

GREAT RACE AT INDIANAPOLIS OCCURS MAY 30

Racing Cars from Many Nations Will Compete for Honors in Great Liberty Sweepstakes Next Spring

The Liberty sweepstakes race for a distance of 500 miles and a cash purse of \$50,000,000 will be run on the Indianapolis motor speedway on Saturday, May 31, instead of May 30, as originally announced. Popular demand by patrons of the big plant and because of a feeling that Memorial day will have a new meaning to the entire country influenced the speedway owners, who are spending the winter in Miami, Florida, to make this change.

The name "Allied Liberty Sweepstakes" might well be applied to the great auto classic scheduled for May 31, 1919, because there will be competitors of both cars and drivers representing England, France, Italy, Belgium and the U. S. A. This is confirmed by a cablegram received from W. F. Bradley, Paris, France, who is the foreign representative of the Indianapolis motor speedway, stating that two Fiat cars and three Sunbeams are available immediately for racing and negotiations are being started to secure entries of these cars to be piloted by noted drivers for the 500-mile race.

The Sunbeams are well known to the patrons of the Indianapolis track, having appeared first in the 500-mile race on May 30, 1912, the car being driven by Albert Guyot, he bringing with him an Englishman named Crossman, as a mechanic. Guyot drove the entire 500 miles without a refuel and finished fourth in the race. The next appearance of the Sunbeams was in 1914, when two cars were entered, driven by Van Hualte, an Englishman, and Porporato, an Italian. The most noted performance of this team was

Porporato's finish in second place in the opening 500-mile race at the Chicago speedway in June, 1914. Of these drivers Guyot is a Frenchman, he joined his colors at the beginning of the war in 1914 and for quite some time was a driver for General Joffre and later was engaged in special work in connection with the motor service of the French army.

Crossman also went to the front with the English army, but was captured by the Germans in the early months of the fighting and no late information has been received regarding him. Porporato is an officer in the Italian army and has served his country with distinction.

After the announcement of the 500-mile race for May 30, 1917, the Fiat factory at Turin, Italy, cabled its entries for two cars to be driven by Jack who participated in a number of Euro and an Italian driver named Fagnano, who participated in a number of European events with marked success. On account of difficulties in shipping from Italian ports because of the submarine menace, the Fiat officials were sending their race cars by trucks to Bordeaux and were halfway between Turin and Bordeaux when they were notified by cable of the cancellation of the Indianapolis event on account of America's entry into the war. The cars were immediately recalled, shipping arrangements for the cars and reservations for the drivers canceled and, it is believed, that these cars have been held in the factory since that date and are the ones that are available at this time.

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FIRESTONE COMPANY TELLS OF BUSINESS

It was necessary to hold two meetings Monday, December 16, when stockholders and directors of the Firestone Tire and Rubber company held their annual gathering at the Firestone club house. This event, which is possibly the largest gathering of employe-stockholders of any one corporation in the world, is one of importance to the thousands of persons it affects.

A very large percentage of the stockholders and directors are employes of the company.

President H. S. Firestone presided at the meetings, one of which was held

Tilling the Arizona Soil



Showing an International 15-30 at work on the ranch of Dr. Chandler, one and one-half miles northeast of Mesa. This tractor is handled by the O. S. Stapley Company, Inc.

in the immense auditorium of the Firestone club, and the other in the large club dining room. On behalf of the board of directors, Mr. Firestone presented the following report of business for the year ending October 31, 1918:

Taxes	\$1,500,000.00
Dividends paid during the year	2,610,000.00
Placed to surplus	2,910,412.25
Total	\$8,320,442.25

During the year, number two was completed and devoted exclusively to work for the government. Government work is now largely completed. The equipment originally ordered for this plant is on hand and paid for, and is now being installed. The addition to the power house is practically completed and all machinery on the ground and paid for, with the exception of a 35,000 H. P. steam turbine which will be delivered in January. With the completion of these plans it should be the most economically operated power house and tire manufacturing plant in existence.

"We are now going through the unsettled times of reconstruction," said President Firestone, "but I believe the tire industry will adjust itself to normal conditions very quickly, and with our enlarged export department, our improved sales distributing system, our purchasing and manufacturing facilities I predict that the ensuing year will be an exceptionally prosperous one for the company."

LOOKS LIKE ARMY CANTEN

The employment bureau of the Goodyear Tire and Rubber company, just at this time greatly resembles a Y. M. C. A. or Red Cross canteen. Many soldiers are coming in daily from the various military training camps to take up work with the company they left at their country's call. So that many men in khaki are "hiring in" every day. The big rubber company is welcoming back all of its 5,500 soldier boys and can absorb them all in civilian work.

URGE REMOVAL OF SNOW FROM ROADS BEFORE TOO LATE

With the approach of winter and its attendant snows, in many parts of the country, a great effort is being made by the highways transport committee of the council of national defense, to enlist the co-operation of the highways authorities of the various states directly affected, in a definite program of snow removal.

During the coming winter our highways will be called upon to bear a severe burden of motor traffic—heavier than ever before. In favorable weather this will not be a difficult program to carry out, but in time of heavy snowfall all motor transport must necessarily cease unless adequate provision is made beforehand for its immediate removal. In the post-war period now just beginning motor trucks are to play a vital part, particularly in the movement of food-stuffs, so that the importance of avoiding all delay calls for the elimination of all the obstacles that can now be anticipated, of which the snow problem is one.

