

BUT FIFTY BOLTS JOIN FIVE UNITS OF LATEST MODEL

Simplicity of Construction and Assembling Cuts Repair Expense to Minimum.

Simplification, a constantly increasing demand in these days of necessary fool-proof and trouble-proof automobiles, probably has never been realized to a greater extent than in the new Overland "Four" models of the Willys-Overland Co. to be on display at this week's Omaha auto show.

For example, there are only five units in the assembling of the entire car. There are the power plant, including clutch, transmission and universal joint; the frame and the famous three-point suspension spring unit; the rear system; the body and the dash. The entire assembly requires less than 50 bolts. The control mechanism on Overland "Four" is centered on the instrument or keyboard. There are no wires or rods or pipes attached to the body. As an illustration, the entire rear axle may be moved by the release of four bolts.

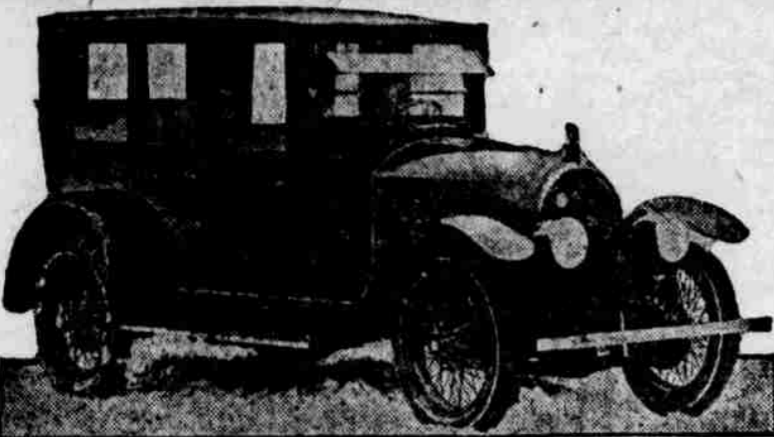
The design of Overland "Four" makes its units and parts so accessible that repairs can be made with a minimum expenditure of both time and money. But in its strides towards simplification of design, Overland "Four" has increased the protection to moving parts by proper housing. For instance, clutch, transmission and universal joint all are enclosed with the motor in a single unit. This permits lubrication of all of these units from a single oil supply and gives distinct economy in oil consumption.

This tendency towards simplification has eliminated from this model the oil and water pumps. The oil is circulated by automatic pressure and water by the thermo-siphon system, or natural cooling method. The simplified design means not only fewer parts to be manufactured and assembled, but it affords opportunity for better methods, closer inspection and generally more satisfactory results.

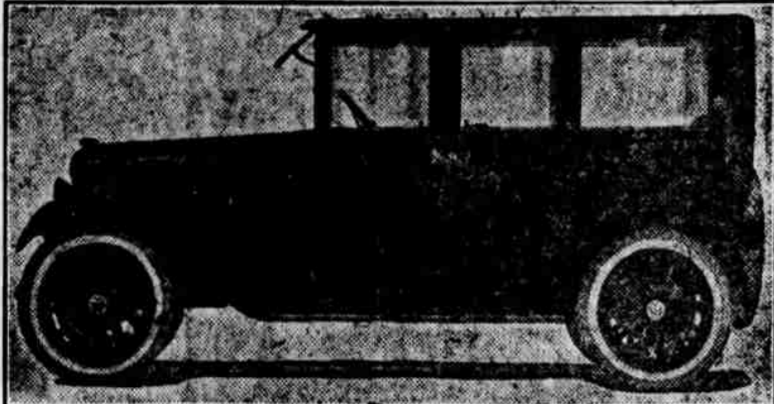
No Gas On Sunday

As a result of a brain-storm in the grand jury of Baltimore, Police Marshal Parker recently ordered enforcement to the letter of the Blue Law which forbids the sale of gasoline on the Sabbath day.

