

LONG TOURS NEARLY DUE

Glidden and Pacific Coast Runs Start Early in July.

BOTH ARE FILLING WELL

Indiana Will Also Be Represented by Special Train on 'Cross-Country Trip.

Within the next month two of the most important automobile tours of the year will be under way if present arrangements go through.

The assured tour is the ambitious plan for a motor "bike" from Indianapolis to the Pacific Coast under the auspices of the Indiana Automobile Manufacturers' Association.

With an entry list of twenty-two cars and more promised, the tour of the Indiana association has taken on an air of finality.

The following cars are entered in the tour to date: Nos. 1 and 2, American, entered by the American Motors Company and D. S. Menasco, Nos. 3 and 4, Henderson, entered by the Henderson Motor Car Company and R. P. Henderson, Nos. 5 and 6, Stutz, entered by the Stutz Motor Car Company and H. C. Stutz, Nos. 7, 8 and 9, Marlon, entered by the Marlon Motor Car Company and J. I. Hayley, Nos. 10 and 11, Premier, entered by the Premier Motor Manufacturing Company and H. O. Smith, Nos. 12 and 13, Haynes, entered by the Haynes Automobile Company and George H. Strout, No. 14, Pathfinder "Forty," entered by the Motor Car Manufacturing Company, No. 15, Premier truck, entered by the G. & J. Tire Company, No. 16, McFarlan, entered by the McFarlan Motor Car Company, Nos. 17 and 18, Apperson, entered by the Apperson Company, No. 19, Empire, entered by the Empire Automobile Company, No. 20, Pilot "Sixty," entered by the Pilot Motor Car Company, No. 21, Premier, entered by the Premier Motor Manufacturing Company, and No. 22, Marmon, entered by Carl G. Fisher.

The tour has aroused so much enthusiasm among the various entrants that it has been decided by many of the factory officials to take their families along, although not as a part of the tour proper.

A special Pullman will make the trip to the coast and make stops at various points en route, so that those aboard may meet the tourists in various places of interest. The special will leave Indianapolis on July 4, just three days after the start of the "cross-country" tourists.

The Glidden tourists will leave Minneapolis on their Western journey to the American Alps on July 11, and plans already are practically complete for every accommodation. The tour will end on July 13. The distance is 1,233 miles.

About thirty entrants, it is reported, have already filed application with Dr. C. E. Dutton, chairman of the touring board. The Boston team, to consist of Messrs. C. H. Metz, C. Walter Metz and George H. Voter, all driving Metz cars, is the first to represent a municipality.

Mrs. Lillian Mendel, a Mount Vernon, N. Y., enthusiast, was the first woman to make reservation. Letters have come to the touring board from five other women from various sections of the country, requesting information and assuring their entry. Among these is Mrs. Dudley Hershey, who drove a Packard touring car in the Twin City-Helena tour of 1911.

One Fort William, Ontario, motorist, has filed his application and it is understood that he will be the first Canadian to compete in an American national tour.

Two Duluth cars will be entered, but the names of these contestants have not yet been decided upon. It is probable that Dr. H. G. Blanchard, of Waseca, Minn., a familiar figure on all Northwest tours of recent years, will this year enter a National tour for the first time.

Among others who are to have cars in the contest are Louis W. Hill, chairman of the board of directors of the Great Northern Railway; Reuben Warner, H. C. Irvine and W. A. Ramaley, St. Paul; Dr. J. D. Park, Duluth, Minn.; J. A. Bailey, Alexandria, Minn.; C. E. Christman, Ortonville, Minn.; L. M. Bolter, Grand Rapids, Mich.; G. E. Raymond, Ana Paine, Charles Gates, son of the late John W. Gates, steel magnate; F. C. Legg, F. M. Mapee, C. E. Van Duzen, of Minneapolis, and O. R. Britson, of Brookings, S. D.

Would Buy American Cars While Decrying Quality

German Tries to Make Huge Deal for Overland Chassis.

INTENDED TO CHANGE NAME

Critic of Automobiles Made in This Country Is Shown in Queer Light.

It is reported from Toledo that one of the most prominent of German automobile manufacturers has made a secret attempt to buy a large number of American-made motor car chassis, which he intended to fit with German-made bodies and sell under his own name.

