

Make Three Miles a Minute?

BY BARNEY OLDFIELD.

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Three miles a minute is the latest promise of "Bob" Burman, speed king. Two weeks ago Burman sailed for Germany to arrange for the purchase of a European "greater bitzer" model of a European make. A few days ago he called me that the deal had been closed and that he would return to the United States within a few days with the new speed creation. I am thoroughly familiar with the new car, having been instrumental in having the factory plan the construction of the 50-horse-power space annihilator, and I believe that Burman will make good his promise to cover three miles in a minute on the Florida beach.



laughed at the prediction a few years ago of two miles in a minute. In 1904 Demogre covered the distance in 25 1/2; in 1910 I clipped the two miles in 25 1/2, and last April Burman turned the trick in a little better than 25. And the intrepid Michigan lad is going for a three-mile a minute record with all the earnestness in his make-up, and determination has been a dominant factor in the success of such men as a racing driver. There is no such thing as a limit to speed, that is, not until a mile is covered in "nothing or better" in the early days of automobile racing the scientific crowd used to scare me nearly to death with the display of a long list of figures which they told me represented the solution of the problem of "centrifugal force" as applied to tires and wheels and that when I attained a speed of a mile a minute on a circular track there would be work for the undertaker. But tires properly made and applied to the proper rim with plenty of legs is just as safe at 150 miles an hour as at a mile a minute gait. I hardly believe that Burman can stand the strain for three miles at such a terrific speed, but I am positive that he can bring his mark of 25 1/2 for the mile down to 20 seconds. When he left for Europe it was "Wild Bob's" intention to make his straightaway trial at Daytona some time in February or March.

I talked to a famous motorcycle rider the other day. The motor rider was enthusiastic over the possibilities of a motorcycle covering a mile faster than a giant automobile. It will be recalled that Glenn Curtiss, the noted aviator, claimed to have ridden a mile on the Daytona beach in less than 27 seconds in 1906. The trial was not officially timed, being a private effort, but it was a mystery to me, surely they could not have been any faster than the use of "guess" words. Thus the fabled chicken and southern hospitality I receive more than makes up for the hardships encountered along the highways.

I am touring this week along the Glidden tour trail on my way to Atlanta and Savannah. The excessive rainfall has made the roads almost impassable in many places. How the Glidden tourists ever got over the route with any perfect score cars in the lot is a mystery to me, they could not have been any faster than the use of "guess" words. Thus the fabled chicken and southern hospitality I receive more than makes up for the hardships encountered along the highways.

Arrangements Made For Races in Havana

NEW YORK, Nov. 11.—All arrangements have now been completed for the opening of the new racing plant at Havana, Cuba. The date of the opening has been changed so that the racing will commence on Thursday, December 14, in place of Friday, December 15, as first scheduled. This will make it one day earlier and will give plenty of time for the shipment of the horses from all racing centers and give them a chance to be rested up before being asked to race over the strange going of the new track. It has also been decided not to close the stakes until November 27, which will give owners plenty of time to make arrangements before shipping and will not interfere with their business while the meetings at Havana and Norfolk are being carried out. There will be twenty-seven stakes, which will range in value from \$1,500 to \$5,000, and will be attractive to all owners.

At the present time the schedule of racing will be from December 14 to March 31; there will be seventeen days' racing in December, twenty-nine days in January, twenty-nine days in February and thirty-one days in March. This will make as nice a season as one could wish for and will give the horsemen plenty of time to slip back to Norfolk for the spring meeting of the Jamestown Jockey club, which will be followed by Pimlico and then on the Canadian tracks.

Slashed with a Razor

wounded with a gun, or pierced by a rusty nail, Bucklen's Arnica Salve heals the wound. Guaranteed. 2c. For sale by Beaton Drug Co.

