

# Yankee Will Be Speed Champ

**ON THANKSGIVING DAY** the world's greatest automobile race will be run. No longer does the American grand prize play second fiddle to the lead of the French Grand Prix. The 1911 French event proved to be but a poor imitation of the one mighty contest, rightly considered the real and only classic of the automobile sport. So the Yankee grand prize winner will be considered the speed king champion of the world. It is true that the 1911 race for the gold cup has failed to attract as large or representative a field as the two previous grand prize races brought together, yet the men who will meet in the gasoline battle represent about all the great drivers of the world who have not retired. It is a race, from the dangerous sport. In the 1911 French Grand Prix, Hemery was the only pilot who entered whose name was at all familiar to motorists on this side of the Atlantic. Automobile racing in Europe has had its day and there is not much chance for its revival. Aviation seems to have attracted the curiosity seekers and to have monopolized the space the papers in Europe once devoted to the chronicling of automobile contests. Seldom a day passes but that more than 200 aeroplanes are in the air in Europe.

But the Grand Prix, which will be contested near Savannah on our national turkey day, is the one big event of the year, by virtue of the prominence of the drivers and competing cars and of the richness of the trophy and cash prizes. When I reached Savannah the entries had not closed, but I was informed that about all the cars that would face the starter had been nominated. I am going to give my readers some real honest, frank criticism of the different pilots as they impressed me during the time I have watched them drive in different events since they started at the game. I was racing years before any of the Americans who are entered started their careers, and I watched many of them graduate from the mechanic's seat. I figure that every car, with the possible exception of a couple of small ones, has an equal chance, or at least the driver of each has used his judgment in selecting his mount. Here is the way they look to me:

Hemery, big, strong, courageous and daring. To my mind the most powerful fellow in the race. Winner of the 1905 Vanderbilt cup race with an extremely light car of great power. Winner also of many big European races. Finished second in both grand prize races. In 1908 Hemery would probably have won had not his signals been misunderstood. In 1911 Hemery was but two seconds behind his teammate, who won. Hard luck can hardly pursue so game a fellow three times in succession, so Hemery is my pick as winner.

Wagner of France, winner of the 1906 grand prize and the 1906 Vanderbilt cup event. Crafty, skillful and intrepid. The equal of any driver in the world. Must be reckoned with by the winter. Failed to finish in the 1910 grand prize on account of wrecking his car.

Bruce-Brown, winner of 1910 grand prize. Brains and strength are his heritage. A mighty combination to be sure. The only thing lacking in Bruce-Brown is experience. He is but 22 years old, I am told. He is a millionaire, but he does not drive like most of them. While the Yale man must be figured as a strong contender, do not forget that luck of the opposite kind of which lost the two grand prize races for Hemery was probably responsible for his victory last year.

"Bob" Burman, speed king, the man who traveled faster on the Florida beach than human ever sped, is not my choice for winner of the 400-mile road classic. Burman is too reckless. He is lacking in feeling for his engine. He is not an expert in "muzzing" his car. For a short dash Burman is the greatest pilot of them all. Probably that is why he has never won a big race, and he has been in many. Ralph DePalma, track competition champion. Crafty and daring as they make them. But DePalma runs Burman a close second in the "almost won sweepstakes." The man who drives a circular track with the ease of a debutante gliding over a ball room floor seems to lack the punch which comes to long races. Twice he has had grand prize races in his palm. And twice did he make a mechanical faux pas and watched the finish from the roadside. DePalma has a great machine for his mount this year and may fool the wise ones. If he wins I will be as badly fooled as any one.

Caleb Bragg, "millionaire kid." The school boy who won from me the hardest fought race of my career. But because of the fame that came to the youngster, his friends expect from him the impossible. As a stender as a seminary girl, young Bragg is not of the physique to stand a hard grueling race such as the big event will prove.

Hearne, another wealthy sportsman. Young Hearne comes from Chicago and has won many races ranging from five-mile amateur championships to long road races. Of about the same build of young Bragg, the Chicagoan is of tough fibre and hard as nails. The four route will not affect Hearne. He has driven in Vanderbilt cup events, in Fairmont park races and was king of the speedway at Indianapolis for one season. But taken in all Eddie is not as well reasoned or experienced as many of the others. Still he may be one of the surprises.

