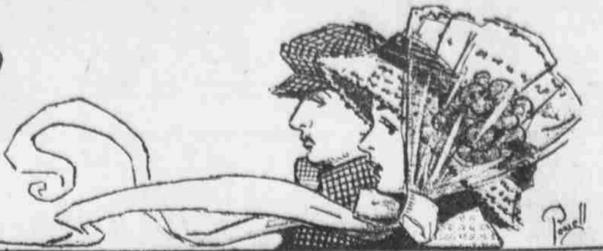




Automobiles



OLDFIELD IS NOT AFRAID

Wizard of Auto Speedway Talks Nonchalantly of Danger.

MODEST OVER HIS VICTORIES

"Perhaps Some Unknown May Have Traveled Just as Fast," He Declares, Discussing the Race Track.

"How many accidents have you had in your eight-year career of motor racing?" a visitor asked Barney Oldfield.

"Oh, several!" answered the holder of the world's record for speed.

"Bad?"

"Four of 'em were pretty bad."

"Someone hurt?"

"Two killed one time, and one another. Yes, I got bruised up pretty bad myself once."

Oldfield is the most modest of persons.

It is hard to see why, but it must be. It isn't tactfulness or anything of the kind, because he's perfectly willing to talk on things that don't concern the achievements of Barney Oldfield—his just plain, barefaced, deep-rooted modesty. Moreover, he is clean-faced, clear-eyed, good-looking and a pleasant man to hold conversation with.

These accidents of his—his unwilling to talk about them, but by dint of much pressure will—were purely incidental, and, he soberly explains, unavoidable.

"It's like this," he said yesterday afternoon. "Of course, I don't always go 142 miles an hour—that's his record—but even at 100 things come along pretty fast. At 100 a broomstick laid across the track will make a car shoot fifty or sixty feet without touching the ground. You can't stick your hand straight out and shift the gears—the wind's too strong for anything like that. You've got to slide it out on an angle. When I tried the other thing I came pretty close to leaving my best hand behind me. At 100 a broken tire means an acrobatic motor car, with you doing the ground stunts. It's pretty hard to think when you're going that fast. The machine is really going faster than the mind. If there's something in the way half a mile ahead you've got to start turning right away. A sudden twist of an inch on the wheel would turn you over. Oh, it's something you can't really describe!"

"If you can't see how anyone's going to," commented the visitor, "especially as no one else in the world's ever done that fast."

"Maybe somebody has," answered Oldfield, "and we just don't know about him." (How's that, when the nearest known record to Oldfield's is 128 miles an hour?)

"Maybe," he went on, "I'll give you some idea when I tell you that the pressure of a pair of ordinary goggles against my cheeks and forehead was so painful that I couldn't drive until I got a special racing mask. That was when I first tried out the Benz."

"What would happen if anything broke going at 100?"

"Wait till something breaks and I'll tell you. Say, I could go 100, though, in that Benz if she'd hold the track. Man, she'll develop 250 horse power any time. Believe me, it's the greatest car"—and Oldfield launched out enthusiastically upon the car. And, at the end, you decided that, after all, Barney Oldfield's success wasn't due to luck or fate, but to enthusiasm, backed by

FITTING UP A PRIVATE GARAGE

Practical Suggestions for Those Who Repair Own Machines.

For the average automobile owner of moderate means a private garage of inexpensive construction and equipped with the necessary devices for practical repair work can be maintained without taxing the pocketbook to an enormous extent, no matter what kind of material is used in the construction of the building, a cement floor is advisable in all cases as a protection against fire. Pieces of wood should be imbedded in the floor, to afford a secure anchorage for various parts of the equipment.

A strong bench about 6x2 feet should be fastened to the floor and wall and placed near a window. It should have an under shelf for the convenient keeping of polish cans, grease, and other materials of like nature. The top should be made of thick two-inch stock, covered with tin to prevent the oil and grease from igniting while using a blow torch, and also to provide a smooth surface having no cracks through which small parts might be lost.

Near or above the bench a cupboard or closet should be placed, having a number of pigeon holes in which to keep tools and small parts. The necessary tools ought to include two hammers, light and heavy, a ten-inch mill file, a square file, a large and small three-cornered files, and a small half round file. A few small punches and chisels should be included, also a monkey wrench and a pipe wrench. There should also be a scraper for scraping bearings and a hacksaw and tin shears. A large and a small screw driver completes the list of small tools which are indispensable. A breast drill with an assortment of drills, ranging from 1/16 to 1/2-inch will be found very useful. Standard taps and dies from 3/16 to 1/2-inch sizes should be included. The soldering outfit should consist of a blow torch, soldering iron, solder, and soldering acid. A strong four-inch vise should be fastened to the bench near the legs, which would act as a support. The vise should have false jaws made of copper to prevent marring finished work. A heavy bench block for hammering and riveting should be provided. To make the equipment more complete, there should be a blacksmith's outfit, consisting of a forge, anvil, tongs, and a small sledge, but this can be dispensed with for the sake of economy.