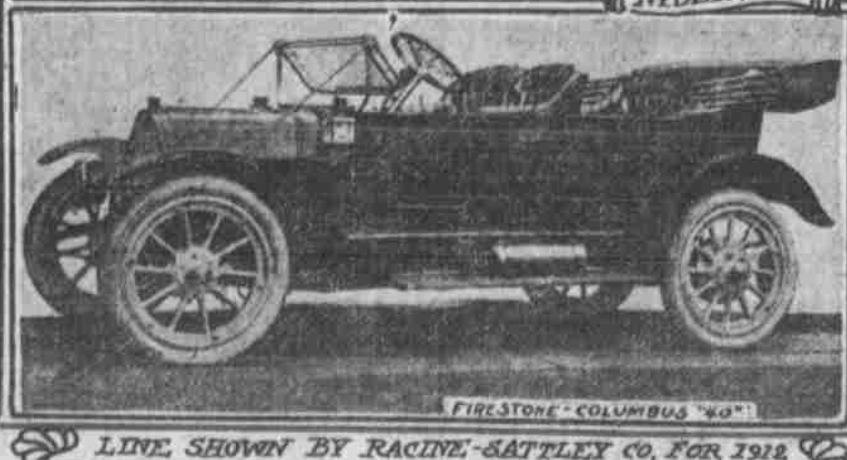
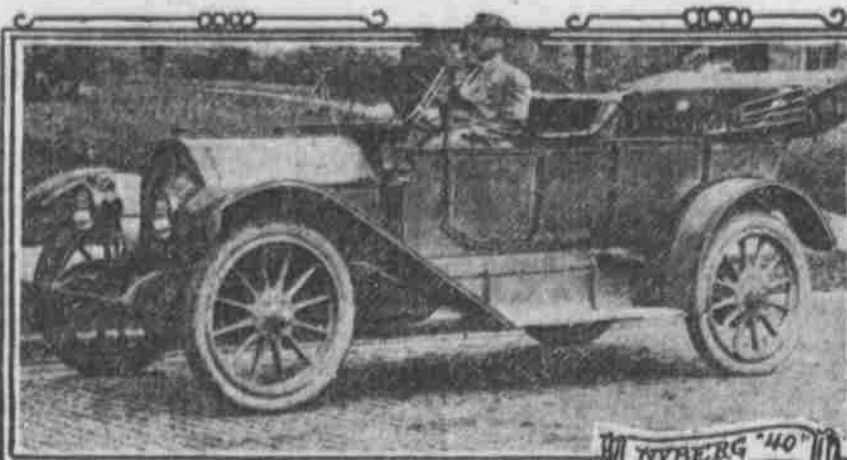
Savannah automobilists predict that the course for the Grand Prix and Vanderbilt cup races will be a revelation to the racing drivers. The hustling southerners have spent thousands of dollars on the course in an effort to have the world's record broken during the big race. The course is much longer than the Santa Monica triangle, on which the world's record was made by Herrick three weeks ago, and, of course, this is an advantage. But the surface of the Santa Monica course is absolutely smooth and is so nearly like asphalt that it was not even necessary to use oil to lay dust.

From what I can learn the cars for the Grand Prix will be much less powerful and heavier than previously, though the engines will develop more speed than any of the former nominations. Of course this will help a lot towards preventing the course being cut to ribbons in some of the soft spots which always are found on a road course. Again, the distance of approximately 400 miles is against the chances of lowering the Santa Monica mark, which was made at a distance of 252 miles. Many wagers are being made among those interested in records on the average of the Grand Prix leader when he had covered half the great distance.

So far there is a dearth of entries for the big race, and I doubt if more than twelve cars at the outside will go to the post. This is due in a large measure to the number of events which have been run within the last few weeks. There was a time when a manufacturer could enter a race in a modest manner, and if he lost, the cost would not be heavy enough to count. But now it is different. Racing must either be done on an expensive and elaborate scale or not at all. With a big road race being run every few weeks during the latter part of the season the drain has been heavy on many of the makers who find that they have not succeeded in the appropriation for racing made early in the season. That is why the Indianapolis promoters are anxious to run their event at the real opening of the season. The manufacturers are ready to race and have spent none of the new season's racing funds.

Fifty members of the Society of Automobile Engineers are on the ocean en route to England, France and Germany for the purpose of visiting the European automobile shows and going through for-

Cars of Latest Type



LINE SHOWN BY RACINE-SATTLEY CO. FOR 1912

BOMBHELLS WILL BE FIRED

Athletic Solons Will Gather in New York to Legislate.

RADICAL REFORMS PROPOSED

Proposals Will Make Every Athletic Club, College and Athlete Sit Up and Notice Without Aid of Alarm Clock.

NEW YORK, Nov. 11.—What promises to be the most exciting meeting held in years by the Amateur Athletic union is scheduled for the Waldorf-Astoria on Monday, November 20. On that date the athletic solons will gather in annual conference, and according to the present plans some legislative bombshells will be fired that should arouse comment wherever spiked shoes are worn these days.

At this meeting the Amateur Athletic union executives propose to read into the constitution some reforms which are not only extremely drastic and needed, but so radical that every athletic club, college and athlete will sit up and take notice without the aid of an alarm clock.

It is the plan of the reformers to incorporate into the Amateur Athletic union code a number of new rules for the better governing of amateur track and field athletes, two of which are exceptionally drastic and should make for a much-needed reformation in the athletic club sphere. The first of these calls for an athlete who leaves a club affiliated with the Amateur Athletic union to compete for two years unattached before he is eligible to join another club, and the second specifies that no athlete pursuing a course in any college or university shall be eligible for membership in an athletic club so long as he is attending a college or university either as an undergraduate or as a post-graduate student.

