

TIME DEPENDS ON WEATHER

Winner of Last Year's Sweepstakes Declares Conditions Ideal.

HEAT BURNS UP THE TIRES

Last Year Last Hundred Miles Was Made in Faster Time Than Any of Its Predecessors, Showing Durability of Car.

"The chances are about even that the Marmon's world records will stand in the second International sweepstakes race at the Indianapolis speedway on the 20th," is the opinion of Ray Harroun, driver of the Marmon "Wasp," last year's winner, as advanced at the Nordyke & Marmon factory yesterday.

"It is practically up to the weather now, no matter what power the cars are capable of developing or what speed they make in practice."

"Last year, when the Marmon 'Wasp' set the records of 40 miles in 23 minutes, 15 seconds, and 500 miles in 42 minutes, 8 seconds at an average of 148.1 miles per hour, the weather was ideal."

"This year, if it is just a trifle hotter on the brick speed track it means more tires will be burnt up, and tire changes take time."

"A wind of any reasonable velocity is also going to be a serious factor for the record breakers to contend with."

"There are a good many things to consider when you start out to average nearly seventy-five miles per hour for over six hours continuously and the chances against you increase for every mile you draw nearer to the 500 mark."

"Another point about last year's race which is most interesting is that the Marmon did the last 100 miles in faster time than any other century in the race. When a car can stand the pace and forge to the front in 100 miles and then go out and lead the race at 400 and then make the last hundred at an even higher speed without an adjustment every condition, including the weather, must be right."

PISTON DISPLACEMENT IS NOT GENERALLY KNOWN

The Santa Monica road race, which was won by a car with 90 cubic inches piston displacement, caused many motorists to hunt some authority on motor cars and learn just what "piston displacement" means. A canvas along automobile row proved that there is a shocking lack of knowledge on this particular subject. The common impression was that it is the size of the cylinders. This is not so, it is the area times the length of the stroke of the piston in the cylinder times the number of cylinders. In other words, the cubical contents of the cylinder between the piston at its highest point and at its lowest point.

Therefore the greater the distance between the highest and lowest point of the piston's stroke, the greater the number of cubic inches of gas, resulting in a greater amount of power.

DRIVING AN AUTOMOBILE CHEAPER THAN WALKING

DETROIT, May 11.—H. R. Worrall, a Ford owner of New Hampton, Ia., demonstrates that it is cheaper to drive a Ford than to walk. This is the way that he has figured it: He has driven his Ford Torpedo runabout 1,000 miles, using fifty-one gallons of gasoline, costing \$2.56. This, with oil, grease, carbide and 15 cents repair, will make up a total of \$7.71, or less than 1 cent a mile. Before purchasing his car, business required Mr. Worrall to walk five miles a day, or 150 miles a month. A pair of \$4.50 shoes lasted him but three months, during which time he covered 450 miles. This made the cost of shoe leather alone average 1 cent a mile, \$10 for 1,000 miles, an amount \$2.21 motoring cost. "No reason why I should walk when I save money by riding," said Mr. Worrall.

MOTORCYCLE NOTES

Sanctions for race meets at Washington, D. C., and Lancaster, Pa., have been granted by Dr. J. P. Thornley, chairman of the Federation of American Motorcyclists competition committee for May 25 in each city.

The Los Angeles Motorcycle club is planning a three-day endurance run along the Pacific coast.

San Jose, Cal., is arranging a series of big race meets similar to those held in Cressa, Illinois last year, when more than 1,500 motorcyclists were in attendance.

Youngstown, O., wants more rigid law enforcement and has added a motorcycle for the use of one of the police officers.

The South Scranton (Pa.) Motorcycle club is preparing for a motorcycle meet about June 12.

"The motorcycle is coming into fashion." That's the way the Burlington (Pa.) Motorcycle club, which was recently organized, viewed the matter.

George Luby of Denver, recently returned from a nine-months' motorcycle trip which carried him in nearly every state from Colorado to Massachusetts and the south at a total average expense of \$1.50 a day.

The Vallejo (Cal.) Motorcycle club has voted to affiliate with the Federation of American Motorcyclists.

The Minneapolis Motorcycle club has placed an official ban on the use of the muffler cut-out.

Three Washington motorcycle clubs are going to build their own roads. Members of the Aberdeen, Hoquiam and Montesano organizations have voted to co-operate and build a three-foot roadway between the three cities for the exclusive use of motorcyclists.

The first summer event of the Toronto Motorcycle club will be a hill climb about May 21.

The success of the Central Jersey Motorcycle club is attributed to the stringent rules of the club.

Henry Crow of Ashton, N. C., recently completed a motorcycle trip to Atlanta, Ga., and return.

Chief of Police J. W. Jenny of Des Moines is anxious to add two more motorcycle policemen to the squad which has only two riders now.

Motorcycle and airplane races will probably be added to the coming Galveston (Tex.) cotton carnival.

The Persistent and Judicious Use of Newspaper Advertising is the Road to Business Success

ONE OF THE DRIVERS OF THE BIG DECORATION DAY RACE.