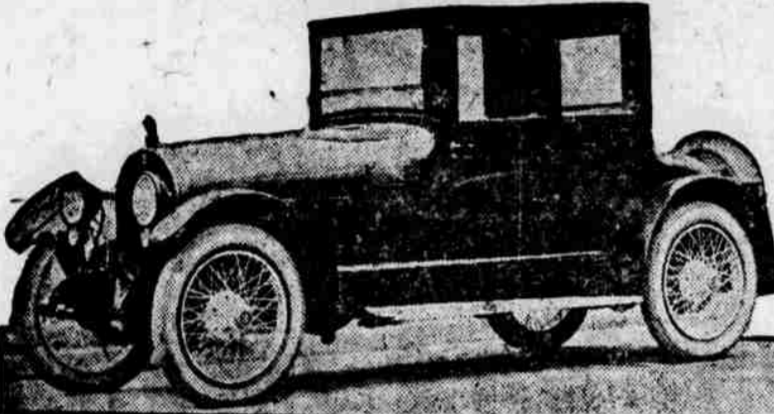
Women Prefer Closed Cars



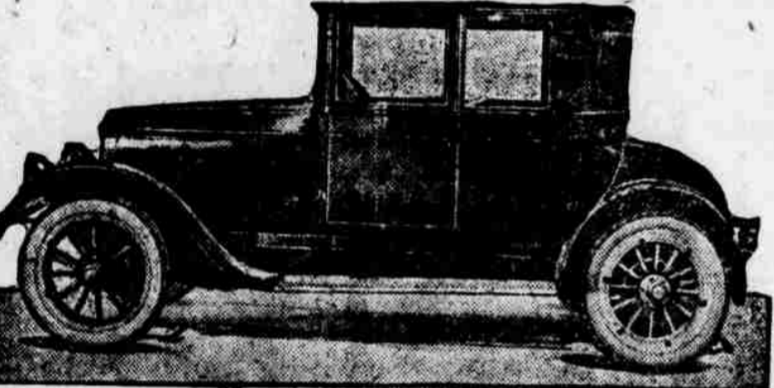
New Kissel Six-Passenger Sedan.



New Elgin All-Season Sedan.



Haynes Four-Passenger Coupe.



New Model Holmes Coupe.

SMART CARS OF LA FAYETTE CO. ARE NOT COMING

Preparations for May Production Prevent Duplication of New York Exhibit In Omaha.

Officials of the LaFayette Motors Co. of Indianapolis express regret in not being able to exhibit a LaFayette car at the Omaha show this week.

The company is preparing for production in May or June, and all available cars, including the model which attracted interest at the New York and Chicago shows, are being subjected to tests in various parts of the country. One of the designer's cars, a touring car, is running up mileage on the Indianapolis speedway.

Many Omaha motorists saw the LaFayette car at Chicago and New York shows. E. C. Howard of the LaFayette company, reports many people have asked to have their names entered on waiting lists for cars, despite the fact prices have not yet been announced.

Ninety Horse Power Engine. The LaFayette company is headed by C. W. Nash, also president of the Nash Motors company, and the car was designed by D. McCall White, famous as a designer of fine cars. The sales organization is taking shape under the direction of Vice President E. C. Howard, formerly general sales manager of the Cadillac Motor Car Co.

The eight-cylinder engine, which reflects the influence of aircraft design, is of the high-speed type, with a maximum speed of 4,000 revolutions per minute and an actual rating in excess of 90 horsepower. The bore and stroke measures 3 1/4 x 5 1/4 inches, and the cylinders, which have detachable heads and internally machined combustion chambers, are cast in two blocks of four each.

Like Smart Foreign Cars. LaFayette officials point to elimination of many engine parts hitherto considered necessary by eight-cylinder manufacturers. It is generally regarded as "something new in eight."

Closed cars will predominate the LaFayette line for 1920, including a touring sedan, smart limousine and a four-passenger coupe.

Open models will be limited to two styles—a touring car and a torpedo four-seater, the latter being distinguished by lines suggestive of high speed and resembling the swifter sport cars of England and France.

Production Figures Show Growth of Motor Industry

Passenger Car Production.			Motor Truck Production.		
Year.	Number.	Wholesale value.	Year.	Number.	Wholesale value.
1899	3,700	\$ 4,750,000	1904	411	\$ 946,947
1904	21,281	36,634,364	1911	10,655	22,292,321
1909	127,731	139,918,506	1917	128,157	220,982,668
1914	543,679	413,859,379	1918	227,250	434,168,992
1917	1,740,792	1,053,505,781	1919	305,142	408,311,585
1918	1,926,388	601,937,925			
1919	1,586,787	1,399,282,995			
Average wholesale price 1919, \$882.			Average wholesale price 1919, \$1,138.		

Car Economy a Wide Term; Many Features Must Be Considered

"When the topic of economy is discussed among a group of motorists, it is often found that only the type of economy secured by high gasoline mileage is referred to says George H. Houlston, Omaha Hupmobile branch manager. "The other factors of economy are frequently forgotten, both in purchasing or using a car."

Economy is an all-inclusive term. In its broader sense, you must consider performance, comfort and good looks of a car, when obtained at a medium price. "Sturdiness of construction and proper workmanship reduce your repair charges—in most cases an important economy feature."

