of a series of eight lessons in the care of solid truck tires prepared by the B. F. Goodrich Rubber company, Akron, O.)

Of all possible abuses to solid motor truck tires overloading is the most disastrous. A piece of properly vulcanized rubber may be compressed within certain limits, and when it is released will spring back into its original size and shape. The first time it is compressed beyond its power of resistance, however, the rubber will break down. It is evident, therefore, that solid tires are destroyed not only by continual overloading, but by overloading them once. Truck owners should make sure that their truck is equipped with tires sufficiently large to take care of the greatest load the truck will be subjected to. There is only one way to determine the actual weight of a truck, that is to run it on scales, both with and without load, and to find out not only the weight, but also the weight carried on each axle. Tires with which one pair of wheels is equipped may often be overloaded while the tires on the other pair are not carrying their full proportion of the load. Trucks are frequently loaded so that heavy articles are piled near the tailboard, while the forefront of the body carries little or nothing. In such cases the rear tires are usually found to be carrying an overload, although the total load is well within the truck's capacity. The same condition is met with when heavy material, such as lumber, pipe, etc., is allowed to project over the tailboard and, when the truck is in motion, to exert a crushing leverage which is ruinous to the tires. There is only one solution to the overload problem and that is the "ounce of prevention."

**New York Lubricating Oil Firm Shows Big Increases**  
When a new concern comes into Omaha, or rather an old concern starts a new branch here in Omaha and increases its business in three months 82 1/2 per cent it speaks well for both Omaha and the goods that firm is selling. This is the report of W. M. Grotty, Nebraska representative of the makers of Monogram oils and greases with headquarters in Omaha. Grotty has been with the concern practically all his life and was sent here from Chicago about three months ago to open the branch office. "Omaha is O. K.," says Grotty, who is quite elated over his success and the future outlook. "It is almost as good as the 'old sod,'" he added with a smile, the whole-hearted kind of a smile of all those who come from the Emerald Isle. Opportunity knocks at your door every time you read Bee Want Ads.

There's a Touch of Tomorrow



in All That Cole Does Today

# The Vital Importance of What is to Be

THE Delphian oracle exercised its mighty influence over the ancient Greeks, not because it interpreted what had happened—but because it prophesied what was to come.

In this day and age, there's nothing more obsolete than yesterday's newspaper, but there's always a crowd around a bulletin board!

The world moves irresistibly forward—onward. There's no standing still. Those who do not progress fall behind.

What is to be—not what has been—commands

our attention. Interest centers in the future—not in the past.

For ten years the career of the Cole has been characterized by big undertakings.

It was one of the first two American-built eight-cylinder cars. It was the first automobile to which the principles of aertype construction were applied.

But, if the Cole company had stopped there—if it had not built a structure for future achievement on this foundation of past accomplishment, it could not have progressed.

## Cole's Latest Creations Herald Future Progress

COLE contributions have been significant. Season after season, year after year, they have given the motoring world things that were new, original and a bit in advance of the times.

The Aero-EIGHT was the sponsor of a new fashion in motor cars. The open models came as a complete innovation in body designing and performance efficiency.

The new Aero-EIGHT all-season cars, which have just appeared, are, likewise, exclusively new and advanced conceptions. Their flush panel construction is an advantageous and pleasing departure in coach building.

