

**Mystery Magnified in the Miller Tire Exhibit**

Imagine looking in a store window, in which there stands a mysterious cabinet, and seeing an automobile tire spinning swiftly around without any apparent support. Such will be your experience if you will stop in front of the window of the Sterling Auto Tire Co., 109 South Second street, local distributors of Miller Geared-to-the-Road tires, any evening between the hours of seven and nine, for the next week.

The mystery is an illusion being sent around the country by the Miller Rubber Company of Akron, Ohio, and was perfected by no less a personage than the great magician, Howard Thurston, and those for whom magic and mystery have a particular appeal should not fail to see this illusion which apparently violates nature's laws.

The Sterling Auto Tire Company will present a Miller Geared-to-the-Road tire to the first lucky motorist who records the nearest guess to the active number of revolutions made by the tire in ten hours' running.

This is an opening attraction offered by the Sterling Company in their new location which has just been completely altered to meet the requirements of the local Miller Tire agency and the vulcanizing department.

**How Gear Teeth Are Tested at Dodge Plant**

Every part that enters into a high-grade motor car must pass a series of rigid tests. In the plant of Dodge Brothers, acknowledged to be one of the best of the industry, nothing is left to chance. Every part is not only thoroughly tested, but so carefully are tests conducted that it is definitely known just what each part will stand.

In testing the teeth of gears the ordinary test has been to deliver a powerful blow against the teeth. The effect of the blow was easily apparent, but it was impossible to measure how much force had been expended. The problem was put up to the engineers of Dodge Brothers and they developed a machine that delivers the blow and at the same time measures the force used.

The principle is the same as though a workman took a chisel, placed it against a tooth and struck the chisel with a hammer. In the case of the machine a sharp blade is forced against the tooth with a heavy impact and on a dial the "left over energy" is registered. It is a simple matter of mathematics then to calculate the amount of force needed to break the tooth.

**Automobile Speedway at Uniontown to Open Soon**

Another link in the circuit of automobile speed courses will be made on Thanksgiving Day, November 30, with the inaugural races on a speedway that is rapidly being completed at Uniontown, Pa. While the Pennsylvania course is being opened too late to be included in the American Automobile Association championship award events of 1916, it is scheduled to play a prominent part in the leading motor races of the future. As it is, the Thanksgiving Day contest will undoubtedly furnish one of the most interesting speed fights of the year, the entries secured to date by Neil Whalen, director of contests, being of a high caliber. A number of the cars and drivers that competed in the recent record-breaking race at Sheepshead Bay have already been entered for the main event of the Uniontown meet.

The Uniontown speedway is of the board type of construction, similar in principle to the courses at New York and Chicago upon which all world's speedway records have been shattered. It is a 1 1/2-mile oval designed to permit the racing of cars at maximum speed with a minimum of danger. Jack Prince, known throughout the country as a builder of speed bowls and constructor of more speedways than any other man in the country, is supervising the building of the Uniontown track and now has an army of artisans at work rushing the board course to completion. An idea of the task represented in this work will be gained when it is known that in the construction of the track alone more than 2,500,000 feet of lumber will be used.

The Uniontown speedway is the result of a desire on the part of C. W. Johnson, one of the local automobile dealers, to provide a modern automobile racing course for the thousands of speed enthusiasts in Western Pennsylvania. Mr. Johnson created a spirit of enthusiasm in the project among the other automobile dealers of Uniontown with the result that the speedway is now being boomed as a municipal feature, all of Uniontown and the surrounding country taking a keen interest in the construction of the track which will place Western Pennsylvania more conspicuously on the motor map.

While the entries do not close until midnight November 25, Neil Whalen, the racing driver, who is acting as director of contests, has already secured a representative list of entries and has prospects of lining up many other racing stars in the limited field of fifteen starters.

The main event of the Uniontown program will be a race for nonstock cars of 300 cubic inches piston displacement or under over a distance of 112 1/2 miles, or 100 laps of the course, with prizes aggregating \$3,000 being split between the first five drivers to finish. The race for cars entered by the dealers will be 54 miles and will be for \$1,250 in prizes. Of this money \$100 will be awarded to the driver leading at the end of the sixteenth and thirty-second laps in the dealers' races. In addition to these races there will be a special exhibition time trial for the purpose of setting new American speedway records for 1, 5, and 10 miles.

**Hupmobile Party Visits Movie City in California**

The Hupmobile United American good roads tour reached Fresno Monday morning after a week spent in California, during which a detour was made from the regular route to take in San Francisco and Los Angeles, as well as to travel over both the coast and valley routes to Southern California. From Sacramento the party went to San Francisco to be the guests of the Lincoln Highway officials. Next the tourists proceeded to Santa Barbara, where the film people took charge.