"Accessibility of adjustments and lack of complicated mechanism keep your upkeep charges at a minimum—another fact to be remembered."

"The cost often takes precedence over fuel expense, and the ratio of car weight to standard tire equipment should be considered carefully by the intelligent buyer."

State and municipal road building throughout the country during the present year will cost a billion dollars, twice as much as the Panama canal.

Get Automobile and Keep Boys and Girls Back On the Farm

A certain popular song writer struck a keynote vital to the country's life some time ago when the query was sounded: "How you going to keep 'em down on the farm?" The problems involved in that phrase have assumed mountainous proportions.

The dearth of farm help and the migration of the young people of the rural communities to the cities are responsible in no small measure for the high cost of all foods and the scarcity of many heretofore abundant products of the farm. Wartime wages in the industrial centers have naturally attracted the farm hand, but behind it all lies the lure of the city, with its amusements, bright lights and greater educational opportunities.

The younger generation will not remain secluded and alone on the farm in the face of this call of the bigger world.

The motor car has accomplished more than any single agent in making farm life more enjoyable and farm folks more contented; it has extended their range of acquaintance and greatly broadened their social life. More farmers are buying cars than city dwellers; some have gone the limit in the effort to keep the family together.

NEW MODELS OF KING CARS ARE FULL OF BEAUTY

The "Limoudan" Combines Feature of Sedan and Limousine—Strong Improvements to Chassis.

For 1920 the King, represented in this territory by the Noyes-Killy company, will continue to feature four body styles, all using the same chassis. They are the touring, four-door, "Road King," and "Limoudan."

The bodies are all new designs and improvements and refinements have been made in the King chassis. The new King open bodies, with perfectly flat top body edge, smooth straight sides and high hood, stand out as individual and artistic motor equipages.

Features of Body. The Limoudan, so named because it combines features of both sedan and limousine, is distinctive, with high hood, sloping front, straight sides, sharply rounded corners and broad windows.

Usually wide crown fenders, with rear fenders hugging the wheels, blend into the body styles in an artistic manner and emphasize the style and smartness of each individual model.

Built with attention to materials, construction and workmanship, the new King bodies measure up to the high standards.

A close examination of the new King models reveals many features which will appeal to prospective owners. Each of the four body styles has inside and outside door handles, sloping windshield with tension adjusting nuts, rigid spare rim or spare wheel carrier, long gear

shift and hand brake levers and deep, soft upholstery.

Open-Body Models.

The open models are equipped with perfect fitting hand-tailored tops and the storm curtains fit snug and tight. A long narrow bevel plate glass in the back curtains of the touring and foursome models and two bevel plate glass panels in the Road-King add to the beauty of the tops.