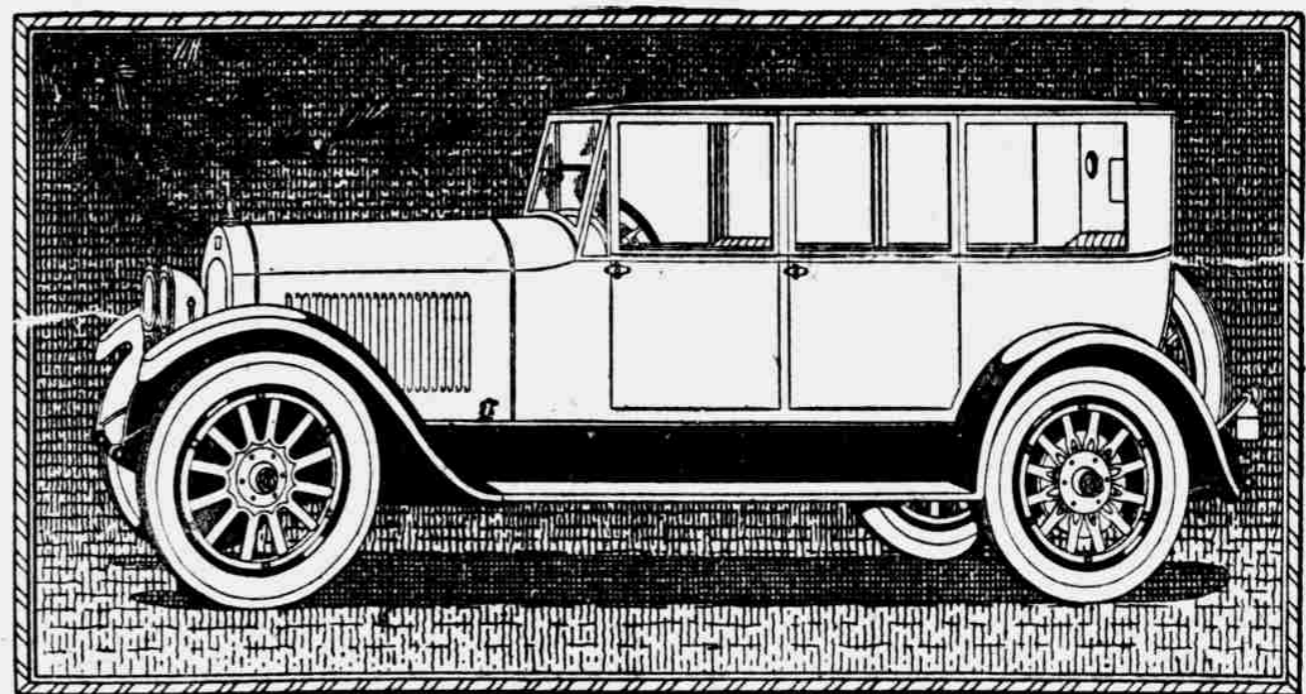
Their restful comfort, their easy riding qualities, their wide range of performance is not to be compared with any previous attainment in the development of enclosed equipages.

The vacuum, full-vision windshield of the Tourosine and Toursedan, is a significant improvement.

The care and taste evidenced in the exterior finish, the selection of the velvety fabrics within, and the completeness and dignity of the minor refinements with which the Aero-EIGHT all-season cars are adorned, bespeak the fine workmanship they embody.

Inspired by a single aim—to anticipate the trend of the future and be the first to give it tangible expression—Cole is now universally recognized as the creator of advanced motor cars.

That is why—when a distinctively new type of car appears—the public anticipates finding the Cole nameplate on it.



