

NEWS AND GOSSIP OF INTEREST TO THE AUTOMOBILISTS OF BIRMINGHAM

BY ELLIS C. HOLLAND

PIONEER PERIOD OF
TIRE INDUSTRY IS
RECALLED BY PHOTOPicture of Ancient Two-
Cylinder Equipped With
Goodyear Tires of
Oldest Style

Memories of the pioneer period of the automobile tire industry were revived the other day by the receipt at the factory of the Goodyear Tire and Rubber company, Akron, O., of a photograph of a Goodyear-Brillie car. The ancient car was built in 1901. It had two cylinders and four pistons and was owned by a well known Suffolk gentleman. With its "buttoned up the back" tonneau, its maze of levers, its gargantuan lamps, its ludicrous radiator, and its 4-inch Goodyear detachable tires, it was the sensation of motordom in that day. The Goodyear tires on this old relic of bygone days carried those who had been with the company since its inception back to the period when the foundation was being constructed for Goodyear's present success. For of a truth the modern Goodyear fortified tire is the result of a process of evolution from this tire that was the sensation of motordom nearly 15 years ago.

From a present viewpoint this old original straight side tire, with its plies of fabric, tremendously thick side walls, and its solid base of fabric and wire, might be termed a monstrosity. Yet this pioneer tire, despite its shortcomings, was fundamentally correct in principle. It was a worthy tire construction advance in its day, prophetic of the wonderful change which has since taken place in the tire industry. The enthusiasm with which this old type of tire was received is well illustrated by the fact that the King of England, Edward VII; Sir Thomas Lipton and Lord Salisbury, the prime minister, used them.

The story runs that while touring one day one of Lord Salisbury's tires was punctured. After a futile attempt at repairing the tire, the prime minister hit upon the ingenious expedient of filling the casing with hay. This worked well enough until the prime minister's nose detected the unmistakable odor of burning rubber. Spontaneous combustion had ignited the hay and was rapidly reducing the tire to scrap rubber. The skill of tire engineers following out the principles established 14 years ago, has evolved the modern Goodyear fortified tire, a lineal descendant of the first straight side tire made in America.

Several years ago it would have been presumptuous for Goodyear to attempt to prove to the automobile world that prevailing ideas on tire construction were faulty. It would have taken a rash prophet to predict the disappearance of the then popular clincher tire. Yet this is happening today. Figures just compiled from estimates received from the automobile manufacturers of the country, of their 1916 output of cars, exclusive of those manufacturing cars using 30x3 and 30x3 1/2 regular clincher tires, show that fully 55 per cent of the new cars built will be equipped with straight side tires. Goodyear pioneered this type and has blazed the trail all the way.

Tire history will record that the Goodyear No-Rim-Out tire was the first demonstration of the possibility of building a practical straight side tire. Much of the success of Goodyear tires today may be ascribed to the "head start" that Goodyear gained in learning how to build this ultimately successful type of tire.

FIRST STORY OF A
REAL AUTOMOBILE

Alfred O. Dunk, president of the Detroit Motor Car company, declares that the first genuine automobile write-up appeared in the Scientific American, October 2, 1885.

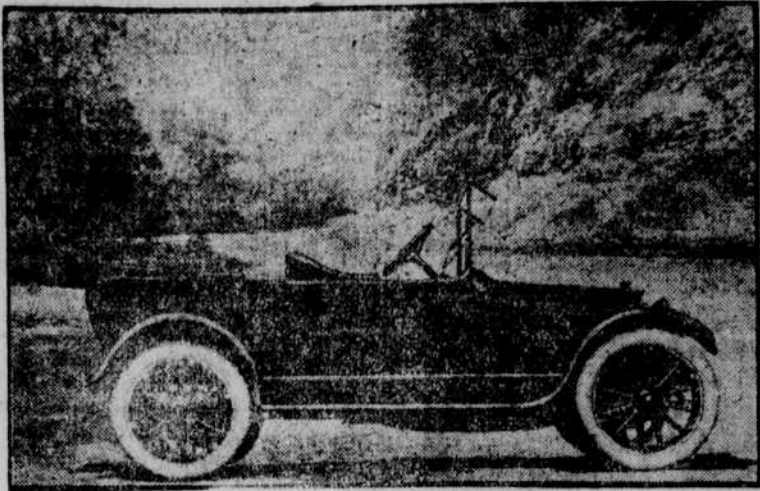
The editor says: "There is an arrangement in the machinery by which the power of the engine is applied to both driving wheels equally and uniformly notwithstanding the occasional excess of motion in one of the wheels in passing corners or curves. Another peculiarity is that the force applied may be occasionally increased by leverage consequently reducing the speed to such an extent that one horse power of steam will propel as great a load as can be drawn by six horses. One of the uses to which this carriage is to be applied is to draw a harrow, plow, lift stumps or rocks and do other agricultural work."