The proposed amendments to the Amateur Athletic union constitution covering these reforms are worded as follows for the consideration of the Amateur Athletic union delegates when they convene on November 20:

"In all open competition a student attending a university, college, school or other educational institution must represent his educational institution, and unless he has graduated he shall not be allowed to represent a club or other organization until he files with the registration committee a certificate that his period of scholarship in the educational institution has finally terminated."

"Amend article x, section 2, to read as follows: "No one shall be eligible to compete

in any athletic meeting, games or entertainment given or sanctioned by this union unless he shall be a duly registered athlete and a member of the organization from which he enters; nor shall any member of any club in this union be allowed to compete as a representative of such club in case he has within two years competed as a member of any other club unless said club shall have disbanded or practically ceased to exist, or unless he has taken a bona fide residence in another district of this union.

As to Residence.

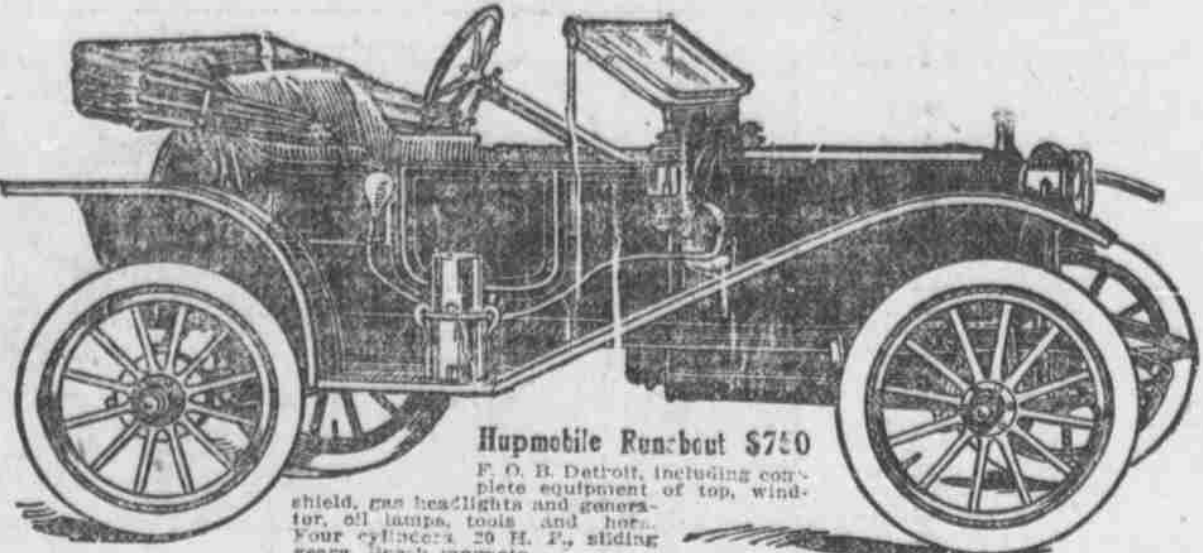
"No person shall be eligible to compete for or enter any competition as a member of any club in the territory of any active member of this union unless he shall have resided within the territory of said active member, and shall have filed with the registration committee of said active member a certificate of residence at least four months previous to entering for competition.

"No person shall be eligible to enter or compete in any district championship meeting unless he shall have been a bona fide resident of such district, and shall have filed a certificate of his residence with the registration committee of such district at least six months prior to the holding of such championship meeting; provided, however, that undergraduates of an educational institution shall not be limited by this restriction, but shall be eligible for the championship meeting of the district in which the educational institution is located; provided, also, that a registered athlete who has resigned from a club that is a member of the Amateur Athletic union shall for two years after such resignation be entitled to compete in the championship meetings of the district in which he has been a bona fide resident for at least six months prior to the holding of such championship meetings."

Des Moines Team on Market Once More

Presto, change! The dopsters had the Des Moines situation settled for next season. Comiskey owned the team and Duffy would run it as the training school for the White Sox recruits, when all of a sudden Duffy announces he has stoned to manage Milwaukee in the American association, then Norris O'Neill, at least the nominal purchaser of the Des Moines franchise from Father John Higgins, announces the team for sale at the cute little figure of \$20,000. Still, it is not proved that Comiskey does not own it. Why couldn't the Old Home now step in and act as the purchaser from O'Neill? Well, let us hope that a live man gets the team before the gong rings.

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Hupmobile Runabout \$740

F. O. B. Detroit, including complete equipment of top, windshield, gas headlights and generator, oil lamps, tools and horn. Four cylinders, 29 H. P., sliding gears, beach magnet.



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You find these owners on every hand—from one end of this country to the other; even across the seas, for the Hupmobile has found a welcome at the very ends of the earth alongside of the best of Europe's production.

The Hupmobile is thorough-built from top to tire.

It will continue to be so as long as money can buy fine materials and skilled workmanship.

