

TO MAKE BROADER PLANS FOR MOTOR TRUCK TEST RUN

Manufacturers of Commercial
Vehicles Encourage Man-
agers of National Re-
liability Contest.

During the national motor truck shows at New York and at Chicago the manufacturers of commercial vehicles met the managers of the First National Motor Truck Reliability contest and gave them every encouragement to go ahead on even broader plans than had been contemplated. In fact, indications point now to an even larger entry list than had been expected. So great was the interest displayed that plans for a trip by Charles F. Root, general manager of the American general manager of the contest, were route prior to the pathfinding trip were gone over in detail.

In the money belt.

The Run Around the Money Belt, covering portions of seven states, will require most careful planning for the housing of the small army of men who will take part. Accommodations for the men is one big problem, and another is the care of the trucks in the run, including controls at each noon and night stop, and gasoline and oil supplies.

The route contemplated is but tentative, for matters of the character mentioned will have much bearing upon the direction and scope of the event. Manufacturers at the shows expressed every confidence in the management and said that there was nothing to worry about in the connection. They also commended the general outline of the event, and said that it had been planned in a country every manufacturer was especially anxious to interest in the motor truck.

Equipment Counter Shows Many Novel Accessories

Motorists of Today Favors Convenience and Shops
Bring Forth Many Inventions That Add to the
Pleasure of Riding in Automobiles.

LESLIE V. SPENCER
In Motor Life Magazine.

We can all remember the days when the word "accessory" meant very little in the life of the average motorist. He bought a car without a windshield, top, speedometer and many other fittings that go unnoticed with every car sold today, and if he wanted any of these "accessories" he sought the good offices of the dealer from whom he bought the car. The dealer kept a few things tucked away in one corner of his show room or service station in order to supply the buyer with whatever extras he wished to put on his purchase, but as for taking the accessory business very seriously, well, he was a seller of motor cars, not extra equipment for which there was no ready market. What did a fellow want a windshield or speedometer for, anyway?

Perhaps 15 years back, when one bought a car as much for notoriety of the thing as for the good one derived from its occasional periods of activity, the different demands were trouble much about extra fittings to add to the convenience and comfort of the vehicle, for it was mainly a matter of keeping going rather than considering one's comfort too seriously.

Due to the agitation for the elimination of glaring headlights, there has been much impetus to the development of devices designed to cope with this condition. The problem has been attacked from both the standpoint of making the driver proof against the dazzle of the lights of the oncoming car without sacrificing any of his necessary road vision, and from the other side of the matter, by eliminating the dazzle danger at its source—the headlight itself.

and then there would be less chance for arguments. The electric clock for automobiles indeed possesses some interesting possibilities.

One of the year's accessory developments that must not be overlooked is the wind reflector—which is an auxiliary piece of glass attached to either side of the main windshield by brackets that fasten to the uprights. These shields can be adjusted to any angle, and they undoubtedly do much to prevent that annoying eddying often experienced with plain shields. The wind shoots by the sides of the shield and swirls into the faces of the occupants of the front and rear seats. By the use of these glass wings at the sides of the shield the air is shot outward from the car's occupants, resulting in the defectors getting an unqualified endorsement by the passengers. This device hails from sunny California, where many of the unique car fittings have been born.

New Tire Pump.

Nor must I overlook that clever little gadget which is a combination tire gauge and pump connection. The old connection is removed from the pump hose and this little device goes on in its place. On its barrel is an adjustment whereby any pressure from 50 to 120 pounds per square can be set. Having adjusted to the required pressure, you affix the connection to the tire valve

in the usual way. Then all you do is pump, for when the set pressure is reached you cannot get any more air into the tire, for a relief valve then opens and prevents more from entering. At the same time this escaping air makes a noticeable buzzing sound that immediately tells you that your labors are at an end. With this little article it isn't necessary to remove the hose connection from time to time and then to try the pressure with a separate gauge to ascertain how you are progressing. The whole process is simplified. Of course, this gauge and connection combination can just as readily be attached to the end of your power pump hose, if you are fortunate enough to have such a pump. I wish I had thought of that idea, for it's a good one.

For a number of years we have had distance thermometers for various uses, but that idea of having the temperature indicating dial at some distance from the heat that is being measured has never been applied to automobiles until now. Perhaps the use to which such distance instruments were put in airplanes had something to do with a similar installation for automobiles, but at any rate, it is an excellent idea to be able to see the water and radiator temperature on an instrument on the dash instead of having the thermometer on top of the radiator cap several feet from where you sit. The maker of the filler cap instrument now has a very excellent type for the dash, with a tube connecting to the water jackets to conduct the heat to the thermometer. This device is perhaps as nice a refinement of existing equipment as the year has brought to light.

Regulate Air Flow.