EDDIE HEARNE

Eddie Hearne of Chicago, Ill., will appear as relief driver for the Case racing team in the second annual 500-mile international sweepstakes race at the Indianapolis motor speedway next Memorial day. Hearne always has been a driver of foreign cars in the past, having been a member of the Benz racing team in many of the greatest events of the country. He finished second in the 1911 Grand Prix race at Savannah, driving a Benz car. This is the first time he has appeared as a driver of an American car in any of the greater events of the country. The Chicago driver will encounter one of the classiest fields in the history of motor racing when he starts at the Indianapolis motor speedway on May 20.

Auto Development and the Speed Bug

With the development of the automobile came the development of the "speed bug." It has inoculated many an individual whose sanity in other respects never has been questioned.

After all is said and done, what feature of the every day factory product is proved by a maker who sends into a race a specially built car, more closely resembling a creature of the dinosaurian age than the present day car, possessing power four times as great as is needed to climb the steepest of the Alps or the Andes and on its day of speed achievement endangers the life and limbs at least of its pilot and mechanic?

Races have long since been abandoned by the builders of such cars as the Packard and Mitchell, so that the popularity of these machines can in no way be attributed to race demonstration qualities.

A Horrible Death
may result from diseased lungs. Cure coughs and weak, sore lungs with Dr. King's New Discovery. 50c and \$1.00. For sale by Beaton Drug Co.

Racing is Sure Way to Test Out Autos

"There is another side to racing quite as important as the trophies and publicity that come to the winner, in the testing of the various parts of a car to prove their strength and efficiency," says Mr. H. H. Rice, sales manager of Nordyke & Marmon Co. "Road racing, track racing and participation in various reliability tours, all play important, though different parts in the testing of a car. Let the maker confine his attention to only one department of the sport, and his product is certain to develop unevenly. It has been our policy, in the Marmon factory, to enter every sort of competition by which we believe we may be helped in the development of the Marmon car, and the fact that the cars stand the test in the various contests shows that the plan is a good one."

BIG CAR MAKERS SELECT WOOD RATHER THAN METAL

Metal bodies versus wood bodies is a prolific source of argument and contention among the makers of motor cars. While it is true that many cars are built with metal bodies, some of the manufacturers are swearing by wood, and offer a number of convincing arguments why it should be employed in preference to any other material.

One of the principal arguments against the use of metal is the fact that, unless it is employed in small panels, there is a good chance for the finish to crack and drop off at the end of the winter season.

The explanation is that metal is, of course, subject to contraction and expansion according to the changes of temperature. When there is a difference of many degrees the paint cracks in consequence of the contraction.

Among the well known manufacturers of high grade cars who are using wood for their bodies is the Jackson Automobile company, of Jackson, Mich. Unusual care is employed in the manufacture of the Jackson wood body, every operation of which is carried on within the plant. This company has the distinct advantage in that the men employed in making the bodies are experts of long training and experience in carriage work.

Auto Record Broken.
DETROIT, Mich., May 11.—Another world record for automobile manufacture and shipment has been smashed by the Ford Motor company of Detroit. For the month just closed this company manufactured and shipped 3,524 completely equipped Model T cars, exceeding its own record of the previous month of 3,004 cars, which, up to the present, had been the largest shipment of cars ever made by an automobile concern in the world.

A Bachelor's Reflections.
If it's the unexpected that always happens, it's a wonder we don't get to expect it.

It's awfully tiresome for a woman to live in a neighborhood where everyone is above suspicion.

Be sure you understand a subject before you talk about it—then you can cut out most of your talk.

The bachelor who thinks a young widow is an angel and is indiscreet enough to tell her so is as good as married.

But for the somber manner in which some ministers are garbed lots of people wouldn't be able to recognize a good thing when they see it.—New York Press.

Studebaker
FLANDERS 20 Automobiles 20 Models
You Want the Best—Not the Cheapest

Flanders "20" Roadster, \$750

Don't be alarmed if somebody tells you you can buy an automobile for less money than the \$750 Studebaker-Flanders "20." You can, but you better not. The Flanders "20" corresponds point by point with the best and highest priced cars sold. Cheaper cars at every vital point are built on ideas long ago discarded for good cars. Don't take our word for it. Make comparisons and see.

The Studebaker-Flanders "20" is a marvel—a high grade modern car at a low price. If you pay less, you buy much less. And the cheaper car today will cost you far more in the long run. The competing car isn't sold which the Studebaker Corporation, the greatest automobile manufacturers in the world, couldn't reproduce for less money; but we won't build a cheap car, because the name "Studebaker" means the best for your money.

If you are content with a car that runs today and dies tomorrow, don't buy the \$750 Flanders "20." It will wear for years. Remember this—the Studebaker-Flanders "20" will outwear 2 to 1 any other car under \$1100 and give you double satisfaction, confidence and comfort into the bargain.

