



# THE WEEK IN MOTOR CIRCLES

## — WITH TRADE AND OWNER —



### Five Mercers Entered Grand Prize Road Race

#### Trenton Factory Will Make Effort to Land Prize at Santa Monica on November 16—Team Will Be Headed By Eddie Pullen—History of Two Great Road Events—Vanderbilt First Won By Panhard—Fiat Car Wins First Grand Prize

SANTA MONICA, Cal.—Five cars will be the ammunition used by the Mercer factory in the battle of cylinders for the Vanderbilt Cup and International Grand Prize road races to be held at Santa Monica November 16 and 18. That the Trenton factory covets these two events is evident from the array of talent that will represent it in the cup classics.

George Bentel, Mercer distributor for the Pacific coast and a prominent sportsman, is responsible for the entries. Before leaving for the East Bentel signed and forwarded the five Macks to Paul Derkmann, race manager.

The team that will bid for cup honors will be the strongest that ever left the Mercer factory. Captained by Eddie Pullen and ably seconded by Joe Thomas and Guy Ruckstedt, this aggregation will put forth every effort toward the annexation of the two big contests.

Speed enthusiasts are interestedly discussing the two road classics, and there is keen interest in the history of the events.

Santa Monica will witness the eleventh running of the Vanderbilt Cup race, while the Grand Prize trophy has been competed for six times. Vanderbilt Cup Records

Briefly the history of the two major road events are:

1. Vanderbilt Cup race held October 5, 1904. Distance 284 miles. Held in Nassau county, Long Island. Winner, George Heath, driving a Panhard. Average speed 52.3 miles per hour.
2. Vanderbilt Cup race held October 14, 1905, on Long Island course. Distance 283 miles. Nineteen contestants. Winner, Hemery, in a Darracq. Average speed 60.72 miles an hour.
3. Vanderbilt Cup race held on Long Island course October 5, 1908. Eighteen cars contested. Distance 297 miles. Winner, Wagner, driving Darracq. Average 61.43 miles an hour.
4. Vanderbilt Cup race held October 24, 1908, over Long Island course. No race held in 1907. Distance of 1908 race 258.06 miles. Won by George Robertson driving a Locomobile. First race to be won by American car. Average speed 64.38 miles an hour.
5. Vanderbilt Cup race held on Long Island course on October 30, 1909. Fifteen cars entered. Distance 278.08 miles. Harry Grant driving Alco, winner. Average speed 62.77 miles per hour.
6. Vanderbilt Cup race held on Long Island course October 1, 1910. Distance 278.08 miles. Winner, Harry Grant, driving Alco. Same car and driver that won race of previous year. Average 65.18.
7. Vanderbilt Cup race held at Savannah, Ga., November 27, 1911. Fourteen cars started. Distance 271.25 miles. Winner, Ralph Mulford, driving Lozier. Average 74.07 miles an hour.
8. Vanderbilt Cup race held at Milwaukee, Wis., October 2, 1912. Eight cars entered. Distance 289.51 miles. Won by Ralph de Palma driving a Mercedes. Average speed 68.37 miles an hour.
9. Vanderbilt Cup race held at Santa Monica, Cal., February 26, 1914. Distance 284 miles. Won by Ralph de Palma driving a Mercedes. Average speed nearly 75 miles an hour.
10. Vanderbilt Cup race held in the grounds of the Panama-Pacific International exposition, San Francisco, February 27, 1915. Distance 284 miles. Won by Dario Resta driving a French Peugeot. Average nearly 70 miles an hour.

The Automobile Club of America was responsible for the inauguration of the International Grand Prize road races, and they always have attracted the best pilots and speediest cars in the world. In a nutshell, the history of the Grand Prize races is:

1. International Grand Prize race, held November 26, 1908, at Savannah, Ga. Fourteen entries. Distance 402.08 miles. Won by Louis Wagner, driving a Fiat. Average speed 65.08 miles an hour.
2. Grand Prize race held at Savannah, Ga., being transferred from Long Island owing to the accident which barred the Vanderbilt Cup event. Fifteen entries. Distance 415.2 miles. Won by David Bruce-Brown driving a Benz. Average speed 70.55 miles per hour.
3. Grand Prize race, held at Savannah, Ga., on November 30, 1911, and for the second time in succession Bruce-Brown won this event, averaging 74.45 miles an hour. Distance 411.36 miles.
4. Grand Prize race, held at Milwaukee, Wis., October 5, 1912. Twelve cars started. Distance 409 miles. Won by Caleb Bragg in a Fiat. Average 69.3 miles per hour.
5. Grand Prize race, held at Santa Monica, February 28, 1914. Distance

### KNOW YOUR TIRES, IS URGENT ADVICE OF AUTO EXPERTS

#### Most Owners Know All About Their Cars Before the Rubber Tubes

Many motorists think of their tires only when something goes wrong, and then think out loud. Alas, we treat tires as we are prone to treat other good friends—accept their good offices as a matter of course, and appreciate them only when they are gone.

