



# AUTOMOBILES

## ENTRIES IN FOR THE BIG RACE

Harry Knight, Hero of the Last Race, Has an Entry.

### SEATS ARE ALREADY ON SALE

Indications are that there is just as much interest in automobile racing as ever before.

INDIANAPOLIS, Ind., Feb. 21.—Notwithstanding the prophecies of many who claim to know that automobile racing is on the wane and that manufacturers are becoming more and more inclined to dodge contests, at least one Sweepstakes race on the Indianapolis Motor Speedway next Memorial Day. The Lexington Motor Car company of Connersville, Ind., has entered a six-cylinder 1911 model Lexington in the five-century grind to be run May 30. This is the first contest of the kind in which this company has participated.

Harry Knight, one of America's youngest motor pilots, is nominated to drive the Lexington car in the long race. Knight appeared in the last 200-mile race in a Westcott and was making an excellent showing until he met with an accident in the ninety-sixth lap, or very nearly half way through the event. Knight's escape from injury was remarkable. He was involved in one of the most spectacular and thrilling accidents that ever occurred on a motor racing course. In an attempt to avoid running over and killing a mechanic who had fallen from a car just ahead of him, and despite the fact that he was half blinded by smoke, Knight voluntarily turned his car head-on into the pits near the starting line and crashed into two automobiles standing at the side of the track.

Knight and his mechanic were thrown many feet through the air, but neither was injured seriously and the plucky driver accomplished his purpose in saving the life of the man who had fallen on the track. Hundreds of spectators who witnessed the thrilling accident signed a petition asking for a Carnegie medal for Knight. This petition is still before the Carnegie commission and will probably be acted upon during 1912.

The other entries to the race consist of two Stutz cars entered by the Ideal Motor Car company of Indianapolis, to be driven by "Gip" Anderson and Len Zengle, with Billy Knipper as relief driver; two Mercedes cars, to be driven by Spencer Wishart of Fort Chester, N. Y., and Ralph De Palma (both of these cars are privately owned); two six-cylinder Case cars, while Louis Dishow and Joseph Jagersberger nominated a pilot; two National cars, with a team of four drivers named, consisting of Wilcox, Herreck, Merz and Herr, and a Fiat entered by E. E. Hewlett of Los Angeles, Cal., to be driven by Teddy Teitzfai. Tentative announcements of entries have been received from several other manufacturers, which will bring the total list, certain to appear, up to twenty-five cars. As the field is to be limited to thirty cars, all of which must qualify at the rate of seventy-five miles per hour for one full lap of the two and one-half mile track, it seems certain that the race will fill to the limit.

Despite the fact that the race is still four months away and the seat sale opened on January 15, hundreds of seats have been sold to purchasers in all parts of the United States. Many mail orders have been filled and present indications are that the crowd which witnessed the 1911 event will be considerably outnumbered by the attendance in 1912. Last year about 90,000 people were on the Speedway grounds and present indications are that fully 100,000 will see the second annual 500-mile race.

## Autoist's Discovery is Boon to Drivers

Paul Legget of Nyack, N. Y., made a discovery that is of interest to every motorist who has been "up against it" after he has exhausted his gasoline supply miles from a garage.

Mr. Legget has found that acetylene gas, while not nearly as powerful as gasoline, is equally efficient in operating a car. The discovery saved him from being stalled miles from a garage and constitutes a good tip to the country's motorists.

He was driving from Nyack, N. Y., to Chatham, N. Y., a distance of 18 miles. While between Kingston and Catskill, on the west bank of the Hudson river, he ran out of gasoline several miles from the nearest place where any could be secured. As there were no telephones any nearer than the gasoline he started the car with the self-starter and left the gas from the acetylene tank on the dashboard of the car turned on about one-third the way around. Then he ran several miles up and down hill, using only acetylene gas for power until he arrived near a church which carried the only supply of gasoline in that vicinity.

Recently in Detroit automobile engineers pronounced acetylene too weak a combustible to compete with gasoline as a source of engine power. Mr. Legget's performance to the contrary notwithstanding.

## PRETTY CAR AT SHOW REQUIRES SPECIAL GUARD

One of the prettiest cars in the show from the standpoint of color is a five-passenger Franklin-pale crushed straw-berry shade with trimmings of deep old rose, mountings of nickel and leather cushions and trapings of dove gray.

This car has a special guard, a colored man in military regalia to keep small boys from touching its dainty surface and jumping on the steps.

New Cars Delivered.  
The Nebraska Buick company delivered to J. F. Lumsack and Dr. Atzen, both of Omaha, model 3 touring cars.

## Maker Gives Many Reasons for Using Commercial Trucks

The following are good reasons for investigating and using the motor truck: Because it will increase the efficiency of your delivery system.

Because it will give you prestige.

Because it will help to increase your business.

Because you will be able to cover a large territory in a given time.

Because the motor truck will work for you every day in the year.

Because the efficiency of your entire organization is judged by the way you deliver your goods.

Because the motor truck is not affected by the elements, heat or cold.

Because you are able to get unbiased opinions from manufacturers.

Because you can make a thorough investigation of both the gasoline and electric systems.

Because the market affords wide range of capacities and bodies both in electric and gasoline types.

Because the motor truck is a certainty, having reached a standardization that insures its every day use.

Because up to January 1, 1912, \$3,000,000 worth of trucks had been sold since the inception of the industry.

Because the motor truck is now applicable to nearly all businesses, owing to the wide range of body designs built and the mechanical equipment.

