

THE JUNK FLIVVER THAT WON THIS YEAR'S PIKE'S PEAK AUTO RACE

The following story appeared in last week's Literary Digest. It is so well written and so interesting to North Platte people who know Noel Bullock that it is printed entire.

"A Nebraska youth, barely turned voting age, lately carved himself a niche in the automobile Hall of Fame by winning the Pike's Peak climb, officially the fourth annual world's championship hill-climbing contest. The papers carried this much of the news, including the name of the young man, which is Noel Bullock. They did not mention that he turned the trick, which included beating a field numbering many of the highest priced cars turned out of automobile factories of America, in a 'home-brewed flivver,' assembled out of junk, at an approximate cost of \$400. Mr. Bullock hails from North Platte, writes J. B. Day, in the New York Evening World, giving credit where credit is due:

"He's an automobile mechanic by profession; an optimist by nature, and he nurses an 'itch' to write his name alongside those of Barney Oldfield, the Chevrolet brothers, Ralph Mulford and the hosts of speed demons who have made racing history.

For several years Bullock has enjoyed considerable of a reputation as a dirt track driver in the immediate vicinity of his home town, but the Labor Day race was his first dip into the 'big-time' game. That the success he achieved with his nondescript distance annihilator augurs well for the realization of his ambition goes without saying.

The notability of his feat was enhanced by the fact that he was pitted against many seasoned race drivers. Several of the pilots had participated in each of the climbs since the classic was established, whereas Bullock had driven the course but once and was only vaguely familiar with the many dangerous turns and switchbacks on the cloud-ridden boulevard.

The component parts of Bullock's mount came from an automobile graveyard in North Platte. The engine block cost him \$50 and was the most expensive single part comprising the machine. The frame was that of a light delivery truck which had outlived its usefulness, supposedly, when the North Platte grocer who owned the truck sold it to the dealer in automobile junk from whom Bullock bought it. The radiator was from a junked car likewise.

"I got me a set of wire wheels and four new tires," said Bullock, describing the assembling of his brain child, "because I knew I couldn't get anywhere in the race unless my wheels stood up. The wheels and tires, in the aggregate, cost me more than all the rest of the machine, but no single wheel or tire cost me as much as the engine block."

On the engine block Bullock rigged up an eight-cylinder motor—offspring of his genius as a major mechanic.

The construction was finished a week before the day of the race. Since he didn't have the necessary money to ship the machine by train, Bullock drove it overland to Colorado Springs—at the base of the famous peak up which the race course winds.

"The engine needed lumbering in anyway," the blond youth explained, "and the trip across the plains and mountains between North Platte and Colorado Springs gave me an opportunity to get a good line on just what my machine would do."

When Bullock drove into Colorado Springs on Saturday afternoon, September 2, and pulled up in front of the garage where most of the entries for the race were quartered, race enthusiasts and pilots were hard put to suppress smiles of derision. Bullock sensed the spirit of ridicule in the spirit of the crowd which gathered about the "latest arrival," but he smiled and said nothing.

Ranged alongside of the big, powerful, beautifully finished cars that were entered for the event, representing some of the most expensive ones manufactured in America, the unpainted, huddle-burlesque of an automobile herded by the unassuming Nebraska

lad, looked, as one spectator expressed it, like "a cross between a kiddie-car and a pushmobile." However, Mr. Bullock let them have their little jokes and even joined in their humor. He had gathered an idea, on the way over to Colorado Springs, of what he could expect from his collection of junk. Even a brief acquaintance increased his respect for the car he had concocted. It amused him, also, to leave it looking rough and uncouth on the outside, like the extemporized machine it was. It was pleasant to know that however his car might look—and she certainly looked had enough—inside she was the equal of the most expensive and well-groomed machine driven by his competitors. Therefore, with a certain amount of confidence, as Mr. Day continues his story:

Saturday night Bullock slept in the machine. He had two good reasons for his choice of a lodging place. One was that he didn't want to get very far away from his machine; the other that he was not overburdened with funds.

Sunday he took "Old Liz," as he calls it, over the race course, for the dual purpose of testing its climbing ability on a real hill and familiarizing himself with the road.

Bright and early Monday morning he was at the starting-point—Crystal Creek Bridge, between mile-posts 5 and 6 on the highway. He greeted race officials with a broad smile and a hearty "Howdy!" and proceeded to talk shop with the pilots who had preceded him to the starting tape.

With the starting-time of the first machine but a few minutes away, one of the officials noticed Bullock had no number on his "bus."

"Where's your number?" He demanded.

"Haven't been given a number yet," was the embryo speed king's comeback.

The official consulted his list and ascertained that Bullock was listed to start as No. 24.

Bullock poked around in his toolbox and brought out a small can of black enamel. He dipped a forefinger into the fluid and scrawled a none too symmetrical "24" on either side of the cowl.