Do you know that the light, swift and classy master of the road, riding hither and yon over the country, would be an impossibility were it not for the pneumatic tire? Slow going, cumbersome commercial trucks would no doubt exist, but the pleasure or business car—never. Speed would be out of the question, and the use of a light compact engine would be impossible were it not for the pneumatic tires which absorb the shocks of the road.

Most folks who own or hope to own an automobile can talk fluently regarding each part of the car and its particular function, but when it comes to tires they are just tires, huge doughnuts of rubber filled with air.

**Basic Principle Only Unchanged**

Do you know that there have been just as many improvements in tires as in the car itself? The basic principle of the pneumatic tire remains the same, but because so much depends upon it, every little detail in construction and manufacture assumes vast importance. A slight change in compound or method of manufacture might mean a difference of hundreds of miles in service or many added strains upon the car and passengers.

F. C. Millhoff, general sales manager of the Miller Rubber Company, says: "The best chemists, inventors and mechanics have devoted years to study and research in development of the pneumatic tire. The amount appropriated yearly for research work alone runs into hundreds of thousands of dollars.

"Many other parts of the car are of minor importance. The detail of their manufacture makes little difference to the motorist. But with the tire every part, down to the last user, is important. Every operation, every touch, means much and must be perfect.

**Six Distinct Parts to Pneumatic Tires**

There are six distinct parts to every pneumatic tire. Namely: The carcass, bead, side walls, cushion, breaker strip and tread. Each one of

### HEAT TREATMENT IMPORTANT FOR BUILDING CARS

#### Dodge Brothers' Plant Wonderful System of Testing Metals in Use

A prominent scientist, in a paper dealing with steel used in the manufacture of motor cars, made the following statement recently:

"The heat-treatment of steel in a way is the most important operation to which it is subjected. There can be no unimportant details. It is essential that the work be done by skillful men, supplied with accurate pyrometers and well designed and constructed furnaces capable of maintaining a uniform heat and of being properly regulated."

Which seems to have expressed precisely the opinion of Dodge Brothers. Not only do they insist upon expertise in every branch of the heat-treating department, but they see that scientific research work precedes the actual heating, so that there may be no error in determining in advance the exact degree of heat to which a bar of steel should be subjected to give it the proper wearing qualities.

Every different kind of steel, for every different part of the car, must be put through the research test to determine what degree of heat is best adapted to its quality and to its function in service. To determine that de-

### STUDEBAKERS HOLDS PATENT RIGHTS ON STREET FLUSHERS

For more than five years patent infringement suits have been fought in the federal courts between the Sanitary Street Flushing Machine Company, owners of the Ottofy patents, and various infringers.

The Ottofy patent No. 795059 covers "any flushing machine made or that can be changed or adjusted to deliver a first stream of water under pressure, forward and laterally, at an angle of twenty degrees or less."

This claim, having been sustained in the courts, Studebakers concluded to acquire the patent. The Studebaker Municipal Utilities Company was organized for that purpose, and is now the owner of the Ottofy and various other patents covering the modern methods of street flushing. Flushers manufactured under these patents will in the future be marketed through the vehicle division of the Studebaker organization.

### HUGE AUTO TRUCK IS OF NO USE TO ARMY

A big truck, with a complete traveling machine shop, stands in the army yards at Columbus, N. M., carefully covered to protect it from dust and the glaring hot sun. The equipment is the best that money can buy, but officers of the quartermaster corps are wondering what they will do with the outfit. As it stands, the outfit is said to weigh 12 tons. Trucks with loads having a total weight of less than four tons are having difficulty with the sands of the Mexican desert. Bets are being made as to whether the traveling machine shop would reach China or Timbuctoo if sent out on the road. The idea was to have these traveling shops go with the truck trains and make any repairs which might be necessary. On paved roads the scheme would work out to perfection.

### HERE'S THE BEST STORY OF DAY NOT BARRING THRILLERS!

HAMMOND, Ind.—J. C. Wright, a Chicago automobiler, was stalled in a mud hole the other day near Bass Lake. While he was making a vain attempt to get out, a small boy appeared with a team of horses.

"Want me to haul you out, mister?" the kid asked.

"How much do you want?"

"Three dollars."

After the work had been done and the money paid, Wright asked:

"Do you pull out many cars here?"

"About twelve a day, on the average," replied the boy.

"Do you work nights, too?"

"Inquired the tourist.

"Yes; I haul water for the mud hole."

### AUTO CALLS FOR HELP

The recent starting of an automobile at an exhibition of motor cars by wireless suggested to an inventor a new application of the wireless principle. The instrument includes the installation of a wireless sending apparatus, with a radius of only a few hundred yards, and a small receiving instrument such as aerial used without the need of aerial wires. When the owner of the car leaves it unprotected for a time he switches on the "wireless" and walks away. Any interference with the ignition system is at once "wireless" to the owner, who carries the receiving instrument in his pocket. The buzzing of his receiver sends him scurrying to his car.