We can prove it—Send for new catalogue

The Studebaker Corporation
Detroit, Michigan
Omaha Branch, 2025 Farnam Street, L. A. Keller, Mgr.
E. H. WILSON AUTOMOBILE CO.,
Local Agents, 2010-12-14-16 Harney Street.

You can't match Courier roominess in any other moderate priced car

No crowding here—ample space for your passengers to ride in comfort. Plenty of room in the tonneau, and between the front seats and the dash. The seats are wide and deep, too, and just the right height from the floor.

This plane view of the Courier touring car is made from a photograph—not a drawing. Its size is real. In no other car within \$300 of its price can you get such long wheel-base, easy springs, large, roomy body, and deep upholstery.

Look at the lines of this remarkable car—its proportions as seen from above are just as pleasing as its appearance from the side. It is clean-cut and substantial. Everything in place—nothing unnecessary. Numerous refinements in design and appointment make the Courier a car you'll be glad to show to your friends.

The COURIER Fully Equipped \$1150 Self-Starter

The Courier is fully equipped, too—mohair top, boot and curtains, windshield, gas tank and lamps in addition to usual tools, etc. No other car of its size, though, is so complete. It is finished in rich and lasting deep coach blue.

You find this picture interesting—it shows the car as it really is. If you could see under this exterior you would find a highly successful and well considered chassis. Standard in design and refined in construction.

It has a 30 horsepower simple and economical motor, with self-starter; a multiple disc clutch; three speed transmission; large brakes; strong frame and axles. You know that these are right, for the Courier is made by the United States Motor Co. When you consider the whole car—its spacious body, thorough finish, chassis, equipment—you'll see it is a remarkable car for the price.

Courier Roadster, \$1120. (Price f.o.b. Detroit)

A ride is yours for the asking—no obligations, either. Phone us.

The T. G. NORTHWALL CO. 912 Jones Street
OMAHA, NEBRASKA

The United States Tire Company believes its tires are the lowest-cost tires in the world.

Tire-by-Satisfied

Here are the reasons:

No other tires in the world are made under conditions so favorable to the greatest possible tire durability.

In no other tires is there combined the tire knowledge, skill and experience of four corps of master tire builders.

In United States Tires only is the motorist protected by a four-factory "check" against defects of any and every kind.

The tremendous facilities of the United States Tire Company are devoted exclusively to the manufacture of superior grade tires.

And the avowed purpose of the Company (a purely selfish purpose) is to build tires that will positively and appreciably reduce the season's tire bills for motorists who use them.

Mark that word *season's*.

It is your *season's* expense, and not the purchase price, that determines how much you actually pay per tire.

Don't overlook that fact for a *single minute*.

The more experience you have had in tire-buying the more fully you know that *last costs* are the *real costs*, and the less apt are you to be influenced by the "cost less" argument.

You know—just as the makers of United States Tires know—that the *stronger* the tire the *longer* its life, and the *lower* its *per-mile* cost.

And it ought not to be difficult for you to believe that four immense factories, working as a unit, are better able to put *strength* and *wear* into tires than any *one* factory could be *expected* to put into them.

Take your tire question seriously, and select the tires that your best business judgment tells you are most certain to give you the *big-gest mileage return* for your money.

The tires that can do this are the *cheapest* tires you can buy, regardless of *first cost*.

United States Tires offer you in a *single tire* a combination of the strongest features of *four world-famous brands*.

Made in Clincher, Dunlop (straight side) and Quick Detachable Styles.

Sold Everywhere

UNITED STATES TIRE COMPANY, NEW YORK

UNITED STATES TIRES are for sale at THE OMAHA RUBBER CO.

E. H. SPRAGUE, Pres.

1608 Harney St. "Just around the corner"

Mitchell

EVERY automobile driver, maker, owner, or agent, knows that a used car tells more about material and making than is ever told by a new car.

If you want to know what a staunch car the Mitchell is, take a ride in one that has seen hard service; a Mitchell 6 cylinder, 48 H. P. car, that cost new \$1750. Look it over; listen to the motor; run it slowly; then "pick up" quickly.

It may outwardly show lots of wear; but you'll find the vitals sound; you'll see that the engine, transmission, axles, steering gear—the things that mean service and safety—are all right. You'll appreciate the comfort of the 125-inch wheel base; it does make a lot of difference.

Mitchell cars are built for the man who can't afford to make a mistake. Compare the looks with new cars, compare the service with used cars, and the Mitchell wins.

The Mitchell 60 H.-P., 6 cyl., 7 passengers, \$2250 | The Mitchell 35 H.-P., 4 cyl., 5 passengers, \$1350
The Mitchell 48 H.-P., 6 cyl., 5 passengers, \$1750 | The Mitchell 30 H.-P., 4 cyl., 4 passengers, \$1150
The Mitchell 30 H.-P., 4 cylinder, 2 passenger Runabout, without top, \$950

Mitchell-Lewis Motor Company
Racine, Wisconsin

OMAHA DISTRIBUTOR 2050 FARNAM ST.