

**BRITISH EXPERT IS PLEASED WITH HUPP**

**Calls Its Abilities an Education to Him; Engine, Body-work Praised**

Edgar N. Duffield, British automobile authority, is enthusiastic over the Hupmobile Eight, which he recently put through its paces over British roads. Writing in The Auto, leading English motor magazine, he says, in part:

"I am nothing if not candid. I have never sat behind a more wonderful motor than this of the Hupp. Until its air-intake was really fierce I could not hear the engine, and even when the car was running at a pace which I have not the hardihood to mention in cold printer's ink, there was only the faintest sibilance of the carburetor to be heard.

"Of course the engine will run very slowly. It should. One expects good slow-running from such an engine. But the surprise, to me, was the remarkable stream of power available. That there should be plenty of power from an engine of such volume was intelligible; but the joke was that even when the yield was at its most sensational, this engine was still a pattern of refinement.

"There are very few faster cars on the road than a Hupp straight eight. I wondered if the speedometer-reading was dependable, because when this car is progressing at quite an immoral pace she rides so sweetly as to feel not at all fast. I therefore checked the meter by Portsmouth road mile-stones, to find it as near right as makes no odds. I do not doubt it now; but that makes only safer my statement that there are very few cars on our roads potentially faster than a Hupp straight eight. Her acceleration from 25 to 50 miles per hour is electrical, and as free from fuss or noise as can be wished.

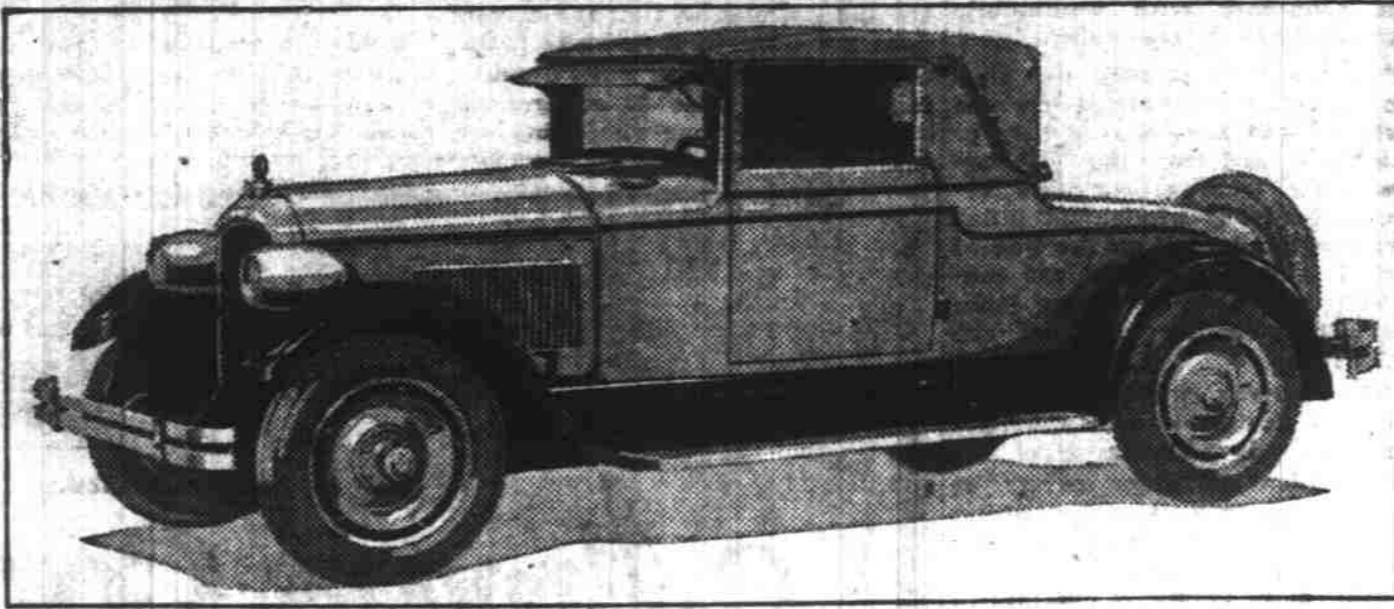
"She had wooden wheels. One can have steel disc wheels at eight extra charge. I should have them, because the price of this completely-equipped saloon, in London today, is 625 pounds (with wooden wheels), that of the chassis being 200 pounds less.

"Whether the body is a Hupp or a Fisher product I did not inquire. I should call it a Peach. Cellulose-finished, of course, externally; beautifully velour-upholstered inside, with every last thing in the way of dill-dolls and nick-nacks; thoroughly restful, alike to driver and passengers, who all sit in and not on the car.