For tire repair the following should be kept in stock: Rubber cement, various sized patches for inner tubes, patching canvas for shoes, emery cloth, a stiff wire brush, and necessary tire replacing tools. A vulcanizing outfit, while not absolutely essential, is really desirable, as vulcanizing is always preferable to repairing with rubber cement.

Motor oil, grease, graphite, waste, carbide and kerosene should be kept in sufficient quantities for practical needs. The gasoline tank should comply with the fire underwriters' regulations, and be large enough to insure adequate supply.

For use in washing the car or cars a high-grade automobile soap, sponges, and chamotte skins, and a foot-sized mat should be included in the outfit. Much time and labor are saved by the use of a wringer, which can be fastened near the wash rack.

The garage should have drop lights and a "creeper," which is a handy device where the garage is built without a pit. For the prevention of tire deterioration forked

MUST HAVE STATE LICENSE

Maryland's New Law Relating to Autos Effective July 1.

BAN ON THE BOY CHAUFFEUR

All Persons Under Sixteen Years of Age Who Desire to Run a Machine Must Undergo Special Examination.

BALTIMORE, May 28.—Maryland's new automobile law goes into effect on July 1. It will not be necessary for any owner of a motor vehicle to use a certificate of registration under the new law until July 1, after which it will be a serious offense to operate a car without the registration number tags to be furnished by the new commissioner. Under the new law dealers and manufacturers of cars may register them separately or may secure a certificate assigning them a definite number on their cars for 24 a year. They can use these numbers interchangeably, but can never have more than four in service at one time. If they wish to use more they must pay \$4 a year for extra numbers and furnish the designated number themselves. These particular tags are to be for cars used only for demonstration, and not those for pleasure or for hire.

After July 1 no person shall operate a car without an operator's license. This applies alike to owner, chauffeur, members of owner's family, and all others. The only exception is when an unlicensed person is being instructed. Operators' licenses will not be granted to persons under 16 years of age, except after a special examination. The fee for the operator's license is \$2, and it need not be renewed annually. Present chauffeurs' or owners' licenses will be accepted as evidence of ability, and no change will be made for certificates. Examinations of applicants may be held if the commissioner thinks best.

The only speed regulation is that no person shall operate a motor vehicle at a rate of speed greater than is reasonable and proper, having regard to the width, traffic, and use of the highway, or so as to endanger the property or life or limb of any person. This may mean one mile an hour or twenty-five, depending upon conditions. As a check upon speeding, the law provides that if the speed exceeds twelve miles in towns or villages, eighteen miles in outlying or not thickly settled sections, or twenty-five miles in the open country, it shall be deemed excessive.

In response to a letter from the Association of Licensed Automobile Dealers offering sixty automobiles for the reception to Colonel Roosevelt, the reception committee says that it will not be able to accept the use of the automobiles. Major General Roe, in charge of the parade, thinks that the automobile is not slow enough, and as he is in charge of the committee, bows to his wishes to use carriages instead of automobiles.

FROM TRAIN TO MOTOR

Railroad Booster for Improved Farming Travels in Auto.

The agricultural expert, F. R. Stevens, recently employed by the Lehigh Valley railroad, will make his tours of the farms in an automobile. The industrial depart-

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SOME AUTO HINTS FOR AMATEURS

Know Mechanism of Car First, Then Forage in Repair Shop.

Amateurs should seize every possible opportunity to learn about the mechanism of the car they are driving, or learning to drive, and one way to do this is to gather all that can be gathered from the unfortunate experience. By learning to make roadside repairs expeditiously, and in such a manner as to allow the car to limp home, the new driver soon gains confidence in his own ability, and this is reflected in his work at the wheel. So it is a wise plan to visit all the repair shops possible, there to learn how repairs have been and are being made. More than this, it is well to talk about these things with more experienced drivers.

Thus many an amateur has had trouble with punctured floats, or carburetors, particularly with metal floats, for they are the only kind that can be punctured. As a temporary method of repairing a punctured copper float, the use of sealing wax may be cited. In cases where the float has flooded, through the perforation of the solder, the first thing to be done is to bore a small hole in the float in order to let out the accumulated liquid, and the surface should be carefully cleaned around the puncture. A piece of sealing wax should then be obtained, and a few drops should be melted over the hole and should be pressed well down in order to fill it up. It will then be found that the float is again good for any number of miles. One advantage of this method is that the wax adds little weight to the float. It is advisable to moisten whatever is used for pressing in the melted wax in order to prevent its sticking.

Nothing can give a new driver more trouble than a broken axle, particularly a broken front axle. If this is of the tubular type and the driver be fairly ingenious, a roadside repair may be made which will allow of driving the car home, which is some satisfaction. This case in which a tubular axle has been broken off close to the spring chair, but inside of it may be repaired as follows: Obtain a piece of wire cable, or heavy telegraph wire may be used, or even in default of either of these a piece of stout rope. In any case something that can be used to tie the two parts together. Attach this to the springs, leaving lots of slack between them. Then drive into the broken end a piece of wood, which has been whittled down to fit, or a round iron bar or something similar and handy. Having driven this into one broken piece, drive the other onto it, and keep them from separating by tightening up on the rope or cable. This may be done by inserting an string stick or piece of iron, as for instance a tire iron, and twisting until the whole is as tight as possible. Then the tightening means should be so fixed in a position as to render it impossible for it to come loose. It will then be possible to limp home with the broken axle, slow speed being a necessity.

