

More National Speedway Tires Are in Use in Philadelphia Than Any Other Make of Equal Factory Output

The new process of molding and curing by internal hydraulic pressure—evolved by the makers of National Speedway Tires—totally eliminates structural weaknesses. They are sold to you at the lowest first and last cost.

THIS great discovery reduces the three vital causes of tire trouble—stone bruises, rim cuts and blowouts—to the vanishing point.

The ordinary, old-style method of tire curing calls for hundreds of tons of pressure applied externally by a rigid, vise-like mold that often pinches the fabric and bruises the soft, uncured carcass. These wounds are invisible to the eye. But the defects are there—no manufacturer can totally eliminate them—and the wear and tear of the road does the rest.

It remained for the makers of the National Speedway Tire to perfect the logical process of applying hydraulic pressure internally.

Instead of using a solid iron core, the National Speedway Tire is built up on a collapsible core—one that can be taken apart and removed without destroying the shape of the uncured tire after assembling.



THE mold is of heavy two-piece construction, like other molds, but made large enough to accommodate the uncured tire and close completely around it without any pressure. This is because the actual curing pressure is applied internally when the mold is placed in the vulcanizing kettle.

This is a wholly unique process evolved by the makers of National Speedway Tires. A specially constructed inner tube—of the exact dimension and shape of the inside of finished casing—is placed in the tire, and then subjected to a hydraulic pressure of 200 pounds to the square inch. This pressure is maintained during the whole period of curing.

Distortion and pinching are impossible.

A finished National Speedway Tire is flawless—absolutely certain to deliver its full 6000 miles of guaranteed service and a big margin beyond.

Since the discovery of this new method, National Speedway adjustments have averaged not more than one in every 2000 tires sold.

The amazing success of our curing process, eliminating "seconds" and practically doing away with adjustments, has so reduced the cost of manufacture that National Speedway Tires are priced lower than others of a like rating. And the cost to you per mile is reduced far more.

Remember that National Speedway Tires are made in our great factory at Pottstown, close to Philadelphia, insuring prompt deliveries. Telephone, write or wire if your local dealer cannot supply you and our Broad Street salesrooms will give you prompt attention and the best of service. Free Delivery Anywhere.

National Rubber Products Corporation

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NATIONAL Speedway Tires