Mulford, the steady. Ralph is just about the sort of a man to bring home the bacon for an American made car. I never heard of Mulford having to drop out of but one big race through his car becoming disabled. He is as consistent as a fine watch and will surely be one of the first four to finish.

Dawson, the hoosier youngster. Dawson usually wins or gets out of the running by having something go wrong with his car. Young, brave and ambitious Joe Dawson must be figured seriously every time he starts with even odds. This time he has a car as fast as any in the race. Play Dawson to be close to Mulford.

Patschke, Harroun's protegee. When Ray Harroun won the \$5,000 Indianapolis sweepstakes race, Patschke is the driver who relieved him for an hour or so. Will be coached by the cool calculating Harroun, who built the car Patschke will drive. Was second to world's record-holder Herrick when the latter won the Santa Monica road race a few weeks ago. While hardly as daring as Dawson, he might win as often on account of his cautious handling of an engine.

Disbrow, the confident. Louis Disbrow believes he is as great a driver as any in the world. This counts for a lot. Disbrow has won a few big races. More often his victory came as a result of plugging along and letting the leaders race their engines to death trying to beat each other. Probably Disbrow will win the



grand prize in this way. One thing, he is always trying.

Basin, the sphinx. The silent Frenchman is a veteran at the racing game. In 1904 I had a hard time taking the ten-mile record from him. He knows all the salient points of the game. But Charlie has been at the wheel of many cars which never had a chance to win that he has lost the sense of feeling the sting of defeat.

I never begrudge an old-timer in any profession his victory. I would rather yell about Basin's victory than that of any man in the race.

There are two other drivers in the race who will handle small cars. I have never seen them drive in a big event and have no way of judging them. They are game and daring, otherwise they would not

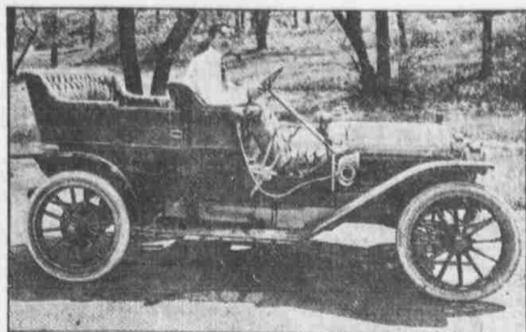
tackle so hard a race with cars of but half the piston displacement of most of the others.

Good luck to them all. In Nebraska recently, over 600 citizens gathered along a ten-mile stretch of bad road, which caused the volume of traffic to be diverted to an adjoining county, and in twenty-four hours of real work, placed the highway in good condition and laid the foundation for its permanent upkeep by the county commissioners. Such spontaneous interest among the residents of any county speaks much for the manner in which our people are realizing the value of good roads. It would be hard to get 600 automobilists to leave the steering wheel long enough to fix up a road, but the horny-handed farmers of Nebraska have set a good example for other localities to follow. It was not so much the work they actually performed as it was the manner in which they forced the county officials to awaken to the fact they demanded good roads.

The makers have been just as backward about adopting the electric lighting system as they were in fostering the self-starter. I know from actual experience that the electric lights on a motor car are a positive boon to the fellow who drives after dark, and most every car owner does. To turn a switch, handy to the seat, and illuminate both front and rear of the car, without having to go through the old game of "who's got a match" and its attendant discomforts, appeals to every owner or driver. The motor car builders should forget the "internal refinements" of which the catalogues tell so much, and add on electric lighting and self-starting features.

**Most Wonderful Healing**  
After suffering many years with a sore, Amos King, Port Byron, N. Y., was cured by Bucklen's Arnica Salve. See For sale by Beaton Drug Co.

# Finding the Shortest Route



R. W. CRAIG, IN AN E. M. F., MAKING FOR THE BEE A SHORT ROUTE FROM OMAHA TO KANSAS CITY.

## Bike Riders Going To Olympic Games

NEW YORK, Nov. 18.—Will the United States have a strong and representative team of bicycle riders at the Olympic games at Stockholm next summer? This question is answered by the United Cyclists, America's latest organization to foster the great pedal pushing sport, in a decidedly affirmative manner. "Yes," says the United Cyclists, "this country

must and will have a team of class A amateur riders in the Olympic bicycle race around Lake Malar, and we intend to see to it that money is raised among those who are still devoted to the sport to send a team to Sweden that will give the foreigners, at least, a great battle for the world's championship."

