

RACING DATES FOR AUTO

Schedules Which Have Been Made Out for the Coming Season.

SEVEN KINDS OF RACING MEETS

Great Activity All Over the Country in Automobile Circles Shows Increase in This Line of Business.

NEW YORK, Feb. 5.—The following automobile events have been scheduled for the season of 1910:

RELIABILITY CONTESTS.

Philadelphia, Century Motor club, April 15.
Denver to Mexico—Flag to Flag—G. A. Wagner, May 1.
Hartford, Auto Club of Hartford, May 1.
Harrisburg, Motor Club of Harrisburg, May 1.
Norristown, Norristown Auto club, May 15.
Fort Worth, Fort Worth Star-Telegram, May 22.
Detroit, Detroit Auto Dealer's association, May 25.
National (Glidden) tour, A. A. A. June 15 to 30.
Denver, Denver Motor club, June.
New York to Seattle, M. R. Guggenheim, July 4.
Philadelphia to Wildwood, North Wildwood Auto club, July 2.
Minneapolis Tribune, Minneapolis Auto club, August 1.
Munsey tour, Frank A. Munsey company, August 15.
Minneapolis, Minnesota State Auto association, August 21.
Philadelphia to Wildwood, North Wildwood Auto club, September 2.
Cleveland, Cleveland Auto club, September 2.
Kansas City, Auto Club of Kansas City, September.
Louisville, Louisville Auto club, October 8.
Chicago, Chicago Motor club, October 12.
Denver, Denver Motor club, October 12.
Worcester, Worcester Auto club, October 12.

ROAD RACES.

Denver, Denver Motor club, May 30.
Livermore, Motor Contest association, June 1.
Coke, Chicago Auto club, June 25.
Grand Rapids, Grand Rapids Auto club, middle of July.
Denver, Denver Motor club, September 3.
Lowell, Lowell Auto club, September 5.
Vanderbilt, Motor Club Cup Holding company, October 1.
Fairmount Park, Quaker City Motor club, October 8.
Savannah, Savannah Auto club.

HILL CLIMBS.

Atlanta, Atlanta Journal, February 22.
Kansas City, Auto Club of Kansas City, April.
Bridgeport, Auto Club of Bridgeport, May 30.
Wilkes-Barre, Wilkes-Barre Auto club, June 11.
Worcester, Worcester Auto club, June 4.
Cleveland, Cleveland Auto club, June.
Ossining, Upper Westchester Auto club, June 18.
Plainfield, Plainfield Auto club, July 11.
Richfield, Richfield Springs Auto club, middle of July.
Algonquin-Chicago, Chicago Motor club, middle of August.
Denver, Denver Motor club, November.
Minneapolis, Minneapolis Auto club, St. Paul, Auto Club of St. Paul.

TRACK RACES.

New Orleans, New Orleans Auto club, February 5 and 6.
Montgomery, Montgomery Auto association, February 12 or April 20.
Birmingham, Birmingham Police Relief association, April 27.
Atlanta, Atlanta Auto association, May 5, 6 and 7.
Indianapolis, Motor Speedway, May 23, 30 and 31.
Boston, Bay State Auto association, May 30.
Brighton Beach, Motor Racing association, May 30.
Philadelphia, Quaker City Motor club, June 4.
Columbus, Columbus Auto club, June 14.
Indianapolis, Motor Speedway, July 1, 2 and 3.
Dallas, Dallas Auto club, July 4.
Cheyenne, Cheyenne Motor club, July 4.
St. Paul, State Automobile association, July 4.
Wildwood, Motor Club of Wildwood, July 4.
Wildwood, North Wildwood Auto club, July 4.
Wildwood, North Wildwood Auto club, August 2.
Cheyenne, Cheyenne Motor club, August 1.
Cheyenne, Cheyenne Motor club, September 6.

Along AutoRow

Show is Uppermost in All Minds—Big Preparations by All Dealers—This Week to Visit Chicago Show

Most of the Omaha automobile dealers will attend the automobile show at Chicago this week to get ideas for the big show which will be held at the Omaha Auditorium February 21-25. All arrangements are practically complete for the Omaha show and all now await the arrival of some new cars for exhibition purposes. Many have their cars now on hand, while others will have cars and chassis shipped to Omaha from the Chicago show.