The evolution of air devices to regulate the flow of air through the radiator in the winter time is interesting and has culminated in several very excellent fittings for the purpose. Not more than a year or two ago it was the very general practice in cold weather to put a piece of cardboard or a newspaper in front of the radiator so that the frigid air could not get through to unduly cool the engine. Most every motorist recognized that there should be some means of regulating the amount of air passing through in accordance with the temperature, for in winter only a limited cooling area was required, whereas in summer every inch of cooling surface was needed. Later on covers designed to exclude the air as a whole or in part were brought out, most of them made of some kind of fabric material. Many of these are still used, and they have a front section that can be rolled up any desired amount to control the air supply.

A development of this idea of air regulation is the clever shutter unit that fits over the radiator and is controlled by a rod running to the dash. In the same manner as he regulates the carburetor choke or any other instrument the car owner can manipulate this shutter control to give the amount of air he thinks right for the weather. Still another air-regulating scheme is now on the market which incorporates a thermostat in the center of the top of the shutter unit. This device, of course, comes in various shapes to attach to the front of most any standard radiator, and the amount of opening of the shutters is entirely automatic, governed by the thermostat's pretty accurate idea of how much air you need to give you the happy medium between overheating the engine and allowing it to become so chilled that it can't work well. While the idea of shutters is not new, having been used by several car makers for three or four seasons, still the scheme of making the shutter unit a separate and entirely self-contained affair, whether automatically controlled or not, is a product of the year.

DETOURS

BY HERBERT BUCKMAN.

We sail along a model country road—
The engine hums its song without a miss—
With sun and cheer the day is well bestowed,
When suddenly our eyes alight on this:

DETOUR HERE.
The highway like a ribbon winds its way
Like smoothest satin that frog nature grew—
The gods make all outdoors for human play—

What's this that looms before our startled view?
NO ROAD.
The well paved brick tempts us to speed a bit—
The tires hum with pleasing traction hold—
The moments like the joyous robins bold—

Until we see in letters black and bold—
DETOUR ON MILE.
The engineer has done his level best—
The grade is perfect and the road is a gem.

The highway here meets every driving test
Until our vision greets this apostrophe—
ROAD CLOSED—REPAIRS.
O, when I take my chariot to the skies
To ride into the realms of bliss divine,
I'll know for sure that I've gained heaven's prize
If on the way I meet no detour sign.

Building permits were issued for 744 dwellings and 1,337 garages in Columbus, O., during 1919.

Engine Blowing Bubbles Means a Loss of Gasoline

Carburetor Merely Mixes Gas
and Water—Steam Jet Does
Away With 'Bubble Waste'

If the motor car owner could watch the flow of gasoline from the carburetor into the intake manifold, he would discover that his car, as one of the ditties of the day harmonizes it, is "forever blowing bubbles." He would find that what he thinks is condensation of gasoline is not condensation at all, but lack of vaporization.

The steam carburetor has a vital relation to this "blowing of bubbles" in the gasoline intake manifold, and it enables the intake manifold to accomplish a complete vaporization of the gasoline, eliminating what the owner thinks is condensation of gasoline. The steam carburetor, put to test at Ames, Ia., agricultural college, revealed there seemingly is no such action as condensation of gasoline in the intake manifold.

Merely Mixes Gas and Air.

These laboratory tests, made by Ames engineers, established that the carburetor does not vaporize the gasoline. All it does is mix the gasoline with air. This mixture then passes into the intake manifold.

In the center of this stream as it passed into the manifold the engineers observed a bluish, cloud-like vapor, while to each side of this was gasoline in sprayed form.

The gasoline sprays at each side of the blue vapor cloud were drawn toward the cylinders by the suction

tion of the motor. As they passed in they presently struck against the wall of the intake manifold. At this point the sprays turned into tiny globules of gasoline or air—in other words, into bubbles. These bubbles clung to the wall of the manifold, finally being drawn into the explosion chambers in that form.

Waste of Fuel.

This bubble formation of the gasoline represents the average owner's waste of fuel. It also adds to the tendency of the motor to make carbon.

The steam carburetor shoots hot live steam into the manifold just above the carburetor proper, and this steam eliminates the bubble formation of gasoline and converts all the gasoline into vapor form.

Front Hall In City
Of Guatemala Is Also
Garage for the Owner

The New York Sun says that in Guatemala there is no private garage problem. Motorists have eliminated the private garage by making halfway of the houses, 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."

Fine Field Here.

Nebraska, Wyoming, Colorado, Kansas, Missouri, Iowa and South Dakota are fertile fields for the sale of motor trucks now that the pneumatic tire has proven so splendid a success. All of the trucks on this tour will be equipped with pneumatics. The run will take the trucks through the most fertile agricultural district of the United States. This territory is destined to lead all others in the per capita truck ownership.

The trucks will travel approximately 100 miles per day. There may be days with less mileage and other days will have more, due to the necessity of reaching the best possible noon, night and Sunday stops. The run will be 24 days on the road, in all probability, with three Sundays during which there will be no driving.

All of these plans met with the approval of the manufacturers, as did the general plans of the contest as outlined in the prospectus. Division of the trucks into five divisions, with The Omaha Bee trophy as the main or grand trophy, and the offering of trophies for each of the classes, proved good news to the makers. Awarding of handsome certificates showing explicitly the record made by the truck was also commended.