Harold F. Dibble, a local cycling enthusiast, who was solely responsible for the United States being represented in the bicycle races at the London (1908) Olympiad, told of the plans and hopes of the game little body known as the United Cyclists.

# Interoceanic Flight Great Achievement

NEW YORK, Nov. 18.—There seems little doubt that Rodgers' flight to the Pacific will be recorded as one of the greatest aviation achievements of the year 1911. Rodgers has shown many things about aviation hitherto unknown. He has demonstrated the point, first of all, that cross-country flying for any distance and over any ordinary country is possible, even now in the present stage of aeroplane development.

It has also been shown by the flight that journeying across country do not impose the strain on an aviator which comes from the track or exhibition flying. During the last three weeks of his trip Rodgers flew every day but five. On three of these he was held up for repairs, while he spent October 23 waiting for a Texas "norther" to pass over. One day only he devoted to rest. Finally, the flight has shown that there are very few days, indeed, as stormy as to prevent aeroplane flying. Only two days during the entire trip were lost from this

cause out of a total of more than a month and a half.

# Aviation Helmets Are Uncanny Objects

NEW YORK, Nov. 18.—In an essay on danger in "L'Aero" a French writer says: "All those who have flown, however little, will agree that it is very unpleasant to wear a protective helmet. The action of placing one's head in a weird object resembling a surgical appliance is always accompanied by a certain amount of apprehension, and one thinks 'If I put this arrangement over my skull it is because of the risk of getting it cracked. And if it is going to get cracked, I would much rather say good-bye to this mortal sphere.'"

"The automobile industry has suffered enormously by the exaggeration of the most trivial accidents. Aviation must not be hurt in this way. We must study our machines as scrupulously as possible in order that critics may be contented to those who have not sacrificed everything for the sake of security."

## No Skidding No Rim-Cutting Tires 10% Oversize

Note these facts—you men who buy tires. Of all the tires made, the one in largest demand is the Goodyear No-Rim-Cut tire. Over 700,000 have been sold to date. In two years the demand has increased 500%. These tires can't be rim-cut. They are 10% oversize. Tens of thousands of users have cut tire bills in two by the use of them.

Don't you know that the facts which sold 700,000 will sell these tires to you when you know them?



### The Double-Thick Winter Tread

We have now perfected for No-Rim-Cut tires an ideal Non-Skid tread. Not a flimsy addition—not a short-lived protection. It is double-thick, tough, deep-cut and enduring. We have spent three years in perfecting it.

This is an extra tread, about as thick as our regular, which is vulcanized onto the regular tread. The resulting tread is so thick that the blocks are cut deep. And never was a tread made more wear-resisting.

This thick, tough tread means enduring protection. And it reduces danger of puncture by 30%. The blocks present to the road surface countless edges and angles. They grasp it in every direction.

The blocks widen out at the base, so the strain is distributed over just as much tire surface as with smooth-tread tires.

It forever goes away with the need for ruinous chains. And there is no metal in it to tear the rubber to pieces.

In wet and wintry weather safety demands the use of this Non-Skid tread.

On Oversize Tires  
This tread, when wanted, counts on No-Rim-Cut tires, 10% oversize.

And they are 10% over the rated size. That means 10% more air—10% added carrying capacity. And that, with the average car, adds 25% to the tire mileage.

These two features together cut tire bills in two. Yet No-Rim-Cut tires now cost no more than other standard tires.

You will never again use a clincher tire when you find these out.

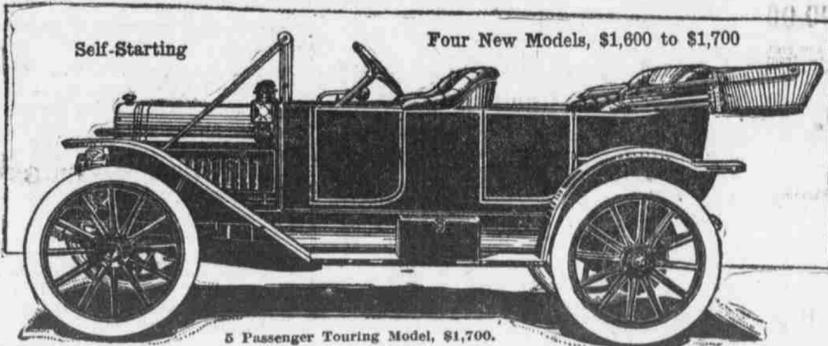
Our Tire Book, based on 15 years of tire making, is filled with facts you should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio  
Omaha Branch—2020-2022 Farnam Street.

