

—the Man
in the
Street Knows

National Speedway Tires

—cured by
internal
hydraulic process

The man in the street cares little and knows less how tires are made. But he knows tires and you can't fool him. He knows tires by what they'll do. He judges by results only and no amount of "sales talk" can change him.

His judgment is that of PUBLIC OPINION:

Public Opinion has passed judgment and placed the stamp of approval on National Speedway Tires:

Now that judgment has been passed we are going to tell National Speedway users the story of our great achievement:

This is how Internal Hydraulic Curing banishes blowouts, rim cuts and stone bruises caused by structural defects:

National Speedway Tires are assembled on a new kind of core—a collapsible core that is taken apart and removed before the tire is placed in the mold.

In this way the tire retains its proper shape, and no part is displaced or distorted. The mold used is of the usual 2-piece construction. But it is made large enough to accommodate the tire without an overlap. Thus the two halves are brought together—closing completely around the tire—without applying an ounce of pressure.

Before the tire is placed in the mold, it is fitted with a specially constructed inner tube of the exact shape and size of the inside of the finished casing. Then when the tire is in the mold, this tube is filled with water to a pressure of 200 lbs. to the square inch—a wholly unique process, evolved from a long series of experiments. This pressure is maintained throughout the entire period of curing. As the mold is closed before any pressure is applied, pinching, bruising and distortion are impossible. THE CONSTRUCTION IS PERFECT. The materials are in keeping with the methods used in building them into a finished tire. They are the finest that world's markets afford.

There is only one other tire in America with as high a rubber content in its tread—no other with better stock throughout. It does cost more to cure tires by internal hydraulic expansion. But when built they are able to live up to their guarantee.

There are practically no seconds. Adjustments are negligible. These savings cut a big slice off the manufacturing costs: Though the National Speedway process is more expensive than the methods employed by other manufacturers, the resultant elimination of "seconds" and adjustments has so considerably reduced costs that we have been able to list National Speedway tires considerably lower than other tires of similar rating.

Every tire guaranteed for 6000 miles.

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