"The cost will not exceed \$500 and the weight not exceed 600 pounds. The speed will evidently be 10 miles per hour on good carriage roads. The rider and manager is perfectly safe from any harm by explosion and can manage the machinery, replenish the fire and guide the carriage at the same time. There can be no doubt of its ultimate complete success."

Won Suit for 6 Cents
From the New York World.
Detroit—Attorney Frank R. Martin sued John H. Kane for 6 cents and won before Justice Marschner. The fact that the costs and time involved in the case amounted to several hundred times the 6 cents did not detract from the joy of victory.

Martin signed with satisfaction as he jingled 6 pennies which Kane took from his pocket with great reluctance. Several months ago Martin was retained by Kane's wife to represent her in a suit for divorce against her husband. Sometime later Kane, among other divers things, said to Martin: "You are a cur; you have ruined my home."

Martin started suit for slander and the jury awarded him 6 cents. Kane refused to pay. Martin then started justice court action and the verdict was in his favor.

NEW REO CARS WILL
CREATE SENSATION

THE NEW REO THE FIFTH

Just as certain events in the financial and sporting world have come to be looked upon as indicating the trend of things for the coming year, so the annual announcements of the Reo Motor Car company is considered by experienced motorists and those in the automobile trade.

One reason for this is undoubtedly the fact that the Reo company invariably makes its announcements in September, whereas others are usually made in June.

The other reason is the enviable position the Reo occupies in the industry, its stability (one of the strongest financially), and the fact that Reo values as announced from time to time go a long way toward setting the standards.

This year, perhaps more than ever before, motorists have looked forward to the Reo announcement and there has been considerable discussion as to whether this conservative concern would announce any radically new models or would stick to types of cars that have become recognized as standard.

Few in the trade expected Reo to join the radicals. Reo success, based on what might be termed ultraconservatism, had been so remarkable that few expected any departure from the beaten course.

The expected happened. The Reo announcement made throughout the United States this Sunday will undoubtedly create a tremendous sensation, but it will not be because of radically new features in the two models. The sensation is found in the unexpectedly low price for next year's Reos, coupled with the manifest improvements and refinements in both of them.

To predict which of the two Reo models will be the leader for the coming year is impossible. Last year there was no "leader" in the Reo line. The two models, the famous Reo the Fifth, and the Reo Six seemed to run neck and neck.

From the outside it might have looked as if the Six had a little lead because the output of that model was sold August 1, while Reo the Fifth continued to August 20. That did not, however, indicate a greater relative demand than for the Four. It simply proved that the company very greatly underestimated the demand for the "Six" while feeling confident of that for Reo the Fifth "the incomparable Four," which is now the oldest four-cylinder car in America.

Reo the Fifth has been made in essentially the same form for now five years. That it has survived the onslaughts of radicalism and experimentation, and one new model after another, is the best evidence of its quality.

Last Sunday the Reo company made one of the most remarkable announcements which has ever been made by any manufacturer. That was to the effect that "Today there isn't a new Reo automobile of any model for sale in the world." At the time this announcement is made the status is still the same, although deliveries of dealers' demonstrations will commence in the next few days.

Vincent Astor has authorized President Harry Harkness of the Sheephead Bay Speedway corporation to make public the deed of gift embodying the conditions to govern the series of contests for the permanent possession of the Astor cup, the first race for which will be run on Saturday, October 2, at the new Sheephead Bay speedway.

The cup itself has just been completed by Black, Starr & Frost. It is simple and chaste in design, as befits a trophy intended to be an appropriate ornament for a gentleman's mantle or dining room. It is a reproduction of a classic Grecian bowl. It bears the inscription, "Astor Challenge Cup," in raised letters. The decorations are bands of laurel and oak leaves. There is also a racing scene, hand chased in relief, showing the grandstand, track and a car at full speed. The height of the cup itself, which rests on an ebony base, is 24 inches and its width is 10 inches. It has a chased cover. In addition to the cup there will be \$50,000 awarded in cash prizes for the open 125 races.

The conditions imposed by Mr. Astor in his deed of gift call for five annual competitions on the Sheephead Bay

speedway, the cup going to the entrant and not the driver. The final possession of the trophy will be determined on a point basis, it being Mr. Astor's idea that this will inspire not only repeated annual entries, but also the nomination by aspirants for final ownership of the cup of two or more cars. The deed of gift is as follows:

1. Vincent Astor, do hereby donate to the Sheephead Bay Speedway corporation a silver trophy for motor car competition, to be contested for in accordance with the following provisions:

2. The trophy shall be known as the Astor cup.

3. It shall be competed for only on the Sheephead Bay speedway by motor cars as defined in the rules of the American Automobile association.

