

ALL MOTORISTS SHOULD BELONG TO THE GOWAGS

Before Starting on Journey There Are Certain Things That Should Be Attended To.

Every motorist is either a "Gowag" or a "Goiwag"—and the "Gowags" think they have something on the "Goiwags."

"Are you a Gowag?"

Two motorists were talking in the rooms of the Automobile Club of America in New York City one afternoon recently and the elder pronounced this question to the younger.

"Am I a what?"

"I said a Gowag. The word is very useful. I will take all the credit for inventing it. I was on a trip recently and I found that at the end of each day's run there were certain things that I ought to think of, to attend to, and every now and then I found myself forgetting one or two of these things. So I hit upon the idea of devising a word made up of the initial letters of the five things that I ought to think of each day. These were as follows:

"G for gasoline. Of course, I had to see that the tank was replenished.

"O for oil. The car has simply got to have an abundance of oil, and it must be the right kind.

Engine Thirsty.

"W for water. The engine has a thirst, especially in these dry days.

"A for air. The tires must be inflated to the correct air pressure. Ten miles on tires underinflated may take hundreds of miles off of the end of their lives.

"G for grease. At the end of each day's run I must turn certain grease cups one complete turn or more, otherwise I shall have squeaks in my springs and other troubles."

"That is a great idea," said the other man, "and I can see that in making the word Gowag you have given the five points in what seems to me the proper order of importance—but, say, you have left out one thing that bothered me like blazes on my last trip, and I think you ought to put it right after gasoline and oil. It is ignition."

"Well, that would make a new word, 'Goiwag.'"

Battery Discharges.

"Yes," said the younger man, "and I can tell you that with a battery ignition system, such as I have, you cannot be too careful that your contact points are properly cleaned and adjusted, that there is no short circuit in the wiring, that you have an ample supply of good fuses and that everything is wired up properly. I started on my last trip with my battery discharging instead of charging and did not notice it until I had nearly wrecked it with the constant strain of ignition service."

The older man laughed heartily: "Don't you think that because you have added one letter to my word that every motorist has to use your revision of it any more than we all have to agree to every revised version of the league of nations pact. I don't need to be a Goiwag, because my ignition never gives me any trouble. I have a magneto and I never have to look at it nor even remember that it is on the car."

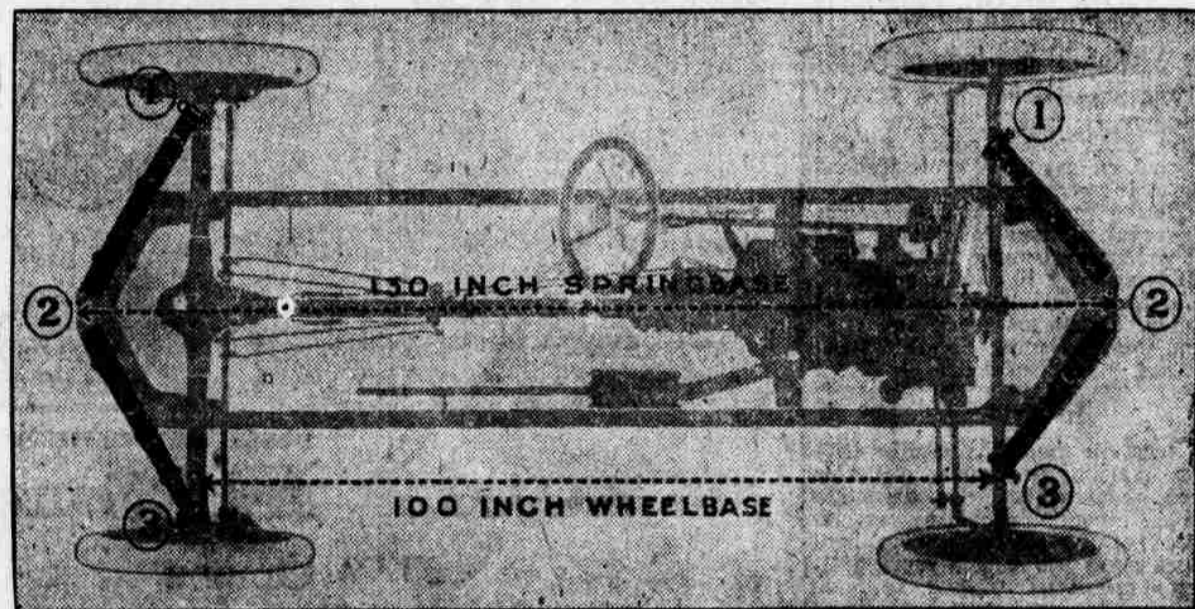
The younger man was forced to admit that the "Gowag" had something to be said for it, but even at that he was glad to have acquired a new word in his vocabulary, of which the memory principle would help him at the end of each day's run to be sure that he did not overlook anything and to give proper attention to the important features of gasoline, oil, ignition, water, air and grease.

