

# NO REVOLUTIONARY STYLES IN SHOW

### Industry Offerings for 1927 Found to Be Similar to Old Ones

"The New York show, where the industry's offerings for 1927 found first general display, brought out nothing revolutionary. Special stress was placed by makers on refinements, color schemes, and style," is the verdict of Wm. O'Neill, president of the General Tire and Rubber company, who looked over the display at the Grand Central palace.

"A year ago there were more powerful motors, greater braking power, etc., as elements of novelty. This year more makers have come into that line, but no revolutionary designs or policies were on exhibition. Cars generally seem to have reached a high place of excellence and durability, which speaks well for engineers and designers.

"To the tire man the big thing about the show was the evidence everywhere that the car maker has taken the balloon tire to his bosom. This is really the first year in which a big majority of cars have actually been designed for balloon equipment.

"The balloon tire has proved itself to be a logical advance and betterment of the motor transportation system. It did so remarkably well, even when applied to cars not designed for balloons, that the designers are now giving the balloon full consideration.

"And the tire maker has advanced also, as a result of his balloon experiments and experience in the last few years. Right rims are now demanded as a proper setting and it has been shown that the four ply must give way to six ply construction for real service, except for smallest cars.

"We were handicapped in our own support of the balloon by the advent of new, peppy motors at the same time, and of four-wheel brakes which brought new tire stresses and strains. So we quickly strengthened the early balloons by giving them two more plies or fifty per cent more ruggedness and balloon tires have presented no problem since. They have come to stay—and are being used largely in commercial passenger and freight carrying as well as on private passengers.

"Now that motordom has come to a standstill, except for refinements, one wonders what the next big revolutionary change will be—for American geolus never waits for long.

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## TIRE MUST HAVE CHANCE FOR WORK

### Many Faults Blamed on Rubber Often Due to Other Faults of Motor

By ERWIN GREER  
(President Greer College of Automotive & Electrical Trades, Chicago, Ill.)

Much has been written about tire care, and yet tires continue to wear out. Nothing I can state will prevent your tires from wearing out—ultimately, but if you will heed the advice set forth below more dependable service from your tires will help you save off the day when you must buy new ones.

If we were to take a brand-new tire and hold it under 500 to 300 pounds pressure against a grindstone making 150 revolutions a minute, our tire wouldn't last long.

About the same thing happens to tires when we run them with cooked, wabby, or "shimmying" wheels. The tires grind against

the rough pavement instead of rolling along with little friction, as they should.

The wheels themselves may be out of line or dished. Spindle bushings may be worn, causing the wheel to "chimmy." Axles may be bent. Whatever the trouble may be, it is easy to quickly note it in tires that wear out in spots. Then the remedy is simple. Having wheels lined up or axle straightened costs much less than buying new tires every few thousand miles.

Leaks in inner tubes, often called "slow leaks," generally are due to faulty valve inside or the lack of a good valve cap. Many times, if the inside valve does leak, a good valve cap will prevent the tire from going flat.

Quick stops or starts mean a quick end to tires. When the wheels are locked, in stopping, and the car keeps on going, the tires slide over the road, instead of revolving, and the rubber is worn off in one spot. When we give the engine too much gas in starting, an unnecessarily heavy strain is put on the section of the tire that grips the pavement, and a weakened tread may result.

After everything is said and done, the service and satisfaction you get will depend upon the tire itself. No amount of coddling on the road will make up for the lack of tough, sturdy, rugged construction which the manufacturer filed to put into the tire at the factory.

## 700 DEALERS VIEW FALCON-KNIGHT CAR

### Private Display and Demonstration for Dealers Talk of Auto Show

Over 700 dealers viewed the initial showing of the Falcon-Knight the first Knight engine car in the lower price range. During the entire week the headquarters of Falcon Motors corporation was crowded with dealers interested in getting first-hand information on the new motor company, its policies, and its products. Applicants for dealer franchises were enthusiastic in their praise of the car and its performance. A demonstration car stationed outside the traffic zone was kept busy every day demonstrating the unusual smoothness, quietness, and power of the Falcon-Knight sleeve-valve engine.

The headquarters at New York show was an invitation for interested dealers to become familiar with our organization, our policies and our product," said President John A. Nichols, Jr., on returning from New York. "All week we were interviewed by many dealer applicants from practically every important city in the eastern states. Our zone managers will now call on interested

dealers in their respective cities and the selection of Falcon-Knight dealers will be made during the next two months.

"From the comment of dealers at our own exhibit and public interest shown in all sleeve-valve exhibits at Grand Central Palace, it is apparent that the term of automobile demand is very definitely toward the Knight-engine car," Mr. Nichols added.

"The second showing of the new Falcon-Knight car will be held in a private room near the Congress hotel at the Chicago show and the Falcon Motors corporation will have headquarters at the Congress hotel during the show. No public showing will be made until cars are displayed in dealers' showrooms in March," said Mr. Nichols.

Statesman Ads Bring Results

## USED CAR REPAIR BILLS CONTRACTED

Seattle, Wash., (Special)—An innovation in used-car protection has been put into practice here by Puget Motors, Inc. Pierce-Arrow distributor. It is known as the Hauck protection agreement, being the creation of A. W. Hauck, manager.

The agreement with the buyer of the used car is simply that the company will take care of all repairs for reasonable wear and tear for a period of one year, in excess of a stipulated and agreed percentage.

Thus the purchaser knows the maximum cost he will have to pay

for repairs for the entire year. The percentage varies with the cost of the car, cheaper cars allowing for higher maintenance allowance. The scale of Puget Motors follows: Fifteen hundred and up, 5 per cent; \$1,000 to \$1,495, 7 1/2 per cent; \$200 to \$995, 10 per cent.

This does not include accidents, paint or tires. If the buyer has to spend more than the percentage above given for repairs the Puget Motors will pay for any excess. Thus the car is bought with a definite assurance that the repair bills are limited, and, if they run higher, that the seller will take care of them.

The plan is just getting underway, but appears to remove one of the greatest sales-resistants in the used-car field, the fear of exorbitant repair costs.

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**WHO CAN GET THE POLICY?**—While the policy is intended as an incentive for subscribing to The Oregon Statesman, we are offering it to old as well as new readers. The head of a household can take as many policies as he has dependents who wish protection, all residing at same address.

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