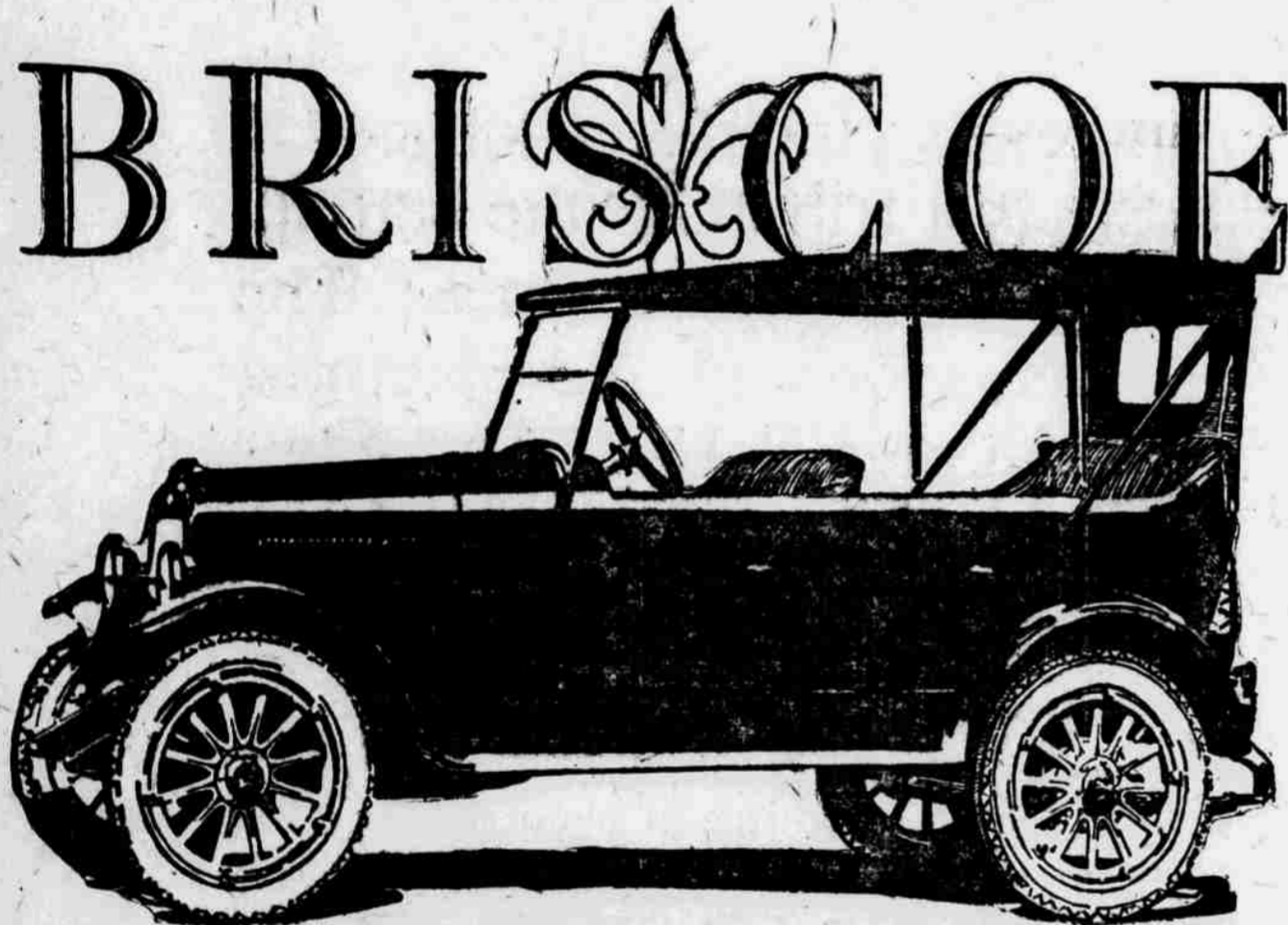
The well balanced instrument board of the new King models calls for special notice. Between an eight-day clock and a Van Sicken speedometer there is a hinged panel carrying light switches, ignition lock, ammeter and dash light. This panel, Yale locked at top, is the cover plate of a small cabinet containing the fuse block and wiring terminals. This arrangement protects them from moisture and while accessible to driver it also prevents anyone from tampering with the electrical connections.

Chief among the mechanical improvements in the King chassis are long front and rear springs, large tubular front cross member, longer torque arm and a specially designed rear cross frame member which adds to the rigidity of the whole chassis, makes a solid mounting for the carrier, securely fastens the ends of rear fenders and acts as a protection for the gasoline tank.

Some Combination

The New York Sun says that in Guatemala there is no private garage problem. Motorists have eliminated the private garage by making the front hallway of the house, about where you would expect the umbrella stand and the hatrack to be, a combination of front door, front yard and garage. The fact was revealed through a letter from a car importer in Central America to an automobile manufacturer, in which he emphasizes that "It is necessary to know the size of the cars to find out whether they could easily enter the hall."

Here's hoping they sleep with the windows open in Guatemala.—Motor Life.



At Auto Show Space J Annex

HERE! The 1920 Briscoe!

Every Refinement; Every Convenience; Every Comfort; and Economy As Well

A superb example of the famous Briscoe principle that the car at a moderate price may even surpass in appearance its more costly companions.

Mechanically, too, it is matchless. You will be especially interested in the straight-line drive, with the exclusive Briscoe centering device that absolutely prevents whipping of the drive-shaft.

The Leader of Light-Weight Cars

You've noticed how everybody is talking light weight this season. The remarkable gasoline and tire mileage of cars like the Briscoe has forced every manufacturer to strive for weight reduction.

Briscoe, as you know, has always been light in weight. The 1920 Briscoe merely carries this feature a step further, and once again emphasizes Briscoe supremacy.

The Famous Briscoe Power-Plant, Too

Perhaps no single automobile product has achieved greater fame than the compact, sturdy efficient Briscoe motor, with its smooth, steady flow of power under all conditions and exceptionally low gasoline consumption.

The mileage records of thousands of Briscoe owners form an astonishing array of performance proof.

Open House All Week

Come in, all you lovers of fine motor cars, and study this model of beauty, comfort, staunchness and economy. You'll be as delighted with it as we are.