The Alley Garage



MACK JUST HAPPENED TO SAUNTER INSIDE TO SEE IF HE COULD FIND OUT WHAT CAUSED THAT LUMP ON JOE'S HIP.

"Overland 4" After Two Years of Actual Demonstration Is Officially Announced



Willys-Overland Asserts Springs Are Greatest Improvement in Motor Car Since Pneumatic Tires.

Overland 4, the new car of lightweight construction for which the public has been waiting since its introduction was first rumored at the automobile shows about two years ago, is now on exhibition in Omaha at the salesrooms of the Van Brunt Automobile company.

The men and women who inspected the Overland 4 were representative of the visitors to Overland salesrooms in a thousand cities,

towns, and hamlets of the United States. The company's dealers, from Maine to California, and from Washington to Florida, now have on display one or more of the new models described as embodying "the greatest improvement in riding comfort since the introduction of pneumatic tires."

New Type of Springs.

This improvement is the use of three point suspension springs. Unusually graceful in body design, Overland 4 makes a splendid impression on the visitor. It was this new spring suspension, however, which absorbed motorist attention at the salesrooms. It is a combination of two principles that have been used to greatest advantage in automobile construction: First, that of cantilever springs; second, the flexible three-point construction.

The luxurious riding comfort these springs furnish the car was immediately understood and appreciated. It is this feature which gives the new Overland car, designed for light weight, that degree of riding comfort and security hitherto possible only in high-priced, heavier cars.

The actual creation of Overland 4 began more than two years ago. The last two years have been devoted to testing and perfecting each part of the car. Back of its development stand 10 years of successful manufacturing and engineering experience in giving the public good motor cars. For the immediate development and production of Overland 4, John N. Willys has concentrated the vast resources of the Willys-Overland company. Production will be on a scale which will assure the greatest economies in manufacturing.

Interesting Detail Features.

The motor of the Overland 4 is cast en bloc with a removable head. It has generous valve opening.

The lubricating and oiling system requires no pumps. The oil is circulated by pressure automatically created and the water is circulated by the Thermo-Syphon system or natural cooling method. No power is required of the motor to operate these systems.

The steering apparatus is of the planetary gear type with the gears at the bottom of the steering column. By this arrangement all the strain is taken at three points instead of at one.

The clutch is of the single plate type now used by 71 per cent of the motor manufacturers. The selective gear transmission has three speeds forward and reverse. It operates in oil.

The front axle is of chrome nickel steel which affords both light weight and strength. The front wheels have tapered roller bearings. The rear axle, also of chrome nickel steel, is three-quarter floating. The differential and rear wheels operate on annular ball bearings.

The car is equipped with two brakes—foot and hand. These work on 10-inch drums on each wheel and to assure safety are larger than necessity demands.

Body Is All Steel.

One of the chief aims of the builders has been to maintain the highest standard of quality throughout the car in both the material and manufacture. This has been

carried to the design and finish, the body details and the equipment.

The car has a streamline body which is entirely constructed of steel with slanting windshield. The full-crowned fenders are of heavy sheet steel. The running boards are covered with linoleum, aluminum-bound. The body and chassis are furnished in hard baked enamel. The fittings are nickel and polished aluminum.

After Eating Too Much Turkey Be Glad You're Not Chinese

Nashville, Tenn., Nov. 8.—When Thanksgiving day rolls around this year one of the things you may be thankful for is that you have never been ill in China and compelled to take the prescription of a Chinese doctor.

Dr. George W. Leavell, medical missionary at Canton, China, who is now on a leave of absence in this country, relates how a Chinese physician called in to see a very sick and wealthy patient prescribed the following, which required more than a half day to prepare:

Two ounces of salted lizards, one-half ounce of Korea ginseng root, six dried grasshoppers—three male and three female—one ounce sweet potato leaves, one ounce walnuts, one-fourth ounce lotus leaves, one-half ounce of rattlesnake tail, two ounces black dates, one-half ounce elm tree bark, one-half ounce devil fish tentacles, one-half ounce harts-horn, one-half ounce bird claws, one-half ounce dried ginger and one-half ounce old coffin nails.