### FORD TO MAKE A TRUCK

A Ford one-ton worm-drive truck, to be priced in the neighborhood of \$500, probably will be on the market in a few months. It is reported that the Ford Motor Company will make 200,000 of these vehicles the first year.

A Ford one-ton worm-drive truck is expected to be ready for delivery in a few months.

What the price will be at which the Ford Motor Company will sell this truck officers of the company say they do not know, as it has not yet been decided. It was stated from other sources that the price will be around \$500, possibly a bit lower than this, and that it is expected that 200,000 of these trucks will be made during the first year.

### RATTLE IN SHACKLES.

Spring shackles play or looseness between the spring end and the shackle may give much annoyance until discovered. Rattling caused by this looseness will be more frequent and distinct when the car is riding over fairly rough roads. A good method of taking up the play is to place shims between the spring end and the shackle or the play may be removed by tightening the spring bolt. Watch the shackles and do not allow mud to accumulate for small particles of glass-like substances in the mud make their way to the working parts and cause excessive wear. Lubricate the shackle bolts well.

### WATCH GENERATOR BEARINGS

Don't forget that the bearings of the electric generator and starter need oiling from time to time. A few drops of high-grade oil will prevent unnecessary wear and damage to the bearings.

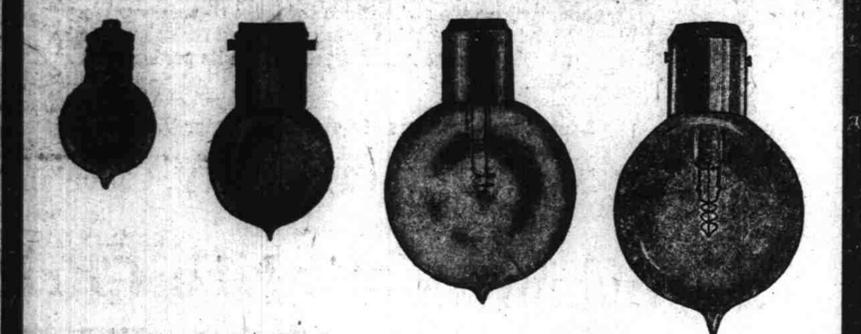
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### Mazda, Tungsten and Nitros Lamps for Auto Lighting



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Our stock of these lamps is extraordinarily complete because we know that is the only way to have the kind of lamp our customers want when they come to us in a hurry to replace a broken one or one that is worn out.

These lamps are the short filament kind that withstand an enormous amount of vibration. The NITROS lamps give out a pure white light.

Mazda and Tungsten lamps from 3 1/2 to 24 volts, 1 candle power to 24 candle power.

Nitros lamps from 6 to 8 volts and 15 to 40 candle power.

### SMOOT & STEINHAUSER, LTD.

Tires and Auto Accessories  
Phone 1324 Alakea and Merchant Sts.

The most inexpensive way to dim your lights

is to let us frost the globes of your headlights. This sufficiently dims the brightest light at the exact spot required. Our stock of frosting is absolutely fresh, having just arrived.

**Sore Eyes**  
Eyes inflamed by exposure to Sun, Dust and Wind quickly relieved by Murine Eye Remedy. No Stinging. Just Eye Comfort. At Your Druggist's 50c per Bottle. Murine Eye Remedy Tubes 25c. For Book of the Eye Treatise consult our Murine Eye Remedy Co., Chicago.

# PENNSYLVANIA VACUUM CUP TIRES

## Positively Guaranteed 6000 Miles

- Non-skid** Guaranteed not to skid on wet or greasy pavements, else returnable, after a reasonable trial, at full purchase price. Vacuum Cup Tires act on the only principle by which rubber can grip a smooth, wet surface—**Suction**. No extra power is consumed as the cups are lifted edge-wise, releasing their hold as the wheel revolves.
- Oilproof** Immune from all deteriorating effects of oil and grease. As oil destroys rubber, this exclusive oilproof feature, together with the long wearing qualities, insures utmost service at minimum cost.
- Puncture Resisting Tread** The huge, massive cups which prevent skidding also increase traction on heavy roads. These tough cups, built on a heavy tread, form a double thickness of tread which serves as a protection against punctures and stone bruises.
- Service and Safety** Certified quality, combined with the triple guarantee of these exclusive features for long service and safety, makes Vacuum Cup Tires the choice of the critical tire user and the lowest in cost per mile.

**EBONY TREAD**  
Black, Ribbed Tires are guaranteed 5000 miles and immune from all effects of oil or grease. The same high-grade fabric is used as in Vacuum Cup Tires.

**ROYAL HAWAIIAN GARAGE**  
Distributors for Hawaii

"Proper Inflation Means More Mileage"