

AUTOMOBILES

GLIDDEN TOUR THIS YEAR

Reliability Run is an Annual Institution to Be Kept Up.

ABOLITION IS NOT CONSIDERED

Places the Cars Before Buyers as in No Other Way and Manufacturers Propose to Keep the Game Going.

"Shortly after my election as chairman of the contest board, I was asked if the American association would ever hold another reliability run, or as it is more generally known, Glidden tour," said S. M. Butler of the American Automobile association. "I replied that the annual reliability run of the American Automobile association has become an institution of motoring, a contest of such importance that the manufacturers will not even consider its abolition.

"The Glidden tour, more than any other endurance contest held in the United States, brings the principal makes of automobiles before the owners and prospective owners of the country in direct review. It places the standard makes of cars in a competition of reliability which shows the whole country just what these cars are capable of doing. The tour has always been one of national scope, as far as the entries are concerned, and its magnitude has made the findings of the committee in every appreciable value to the motor buying public.

"That the manufacturers of the country realize how much automobile buyers are influenced by the results of the Glidden tour is proved by the support which they give the contest. They realize that the car that wins in the Glidden tour has a firmly established reputation for reliability which could be acquired in no other way. Take the results of last year's event, for instance, when the Pierce-Arrow and the Chalmers won the trophies. I believe that the cars which could win those trophies in competition with the standard makes of the country and over a route approximating 2,400 miles of the hardest roads in the country are proved reliable beyond a doubt. Think also of the other cars which negotiated that tour with comparatively perfect scores. Could anything do more to prove the stamina of these cars?

"Automobile manufacturers realize these advantages; hence, they give the Glidden tour their unqualified support. A contest like the Glidden tour means more to the public than any other sort of automobile contest because it comes nearer than any other to the conditions under which the average owner uses his car day after day. The buyer wants to be sure of reliability above anything else."

"But there is one other great advantage from the entrants' point of view. The Glidden tour is each year so mapped as to carry the contestants into a new market, relatively speaking. Last year the Glidden tour opened up a vast new territory to the industry; this year the route will be laid out with the same end in view.

"I really believe that the south and the southwest hold vast possibilities for the automobile industry. This territory has as yet been very little developed. The country through which the 1910 tour will pass is rich and is ready for the automobile.

"I am convinced from the early interest which has been shown in the tour, that the southern states through which the tour will pass realize the importance of an enterprise or contest of this scope. Reports from the cities along the tentative route indicate that the contesting cars will be given a royal welcome at every control.

"Because the manufacturers realize these things, I firmly believe that this year's Glidden will be the largest in the history of the event. Entries have already been received from the Chalmers, Premier and Moline companies. When such prominent companies as these give the Glidden tour their support from early on, it is my mind fully proved that the event will be an unqualified success.

"As to the official route I can say nothing. The association has indeed mapped out a tentative route, but when the official Chalmers pathfinder and Dal Lewis get on the road it may be found advisable to change this in many respects. The principal controls are reasonably certain; otherwise nothing definite has been determined.



S. M. BUTLER
CHAIRMAN, CONTEST BOARD,
AMERICAN AUTOMOBILE ASSOCIATION

BRAKES ARE APPLIED UNWISELY

Consequences of Thoughtless Action to Which Drivers Are Prone.

Frequently in cases where the driver of an automobile has been haled into court for fast or reckless driving, he has advanced the excuse that there was no danger for anybody, because his car was under such control that he could stop it in a few feet by extreme use of the brakes. That is one of the worst fallacies that could by mischance enter the head of any driver, for such use of the brake may lock the wheels and then under certain conditions of the road surface, especially in the winter time, when frost and thaw get in their work, the car becomes utterly unmanageable and skids in most unreluctant fashion.

There was the case, for example, of an expert driver at Hingham, England, who applied the brakes quickly to prevent running down a crossing sweeper. It was a six-cylinder car which he was testing for the makers. The road had been wet with thaw during the day and had frozen solidly during the evening, with the result that when the driver applied the brake to the fullest extent, the steel-studded tires on the driving wheels slipped over the frozen surface of the road like skates. The rear of the car spun round, struck the unfortunate sweeper and killed him instantly. The driver of the car, whose record previously had been a clean one, was sent to jail for six months at hard labor. With such force did the back of the car swing round that one wheel was broken clean off at the hub and the pressed steel frame was badly bent.