Harry von Meter, one of the American stars and an enthusiastic automobile driver, met the party at Santa Barbara and escorted them to Universal City, where they were the guests of Vice-President H. O. Davis, and the leading lights of University City aided in welcoming the tourists. Mr. Davis said that while he was not a governor, he was proud to officiate at one of the "film capitals" of the world and spoke of the good road movement as a means of helping the circulation of films. The Hupmobile party was then filmed for several serials now being produced, after which Jane Bernouly, the Wild West star, led the party to the Los Angeles City Hall, where the message from Mayor Ralph of San Francisco, was delivered to Mayor Woodman, of Los Angeles. In the evening the members of the party, C. E. Salisbury, George R. Lipe, W. A. Krohn and J. S. Patterson, were the guests of P. H. Greer and A. C. Robbins at the Los Angeles Automobile Show.

Sunday the party started north for Carson City, making Bakersfield for the night stop. Carson City will be reached Tuesday noon and Reno for

the night, where they will be the guests of Reno Commercial Club. Every member of the party is enthusiastic over California roads, which, they stated, are the best of any state so far visited. Total mileage to date, 8,756 miles.

**100,000 Cars Made in First 22 Months**

Dodge Brothers recently turned out car No. 100,000, and the event was celebrated at the big plant in Detroit by taking motion pictures of the final assembly of the car.

Dodge Brothers have been reticent in making public production figures, and with the exception of those in the trade who were close to the situation, hardly anyone realized that this concern had had such an astonishing

growth. Dodge Brothers produced their first car on a commercial basis on Dec. 4, 1914, and by reaching 100,000 now in less than two years they establish an entirely new record in the motor car industry.

The concern is now producing on a large scale and the 60 odd acres of floor space of the plant are being added to by the construction of new buildings.

The evidence of the great growth of the company is further emphasized by the fact that when the drawings for position in the automobile shows of 1916 at New York and Chicago were made recently, Dodge Brothers were found in fourth place in the industry in volume of business. This was an advance in one year from eighth place to fourth place.

Car No. 100,000 is going to have quite an eventful time. It was shipped to the Henshaw Motor Co., of Boston, which has applied for the car months ago. There will be a public reception at which many officials will welcome the car, and it will be escorted about the city by the first Dodge Brothers car received in Boston. It is the later which has earned the name of "Preparedness Car" by its trips through New England in the interest of proper preparedness.

**Oldsmobile Co. Preparing For Greater Output**

Expansion of the Olds Motor Works in preparation for the manufacture of 20,000 high grade automobiles next year is being accomplished rapidly. The production schedule, calling for practically twice as many cars as were built in the past twelve months, means of course, a great extension in the activities of the plant.

Fifty thousand square feet will be added to the working floor space of the plant. The capacity of the loading platforms is being doubled and new railroad sidings are to be built.

A number of additions to the metal working department have been made. New machines have been installed to increase the production of fenders and other parts.

The installation of an additional complete enameling plant is contemplated. The fineness of the finish of Oldsmobiles has been a feature of this car for years and the manufacturers always keep the enameling departments up to the highest standard.

Re-arrangement of the battery charging room has resulted in doubling the capacity of that department. Other minor changes tending to increase production are taking place every day.

E. Venlinden, general manager of the Olds Motor Works, says that the tremendous demand for the Model 44, eight-cylinder Oldsmobile, has proven conclusively the popularity of the light, flexible quality car of moderate price.

**Hupmobile All-Capitals Car in 29 of States**

Fighting the gumbo of Iowa, Minnesota, the snow and mud of Montana, to say nothing of climbing the mountain peaks of Idaho, Washington and Oregon, was

easy in comparison with trying to get out of California without traversing the state highways to Los Angeles for the Hupmobile good roads car, which J. Walter Drake, of Detroit, is sending on a 20,000-mile trip around the United States. The machine is driven by C. E. Salisbury and George Lipe, with E. Krohn, moving picture man, and J. S. Patterson, newspaper man, who rejoins the party after temporary lay-up at Pendleton Hospital, arrived at Sacramento late last evening, making the twenty-ninth capitol visited since the start from Washington on

August 29. The tourists were met here by A. E. Morrison, manager of the Hupmobile Company, who insisted that the party take in Southern California rather than to go straight to Carson City, the next capitol in order. He finally convinced the party they should take in both San Francisco and Los Angeles. Immediately F. J. Lutz, of San Francisco, arranged for a big reception in that city and the Pathe people made preparations to take movies of the arrival of the capitol car at the western terminal of the Lincoln Highway. H. O. Davis, general

manager of the Universal Film Company, wired asking the tourists to visit Universal City, where the details of the moving picture business will be shown the party.

The Hupmobile car will leave San Francisco Thursday morning by the coast route for Universal City and after the ceremonies there will proceed to Los Angeles, where they will be the guests of P. H. Greer and A. C. Robbins at the opening of the Los Angeles Automobile Show. Monday the good roads workers will start north again for Carson City.

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