"Guess that'll do," he remarked as he stepped back to survey his work. And then the race started. There was more or less excitement as the racing cars roared away from the tape at five-minute intervals to the accompaniment of cheers, whistling, and handclapping, but there was one person in the vast throng who evinced no sign of surging blood or tingling nerves.

That person was Noel Bullock. "Hope I get in the money," he confided to an assistant starter. "If I don't I'll have to be borrowin' money to eat on."

The Pike's Peak auto highway runs from the picturesque little town of Cascade in Ute Pass, to the very tip-top of America's most famous mountain. It is eighteen miles in length and the race starting at a point between mile-posts 5 and 6, covers a span of 12 1/4 miles in which there are 147 curves. The average grade is 7 per cent, and the maximum grade 10 per cent.

The summit of Pike's Peak is 14,099 feet above sea level and there is scarcely a day in the year that does not see either rain, snow or sleet—frequently all three—in the vast stretches above timberline. Ordinary

EXTENSION ROAD NO. 240

To Whom It May Concern: The special commissioner appointed to locate a public road as follows:

Commencing at the termination of road No. 240 near the north line of section 36 township 12 range 28 running thence east across the canyon and continuing on east side of canyon in a southerly direction through section 36, township 12, range 28 and through sections 12 11-12-14-24-25-36, township 11, range 28. Road to follow east fork of canyon, which forks about 200 yards north of south line of section 36, township 11, range 28, in a southeasterly direction through northeast corner of section 1 township 10, range 28 and through north 1/2 section 6, township 10, range 27, crossing divide near line between north and south halves of section 6, township 10 range 27, and continuing in an easterly direction through section 6, township 10, range 27, connecting with road 299, near its intersection of line between sections 5 and 6, township 10, range 27, terminating there. Proposed road to be 70 feet wide, has reported in favor thereof, anyone having objections thereto or claims for damages by reason of the establishing of the above described road must file same in the office of the County Clerk of Lincoln County, Nebraska, on or before 12 o'clock noon of the 10th day of November, 1922, or said road will be allowed without reference thereto.

EXTENSION ROAD NO. 22

To Whom It May Concern: A consent road as follows:

Commencing at the corners to sections 4, 5, 8 and 9, township 12, north range 30, west of 6th P. M. running thence west on line between sections 5 and 8, and 6 and 7, two miles, to connect with extension of road No. 42. Anyone having objections thereto or claims for damages by the reason of the establishing of the above described road must file same in the office of the County Clerk of Lincoln County, Nebraska, on or before 12 o'clock noon of the 10th day of Nov. 1922 or said road will be allowed without reference thereto.

Witness my hand and official seal this 28th day of September 1922.

A. S. ALLEN, County Clerk.

driving over the motor highway is what might be termed "ticklish business." Racing at top speed around the hairpin curves and letter "S" turns is calculated to make the stoutest heart flutter.

It had rained and snowed, alternately, on the summit Sunday afternoon and night, with the result that when race time arrived the last three miles of the course were almost ankle-deep in soft slush, making fast driving particularly precarious. Predictions were made that the pilots would not be able to approach the record of 18.247, made by Ralph Mulford in a Hudson in 1916.

When W. S. Haines, veteran pilot and first starter, flashed up the peak in 20.31, the wisecracks evinced surprise and the chances of Bullock's gas-gargling contrivance seemed to vanish in thin air. But Bullock never quit smiling. His faith in his home-made racer did not falter.

Harold Brinker, piloting the machine which made the third best showing in the time trials which were held the day before Bullock arrived in Colorado Springs, "burdled the hill" in 20 minutes and 45 4-5 seconds. King Rhiley, last year's winner took his car to the top in 50 minutes 5 seconds. P. M. Abbott went up in 20 minutes 7 seconds, and—

Noel Bullock, tow-headed "kid" from North Platte, Nebraska, a rank outsider, counted out by the wise guys before the race, crouched over the wheel of what his rivals called a "tin-can" flashed over the tape in 19 minutes and 50 4-5 seconds after one of the most hair-raising exhibitions ever seen on any race-course.

He was still smiling when he clambered out of the improvised seat of his improvised flivver. He had reason to smile, for he had shown his tail, figuratively speaking, to the elite of the automobile universe; he was king of the hill-climbers, owner of 500 round simoleons—the prize that went with his victory—and proud possessor, for a year at least, of the Penrose trophy, a cup fashioned of Colorado silver and gold, standing 48 inches high and reputed to be the richest trophy ever offered for an automobile race.

Bullock's exhibition of driving was catalogued by spectators who were on the course at previous races as the most startling they had seen. He took the dangerous curves with throttle wide open and exhaust rearing like a battery of machine-guns, once he came within an ace of disaster—possible death—when his machine skidded to the outer edge of the course and his left hind wheel dropt over the side. But the transmission housing stopt the threatened plunge, the tire on the right rear wheel bit into the gravel roadway and got him back on the course.