Glorious Name In

Air History Is That Of Rickenbacker

Once upon a time in the native state of President McKinley, Professor Taft, Elsie Janis, "Chick" Harley, and the Cincinnati Reds—there was born a Buckeye baby, cut out for a scintillating career.

Like other noted Americans, he began in a modest way. His first job was cleaning greasy tools in a machine shop at Columbus. Next he went with the Frayer Miller air cooled automobile people. That was in 1904 and two years later found him with the Columbus Buggy company.

His first taste of fame came in 1910 behind the steering wheel of a Firestone Columbus when he electrified a racing throng at Omaha. In 1913 he was with the Duesenberg racing team and the following year a star on the Peugeot squad.

His big racing year came in 1915, when along with Barney Oldfield and the old Maxwell racing team, he literally raced his way into the hearts of the exposition thousands at San Francisco. In 1916 he went to England in search of high powered racing cars, but when Uncle Sam got in trouble he caught the first ferry back.

In May, 1917, as an ordinary sergeant chauffeur, he went to France with General Pershing, returning to America in February, 1919. What he did in the two-year interval will be told on the brightest pages of future histories.

Excessive Horn Tooting Doesn't Add to Safety

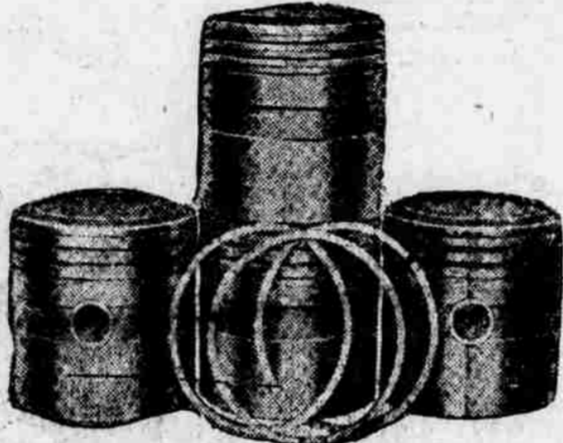
It is advisable before passing an intersection of streets, says Motor Life magazine, to signal, listen for a reply and then signal again. Some such plan—whichever plan seems feasible to the policeman—should be instrumental in lessening the number of accidents that are the direct result of wrong horning.

The driver, technically known as the "road hog," is less likely to be the victim of a crossing accident of this sort because the other fellow is bound to hear him coming. But the excessive horning is a general nuisance everywhere. He annoys the patrons of the theater, the church congregation, the patients in the hospital, and a thousand and one persons who are perfectly well aware that he has a horn.

Farmers Co-operate To Run Rural Express

Approximately 20,000 farmers' co-operative societies in the United States are potential rural motor express operators.

PISTONS High Quality Light Weight PISTONS



Each year brings new and more progressive merchandising methods in automotive lines. Proper size pistons have been one of the hardest items to replace. Many a car owner is driving his automobile with worn, slappy pistons that cause loss of power, use more oil and gas and make sufficient noise so it is unnecessary to use his horn; because he cannot afford to be without the use of his car from ten days to ten weeks waiting for slow uncertain factory shipments of proper size pistons.

Tailor-Made Piston

Men who are particularly hard to fit have their clothes tailor made. Micrometer measurements show most cylinders in the same block to be of different size. Why not have the correct size piston for each cylinder and give your motor a chance to make good?

Correct Size Pistons for Any Make or Model Gas Engine

We carry Marvel Machinery Company's celebrated "Marco" Light Weight, High Quality, Soft Gray Iron semi-finished Pistons for more than 125 leading makes of automobiles, trucks, tractors and farm engines. These pistons will finish up to .062 oversize. We have them finished to exact size required right here in Omaha by expert machinists.

Twenty Four Hour Super-Service

By carrying the largest and most complete stock of pistons in Iowa and Nebraska we are able to furnish the exact size ordered and make twenty-four-hour shipment on any size piston in stock. Quick factory shipment can be made in old, obsolete model pistons. No charge for pattern.

Where Power Is Desired

Unless otherwise specified, we equip all pistons with Gill Perfect One-Piece Piston Rings. They are a one-piece, concentric, oil and compression piston ring made from the highest quality soft gray iron and have successfully withstood every test to which a piston ring is subjected. They are simple in construction, accurately machined, easily installed, moderate in price and guaranteed to stop any oil or compression trouble that can be "cured" with a piston ring.



Why Wait for Pistons? They Are Waiting for You

Insist on your jobber or dealer ordering Gill Products. They cost no more and are of highest quality. Our SUPER-SERVICE means time and money saved.

During Auto Show see our display at Kopac Bros., 2037 Farnam street, and at United States Rubber Company, 9th and Douglas streets, or call on us.

If you are unable to attend the Automobile Show, write us for our latest descriptive matter.

GILL PISTON RING CO.

Southeast Corner 20th and Farnam Streets

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