This was to be boiled in a gallon of water until reduced to a great thickness and then given the patient in large quantities.

Federal Rubber's 1920 Campaign Is a New Era

The dawn of the new day in advertising has not been better heralded than in the 1920 program of the Federal Rubber company of Cudahy, Wis. In it is marked the transformation that has placed advertising on its present high plane.

The transformation has come through the advertising man himself, through his efforts to make advertising something more than the mere presentation of a product.

In a word Federal advertising has been given the setting its particular product needs. Federal tires have been given that touch in advertising that mean to the great buying public what the frame and the delicate light mean to a painter.

Use of Taps.

A tap should never be used in a core or rough hole. A heavy flat drill should be run through to take out the scale, sand or projections. Plenty of good lard should be used in cutting threads with a die. Very often a file tap is ruined when it is first used, simply because there is no oil on the work. Taps should never be used without plenty of good oil. A tap will gauge in any metal and tear off the threads unless it is kept well oiled.

FABRIKOID ON CAR IS BETTER THAN COATS OF PAINT

Material Cemented to Side Like Plys of Tire Carcass.

The E. I. Dupont interests are backing a concern known as the Dupont Fabrikoid company, which company is manufacturing a product which it is predicted will revolutionize the manner of painting bodies.

The Fabrikoid is a product very similar in finish to a fine grade of leather and is cut and cemented to the body in such a manner that it takes the place of paint.

It is impossible to scratch or mar this material in any way and the cement used sets the material in much the same manner that various plys are cemented to the carcass of a pneumatic tire.

A Cadillac roadster covered with a blue alligator finish of this material passed through Omaha last week enroute to New York City. This car is making a run from coast to coast, and after the run will be exhibited at the New York automobile show. This finish shows no wear at all so far, and, unless some accident takes place, it probably will reach New York City in as good condition as it left the city of Los Angeles.

Polished Steel.

When polished steel or iron become lustreless they may be restored with ammonia soapuds and a stiff brush. The parts are rinsed thoroughly and dried by heat. Next a copious amount of sweet oil is applied and then powdered quicklime is dusted on. The lime is permitted to stay on for two days and is then cleaned off with a stiff brush. The metal is polished with a softer brush and with soft cloths until the lustre is restored. If the lime is left on the iron or steel may be kept from rusting almost indefinitely.

Cloth Upholstery.

Cloth upholstery may best be cleaned by beating cushions and backs lightly with a stick or carpet beater, after which the accumulated dust is whisked off with a brush. Grease or oil may be removed by an application of lukewarm water and Ivory soap, applied with a woolen cloth. There are a number of new woolen cleansers which will work very well on cloth upholstery, but gasoline and benzine have a tendency to spread instead of remove dirt.

STEPHENS Salient Six

THOROUGHbred lines and snappy performance make the Stephens the favorite of men and women of the great outdoors. The zest and fire of Stephens response convey the same thrill of satisfaction as when they sink a long put!