Recently the Willys Overland Company received a letter from Germany asking for a shipment of one thousand chassis. The signature was one not familiar to the officials of the concern, and though the offer was ignored there has been considerable speculation among the officials

of the company as to the identity of the writer.

It was not until the arrival of Kurt Isserstedt, Overland distributor for Germany, in Toledo, to attend the annual convention of factory representatives that the real name of the man was disclosed. It proved to be that of one of the biggest automobile manufacturers in Germany, a man whose attacks on American-made automobiles have been especially vicious.

As a result of Mr. Isserstedt's information, the letter is now one of the most highly prized and carefully guarded bits of literature in the company's files, for it is concrete evidence that the fear of a loss of business and not honest criticism is the motive back of the opposition to the American invasion.

"Sensational as is the discovery of the man's identity, the occurrence is no surprise to me," said Mr. Isserstedt, while at the factory. "It is simply another demonstration of the high quality American cars really possess and what we have had to contend with in seeking to introduce them in Europe.

NO MODEL AUTO FACTORY

So Says H. M. Leland in Talk to British Engineers.

Henry M. Leland, advisory manager of the Cadillac Motor Car Company, was one of the principal speakers at the dinner tendered the members of the Society of Automobile Engineers and their English guests during the recent gathering in Detroit.

Mr. Leland described a model factory making a model car. No such factory exists in Detroit, he said, or anywhere else on top of earth. He divulged that the art of manufacture could be condensed into two words—"knowing how."

"Automobile manufacture will never reach a high plane until manufacturers stop making fool cars.

"Science, time-study, efficiency experts, cost systems and modern scientific management are all right, but it takes common sense to attain perfection.

"Get young men into your plants and teach them the business from the ground up.

"There are too many inspectors and bosses in the shops.

"There are too many cost keepers and other unproductive employees.

"Too many parts must be thrown into the scrap heap instead of making them right in the first place.

"There are 30,000,000 people in this country who want motor cars. And China is just waking up!"

WAR MARS RIFLE MATCH.

Washington, June 21.—Word was received to-day from the president of the Pan-Hellenic Shooting Society, of Athens, Greece, that the society would be unable to send a team to the international rifle shooting match at Camp Perry, Ohio, in September.

This is because all Greek riflemen have been called to the defence of their colors. A similar declaration has been received from the Crown Prince of Servia.

HOT WEATHER AND TIRES

Slightly Lower Inflation May Promote Economy.

"Almost every one is aware of the fact that heat causes air to expand," recently remarked J. B. Eccleston, sales manager of the Oakland Motor Car Company, "but there are many owners of automobiles driving their first cars who have not realized the effect this commonplace natural law has on tires.

"Tires of certain diameters take certain pressures if they are properly inflated. The temperature rises so high these hot summer days that the air in the tires expands and inflates the tires beyond the maximum of pressure.

"There is so much more friction when a car is run at high speed that it is advisable also to avoid excessively fast driving during real hot weather if you wish to be careful of your tires.

"So readily have cyclists throughout the East responded that the management already has a record entry for the various contests. Chief interest centres in the amateur performers. Many of the professionals now in New York have entered a couple of races—at five and ten miles respectively.

BIG MOTORCYCLE MEET SOON

The first New York State motorcycle championship meet will be held at the Empire City track on June 28. A number of riders who have tried the dirt court declare it the fastest mile oval in the country and predict that a number of records will be established.

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AUTOMOBILES.

No-Rim-Cut Tires 10% Oversize

Don't Pay a Higher Price

Since our 11 per cent reduction, numerous tires cost users more than Goodyears.

That's a unique condition.

No-Rim-Cut tires used to cost one-fifth more than others. Yet they never were made better than today.

The Utmost

Bear in mind that, for years and years, No-Rim-Cut tires have been the high-price tires.

Nobody claimed to make tires that were better. But other standard tires cost less.

Yet No-Rim-Cut tires came to outsell all others, because of their proved economies. They saved their extra cost to users, two or three times over.

The demand for these tires doubled over and over, until last year's sales by far exceeded our previous 12 years put together.

With this multiplied output the cost came

down, and the saving was deducted from our price.