4. Competition for the Astor cup shall be held annually at a distance determined upon by the Sheephead Bay Speedway corporation, and approved by the donor.

5. The Astor cup shall be contested for five successive times, at intervals of not less than one year.

6. The cup shall be loaned each year to the entrant whose car finishes first in competition. Said entrant to retain possession of same for a period of one year. Said period terminating 30 days in advance of the next contest for the trophy, when same must be delivered to the Sheephead Bay Speedway corporation.

7. Permanent possession of said cup, after five annual competitions for same, shall go to the entrant having the highest total points for winning said cup each year, in accordance with the following scale:

a. First position each year 20 points
b. Second position each year 15 points
c. Third position each year 12 points
d. Fourth position each year 10 points
e. Fifth position each year 8 points
f. Sixth position each year 7 points
g. Seventh position each year 6 points
h. Eighth position each year 5 points
i. Ninth position each year 4 points
j. Tenth position each year 3 points

8. In case of a tie for the permanent possession of the trophy, the disposition of such shall be determined by a series of three 100-mile races on said speedway, one car each to be nominated by entrants time trying for possession. Best two out of three in these sprints to be winner. Same cars to be used in all sprints, unless otherwise mutually agreed upon by entrants and approved by management.

9. Not fewer than five different makes of cars shall constitute a competition, any year, for said trophy.

10. Qualification of cars to compete for this trophy to be determined by the Speedway corporation.

11. Permanent possession of said trophy shall begin one year after date of final competition for same, in case permanent winner is not the entrant winning the trophy the fifth year of competition.

12. If any entrant should obtain sufficient points to insure permanent possession of trophy in fewer than five competitions, the fifth competition shall take place in due course.

Not only will the city be represented at the race by Mayor Mitchell, but the state itself by its highest officer, Governor Whitman having also accepted the invitation of Percy R. Pyne, second, to occupy one of his boxes that day. Other guests of Mr. Pyne will be Mr. and Mrs. Oliver O. Iselin and Robert W. Goeliet.

Those who have recently secured boxes for the race are ex-Gov. A. M. Fletcher of Vermont; Col. George R. Fearing, Samuel D. Babcock, J. Henry Alexander, O. B. Stairs and the Ivy Club of Princeton university.

TOURING INCREASES
DESPITE THE RAINSAutomobile Touring Shows
an Increase of 300
Per Cent

Washington, D. C., September 11.—(Special.)—Although the weather reports throughout the United States show an abnormal rainfall in many instances the increase being more than 300 per cent—automobile touring has increased, over any previous year, for all sections of the country. The east continues to show the lion's share of cars from other sections, with New England maintaining its position in having cars displaying the license plates of nearly every state in the union.

Transcontinental touring also continues to grow in the number of cars en route. The various highway associations looking after the different routes have not let the weather discourage them and are continually at work repairing any damage to the roads caused by the rains. On some of them a patrol system is maintained and weekly bulletins issued showing exact conditions from point to point even where these conditions are not favorable.

These transcontinentalists are widespread in their home points of departure, the records of the Touring Bureau of the American Automobile association, both at the Washington and the New York headquarters, show that the bureau is routing cars not merely from the Atlantic seaboard, but from all the great farming states west of the Mississippi river and between the Canadian and Mexican borders.

This routing has made the transcontinental automobile map, showing all the established routes across the country, one of the most popular of the many route maps issued by the touring bureau of the A. A. A.

On account of the unique Reo control system, the Reo engineers have found it possible to treble lock the car. In other words, by one operation the transmission is locked in neutral position; the electric starter is locked so it is inoperative, and floor boards are locked down so that the parts cannot be gotten at.

This same feature is in Reo the Fifth, as are also several of the improvements, such as instruments on the steering post; new tire holder, improved starting device and others.

The same distinctive Reo radiator with the gracefully curved vane has been retained, but this year the cellular section is black instead of aluminum colored as formerly, and is much more distinctive and in tune with the times—as are all other features of both models.

The Birmingham Reo company, who will handle the Reo automobile here, expect to get a shipment of the 1916 cars the latter part of this week. J. P. Wright is manager of the company, and will make a special feature of giving service to Reo owners.