"But all the finish is not on the bodywork. The power plant is most refreshingly clean for anything hailing from America. Not merely in design, but as to the metal itself, in fact, the motor, when we lifted the bonnet to photograph it, was a beautiful cleaner than those of the majority of motors (of a nationality which I will not particularize) which I have inspected for quite a long while.

"It may be highly unpatriotic and helpful to the hated foreigner to say so, but this is the sort of America up to which I want to lead anybody who has a 'down' on American cars. All who really

**Makers' Famous Slogan Is Exemplified in Latest Model**



**PAIGE INTRODUCES CABRIOLET WITH MANY DISTINCTIVE FEATURES**

Can you recall, off hand, the slogan of the Paige? The illustration should refresh your memory, for no one will deny that this latest Paige is a car of superlative beauty. The cabriolet is built on the new 125-inch chassis. It is quickly convertible from a completely enclosed car to a roadster type. The deck opens to provide a roomy rumble seat for two passengers. The interior fittings and upholstering are strikingly handsome.

know cars understand that a good American car is a good car.

"The Hupp straight eight is an education to me. I know at least one car of four times its price which functions no more pleasingly. She has a phenomenally nice motor, a clutch and gear-box which could not be bettered, her steering is excellent, her suspension is very good indeed, her brakes are the brakes that apparently 90 per cent of buyers of today like to have, and although her bodywork is frankly and clamantly trans-Atlantic as to line, it is very nicely turned out, and Mr. Turner Smith would just as soon sell one the chassis at 425 pounds as the complete car at 625 pounds, I gather.

"Now that I have tried the saloon I want to try the open tourer, or the roadster, which is a two-seater with a double dicky, equipped as standard with disc-pattern steel wheels. But I want to get outside Britain, or at least outside the Home counties to try that open Hupp Eight, because although I try always to drive any car 'well within itself,' I should love, just for a few hours, to see how it feels to be handling a few hundreds of pounds' worth of some other fellow's money at 50 to 85 miles per hour, other than at Brooklands.

"emphatically, unmixedly good motor car, the Hupp Eight, and (to the hyper-patriot, et cetera moi) most disconcertingly low-priced!"

**ECONOMY SERVED IN NEW TYPE LIGHT CAR**

(Continued from page 1.) If we follow the European trend where maximum economy is essential. Already we have seen tires shrink from 42 inches in diameter to 30 inches and the general acceptance of the balloon tire has made the larger sizes a drug on the market. We can still lower tire sizes and at the same time add to the efficiency and economy of our small cars. Engineers have already indicated that sizes down to 27 inches in diameter are not far away.

The next important step, following the adoption of smaller motors and smaller tires would be the designing of bodies to meet the requirements of the motors and the tire sizes.

The European type motor, with its greatest power and speed possibilities, would require a balance in body weight which is not ne-

cessary with our present power plants. This balance could be obtained only by lowering the bodies a thing which has already been done with signal success on our larger cars. So if the European trend is to mean anything, one of the most significant notes will be the designing of a type of body to which we are not at present accustomed.

This body would be considerably lower yet on the market but this reduction in height could be accomplished without sacrifice in the interior dimensions of the body.

The advantage to the farmer, of such a car as is forecast by our sudden interest in a European type of construction would come from increased speed over the road, marked saving in operating expense, greater convenience due to increased motor flexibility, and the satisfaction of having an attractive looking car.

Body designers have said that a motor car with standard road clearance could be built in a sedan model with the total height of the car not to exceed 5 feet 7 inches and yet afford even greater interior dimensions than those now common on our small cars.

**HOW THE ROADS ARE**

(Continued from page 1.)

ville, Corvallis, Junction City, Eugene: paved.

Old Oregon Trail—East of The Dalles Ontario, Huntington, Baker, Union, La Grande, Pendleton, Umatilla, Arlington, The Dalles: macadamized entire distance and in good condition.

Old Oregon Trail—West of The Dalles—Columbia River Highway

The Dalles, Hood River, Portland, Rainier, Astoria, Seaside: paved. Svensen-Astoria section under construction; one way traffic and subject to short delays.

Roosevelt Coast Highway—Clatsop and Tillamook Counties Astoria-Seaside: paved. Seaside-Cannon Beach Junction: macadam.

Cannon Beach Junction-Hamlet Junction: Under construction. Newly graded with temporary single track gravel surfacing. Rough but passable in all weather. Hamlet Junction-Mohler: macadam.

Mohler-Miami: Highway route via Brighton now open but on account of danger on planked road

between Wheeler and Brighton, traffic for Garibaldi and points south is urgently advised to take road via Foley creek which is gravelled throughout.

Miami, Tillamook, Hebo, Neke, Devils Lake, Siletz River: part paved, balance macadam. Newport, north to Otter Rock in Lincoln county: open for travel.

Willamette Valley—Florence Highway Junction City, Cheshire, Goldson, Blachly, Rainrock, Mapleton: macadam. Mapleton-Florence: dirt road. Impassable after heavy rains.