Here was a professional car-tender, a man of wide experience in driving, who apparently did not realize that one of the duties of a driver is to note the condition of the road and bear in mind what the effect would be of applying the brake hard when there was nothing upon which the steel-studded tire could grip, the surface of the road being in a frozen and glazed

state. It leads to the question of which is the better for use in winter, the steel-studded tire or the rubber nonskid. Also it brings into prominence the Italian law, which requires a searching examination of any applicant for a driver's license.—Boston Transcript.

HOW TO EQUIP FOR A TOUR

Experienced Motorist Learns Value of Many Articles Beginners Overlook.

Experienced motorists have learned that it is well, when starting on a tour, to be well equipped with dozens of articles which the beginner invariably overlooks, unless guided by the wiser heads of those who have been through it and know.

Most intending motorists are well aware that the car itself, even when new and "fully equipped" by the manufacturer, does not represent the whole of the first investment needed for satisfactory motoring. There is clothing to be considered, of course. Likewise for the man who stables his own car there are supplies such as oil, grease, carbide, waste, polishing compound, oil soap and sponges, all of which it is true may be purchased in dribbles, but which are much cheaper if the season's supply is bought at once. And wherever the car is stored there are inevitably such things as extra inner tubes, extra spark plugs, a possible spare shoe and various minor items which may be omitted from the usual kit furnished with the car, but which the experienced motorist learns it is usually safest to carry.

Still, further, there is a multitude of agreeable and time-saving appliances in the shape of special tools for tires and valves, box spanners which twist a nut on or off in a jiffy, gauges for testing tire inflation, level air pumps, hoops for the lamps and the spare tire, etc., almost ad infinitum. All of these things are of decided advantage, but it is rather with the absolute necessities that we will deal.

As a mere matter of common sense, it is best to limit one's first purchase of accessories to the things actually known to be needed. As the owner gets acquainted with his car he will then be able to choose judiciously from the long list of "luxuries" in addition to his equipment.

A new car comes with the tools for ordinary manual work, such as does not require anything more than the bench and a vice. In purchasing second-hand, the first step should be to supply any missing items

Tire Kit—Tire pump, tire levers or quick, detachable tools, tire cement and assorted patches, French chalk, one-half dozen from this equipment. When complete, it should be as follows:

Valve "inside," two or three valve caps and dust caps. To this usual equipment should be added a tire fork (for clincher tires only), two or three spare inner tubes and a couple of blow-out sleeves or a spare shoe.

Other Tools—Jack, small and medium hammers, large and small screwdrivers (the large one should have a squared flexible electric wrench), bicycle wrench, medium sized monkey wrench, hub cap wrench, assorted solid wrenches for nuts and cap screws up to one-half inch, round and half-round files, side-cutting pliers, adjustable pliers, cotter pin extractor, small chisels of assorted shapes, small pipe wrench.

Miscellaneous Spares—Two or three spark plugs, extra spark plug porcelain, one or two spare valves, valve springs and valve stem keys, battery tester, spare chain links (if car is chain driven).

Miscellaneous—Electric flashlight, oil squirt can, kerosene squirt can, six feet flexible electric cord, two quart or gallon can of cylinder oil, one-pound can grease, assorted cotter pins, bolts, nuts and washers, spare round belt for fan (if needed), small coil annealed iron wire, emery cloth, toothbrush and waste. Cell of solder wire, box of solder paste and small soldering iron or gasoline torch.

With the above described outfit one may take care of most roadside troubles and do most of the home tinkering. Unless the car is very good, indeed, not many of the items can safely be left at home, though on the other hand, if one learns to watch his car and correct incipient troubles, he may not actually require his tools on the road for months at a time. The ideal at which the careful owner should aim is, of course, to eliminate involuntary roadside stops altogether, and it is perfectly possible to do this, barring punctures, ninety-eight times out of a hundred, provided, of course, one has a good car.

In the matter of clothing, the sensible plan is to buy first for the season in which the car is bought and to add subsequent garments, as experience shows to be needed. About the only articles of apparel which are useful alike in summer and winter is the goggles. These, it may be remarked, should be worn on all but the shortest runs. Many motorists neglect them, but this is a serious mistake and one for which the penalty is sure to be paid. Even if there is no dust, goggles protect the eyes from the chilling and drying effect of the wind. In summer, especially at night, they also protect the eyes from insects. For the man who drives his own car, another emergency article is a pair of overalls. Another emergency garment that should be stowed away in

every car is the rubber rain shirt.—Boston Transcript.

"CONS" OF THE CONDUCTORS.

A tie is the shortest distance between two rails.

A section-boss is the gang's substitute for dictionary.

The "last spike" is the signal for repairs to commence.