"I wouldn't want to drive it after dark," was his laconic comment on the hazards attending the race up the world's highest automobile boulevard.

EXTENSION ROAD NO. 82

To Whom It May Concern: The special commissioner appointed to locate a public road as follows:

Commencing at the Northwest corner of section 16, Township 16, Range 26, and running thence east along the north line of said section 16, to a point approximately 20 rods or to the edge of the table to a point approximately 30 rods; thence in a Northeasterly direction following the old trail past the house of E. C. Brown; thence in a northeasterly direction striking the draw or canyon near the southwest corner of the Northeast quarter of Section 9, Township 16, Range 26, thence following the draw in a northerly direction on through Section (4) township 16 Range 26 striking the main road along the north line of said section 4 about 20 rods east of the northwest corner of the northeast quarter of said section 4, township 16, range 26, has reported in favor thereof, any one having objection thereto or claims for damages by above described road must file same in office of County Clerk of Lincoln County, on or before 12 o'clock noon of the 10th day of November, 1922 or said road will be allowed without reference thereto. Road to be 50 feet wide.

Witness my hand and seal this 28th day of September, 1922.

A. S. ALLEN, Co. Clerk.

EXTENSION ROAD NO. 21

To Whom It May Concern: The special commissioner appointed to locate a road as follows:

Commencing at the southeast corner of Section 24, township 14, range 31, on road 21, thence running north 1 mile on section line between section 24, township 14, range 31, and section 19, township 14, range 30, thence west one mile between sections 24 and 13, township 14, range 31, to the northwest corner of section 24 and connect with road No. 78, has been reported in favor thereof, anyone having objections thereto or claims for damages by reason of the establishing of the above described

road must file same in the office of the County Clerk of Lincoln County, Nebraska, on or before 12 o'clock noon on the 10th day of November 1922, or said road will be allowed without reference thereto.

Witness my hand and official seal September 28th 1922.

A. S. ALLEN, County Clerk.

NOTICE

Water rent is now due in section C, north of Union Pacific right of way, and south of Burlington right of way, west of Locust St., and becomes delinquent Oct. 20. All consumers in that district please pay before that date.

HERSHEY S. WELCH, Water Commissioner.

Your best girl wants a diamond ring. Let us figure with you. Austin Keith Theatre building.

ELECTION PROCLAMATION.

By virtue of the authority vested in me by the constitution and laws of the state of Nebraska, I, A. S. Allen, county clerk of Lincoln County, state of Nebraska, do hereby direct and proclaim that a general election be held in the several voting places within the county of Lincoln, the state of Nebraska, on Tuesday, the seventh day of November, 1922, during the hours designated by law, for the following purpose, to-wit:

For the election of one United States Senator.

For the election of one Judge of the Supreme court for the sixth Supreme Court Judicial District, as provided by the constitution of the State of Nebraska.

For the election of one Congressman from the Sixth Congressional District in the State of Nebraska.

Also for the election of one Congressman in and for the Sixth Congressional District to fill vacancy caused by the death of Moses P. Kinkaid, the vote for said Congressman to be taken on separate ballot, so that said vote may be canvassed and returns thereof made as provided by law.

(See Section 2250 of the Compiled Statutes of 1922.)

Also for the election of the following State Officers, to-wit:

- One Governor
- One Lieutenant Governor
- One Secretary of State
- One Auditor of Public Accounts
- One State Treasurer.
- One Attorney General
- One Commissioner of Public Lands and Buildings.
- One Railway Commissioner
- One Superintendent of Public Instruction.

For the election of one State Sen-

ator from the thirteenth Senatorial District, as apportioned by the Session Laws of 1921.

For the election of one State Representative from the Eighty-ninth representative district, as apportioned by the Session Laws of 1921.

For the election of one State representative from the Ninetieth representative district, as apportioned by the session laws of 1921.

At the same time and place of holding the said election there will be submitted for adoption or rejection under the referendum, as provided by the constitution House Roll No. 62, House Roll No. 193, House Roll No. 617, and Senate File No. 305, said bills having been passed by the Fortieth Regular Session of the Legislature of the State of Nebraska for 1921.

Also the following county officers, to-wit:

- One County Clerk.
- One Register of Deeds.
- One County Treasurer.
- One County Sheriff.
- One County Attorney
- One County Surveyor
- One County Commissioner, Second District.
- One County Superintendent of Public Instruction.

Also following Precinct officers: One Precinct Assessor.

One Justice of Peace for each precinct.

Polls open from 8 o'clock a. m. to 8 o'clock p. m.

One Road Overseer for each road District.

Given under my hand and the seal of Lincoln county, state of Nebraska, this 29th day of Sept. A. D. 1922.

A. S. ALLEN, County Clerk.

DR. L. A. SNAVELY, Dentist

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