

MAKING OLD CAR LOOK LIKE NEW AT SMALL COST

Suburban Autolst Who Had Become Ashamed of Weather Beaten Body "Fixed It Up."

There is no reason why the owner of an automobile who has driven his car for one or two seasons, until the body finish has become dull, should envy his neighbors who spin about in newer cars, for almost any man can keep his car looking very nearly as good as new if he cares to take the trouble. Indeed, it is not an unpleasant undertaking to refinish your car every year, and if this precaution is taken in time it costs very little.

A suburbanite who had grown to be somewhat ashamed of the appearance of his car after using it for two years, tells how he was induced to renew the body finish, and the means he used may suggest to other motorists how they can preserve the new appearance of their automobiles.

"A neighbor across the street," he said, "had a big eight-cylinder car which I noticed was always left standing in front of his house in all kinds of weather. I often wondered why he was so indifferent to the possible consequences on its body finish, and after two years the machine looked as if it were ready for the junk pile.

Refinishing Cost Heavy.
Last summer the appearance of his car began to get on the owners' nerves and he decided to have it repainted. He took it to a local automobile paint shop, where it was found that the original finish was so badly cracked that the surface had to be removed. Then eight coats of paint, with a final coat of varnish, were put on. The cost was something like \$85, and prices have gone up appreciably since then. However, the job was well done, and when my neighbor appeared in his repainted car I began to feel how badly my car suffered by comparison.

"I had always made it a custom to put my car in the garage when it was standing idle for any length of time and not leave it in front of my house. Notwithstanding this care, the luster of the body gradually began to disappear as the first season went by, and at the end of the second year it had almost a slate color.

Tries Own Varnishing.
Several garage owners told me that the finish could be renewed by the application of a little varnish, and I found upon inquiry that the automobile painters were asking \$25 for the job. The work of varnishing a car did not seem to be particularly difficult, so I invested \$1.50 in a brush and 65 cents in a can of varnish and made preparations to give my car a new dressing. I first washed both body and chassis with luke-warm water and then drove it under a tree at the side of the house.

"Smoothing It Down."
"One of the amusing incidents in connection with my first undertaking as an automobile painter occurred when my neighbor, who was working in his garden, stopped now and then to watch my progress. It took a couple of hours to put on each coat of varnish, and my friend neighbor had the opportunity of seeing the job completed while he was hoeing his potatoes. Finally he dropped his hoe and came over under the tree. He took one good look at the car and muttered: 'Just to think what a fool I was to drop that \$85. Why, you've done a better job than they did on my car.' "When the first coat has dried for

Famous Elks Quartet Is To Sing at the Auto Show



Members of the famous Elks' quartet which will sing daily at the Omaha auto show are C. S. Haverstock, J. F. McCarger, J. R. Gerke and Alex Bernstrom.

24 hours it is a good plan to rub the body down gently with pumice and water, taking care to have a soft wool rag. When the second coat of varnish is applied it should be allowed to set for at least a week, at the end of which any little roughness in the surface may be rubbed off by using rotten stone with a Spanish felt rubbing pad."

Tourists Bring Money to Towns That Attract Them

Money in the average town circulates. It moves in a circle from industry to employes, from employes to stores, from stores to banks, and back to industry again. Additions from outside sources, therefore, are real gains, real profits to the community. Money left in town by tourists is such a profit.

Therefore the town that repels automobilists by poor roads lack of signs and petty traffic restrictions is losing money. The community that goes out of its way to attract motorists is doing some real good for itself.

To draw the stranger and treat him well is more than merely advertising the town. It is making money.—The Ohio Motorist.

Concern Now Makes 4,000 Lighting Sets Per Day

Evidence of the substantial and rapid growth of the motor car industry during the last eight years is contained in recently compiled figures showing the increase in production of automobile straining and lighting systems by the Electric Auto-Life corporation, a unit of the Willys corporation. From 100 starting and lighting sets per month, the Electric Auto-Life, during the eight-year period, has increased its production until it now is manufacturing 4,000 sets daily.

Glycerine Keeps Your Radiator Clean Always

"It has been found that glycerine keeps the radiator clean," says John D. Mansfield, general sales manager of the Dort Motor Car company. "Glycerine in the radiator has a tendency to keep down scale. It has long been used in steam boiler operations for just this purpose. In winter driving it can be used for the double purpose of an anti-freeze solution."

NEW BODY LINES IN THE MITCHELL AT AUTO EXHIBIT

"Very Sprit of Automobile" Breathed Forth in Beautiful Conception of Designers.

An important new feature in body lines to be noted on cars at the Omaha automobile show this year will be the Mitchell Motors company's entirely new conception of what body lines should be. The new Mitchell body, company officials say, is designed to express the very spirit of the automobile.

"These 1920 models represent the first attempt by manufacturers to harmonize the mechanism of the chassis with the lines of the body," declare officials of the J. T. Stewart company, 2048-52 Farnam street, Omaha distributors of Mitchell cars.

Followed Nature.
The Mitchell Motors company followed the lead of mother Nature and the old master designers and have sloped back the radiator of their new model. The sloping lines are further emphasized by two series of narrow sloping louvers in the hood. The back of the hood, the line of the cow, the windshield and all the door lines are also raked back to heighten the effect of grace and smooth speed.

While leg room is unusually generous and seats fully as wide as normal, the body has a slim, keen appearance seldom seen except in expensive custom-built jobs carefully designed to give this effect.