The president of a railroad is the public's idea of "the easiest way."

A section-hand is a man who is quite indifferent to rain, shine or work.

Rolling-stock is what a railroad always has either too much or too little of.

An air brake is a thing used by newspapers on which to place responsibility.

Railroads are headless institutions, devised to give legislators a chance to become popular.

A right-of-way is a strip of private property, trespassers on which cannot be prosecuted.

A block is that forbidden space of track lying defiantly between a passenger and his dinner.

Rails are things made by the steel trust for the purpose of indicating the prosperity of the country.

A suburban smoking car is a helpless corporation's resort. It foreshadows the wraith to come.

A train is the maximum of speed multiplied by the maximum of safety, producing the minimum of commendation.

A railroad commission is a party of inquisitive gentlemen commissioned to pick up a few of the rudiments of railroad.

They never do it.—Railroad Man's Magazine.

How Pinchot Answered Heyburn.

At an irrigation congress at Boise, in 1909, Senator Heyburn, before an audience made up mainly of his own constituents, attacked Pinchot and all that he stood for, relates World's Work. He made a violent speech against the restrictions of the government, against the theories of those conservationists who talked of "forest covering" and such things.

When Pinchot got up to reply he removed the cloth from the table on the platform, tilted the table forward and poured half a glass of water upon it. The water, of course, ran off on the floor.

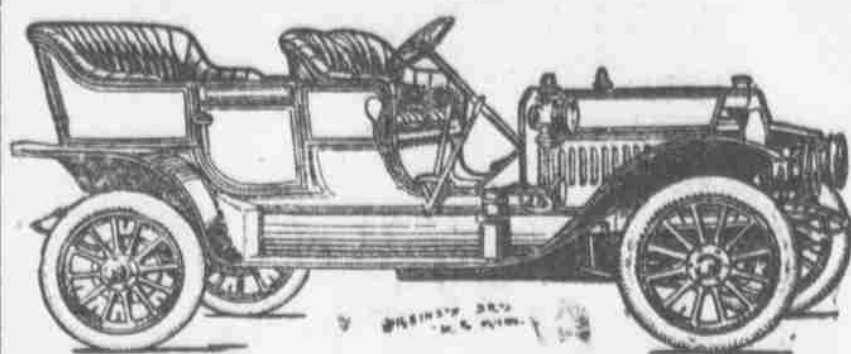
"Such," said he, "is the action of the rain on an uncovered hillside."

He then laid a blotter on the table and poured the rest of the water on it. The blotter absorbed it, but in a few minutes it began to seep through the lower end.

"That is what a forest covering does for a hill," he said. By the time he had done speaking in this plain practical way, he had won the audience.

Persistent Advertising is the road to Big Returns.

Buick Popularity



Buick, Model 17 --- Price \$1750.00

Why is the Buick the most popular car in the west? It is because it is the car of high quality sold at medium price.

Last week we delivered 18 carloads of BUICKS in Nebraska and Iowa. Let us have your order at once if you want a BUICK, as the supply is limited. Send for catalogue.

Nebraska Buick Auto Co.

Omaha, 1912-14-16 Farnam St. Lincoln, 13th and P Sts.
LEE HUFF, Mrg. H. E. Sidles, Gen'l Mgr.