Mr. Wright said yesterday that they were expecting to receive a shipment of five touring cars, three of which will be the four-cylindered, five-passenger type, and two of which will be of six cylinders, with a seven-passenger carrying capacity. The company also will get one three-fourths-ton truck and one two-ton truck, and a large stock of parts. It will be a part of the company's policy to be able to supply all parts of the Reo cars to owners, and these parts will be carried in stock, in order to prevent any delay whatsoever.

The territory of the Birmingham Reo company comprises of 10 counties adjoining Jefferson, which is a larger territory than ever before was given to a Reo agent in Alabama. The location of the company's salesrooms is one of the best in Birmingham—at the corner of Avenue B and Twenty-first street, where every automobile traveling north or south will be obliged to pass.

H. E. ARNOLD DRIVES
OVERLAND CAR FROM
DETROIT TO ALABAMAMiss Pauline Thomas of Birmingham Accompanies Him and
His Family and Trip is Made Without Mishap—Many
Bad Roads Encountered and Meanest Man
in the World Bobs Up

AFTER traveling over, through and in roads good, bad, indifferent and otherwise, H. E. Arnold of Montgomery arrived in Birmingham Friday morning in a model 55, 1916 Overland car, having made the trip overland from Detroit. Accompanying Mr. Arnold were Mrs. Arnold and their two sons, Morton R. and Stanley E. Arnold, and Miss Pauline Thomas, the last named a resident of Birmingham. Mr. Arnold came up smiling, notwithstanding the quality of roads, and said his car was in prime condition. He came through on one set of tires, using an inner tube manufactured in Birmingham.

Mr. Arnold and his party left Birmingham in their machine yesterday afternoon for Auburn, where Morton will matriculate this year. Stanley will attend the Riverside Military academy at Gainesville, Ga., and it was for the purpose of placing his boys in school that Mr. Arnold made the trip. He secured his car from the Overland factory in Detroit, on an order from the Birmingham-Overland company here, and spent most of his time here in the offices of the local concern, talking about the roads he encountered.

At times Mr. Arnold said the wheels of his car were so deep in the muddy roads that the differential was resting on the ground—or slush, if you prefer. The total running time of the car was 87 hours,

which, considering the roads, constitutes a record.

Mr. Arnold said the roads in Michigan were in fairly good condition. The roads in Kentucky, he said, were excellent, and it was in the Bourbon state that he had smoothest sailing. The worst roads he encountered were in Alabama, and the worst in Alabama was the stretch between Birmingham and Huntsville, with the exception of the few miles from Birmingham to the Jefferson county line. The Jefferson county roads, Mr. Arnold found in excellent condition, and he had no complaint on them. But for other parts of the state he gave it as his opinion that they were the worst roads in the country.

Mr. Arnold said he met the meanest

man in the world in the northern part of Alabama, and that this man directed him to follow the meanest road in the world when he asked him for a direct route to Guntersville.

Mr. Arnold said he was near a fork in the road. One branch of the road was macadamized and as good as one could wish for. The other branch was little more than a cow path with the underbrush removed. Stones galore awaited the yielding rubber of his tires with headish glee. Some stretches that caused his engine to labor excessively were placed at frequent intervals along a 30-mile stretch. He knew nothing whatever about either route and was anxious to take the direct route to Guntersville. So he asked a householder, who lived hard by, which was the direct route to Guntersville. "Right down that way, stranger," was the answer, and Mr. Arnold's eye followed the direction of the bony finger.

He groaned when he saw that the route lay over the roughest road he had seen since leaving Detroit. But he was game, and the rest of the party were game, so they started boldly out on the road to Guntersville.

After traveling for some miles they discovered the road they were on joined the macadamized road they had left, and also learned from another tourist that they had been hoaxed by the native informer and that really the pike road was the most direct road to Guntersville.

It was a long way back to the native's house, so they decided not to go back and murder him.

Mr. Arnold was loud in his praise of the Overland car, and said he would not have believed any automobile could have so well survived the grueling drive had he not actually traveled with the car.



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The Overland motor develops full forty-five horsepower.

Many a Six—costing more—has considerably less power; considerably less speed.

The Overland is a roomy Six—seating seven adults with ease.

Many a Six—costing more—has a smaller tonneau; hence less comfort.

The Overland Six has 35" x 4 1/2" tires with non-skids on the rear.

Many a Six—costing more—has smaller tires.

The Overland Six has high tension magneto ignition.

Many a Six—costing more—has not.

All Overland electric control buttons are on the steering column—within reach.

On other Sixes, that cost more, they are not as conveniently located.

These few major items alone should, we believe, convince any intelligent buyer of the downright wisdom and out-and-out economy of selecting an Overland Six.

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