BRISCOE MOTOR CORPORATION. JACKSON. MICHIGAN

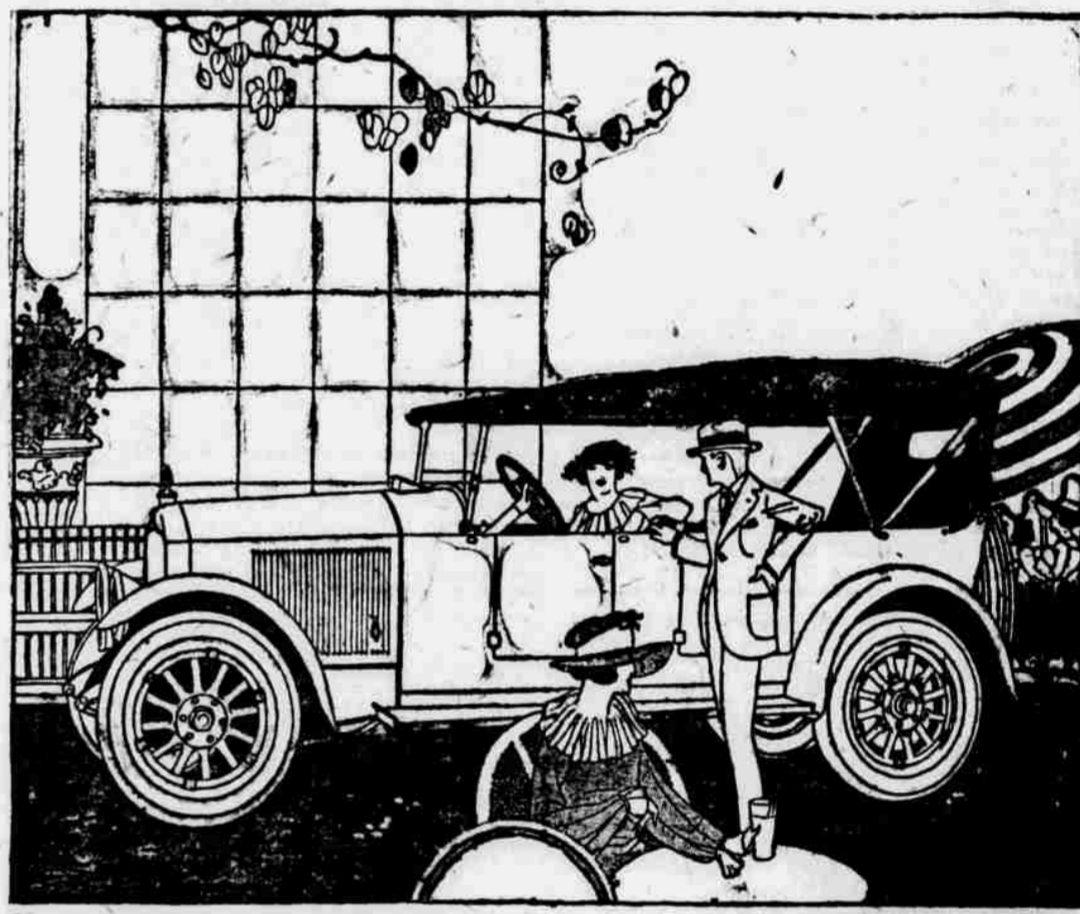
BIXBY MOTOR CO.

1803 St Marys Avenue

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Tyler 792

The Leader of Light-Weight Cars



NATIONAL SEXTET SEVEN-PASSENGER TOURING CAR

The National Sextet At the Show

A new and finer National will be on exhibition at the Auto Show—the Sextet, a car which we believe to be the best we have ever produced. We urge that you set aside definitely a few minutes of your time, sufficient to learn the merits and see the beauty of this new car.

Note the refreshingly new design, the lithe low-hung lines, the daring distinctiveness and individuality of the front fenders, and the high, rounding hood.

Likewise examine the engine, note the extreme simplicity of a power-plant so well constructed and durable that we deem it the finest that has ever borne the National name.

Then note those refinements that go to make a high-powered, sturdy car altogether satisfactory.

There are lock-fitted cubby holes in the walnut paneling of the tonneau compartment, a hooded ventilator on the cowl, a motor light for night inspection, dual headlamps of unique design, a built-in tool kit in the left front door, a transmission theft-lock, and a host of other niceties that please—in the National Sextet.

Then—because seeing isn't enough—make arrangements to ride in it, and sit deep in great soft cushions while enjoying the satisfaction that only the best in motor cars can yield.

THE NATIONAL SEXTET IS BUILT IN FIVE CUSTOM BODY STYLES

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