Corvallis-Newport Highway Corvallis, Philomath, Eddyville, Toledo, Newport: macadam. Roosevelt Coast highway open north to Otter Rock.

McMinnville-Tillamook Highway McMinnville-Sheridan: paved. Sheridan, Willamina, Grand Ronde, Hebo, Tillamook: part paved; balance good macadam.

Mt. Hood Loop Highway Portland - Government Camp: paved to Gresham; balance good macadam. Government Camp, Summit,

Thief Meadows, Forest Boundary: closed on account of snow. Forest Boundary-Hood River: macadam.

Central Oregon Highway Bend-Burns: First 12 miles macadam. Balance fair dirt road open to travel.

Burns-Crane: macadamized. Crane-Vale: rough but passable.

McKenzie Highway Eugene, Belknap Springs, Sisters, Redmond, Bend: macadam. Closed between Belknap Springs and Sisters on account of snow.

Alsea Highway Corvallis, Philomath, Alsea, Lincoln county line: macadam.

Lincoln county line-Tidewater: Dirt road. Rough but passable when dry. Impassable after rains.

Tidewater-Waldport: macadam.

Baker-Unity Highway Baker-Foot of Mill Gulch: Improved earth road. Mill Gulch-Hereford: Under construction but passable. Hereford-Unity: Fair county road.

**SALE OF OVERLANDS BEATS FORMER MARK**

**Record Figures for Last Year Exceeded During First Quarter 1926**

Sales records for the first quarter of this year show that the Overland Six, the sales accomplishments of which in its first year placed it second in volume among all light sixes, has already stepped far ahead of its initial popularity and for the first three months of 1926, retail deliveries have been 7,906 over those of the same period for 1925.

Measured against a sales total for 1925 of 65,000 of these cars during the year, the increase for the first three months alone constitutes nearly 13 per cent of the total business for last year or at the rate of approximately 50 per

cent increase for the total period of 1926 already in view.

With this increase being maintained, and with the consensus of opinion of the major dealers and distributors throughout the country that it will be materially increased as the summer months come on, this Overland Six is in a fair way to exceed in volume all other light sixes built.

While no attempt has been made to crowd the market and while production has been kept at a point measured by the actual orders on hand for this car, the production figures of the factory are considerably ahead of the peak production months for last year even at this early period of the buying season.

Dealer stocks in the Overland Six have been practically depleted all over the country and an acute shortage is looked for within the next thirty to forty-five days despite the efforts at the factory to keep production up to sales demand.

Much interest in being manifest in the current trend to the light sixes in motor cars.

**Did You Read the Article**

**In last Sunday's Oregonian and Oregon Journal written by Sir William Letts, president of the Society of Motor Manufacturers and Trades of London.**

**If you want to wise up on the ultimate automobile of the future better get the automobile section of last Sunday and read it carefully**

**Sir William in describing the car of the future paid the finest tribute to the STAR SIX that has ever been accorded to an automobile**

**Here is what he says: "I am certain that the high speed motor, small in bore, long in stroke will be the motor of the future." He also states "Braking safety will require a high development of four wheel brakes on light cars to meet the demands of increased traffic."**

**The STAR SIX measures up to every requirement of the future and is truly "Tomorrow's Car Today."**

**The car of tomorrow must be light in weight---strongly built---torque that will enable it to get away like a flash in high gear---capable of throttling down to one mile an hour, or less on high gear---short turning radius---four wheel brakes---28 to 30 miles per gallon of gas, roomy---finished, quiet and easy to handle, and with no vibration, and this is a correct description of the STAR SIX.**

**We want you to see and drive this car. We want you to ride in the car of the future and you will not be disappointed.**

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**HUPMOBILE EIGHT**

**Quality Without Limit At a Limited Price**

The Hupmobile Eight has completely revised the public's conception of the price it must pay for finest motoring luxury.

There is, literally, no finer performance in any car at any price.

There is no finer comfort, ease of riding; surety and safety of control; dependability, and long life. Yet this great Eight—the largest-selling straight eight in America—sells for hundreds of dollars less than the fine cars which presume to give as much.

**Hupmobile Eight**

Sedan, five-passenger, \$2145. Sedan, Bufile, \$2445. Coupe, two-passenger, with rumble seat, \$2345. Touring, five-passenger, \$1915. Touring, seven-passenger, \$2045. All prices f. o. b. Detroit, plus revenue tax.

**Hupmobile Six**

Sedan, five-passenger, four-door, \$1385. Touring, five-passenger, \$1315. Equipment includes 30 by 5.25 balloon tires, four-wheel brakes, choice of two colors. All prices f. o. b. Detroit, plus revenue tax.

The Eight-Cylinder, Six-Passenger Sedan



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