Last winter when the severe storms piled up the snow on our highways, in some places as high as 15 feet, all motor transport men were compelled to shovel out a track or attempt to go over the drift, in which latter case the trucks often became stalled and held up other traffic for hours.

The practicability of all-year-round motor truck hauling, even over long routes, was graphically and definitely demonstrated last winter, when despite the unprecedented snows in the Allegheny mountains of Pennsylvania, the Goodyear Tire and Rubber company, Akron, Ohio, was able to maintain its line of motor trucks, operating between that city and Boston, Massachusetts, without interruption of service. And as last winter was without doubt the severest that our country has experienced for decades, it is entirely reasonable to believe that these trucks can conquer any future snow conditions.

These trucks were able to make the difficult trip over the mountains because of the good traction furnished by the big pneumatic tire equipment and the wonderful work of the Pennsylvania state highway department in keeping the Lincoln highway clear of snow, the entire length of the state.

During the period of this unprecedented snow, the Goodyear trucks were utilized by the government to haul war materials from the middle west to points on the eastern seaboard, when railroad transportation was at a standstill, and in every case the trucks made prompt delivery of materials that were needed to keep eastern plants running on government work.

It was the wonderful demonstration made by the Goodyear motor trucks, brought to the attention of the war department by the highways transport committee, that influenced the inauguration of overland transportation of great fleets of army trucks from middle west manufacturing plants to the coast under their own power. The most endless trains of trucks that subsequently delivered themselves to eastern seaports, permitted a vast array of rolling stock to be used in the transportation by railroad of the enormous quantities of supplies that helped to keep our forces in the field.

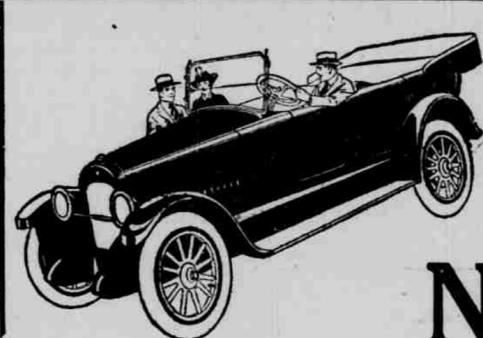
The highways transport committee in its appeal to the different highway authorities is asking for information concerning the specific powers of each highway department for snow removal, what machinery and equipment is available, what preventative measures can be taken to avoid drifting of snow and the submission of a report in case of snow removal, showing just what was accomplished in allowing continuous highways transportation.

LOOK OVER THE TOP

When one is buying a used car he should be particular in his examination of the top and curtains. Sharp dealers have a trick of blacking over a seedy top and curtains, so that at casual inspection they look well enough, but when the first rain comes they leak like so many sieves. By the same token look well to the tires on a used car. The gyps have methods of white-washing the tires so that they look well for the time being, but give little service afterward.

THE SPARE TIRE

It is rather a poor plan to install a brand new tire as a spare to be carried on the car. To begin with, the rubber deteriorates before it comes in contact with the road, and in the second place, it is an invitation to the tire thief, who is a very energetic searcher after just such chances. If the thief finds an old tire on the spare rim he will very probably consider it not worth his attention.



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TWO PIERCE TRUCKS MAKE FINE SHOWING

Working day and night, seven days a week, continuously for eight months, two five-ton Pierce-Arrow trucks operated by the Thomas Furnace company of Milwaukee are believed to have established a record unsurpassed in the history of motor haulage. In fact, a third truck of another make which attempted to keep pace with the Pierce trucks failed miserably that it has been discarded in favor of a third Pierce truck.

The truck toiled 22 hours a day, stopping between shifts only long enough to be oiled, greased and inspected. No mechanical trouble was experienced. Each truck covered about 35,000 miles during the eight months. They were used to carry slag from the furnace plant near the center of Milwaukee to the lake front. Two shifts of drivers, each working 11 hours, kept the truck running.

President Carranza of Mexico has turned to America in choosing what he considers to be the best automobile in the world. He selected a new Dual Valve Six Pierce-Arrow passenger car. The automobile is of the limousin-suburban type finished in a royal wine color. It is upholstered with grey Bedford cord.

The factory at Buffalo obtained special export license to rush the shipment through so that President Carranza would have the car by Christmas.

ENCLOSED CARS ARE BECOMING POPULAR

"More people are coming to buy enclosed automobiles and I shall not be surprised if eventually the enclosed car takes the first place in demand now occupied by the touring car," says G. H. Reuben, local dealer in Dort motor cars.

"The comfort advantages of the enclosed car alone make it a favorite. Then, too, the fact that automobiles now are recognized as an all-season transportation means makes the enclosed a better proposition for the average buyer. Price has, of course, kept many from buying enclosed cars but price is no longer so great a factor. A first class enclosed car today costs but little more than the touring car of a few years back. In comparison, from a comfort and utility standpoint, the enclosed car is the better buy."

MOTOR CARS NEED CAREFUL DRIVING

"If every motor car owner would take one-half the care of his car that he wants to see given machinery in his own business, there would be less complaint of faulty operation and better conditions generally in the motor car industry," says G. H. Reuben, local dealer in Dort cars.

"By care I mean care in operation as well as in upkeep. A great many

motor car owners are careful enough about oiling their cars, adjusting their motors and seeing that worn out parts are replaced before they give out entirely, but these same men will proceed to wear out a car and make necessary continual adjustments by faulty driving.

"The ability to steer clear of telegraph poles and to stop and start is

only the A. B. C. of motoring. It's knowing how to nurse the car and avoid strains on the various parts that constitutes real driving."

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