ROAD RACES.

Santa Rosa, May 2.
Portland Rose carnival, Portland Auto club, June 11.
Santa Monica, Licensed Motor Car Dealers' association of Los Angeles, July 4.
Mt. Baldy, September 10.
San Francisco-Portland, Auto Club of California, October 25.
Los Angeles-Phoenix, Maricopa Auto club, November 24.

HILL CLIMBS.

Altadena, Licensed Motor Car Dealers' association, Los Angeles, February 22.
Mile High Hill climb, Redlands Mile High Hill Club association, November 24.

TRACK RACES.

Los Angeles, Motor Racing association, January 2.
Los Angeles, Motor Racing association, February 12 and 13.
Los Angeles, Motor Racing association, March 12 and 13.
Los Angeles, Motordrome company, April 15 and 16.
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AUTOMOBILE TOP FACTORY

New Manufacturing Concern Begins an Important Business in Omaha.

The E. W. Reynolds Manufacturing company has begun the manufacturing of automobile tops at 1008-10 Jackson street. This is the only exclusive top manufacturing plant outside of Chicago.

The factory will have a capacity of sixteen to twenty tops daily. It will make every grade of top. It will travel several men when fairly underway, and will give employment to more than twenty people. The present quarters on Jackson street will be enlarged to meet the factory's demands, but the management will establish a plant on Farnam street as soon as possible.

E. W. Reynolds of Kansas City is president and manager of the new concern, and has surrounded himself with experienced men in the top business. George Dopy will have the management of the mechanical department. He comes from one of the largest top factories in the country.

The new concern will have a display at the automobile show and demonstrate what it is able to do and what dealers may expect.

It will also be sole agents for the Ackerman wind shield in the state of Nebraska, Council Bluffs and Sioux City.

Can Use Dust.

Small punctures in inner tubes are usually located by partially inflating the tubes and either immersing them in water or smearing them with soap suds, the puncture being indicated in either case by bubbles. On the road the tourist is sometimes unable to procure a utensil suitable for testing the tubes but as a last resort it can be laid in the dust and the puncture will be indicated by the blowing away of the dust at the point where the air leaks from the tube.

with a brass disk pressed into one end forming the head, the jackets are fitted over the cylinders and the valve cages are screwed into the cylinder heads, pressing the jackets down against the cylinder castings and making all joints water tight. The differential gear is of the spur gear type, and the gears are made from brass pinion wire as are also the gears in the transmission. The lamps are made from sheet brass, (forms had to be made to spin the brass for same) in fact through the whole work a lot of special tools had to be made.

That automobile shows are fruitful of sales, as well as inciting enthusiasm, is attested by the following telegram just received by the H. E. Fredrickson Automobile company from the Portland agents for the Chalmers-Detroit car:

"Sold thirty-eight Chalmers at Portland auto show. Chalmers won \$200 cup for most popular car and received more votes than all other cars combined."

Not contented with their numerous American racing triumphs the Chalmers-Detroit Motor company has invaded the Cuban field, and their first attempt was eminently successful, as is attested by the following telegram just received by the local agency, the H. E. Fredrickson Automobile company:

"Chalmers '30' won first place yesterday against Stignans, Apperson, Mitchell and others. Driver, Paul H. Weaver."

"J. M. DUEÑAS"

Because of the legal contest that has been waged between the E. M. F. company and the Studebaker Automobile company since the cancellation of the former company's selling agreement between them the public has been led to believe that the big E. M. F. plants in Detroit were closed down. This report is emphatically denied by President and General Manager Planders, who was in New York during last week.

"Not only are we not closed, nor running a short force, but we have not shut down our factory at any time," said Mr. Planders. "For three days early in December we were prevented by a temporary restraining order from shipping cars, but the courts have all along refused to tie up the factories or to interfere in the slightest with their operation. Since the restraining order was dissolved we have sold over 15,000 cars to dealers, amounting to \$14,000,000."