No "Extreme" Styles.
It should not be understood from this that the cars are extreme in appearance. While the appearance of the new Mitchell is radically different, the innovations are so natural in their conception and so well worked out that they strike the ob-

server as just the right thing and something that should have been done a long time ago.

A five-passenger touring car and a three-passenger roadster, with the same graceful sloping lines, compose the open models on the Mitchell chassis. A five-passenger sedan and a four-passenger coupe, also of custom-built standard, complete the Mitchell line, which is on exhibition complete at the Omaha show.

The chassis is little changed from last year's model, which is performing so successfully in the hands of thousands of owners.

Grant Cars Will Be Sold Only for Home Trade in the Future

With its production equipment taxed to capacity by the American demand for Grant light six motor cars, the Grant Motor Car corporation of Cleveland has decided to accept no new orders for shipment of cars to foreign countries.

In the future the Grant export policy will be confined to filling foreign orders already on, the company's books and caring only for export contracts already made.

This change of export policy, it is believed, will assist the Grant dealer organization in meeting the demand for the Grants in America.

F. S. Lewis, manager of the Omaha Auto Sales company, 2060 Farnam street, local distributors of Grant sixes, says he is in hearty accord with this general sales manager of the Grant corporation, since the demand for Grant cars in this territory has kept at all times far ahead of deliveries from the factory in Cleveland.

Hissing In Cylinders Means Leaking Valves

The first hint of leaking valves is a hissing sound in the cylinders when compression occurs. The best method of following this clue is simply to turn over the crankshaft slowly, listening meanwhile to determine the location of the leak.

JEWETT CAN SEE REAL REASON TO BE OPTIMISTIC

Most of the Problems Have Been Solved and Conditions Are Returning to Normal.

By Harry M. Jewett, President Paige-Detroit Motor Car Co.

This is the time of the year when automobile manufacturers are generally asked: "What is the outlook for the motor car industry?"

The question, to say the least, is trite, and it is not often the inspiration for any original comment. It is very easy to make it a text for a great many booming phrases that mean little, if anything. The harsh stuffs of little value, especially when it is hollow.

"Yet we believe in real optimism just as thoroughly as we believe in courage and vision and imagination in operating great business undertakings," said Harry M. Jewett, head of the Paige-Detroit Motor company. "We believe in it and also believe that the legitimate brand of business optimism has been a potent factor in carrying the automotive industry through many fitful periods."

"During the war and the period following that brought war's usual aftermath of harassing problems no industry was more thoroughly tried than ours. The problems, the disappointments, the difficulties have been met, I think, with fine courage and great resourcefulness. No American business man, in the automotive or any other field, will allow such difficulties to floor him or to transform him into a pessimist."

"Now there is every reason to be optimistic. Most of our problems have been solved, abnormal conditions are fast returning to normal and the industrial world is once

more getting its feet on the ground. In conjunction with this cheering fact is another—the continuing, clamoring demand in this country for our product, to say nothing about the possibilities of the hungry foreign markets."

New Cadillac Type Will Be Shown for First Time at Show

The J. H. Hansen Cadillac company will show the new late Type 59 Cadillacs for the first time in Omaha at the automobile show this week.

Some of these late creations of the Cadillac factory, including a new 132-inch wheelbase touring car, a sedan, suburban, roadster and four-passenger, are coming in by express purposely for exhibition in Omaha during show week.

These new Cadillacs, the culmination of 17 years of constant effort. Were big attractions at the eastern shows. Mr. Hansen's space at the Omaha show this year will perhaps permit only the exhibition of the new touring car, but his newly re-modeled salesrooms will give space for showing various types now being manufactured.

Great improvements have been made in the bodies, in the starting and lighting equipment, in the carburetion, in the motor chain adjustments and cooling system, to produce even greater efficiency and comfort, more economical upkeep, and more restfulness to car owners.

France May Adopt Yankee Methods, But Never Names

According to Paris motor show correspondents of the last month, American automotive design is widely followed in the new French cars. But so far as we can learn French manufacturers have not voted to call the Salon "The Motor Car Exhibition"; what is de luxe "luxurious"; a chauffeur "stoker," or a limousine "Pittsburgh" Motor Life.

Electrically heated gloves were one of the novelties exhibited at the recent London Olympia Automobile show.

BEAUTY DISPLAY OF THE NASH CO. PLEASURE CARS

Exhibit Will Be One Most Attractive—Cars Represent Advanced Engineering Skill.

The exhibit of the Nash Motors Co. at the Omaha Automobile Show is to be one of the most attractive displays in the exposition, according to T. H. McDearmon, manager of the Nash Sales Co., Omaha distributors of Nash pleasure cars and trucks.

The Nash exhibit will consist of models in both open and closed cars.

"The outstanding feature of the Nash Six," says Mr. McDearmon, "one which will appeal most strongly to show visitors, is its perfected valve-in-head motor. The fact that its valve mechanism is enclosed and automatically lubricated, and the fact that it is simple and efficient in design are the reasons it has become known as the 'perfected valve-in-head motor.'"

"Like its motor, the Nash six throughout, from its long flat springs to its luxurious body, represents advanced engineering and unusual value."

"The Nash Six has a smoothness of performance made possible by being designed and built under the supervision of one organization; it is built practically complete from its taper roller bearings of finest nickel steel to its staunch and comfortable body, in the factory of the Nash Motors Co., at Kenosha.

"The many savings effected in the cost of manufacture because of the building of the Nash six practically complete in one factory are all reflected in the selling price of the completed car."

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