Lamps should have not a little attention whether in use or not, for sooner or later they will come into use, and then the previous neglect will manifest itself. One thing every automobilist should learn is

AUTOS BOOST REAL ESTATE

Advance Census Reports Indicate Property Increase Everywhere.

FARM LAND IS GOING HIGHER

Demand for Salesrooms and Garages in Cities Acts as Tonic for Rental Prices—Great Factor in World's Progress.

WASHINGTON, May 28.—Advance reports of the official census indicate that property values everywhere are on the increase. The statistics show a large percentage of advance in values. Real estate men attribute this largely to the automobile. They say it has exerted a greater effect upon real estate values than any other modern invention. Not only are values in city property raising, but farm lands, as well, are becoming more valuable.

In the city the demand for salesrooms, garages, etc., has accomplished wonders in boosting rentals, while on the outskirts, the steady buying of land for factory sites and extensions has had almost a similar effect.

People can live farther out in the country than they could before the automobile came into general use. Farm values have gone up and hundreds of places located within a radius of twenty-five miles of cities have found ready purchasers in men who use automobiles as their regular means of transportation.

Reports from the Willis-Overland company of Toledo, O., shows that a larger percentage of their cars are sold to suburban purchasers than to city people. Farmers are buying thousands of their cars this year—for business and pleasure.

The automobile has become an essential part of the complex life of today, and it is absurd to regard it as purely a pleasure vehicle. It has revolutionized the delivery service of the cities and proven a potent factor in the world's progress.

A Dog and His Collar

A Baltimore dog wears a diamond collar worth about \$15,000, which was made expressly for his use by a prominent jeweler, to the order of his master, who is a resident of Baltimore, Md. An elaborate banquet was given by the dog's owner, and in the midst of the festivities the little dog, a black and tan, was formally decorated with the gorgeous gift, the occasion being the celebration of the dog's eleventh birthday. "Dixie"—for that is the lucky dog's name—has traveled through practically every large city on the continent, as well as the United States, with his master, who, as may be readily understood, entertains no small affection for him. The collar with which Dixie was presented contains 70 diamonds, varying in weight from one-sixth to one karat, and is of unique and very attractive design.—Strand Magazine.

The Price of Eloquence

The auctioneer held up a battered fiddle. "What am I offered for this antique violin?" he pathetically inquired. "Look it over. See the blurred finger marks of remorseless time. Note the stains of the hurrying years. To the merry notes of this fine old instrument the brocaded dames of fair France may have danced the minuet in glittering Versailles. Perhaps the vernal violins marched to its stirring rhythms in the feasts of Lupercalia. And it bears an air—perhaps a touch of fire. Why, this may have been the very fiddle on which Nero played when Rome burned!"

"Thirty cents," said a red-nosed man in the front row.

"It's yours," cried the auctioneer, cheerfully. "What next?"—Cleveland Plain Dealer.

Insult to Injury

"How did Clarence come to get into a disgraceful fight with that camera fiend?"

"Well, you see, Clarence was walking in the park last Sunday with his fiancée, Miss Frye, and whenever the lady got in range of the camera the man would snap it."

"And so Clarence objected?"

"Well, he spoke to the man about it. And the fellow answered that he wasn't taking her picture, but only closing the shutter when she passed, because the lens was too valuable to risk. Then Clarence got mad, and that's how it started."—Cleveland Leader.

Its Painful End

The last of the Labrador ducks was about to die. In itself, it isn't the thing of dying. In itself, it gasped the duck, "that grinds me! It's the fact that while my race hereby becomes extinct, the quaint, ungainly, worthless shite-poke will live on!"

"Unhappily even by the reflection that the carrion crow survived the dodo, the hapless bird breathed its last.—Chicago Tribune.

What Are You Buying an Automobile For?

The answer is easy. You are buying it to run not only this year but next year and years to come. Since 1903 we have built and sold 45,000 automobiles, and we challenge you to produce a worn out



We are not short on cars. That is what our factory is building. We have the machines in our salesroom and can make deliveries now. Why shouldn't we, with the largest factory in the world building 41,000 cars this year? We are going to make the Buick family larger than ever. 116 new ones were added to the already large Buick family last month in the state of Nebraska. Just take a glance at the state record and see what the people are buying.

When better automobiles are made BUICK WILL BUILD THEM.

The other fellow goes up Davenport hill from the east on low gear. BUICK goes up on high gear. Want to be shown? Just use either 'phone.

NEBRASKA BUICK AUTO CO., Lincoln Branch, 13th and P Sts., H. E. SIDLES, Gen'l Mgr. Omaha Branch, 1912-14-16 Farnam St., LEE HUFF, Mgr.