The Hudson Motor Car company plans by the middle of next summer to be manufacturing automobiles in a new factory which it proposes to erect at a cost of \$400,000 in the district known as old Fairview. This announcement was made Thursday by President Roy D. Chapin.

The move, it is pointed out, will make of the adjacent territory an auto city, as factories to manufacture auto parts are expected to follow the erection of any one large plant. The Michigan Central railroad has promised to build a freight and passenger station in the vicinity.

Eleven classes will be given instruction in the school conducted by the Pierce-Arrow Motor Car company at Buffalo this year. The school is in charge of men in the mechanical department of the company and the course, lasting two weeks, consists of experience in the assembling, maintaining and driving of cars. No charge is made, but the entries are confined to chauffeurs who are employed by

Pierce-Arrow, owners, repair and garage men, who have the handling of cars of this make and owners who are mechanically inclined.

Nine of the eleven classes are for chauffeurs and one of these is for colored men exclusively, the time for this class being from February 28 to March 12. Repair and garage men will have April 11-23 and owners, May 8-21. Dealers in Pierce-Arrow cars sometimes take advantage of the repair and garage men's and the owners' classes in order to brush up their knowledge on technical points.

Entrance to the school is obtained through a letter from a dealer. The attendance at the school this year, it is expected, will be greater than ever, owing to the name it has made for itself among owners and drivers and also because of the increasing number of Pierce-Arrow cars being manufactured. A six-cylinder, 45-horsepower car is used both for assembling and driving instruction.

Official announcement was made by Detroit authorities today of the 1910 program of the Lion Motor Car company of Adrian, Mich., which is backed by prominent Michigan capitalists.

The car manufactured at the Adrian factory of the company is the "Lion 40." Mr. Henry Bowen is president and general manager of the company, Leslie B. Robertson, secretary; Austin E. Morey, treasurer, with W. H. Sherson, assistant. The personnel of the company includes prominent capitalists of Jackson, Adrian and Detroit, and the backing of the "Lion 40" assures a vigorous management and selling campaign.

The models include a four and five-passenger touring car and a two-seat runabout, the former selling for \$1,650 and the latter for \$1,500. Both embody the following high class features—112-inch wheel base, 35-inch wheel, continuous housing of power and transmission in aluminum case; solid aluminum floor and running boards. Splitdorf magnetos and 130 ampere battery capable of running lamps. The car's specifications combine every leading feature of the highest grade cars, which are to be demonstrated comparatively at the Chicago show.

About all of the dealers will spend this week in Chicago attending the automobile show.

G. W. Parkey, 2339 Farnam street, will handle the Corbin car this season, having closed contracts with the factory the last week.

William Drummond is announcing his top manufacturing today. Drummond is the

pioneer top man in this part of the country and has made a reputation for a high class of goods.

Tom English, one of the most talked of business men of Kansas City, is spending several days in the city. Mr. English will attend the shows in Chicago and Omaha. He knows the automobile men from one end of the country to the other.

SOME FACTS WORTH KNOWING

Motorists Should Know How to Tighten Around Their Cars.

It is of importance to know how to save the bolts of a car, whatever be the injury they may have sustained. If a bolt is twisted slightly it may be straightened by gently compressing it in a vice. Although it cannot be made as perfect as it was before, it will at least be made available for subsequent use. If its threads are injured they may be restored to a proper state by the skillful use of a triangular file, or even of a burin. No attempt should be made to renovate them by screwing on a nut. The damage done thereby would be irreparable. If the threads are flattened there is no remedy for it.

Some motorists who have tried the in-

roduction of graphite into lubricating oil find that it works satisfactorily. If this is tried the proportions should be a teaspoonful to a pint of oil. Those who have tried it say that it builds up irregularities on bearing and wearing surfaces of pistons, rings and cylinders, resulting in better cylinder lubrication.

The generators of the acetylene lamps should never be filled with hot water—from radiator, for instance—or, if it is necessary, one should wait until the water becomes cool before it is fed to the carbide. The latter is not decomposed in the same way as by cold water. It gives rise to "polymers" of acetylene, in the form of very light black or yellow powders, which are drawn into the tubing and to the burner tips. These tubes are closed very easily by them.

