



AUTOMOBILE NEWS



WINGS FOLD ON ROAD, AIR CAR

Shift in Mechanism and Airplane Is Result, Inventor's Dream

By NEA Service

TULSA, Okla., Oct. 29.—A shift in the mechanism and a pigmy airplane planned in this city may be converted into an automobile.

It is the dream of Virgil B. Moore, airplane worker for many years who has come to this city as an inventor and patentee of the airplane auto-plane.

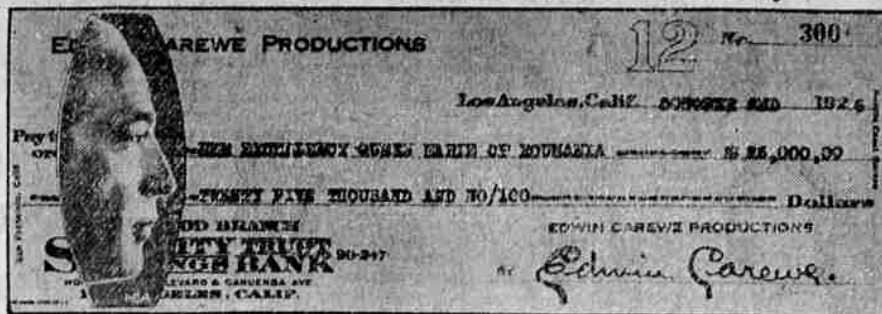
The machine, besides having this double feature, is designed so that its wings will fold back, to permit its entering any ordinary automobile garage. It will carry two passengers besides the pilot.

Plans are being made to manufacture it here.

Ready for Production

Tests of the plane have been made on the Pacific coast, says Moore, and prove the plane is practical for flying and motoring. Moore has organized a firm for

If Her Excellency Will Work One Day



Here is the \$25,000 check to "Her Excellency, Queen Marie of Romania," which will be hers if she will do one day's work in a forthcoming moving picture which Edwin Carewe (at left) is directing. The offer has put the Rumanian legation at Washington into a stew, and the check, meanwhile, reposes with the Hollywood Chamber of Commerce awaiting Queen Marie's arrival. If she accepts it, the money will go to feed starving Rumanian orphans.

Its manufacture. It will have a 120-horsepower motor.

Moore has interested other aviation engineers in its manufacture, has obtained the necessary financial backing and expects to have the machine on the market in a year.

His target clientele, he believes,

will be among the professional men, such as doctors in rural districts, where roads aren't always in the best of shape.

For use as an airplane, the machine is controlled just as any other flying machine. It is designed to carry a load of one ton and make a speed of 100 miles an hour.

It will have a fuel capacity equal for 1000 miles of flying.

As an automobile, the machine will be equipped with rear wheel transmission, clutch and torque members so that it could be run on the ground. The front wheels will be steered by the same mechanism that operates the rudder

Demand Causes Nash to Build Plant Addition

In line with the production expansion program of The Nash Motors company, made necessary by the greatest demand for Nash cars in the history of the company, a large addition to the place of the Seaman Body corporation of Milwaukee, has just been completed. It is reported here. The Seaman business, owned in half by Nash Motors, is devoted entirely to the building of enclosed bodies for the Nash advanced six, special six, and light six series.

The addition to the Seaman plant is a five-story building of steel and concrete construction, 133x100 feet. It is identical in construction and design to the other Seaman buildings of which it has been made an integral part. Installation of equipment to be used in the various departments in the new building is well under way and when this has been completed the plant will rank as one of the most modern and finest equipped automobile body factories in the world.

Immediately adjoining the new building is a side track and long, covered platform for the unloading of steel.

Movie Sidelights

By the Associated Press

As a property boy, Lon Chaney drew his histrionic inspiration from Richard Mansfield, king of tragedy. Chaney longed to act, and through a crack in the door he watched Mansfield make up and apply his disguises. Then he would study Mansfield's manners as the tragedian strode the boards in "Beau Brummel" or slunk in the shows in "Ivan the Terrible." From the great actor Chaney learned to study characters, a trait which he applies in his screen roles.

Moving pictures in which the actors remain motionless, but the camera moves around, is a new novelty. The effect is an "impressionistic" portrayal of the love of the hero and heroine, played by Ramon Novarro and Alice Terry. The picture of the two embracing dissolves into a series of shadowy scenes, all the same pose, but from different distances and angles.

Noise disturbs Ricardo Cortez while he is acting before the camera. After a day's work in a studio where several pictures are in the making, he says he finds it "heavenly" to get back to the quiet of his room.

Clive Brook, English actor who portrays a playwright in his next picture, confesses that the part is not foreign to his real life. Brook is the author of several short stories published in British magazines, and he also has had several one act plays produced in vaudeville.

In Old Mexico she has a heritage of mansion and hacienda, and in much the prevailing fashion. But the princess entered the pictures and became the pauper in many lands, notably in "What Price Glory."

Now Drive the Car Dodge Invitation

"Now Drive the Car." These words which have just made their appearance on the well known blue and white bulletin boards and in the most prominent magazines and newspapers are arousing widespread interest in the results secured from recently announced improvements in Dodge Brothers motor cars, according to L. C. Smith, local dealer.

"The simple invitation to try the car and note the results," he declares, "is typical of the advertising policy of a manufacturer whose statements have always enjoyed implicit public confidence, thanks to a 12-year-old reputation for avoiding extravagant or spectacular advertising claims."

"It is an inflexible policy at the factory that the reputation of Dodge Brothers motor car for dependability, long-life and endurance must be upheld. Everyone of these changes, in fact, means increased manufacturing cost—they were adopted for the sole purpose of giving the owner a quieter, smoother running car."