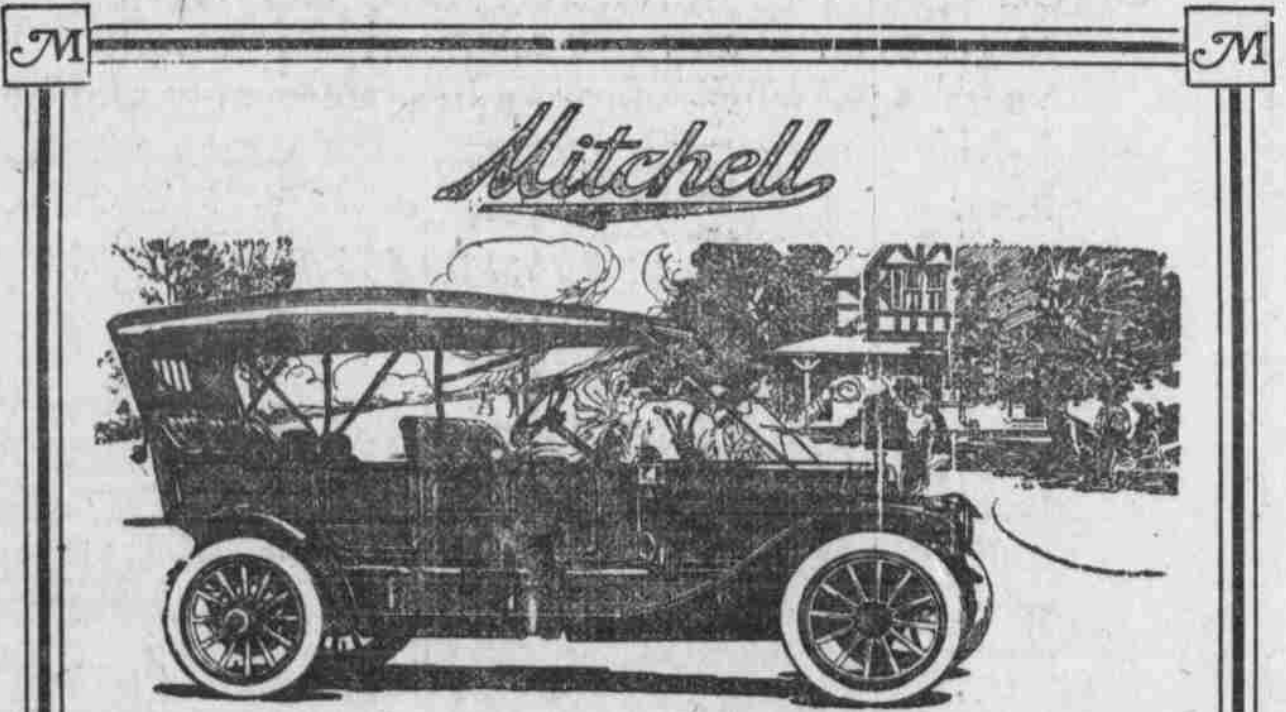
If you are not already familiar with the good qualities of the Hupmobile at first hand, by all means let us make them known to you now through our local representative.

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Mitchell Big Six

7 Passengers—50 Horse Power—\$2,250

No one had the nerve to follow us when we started to build the Big Six two years ago. And no one has had the nerve to do it yet. We are still absolutely alone in the building of a Big Six Cylinder, seven-passenger touring car for so little money as \$2,250.

The Big Six has everything that the high-cost cars have—it's running like an Elgin watch—it's making good, with emphasis, in every kind of country, and it is within the reach of the average man. As long as it has every detail that the auto-heart desires, what's the use paying twice \$2,250 for some other car, just because Percy Van Loon has one?

This car will serve the richest man in the world and give him the same satisfaction as any other car built. His millions can't buy him any more. The car that gives him the maximum satisfaction at the minimum cost is the logical business buy—and that's the Mitchell Big Six. We've got three thousand instances to prove it. Roll this over in your mind before you make your decision and see what \$2,250 will buy you elsewhere.

The Big Six is equipped with top, Splittord dual ignition system, 5 lamps, generator, horn, jack and complete set of tools. This equipment is included in the list price of \$2,250. You don't have to hustle off to a supply man and spend perhaps \$200 more for accessories. The car is complete.

Specifications: 50 horse power, six cylinders, 130-inch wheel-base, selective type transmission, full floating type of rear axle, standard universal rims, 36x4 1/2 tires, 56-inch tread (60 inches optional), fore-doors, oiler self-contained in crank case.

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Mitchell Getabout, 2-pass., 25 h.p. - \$950 | Mitchell 5-pass., 30 h.p. touring - \$1,350 | Mitchell 4-pass., 30 h.p. touring - 1,150 | Mitchell Baby Six, 40 h.p., 5-pass. 1,750 | Mitchell Big Six, 50 h.p., 7-pass. \$2,250

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