When a bolt is to be removed from a machine, avoid using a hammer directly on the bolt unless absolutely necessary. Hard pounding will invariably ruin the bolts for further use, necessitating a replacement at not only additional expense—which in itself is no great item—but often resulting in vexatious delays and no end of trouble.

This Key to the Situation—Advertise!

\$1,650



The 1910 Auburns are now ready for delivery. There is no car superior to it in its class. It is equipped with the best engine in the world. It's fast, powerful, graceful; its up-keep is small; its endurance is wonderful. 36x3 1/2 tire—choice of 37x4. 116-inch wheel base.

Good as any \$3,000.00 car made.

Omaha Automobile Co.
216 South Nineteenth Street.



CHALMERS-DETROIT "30", \$1500—CHALMERS-DETROIT "40", \$2750

Anyone Could Write an Advertisement Like This—No One Else Could Show the Car

It is easy to make claims for cars. Any car can be the best car made, and most cars are—in advertisements.

All the advertising in the world won't make a car a good car. It has to be a good car, if it is good, because of its design, its materials and its construction. Advertising cannot take the place of those things.

We spend a good many thousands of dollars a year advertising our cars, but that is not the reason why you should buy a Chalmers car. The reason lies in the car itself.

CONSIDER POINT BY POINT

More than a million dollars will be spent this year, on automobile advertisements. But you are not fair with yourself if you buy solely by an advertisement.

Note the fenders: They are heavy and strong, securely fastened. Yet we are honestly convinced that no one can offer you so good value in a car as we can offer. Hence, if you did not take the car, rather than the advertisement into consideration, you would not be treating yourself fairly.

Every Chalmers car has that tailor-made, well groomed, carefully finished appearance that is always a source of delight and pride to the owner. Yet our prices are low.

LITTLE THINGS MEAN PERFECTION.

So many "little things" have been carefully looked after on the Chalmers car, which have been left undone on other cars. Go over this car from radiator to rear axle. Put any other car alongside of it while you are doing so.

Note the fenders: They are heavy and strong, securely fastened. Nothing tin-panny about them.

Note the woodwork on the car. Compare the wood and the finish of it with any other car selling near our price.

Note the upholstery. Note the care with which the painting and stripping has been done.

Note the big steering wheel and the steering post and even the wood of the steering wheel. Note the big, handsome doors. Note the tastefully designed gear and brake levers. Note the large wheels and how the rear wheels are bolted to the brake drums.

A cheap tie will spoil the effect of a sixty dollar suit. Hence, the "little things," the little matters of taste and style that mean perfection, have been taken care of in the medium-priced Chalmers cars. Good taste has a commercial value and we realize it.

H. E. Fredrickson Automobile Co.

HUDSON, CHALMERS-DETROIT, PIERCE-ARROW, THOMAS, LICENSED UNDER SELDEN PATENT

2044-6-8 FARNAM STREET OMAHA, NEBRASKA

Visit Us at the Show

FIFTH ANNUAL AUTOMOBILE SHOW

OMAHA AUDITORIUM

February 21st to 26th

You can't afford to miss this exhibition of automobiles and everything pertaining to them. Every space filled with something of interest to owners, drivers and users. Beautiful decorations and excellent entertainment features. No matter where you live you will be repaid by taking the time to see this exhibition.

Automobile Tops

We beg to announce that we have installed a first class Automobile Top factory in Omaha at 1008-10 Jackson streets, and will manufacture tops of all kinds for the trade.

We are also Sole Agents for ACKERMAN AUTOMATIC WIND SHIELDS for Omaha, Council Bluffs and the State of Nebraska

E. W. Reynolds Mfg. Co.
1008-10 Jackson Street. Phone Douglas 3432.

We've Been Making TOPS

...for... AUTOMOBILES

For the Last Three Years

The other automobile dealers for whom we have made tops say we make the best they ever had—the best shaped top—the best made top—the top that sells a car because it has a good looking top on it.

We know all about auto repairing. We repair tops. We make Dust Covers and Slip Covers. We do the best painting at reasonable prices. If there's anything we don't know about automobile repairing our competitor will tell you.

Drummond
18th and Harney