Now no standard tire of any type costs less than No-Rim-Cut tires. And lesser tires, with a limited output, cost more than these famous tires.

You get, as always, in No-Rim-Cut the utmost in a tire.

You get tires that can't rim-cut. You get 10 per cent overcapacity compared with clincher tires.

You get the tires which, by sheer merit, have won the top-most place in Tiredom.

It is folly to pay more.

Write for the Goodyear Tire Book—14th-year edition. It tells all known ways to economize on tires.



THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

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AUTOMOBILES.

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Goodrich Route Book for your tour, free

Maps and correct instructions in handiest form

Goodrich Guide Posts are as dependable as Goodrich Tires

—Best in the Long Run

Over thirty thousand miles of American highway are marked by Goodrich guide posts, and more are being put up right along.

Goodrich guide posts tell the motorist how to go where he wants to go. Goodrich Tires take him there.

As a tire user you can depend upon the exact knowledge of rubber which comes from our forty-three years experience in manufacturing all kinds of rubber products—which is crystallized in the Goodrich principle of Unit Molding.

You can depend upon the opinions of thousands and thousands of more-than-satisfied motorists who are using Goodrich Tires.

You can depend upon the judgment of car manufacturers whose output ranks as the oldest and best known in the country and who have equipped their product with Goodrich Tires since the first days of automobiling.

And individually, you can depend upon Goodrich Tires.

You will find all the proven styles of tires in the Goodrich line, but only one kind and quality.

One reason for the long service, mileage and comfortable riding of Goodrich Tires is the unit molding.

We made the first American Clincher Tire. Before that time we had been manufacturing rubber goods for twenty-seven years. Those twenty-seven years of experience were the foundation of our principle of unit molding, and we have never changed it.

Every Goodrich Tire is made and molded as a unit. The layers of fine, strong fabric, strips of pure rubber, side strips, bead, and the thick, tough tread are literally molded into a unit in our single vulcanization.

Being of the tire, and not merely on it, the thick, tough tread does not peel or strip.

The result is a unit tire which is simply bound to give both resistance and resiliency, as both tire users and automobile manufacturers testify by their choice.

Your tire dealer will supply you with the particular Goodrich Tire which best meets the requirements of your car, whether it is the Goodrich American Clincher, Goodrich Quick Detachable, Goodrich Straight Bead, Goodrich Cord for electrics, Goodrich Metal Stud, Goodrich Pneumatic Truck, Goodrich Bailey Tread or Goodrich Safety Tread.

Write us for our free folders telling you how to avoid the common tire injuries and how to get the most tire service.

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Write for Goodrich Route Book, covering the auto tour you select. These books are sent free on request.



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6 AND 7 PASSENGER Packard touring car; hour, day or month. Tel. Riverside 1903.

STEVENS-DURVEY

Used cars rebuilt and repainted, worn parts and equipment replaced where needed, 4 and 6 cylinder models, touring and limousine. Great bargains as to prices to close out fiscal year. Call, write or telephone.

A. G. SPALDING & BROS. Phone 5161 Columbus. 1872 Broadway.

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Rebuilt, repainted and guaranteed. Absolutely dependable cars at quite moderate prices. Just now owners of several cars have authorized us to accept much lower figures to close them out at once.

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GREATEST BARGAINS EVER OFFERED

USED TRUCKS AND DELIVERY WAGONS. OWING TO KESNER'S DEPARTMENT STORE closing up, we have no further work for these machines, which worked for their delivery. Machines of all kinds and sizes at any offer. Also, one sight-seeing car and some touring cars and runabouts. LURIE AUTO CO., 212 West 86th St.

PIERCE ARROW, 1911, equal to 1913, for \$1,200. 209 Willoughby St., Brooklyn.

SIMPLEX, 90 H. P., ALMOST NEW, WILL sell reasonable. German Artistic Weaving Co., 141 W. 86th St. Tel. 5546 Greeley.

AUTOMOBILES FOR RENT.

FOR HIRE—Seven-passenger Packard, \$1.25 per hour. THOMAS HAYDEN, Phone 4099 Audubon.

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Sports in The Tribune Are Complete and Up to the Minute