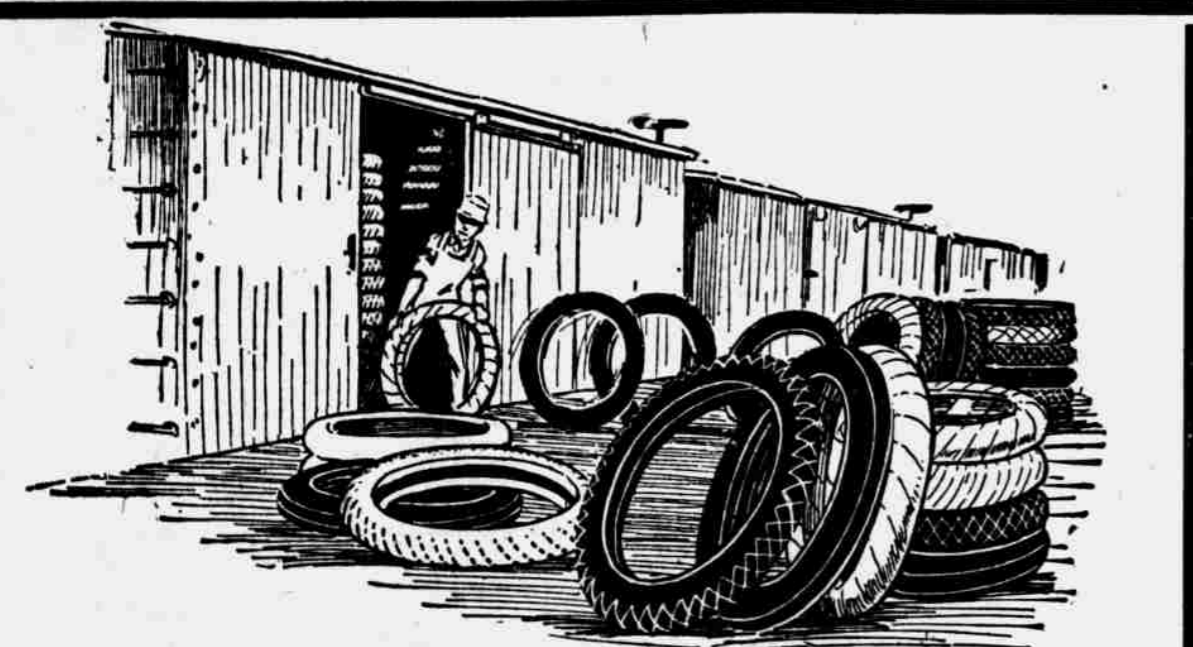
Prompt Deliveries Assured—Prices Guaranteed Against Reduction in 1919

DeBrown Auto Sales Co.  
Wholesale Distributors for Iowa and Northern Nebraska. Some Good Territory Open for Live Dealers. 2210 Farnam St., Omaha, Nebraska. 1414 Locust St., Des Moines, Iowa.

Traynor Automobile Co.  
Retail Distributors. 2210 Farnam St. Phone—Douglas 5268.

Cole Motor Car Company, Indianapolis, U.S.A.

Creators of Advanced Motor Cars



## CLEAN UP SALE OF TIRES

We have taken over the surplus stock of a large local tire distributor and in order to advertise our new location, we will put these tires out at actual cost to us.

These casings are a well-known product, guaranteed for 6,000 miles. This mileage guarantee is backed by the manufacturer, the Omaha distributor and ourselves.

The stock is limited to a few popular sized casings. If you are interested it will be necessary to take prompt action.

### LIST OF TIRES ON HAND CASINGS

30x3 1/2 Clincher, Ribbed Tread	\$15.75
30x3 1/2 Clincher, Non-Skid	16.25
34x4 Straight Side, Ribbed Tread	27.00
34x4 1/2 Straight Side, Non-Skid	36.75
36x4 1/2 Straight Side, Non-Skid	38.50

TUBES		TUBES	
32x3 1/2 Grey Tubes	\$2.50	30x3 Red Tubes	\$2.25
34x3 1/2 Grey Tubes	2.65	30x3 1/2 Red Tubes	2.60
31x4 Grey Tubes	3.15	32x3 1/2 Red Tubes	2.75
34x4 1/2 Grey Tubes	4.15	31x4 Red Tubes	3.50
33x4 Grey Tubes	3.35	32x4 Red Tubes	3.70
35x4 1/2 Grey Tubes	4.30	34x4 Red Tubes	3.85
36x4 1/2 Grey Tubes	4.45	34x4 1/2 Red Tubes	4.50

Sale Will Be Held On

# MONDAY, AUGUST 25

At Our New Location.

## WAGNER BROS. COMPANY

1210 Jackson St.—Omaha—Phone Doug. 1232.  
Full Line of Farm Machinery and Everything for the Farm.