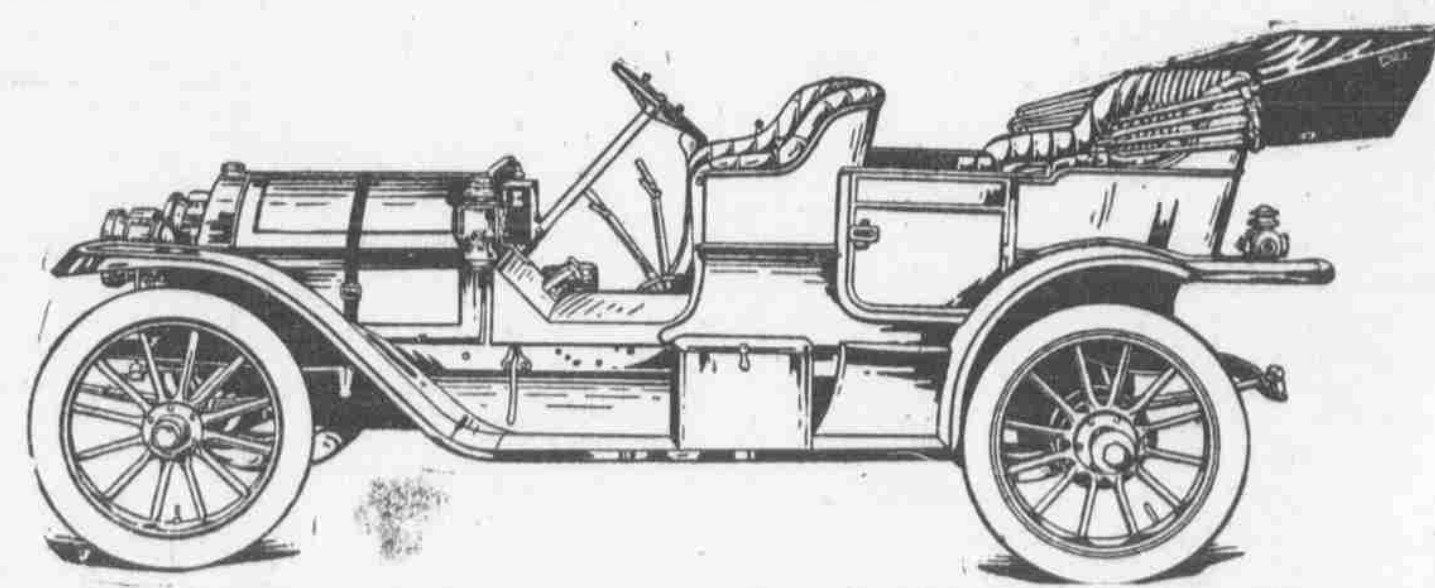
Automobile

GASOLINE AND STEAM
ENGINES REPAIRED
AND
BUILT.
MODEL
and EXPERIMENTAL
WORK A SPECIALTY.

Tel.: Doug. 1845; 604 to 610
Ind. A-1485. South 10th St., Omaha, Neb.



The Car With a Pedigree



Model 4-30—30 H. P., Four Cylinder, Five Passenger Touring Car—\$2,000 (F. O. B. Kokomo, Indiana)

The wise man buys a motor car as he would employ a man for a position of trust.

He inquires into its past; into its reputation for integrity—studies closely the question of experience and ability.

He asks of the man: "What experience have you had?"

And he should ask of the motor car manufacturer: "What experience have you had?"

When he comes to study the Apperson, he quickly finds that the Apperson Brothers built the first car ever produced in America.

He finds further that, in all the years that have intervened, they have produced more than fifty steadily bettering models; and of all the thousands which they have built, they have never built an unworthy car.

So he immediately says to himself: "Why, these men have had a finer experience than any other manufacturer in America!"

Experience and a spotless reputation in their product and in its performances—this is what he finds when he investigates the Apperson.

None of the risks and dangers of an assembled car; none of the uncertainties of an enormous, helter-skelter output.

Instead, a car that has been so good year after year for seventeen years, that the capacity of the fine Apperson factory has always left an unfilled demand.

And all through these seventeen years the vigilant supervision of the Apperson Brothers has not been relaxed.

With an output increased six-fold in the past three years, every car receives the same scrupulous inspection.

This means integrity in the car and integrity in the men who build the car—an assurance of value, when linked to their fine experience, which must appeal to the discriminating buyer.

The Apperson car of today and the Apperson record of the past seventeen years will bear and should have your closest scrutiny.

If you investigate the car from the standpoint we have suggested, your choice of an Apperson is inevitable.

The 1910 Apperson line is composed of 9 models ranging in price from \$2,000 to \$4,250.

Ask for an Apperson demonstration.

APPERSON BROTHERS AUTOMOBILE CO., KOKOMO, INDIANA

LICENSED UNDER SELDEN PATENT

Apperson Sales Agency, 1102 Farnam Street. Phone Douglas 2254

The Start
Mountains and Snow
40% Grade in Alkali Sand
Sharp Volcanic Rocks
35 and 40% grades
Sand Drifts over hubs
Trackless Desert—
Temperature 120°
8000 ft. Altitude
Finish 2400 miles

Ed. Spooner and Billy Knipper Made this trip in a

Chalmers "30"

No automobile has ever before been put to such a racking test.

This same Chalmers "30" had previously traveled 34,800 miles with the same motor, transmission, etc.

Our demonstrators will show you why this sturdy car has such wonderful strength and power.

H. E. Fredrickson Automobile Co.,
HUDSON, PIERCE-ARROW, CHALMERS, THOMAS.
Licensed Under Selden Patent.
2044-46-48 FARNAM ST. OMAHA, NEBRASKA.

Chalmers "30" \$1500
Chalmers "Forty" \$2750

Chalmers "30" Touring Car