"Although I have watched a succession of retirements for the last 12 years, I confess that I had no conception of the surprising change that these major advances could make in the operation of what was before a quiet, easy-riding, thoroughly satisfactory car."

when the plane is in the air.

Moore is primarily an aviation engineer. In 1911 he started work for a Chicago aerial vehicle company, first as a hostler around the hangars, then as a mechanic. In 1913 he became a civilian employee in the army aeronautic service.

For the last 10 years Moore has had the idea of making a plane with folding wings. In 1921 he attracted the attention of the Japanese aviation authorities to his idea, but it hasn't been until recently that he has been able to make any headway.

AT NEW LOWER PRICES, the Chrysler "60" is recognized as a value further removed than ever from any other light six in the industry.

NOTHING so surely emphasizes the unique value that Chrysler "60" offers as the attempt to compare Chrysler "60" performance with that of the ordinary type of six.

So clearly defined and obvious is the difference in Chrysler "60" riding qualities—in speed and smoothness of operation, in roadability and riding comfort, in pliability of power, in response to accelerator and steering wheel—the least experienced driver cannot fail to class the "60" as immeasurably ahead of all other cars anywhere near it in price.

The difference is in creative engineering—in fine-measurement-manufacturing—in short, in Chrysler Standardized Quality. Walter P. Chrysler and his engineers and

manufacturers believe they have never produced a car more brilliant than the Chrysler "60".

At its old prices, the Chrysler "60" was recognized as far beyond comparison with the ordinary six. The new lower prices widen the gap—emphasize more clearly than ever its unapproachable leadership in the light six field.

Lighter Six Chrysler "60" Prices

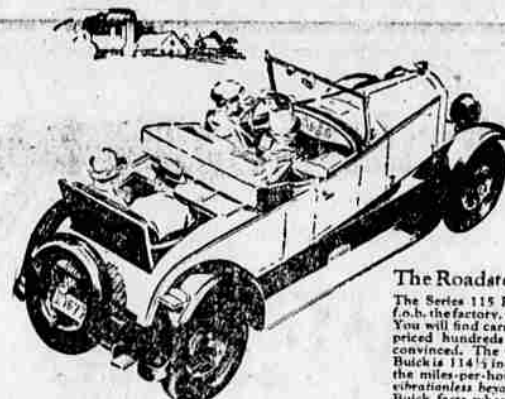
	Old Prices	New Prices	Savings
Club Coupe	\$1165	\$1125	\$40
Coach	1195	1145	50
Sedan	1295	1245	50
Touring Car	\$1075	Roadster \$1145	



CHRYSLER "60"
CHRYSLER MODEL NUMBERS MEAN MILES PER HOUR

L. W. WEEKS
Jefferson Ave. Telephone 180-J

LOOK OVER OUR WANT ADS FOR BARGAINS



The Roadster (Series 115) \$1195

The Series 115 Roadster for 1927, at \$1195, is the factory, vividly portrays Buick values. You will find cars of the same or smaller size priced hundreds higher. Compare and be convinced. The wheelbase of this attractive Buick is 114 inches the horsepower—62 the miles-per-hour—70; and the engine is unquestionably beyond belief. Remember these Buick facts when you try to find its equal.

The Greatest Buick Ever Built is the Greatest Value Ever Offered

Look at the new Buicks—note their prices—compare their grace and refinements with those of other cars—then drive one of them!

You've never driven anything like it, you've never seen value to compare. Here is the Greatest Buick Ever Built!

Series 115

5 Passenger 2-Door Sedan	(Model 20)	\$1195
4 Passenger Sport Roadster	(Model 24)	1195
5 Passenger Sport Touring	(Model 25)	1225
2 Passenger Coupe	(Model 26)	1195
4 Passenger Country Club Coupe	(Model 26a)	1275
5 Passenger 4-Door Sedan	(Model 27)	1295
4 Passenger Coupe	(Model 28)	1275

Series 128

7 Passenger Sedan	(Model 50)	\$1995
5 Passenger Brougham	(Model 51)	1925
4 Passenger Sport Roadster	(Model 52)	1495
4 Passenger Country Club Coupe	(Model 54c)	1765
5 Passenger Sport Touring	(Model 55)	1525
5 Passenger Coupe	(Model 58)	1850

Series 120

5 Passenger 2-Door Sedan	(Model 40)	\$1195
5 Passenger 4-Door Sedan	(Model 47)	1495
4 Passenger Coupe	(Model 48)	1465

All prices f.o.b. factory, plus war excise tax

The Greatest Buick Ever Built



JENNINGS & SHUMATE
Adams Avenue

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

A Car of the Custom Kind—at the Price of the other kind

CUSTOM beauty of line and finish no longer depends upon the size of your cheque book—that is the message of this Studebaker Custom Sedan. Good looks in a low-price car have long been possible—but this is the first time that the tell-tale touches of fine custom treatment have been brought within a modest expenditure.

It's a low-priced custom sedan in a high-priced custom setting—swung low like a custom model—lacquered in a duotone color harmony—upholstered with fine

Chasemohair—decorated with the custom details of Butler finish hardware and broadlaced trim—and complete with every item of custom equipment, including four-wheel brakes, disc wheels, and a ventilating system (exclusively Studebaker), which insures fresh air without drafts or moisture.

Studebaker
Standard Six
Custom Sedan
\$1385

Look for the Studebaker emblem on its radiator—the silver figure of Arctura flying at the mast of the most powerful motor in any car of its weight and size. Come in and see it now.

M. J. GOSS

STUDEBAKER