# Another Sweeping Victory

WON BY THE

# "DREADNOUGHT" Moline "THIRTY-FIVE"



## Winner in Four Consecutive National Contests

Once more the unbeatable "Dreadnought" Moline has demonstrated its indomitable worth—its superiority—its indisputable right to the title, "King of the Road."

Once more it has swept its field of competitors aside and covered itself with glory—this time even more decisively than ever before—winning three out of the four Trophies offered in the Chicago Reliability Run just finished and standing second for the fourth—the Economy Cup.

Once more it has shown the motor world that there is no car in America its equal on the road—no car in America that has ever accomplished such road performance—no car in America that has such a list of repeated, consecutive, consistent victories to its credit and in this latest contest, its wonderful dependability, uniformity of performance, perfectness in every identical motoring qualification, is simply astonishing.

Think of it! Four Moline entries—four winners—four perfect road scores. In the next column is the result in a nutshell of the 1911 Chicago Reliability Run just ended. Friday, Nov. 3d, passing through five states and covering nearly 1,400 miles in seven day running.

Four trophies were offered—a Touring Trophy—a Roadster Trophy—a Team Trophy for best two cars of same make—a Fuel Economy Trophy.

Four Moline were entered—two Touring Cars—two Roadsters. These four cars covered the entire run of 1,356 miles, plowing through 18 inches of snow and mud on the last day, yet finishing with perfect road scores. Think of that!

In addition two of them won the Team Trophy—another won the Van Sicken Roadster Cup (won also by a Moline last year)—another tied with a competitor for the Touring Trophy, and one stood second for the Fuel Economy Cup with a record of 17 1/2 miles to the gallon of gasoline for the entire run.

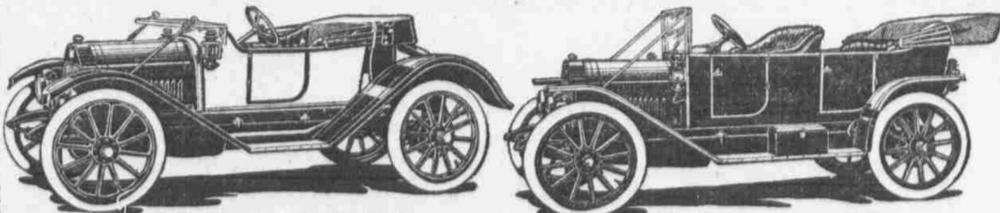
In short, the Moline practically cleaned up everything worth while in the run. And here is the reason in six short words—its invincible "446 Long Stroke Motor." The motor "par excellence" of today—the motor unapproached for dependability, roadability, fuel economy, in fact, every motor qualification—the motor that has made the Moline the undisputed "King of the Road."

- Winner of the 1911 Chicago Reliability Run
- Winner of the 1910 Chicago Reliability Run
- Winner of the 1911 Annual Fuel Economy Run
- Winner of the 1910 Annual Glidden Run Chicago Trophy

Write our nearest office for Advance Announcement describing this remarkable Motor and the Four New Moline Models.

## MOLINE AUTOMOBILE COMPANY, East Moline, Ill.

Omaha Branch, S. E. Corner Twentieth and Harney Sts., D. M. Beal, Mgr.



### Announcement of Special Interest to the Motor-Buying Public of Omaha and Vicinity

Appreciating the rapidly increasing demand for our product in the Central West and to make it convenient for more people of this section to examine the new models of the "Dreadnought" Moline "35" as well as to render service of a high order to all owners of our cars we announce the opening of our Omaha Branch at Twentieth and Harney Streets, with Mr. D. M. Beal in charge. Please consider this a personal invitation to you to call at our display rooms and examine the new models of the "Dreadnought" Moline "35," where every courtesy will be shown you. Demonstration will be given to suit your convenience and without obligation on your part.

## MOLINE AUTOMOBILE COMPANY, East Moline, Ill.

THE OMAHA BEE'S DIRECTORY  
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Omaha Branch, 1912-14-16 Farnam St.—LEE RUFF, Mgr.

Rambler MOTOR CO.,  
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MARION FOUR MODELS  
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