Because each motor truck takes the place of two or three teams and as many wagons, depending largely on the routing and extent of your delivery system.

Because the motor truck will carry loads and negotiate hills that horses are unable to do.

## MOTOR EXPERT TELLS HOW TO START "ON THE SPARK"

"If one would start his motor 'on the spark' he should speed up his motor just before stopping it, by opening the throttle wide," said Dr. Swain, who has been in the business long enough to know what he is talking about.

"Then if the spark is cut off a full charge is left in the cylinder to be ignited when another start is to be made."

## Lincoln Man in Town.

H. E. Sidles and Charles Stewart, with the Nebraska Buick company of Lincoln, will spend the week at the show and with Manager Huff of the local branch, with many assistants, will look after the interests of the company during show week.

A direct express shipment of five show cars from the Buick factory for exhibition purposes at the show arrived in Omaha last evening.

## Carload Collins Here.

Boxy Buick man is Carload Collins, general sales manager of the Buick Motor company, who will spend several days at the Buick booth at the Omaha show.

## Traveling Man Tells of Service Secured in His Paige Auto

Calling on his southern Michigan trade in an automobile and finding it profitable from a good many viewpoints is the experience of W. H. Stevens, a Detroit traveling salesman, who talks enthusiastically of the advantages an automobile gives him and the particularly advantageous service which he has had from the Paige car.

"Driving up to a man's place of business in a motor car," says Mr. Stevens, "gets his attention in spite of what he is doing at the time. I have had men stop talking to a competitor of mine and come over to me, thereby gaining their attention to my line of goods. Then, besides, going through the country in a motor car freshens and brightens a salesman's mind and puts him in trim to come in contact with his next prospect."

"For making a town-to-town canvass for business, the motor car, especially of the Paige type is most efficient. Having driven a Paige for the last four months, covering my territory in southern Michigan, the results I have had from it will probably be interesting. In these four months I have driven over 4,000 miles, visited all towns and cities in twenty counties and covered my trade with a fine-tooth comb. Instead of two or three towns per day, as formerly, I have been able to give the same time to customers in from five to eight towns per day, and my records show several days where I visited eight and ten towns during twelve working hours."

Mr. Stevens is a Paige booster, and he declares he has good reasons to be. Speaking of the past four months' work, he says: "I did not need to pick the good roads, but merely took the shortest routes and the Paige went through, and going through Michigan roads is a test of power that will carry a car almost anywhere that dirt roads are made. After four months of this an examination of the motor shows no signs of strain, and without doubt it will give me double the above mileage in 1912."

## PUNCTURE-PROOF TIRES DEMONSTRATED AT SHOW

To John H. Brown of New York City, who is accredited by the Scientific American to be one of the greatest scientists of the age, is due the honor of having solved the greatest problem of the automobile industry today, a puncture proof pneumatic tube. In the Brown scientific tube great perfection has been attained. No expense has been spared in materials and workmanship to make this tube high grade. It is said to stand in a class by itself, as the only patented pneumatic tube on the market. It is made of the highest grade antimony process cure of rubber. The tubes are being demonstrated at the exhibit of the Baum Iron company on the platform.

## New, big, self-starting Chalmers "Thirty-Six" --- \$1,800



This money on the radiator stands for all you can ask in a motor car.

Think of a new high-power Chalmers car with self-starter as regular equipment—for \$1,800. No more cranking, no more bother. Just push a button on the dash with your foot and away goes your motor.

That isn't all. This car has a long stroke motor (4 1/4-in. x 5 1/4-in., developing 36-40 H. P.); four forward speed transmission; Bosch Dual Ignition; 36x4-in. tires; Continental Demountable rims; Mercedes type honeycomb radiator; dash adjustment for carburetor.

Furthermore, this car has bigness, strength, proved durability, beauty, fine finish, comfort.

You can see this car at Space 25, Auditorium, during the Automobile Show with the compressed air self starter in constant operation. Also shown in different models at our salesroom.

## H. E. Fredrickson Automobile Co.

2044-46-48 Farnam St.

Also Agents for Pierce-Arrow.

I do not have to be everlastingly tinkering with my Cadillac to keep it going.

To locate the CADILLAC at the show just look for the busiest exhibit

Best Sport News in The Bee

On your new car specify **Firestone TIRES**

HOLDERS of the world's record for durability and speed. Recognized everywhere now as the best.

It costs much more to build tires the Firestone way—stronger construction and more durable rubber.

Yet the difference in selling price is only a trifle that is many times paid back in service—the most tire miles per dollar of cost.

Furnished without extra charge on most cars when specified.

**2127 Farnam St.**

The Firestone Tire & Rubber Co.  
"America's Largest Exclusive Tire and Rim Makers"

# Columbia

## SILENT KNIGHT

THE COLUMBIA KNIGHT motor possesses every advantage of other types without limitation to qualify its complete success. It has, too, great power and flexibility and that silence which is the absence of noise.

Driving the Columbia Knight adds a new charm to motoring, so smooth and velvety is its running. There is no consciousness of mechanical effort or of the presence of a powerful prime mover.

Here are shown Columbia touring and coach bodies mounted upon Columbia Knight standard chassis.

Careful design and accurate workmanship are evident in every part of the car, whether large or small, and detailed examination of methods of building prove the superlative fitness of the Columbia Knight.

Catalog and other interesting literature free upon request.

UNITED STATES MOTOR COMPANY  
Columbia Division

Shown at the Auditorium

United Motor Omaha Co.  
LEWIS E. DOVY, Mgr.  
2115 Farnam St., Omaha.