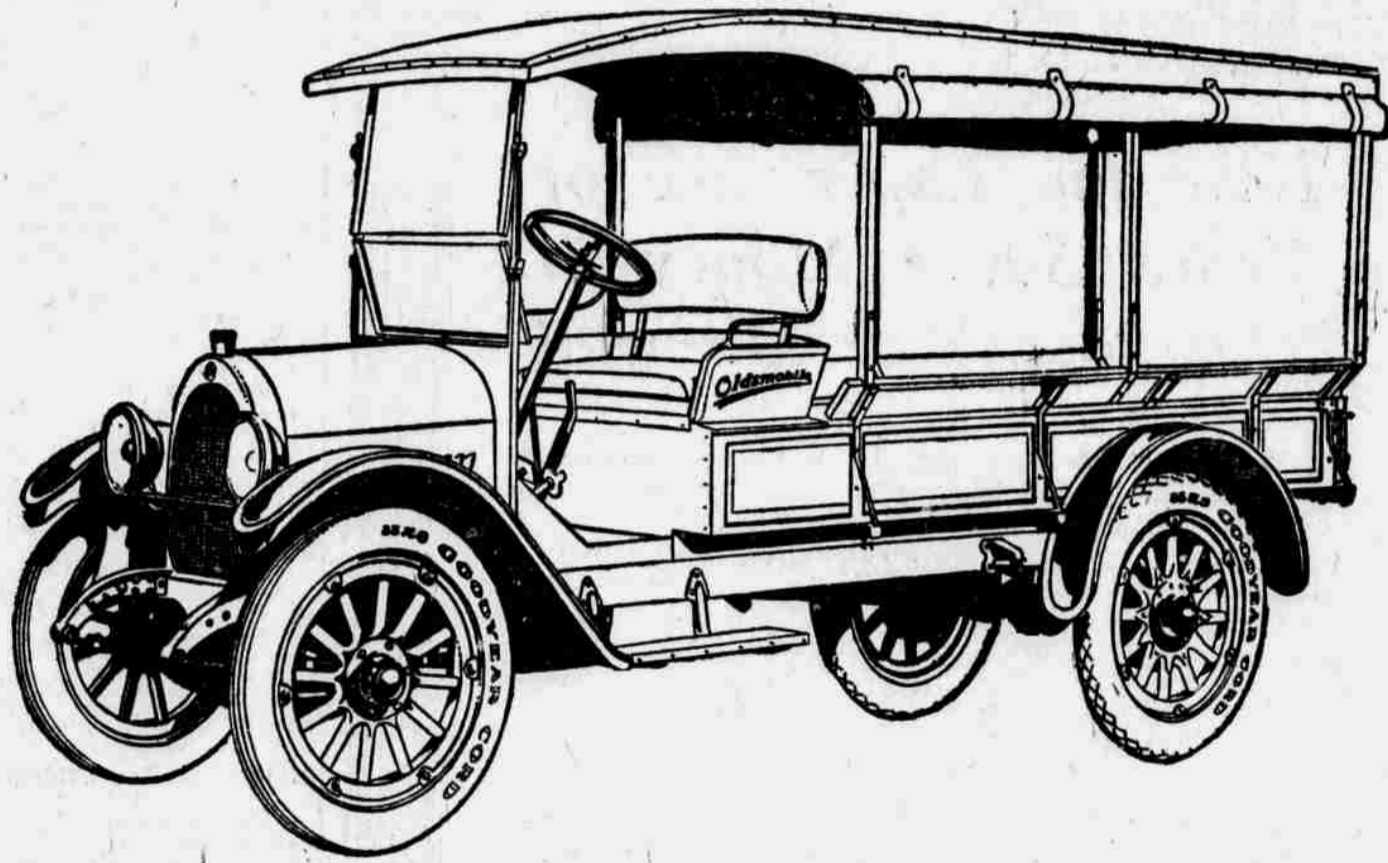
The racy lines that carry such appeal to the ardent motorist are secured in the Stephens Salient Six by combining a high, narrow radiator and gracefully tapering cowl with a long, low graceful body. The body sides are fashionably low, allowing the occupants to recline gracefully in exceeding comfort.

The finish of the car is in harmony with its ultra-smart exterior. Appointments include many things that the fastidious will appreciate. In the right hand front door is concealed a touring kit while in the left front door is placed a complete tool kit.

The new "80 Series" is now ready for inspection and demonstration.

Mid-City Motor & Supply Co.
2216-18 Farnam Street. Omaha, Nebraska.

FOR BEST RESULTS GET YOUR AD IN THE BEE TODAY.



Quick Haulage

Assuring owners and users of a remarkably low haulage cost, the Oldsmobile Economy Truck is "setting the pace" in its particular field—and that field is a very broad one.

In all lines of retail and wholesale business, in highway haulage, on the farm, and in the hands of public service institutions, the Oldsmobile Economy Truck is making good.

It is demonstrating its ability to make capacity load deliveries more speedily and economically than had before been considered possible. Is it to be wondered at, then, that Oldsmobile Truck buyers are invariably Oldsmobile enthusiasts?

Brief Specifications

- 4-cylinder Valve-in-head Motor.
- Torbenson Internal Gear-Driven Axle.
- Electric Starting, Lighting and Warning System.
- 35x5 Goodyear Pneumatic Cord Tires front and rear.
- Deep Channel Frame and Extra Long, Flexible, Semi-Elliptic Springs.

Oldsmobile Economy Truck

\$1250

Chassis f. o. b. Lansing, Mich.

Nebraska



Company

920 Locust St., Des Moines, Ia.

Chas. A. Tucker, Gen. Mgr.

2555 Farnam St. Omaha, Neb.



That Car Right Now

Tomorrow may mean an injury to your car that will necessitate a new part. Don't neglect your car. Always keep it in good condition and it will last longer and cost less.

Our experts can do any kind of repairing, adjusting or welding. We are car-buretor experts.

The Big Service Car

When you are stranded or in trouble, phone Harney 2708 during the day, or Harney 900 after 6 p. m. This will get our big service car for you.

E. R. GAVITT

REPAIR SHOP

40th and Farnam

Entrance on 40th St.