



# Exhaust Echoes



## WRENCH AND HAMMER ROUT BOW AND ARROW

Indians of Today Study Manufacture of Willys-Overland Motor Cars—Sent to Factory by Uncle Sam.

Almost on the very site of some of the bitterest wars waged a century ago by his ancestors in defense of their hunting grounds, the American Indian today helps the pale face build his "devil wagon."

Just a few miles from Fort Meigs, Fort Miami and some of the other battle grounds of "Tippecanoe" Harrison, "Mad Anthony" Wayne, Tecumseh, and other warlike leaders of another day, is the main factory of The Willys-Overland company, one of the most important units of the automobile industry.

In this factory are a score of full-blooded Indians—Chippewas, Navajos, Iroquois, Pomos, Pueblos—sent there by Uncle Sam from their western reservations to learn another of the trades of the white man. And these Indians are taking to their training like so many ducks to water. They are very interested in learning what makes the automobile go round.

A dozen redskins are assigned to various duties in the assembly of one of the Willys-Overland models. One pair aids in chassis assembly; another pair assembles wheels; five of them are engaged in final assembly; while still others work on running boards, etc. Instead of being confined permanently to one operation, they are shifted every few months from task to task, in order to give them a gen-

eral knowledge of motor car construction, such as is required by good mechanics, garage men and automobile repair men.

"The work of the Indians is a source of much satisfaction to us," says the foreman of their department. "The Indians we have are among our most willing, most accurate and most painstaking workmen. To top this off, they are very ambitious and are reading every bit of literature they can find in connection with their work, in order to acquire a better knowledge of the relation of their own particular task to the manufacture of the whole car."

## SECURE VIM TRUCK AGENCY

Wilmette Motor Sales Company Will Handle Popular Priced Delivery Car in North Shore Territory.

The Wilmette Motor Sales company, more generally known as the Terminal Garage, has secured the north shore agency for the sale of Vim motor trucks, a product of a Philadelphia concern that is fast gaining in popularity throughout this territory.

One pleasing and attractive feature of the Vim truck is the method adopted in introducing it to the public, known as the Vim deferred payment plan. This plan enables the prospective user of a motor truck to purchase a Vim upon terms that will not mean a hardship to the pocketbook, in the event that financial conditions prohibit an immediate cash investment. In other words, the merchant or tradesman can buy a Vim truck in the same way as he buys much of his equipment—part cash and part time. He has the use of the truck immediately and makes it pay for itself out of the money he saves in his delivery costs.

## A YEAR-AHEAD BEAUTY CAR

This year's Hupmobile is a "beauty-car" in every sense of the word. An exceptional eye-appeal has been emphasized and added to the appeal of overwhelming power, remarkable flexibility and staunchness of construction. The new car is the result of a year of careful planning and the manufacturers have turned out a delight to the eye as well as a car of remarkable endurance and capability.

## RAVANIA PROPERTY BOUGHT

Jack Labolt of Chicago has purchased from Milton Wilson an attractive bungalow and four and one-fourth acres of land on Sheridan road in Ravinia, just south of the Julius Rosenwald home. It is understood the consideration was \$30,000. A New Trier real estate firm closed the deal.

## IS YOUR SUBSCRIPTION DUE?

## FORD DRIVER RUNS RACE AGAINST SHINING MOON

Tennessee Traveling Man Mistakes Rays for Light of Car Behind—Hits High Spots on Country Road.

W. O. Hawkins, of Knoxville, Tenn., will enter his Ford car in competition with almost any sort of equipage that travels on wheels, and it is seldom that a motor car passes him on the country roads of Eastern Tennessee, which he travels for the Remington Typewriter company. But those rivals must be solid automobiles—creatures of steel and iron, wood and rubber, and guided by a human touch—not a phantom driverless thing that takes up the trail on a lonesome moonlit highway, and rushes silently in your wake, never gaining, never losing, but with the ghostly menace of its spectral headlights forever illumining the road.

At 4:30 o'clock on the afternoon of December 9, Hawkins left Morristown, Tenn., traveling due west. A cold wind was blowing, so he wore smoked goggles to protect his eyes. Soon after 5 o'clock it became dark. Just beyond the town of New Market, a light flashed in the rear window of the car. The roadway ahead was deserted, and the driver surmised that a machine had picked up the road at New Market. The Ford was traveling at a high speed, but Hawkins increased the pace to keep out of the way of the car following. After traveling for several more miles he turned to discover the position of the pursuer, but was speeding at too fast a pace to more than glimpse the reflection of the lights which shone steadily through the rear window. Still no warning signal gave notice of the oncomer's approach.

Then the Ford owner determined to show the silent driver what a Ford could do when pressed. For ten miles the car flew over the road at the fastest pace possible and still keep the track. After nearly ditching twice, Hawkins cast a hasty glance over his shoulder to find his pursuer still crowding him, the lights blazing in the rear window. This was too much for even a Ford driver, so Hawkins signalled vociferously and gradually began to slow down to allow the mysterious unknown to pass. Pulling out to the side of the road, he stopped to watch the strange car flash by, waited in vain, and turned to see the full moon still shining in the tail curtain. "The Ford car," opines Hawkins, "will outrun anything on wheels but don't try it on the moon."

## PERFECT COMBUSTION NOW

Wilmo Manifold Simple, Proved Device That Appeals to Every Auto Owner—Applied with Wrench.

When commercial gasoline advanced in price chemists attempted to produce a satisfactory and cheap substitute. Immediately following this attempt the market became flooded with gasoline savers. The engineering world has known that the application of heat to liquid fuel, such as gasoline, will vaporize every particle of it, but it was only after inventive genius had perfected the Wilmo Manifold that satisfactory results were secured. In ordinary manifolds the gasoline

is merely atomized, so that it enters the cylinders in a wet condition. A wet, sticky deposit results which fouls plugs and valves, increasing fuel consumption and lessening motor efficiency.

The Wilmo Manifold combines the function of both intake and exhaust manifolds. It draws in the air and gasoline, heating and actually vapor-

izing it as a light, dry mixture at the intake ports, leaving no deposit to cause fouling. Every particle of gasoline is utilized in the form of full-power gas.

It is claimed fully ninety per cent of valve and carbon troubles vanish for good. Exhaustive tests have shown no carbon deposits after a year's use.

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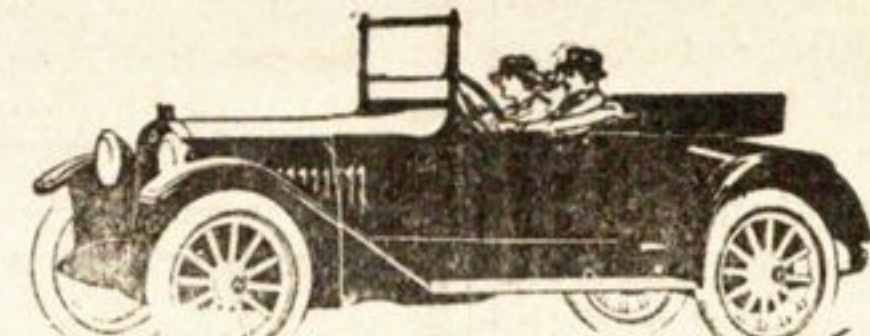
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