

PATENT RESTRICTS KNIGHT PRODUCTION

Only Three Manufacturers Authorized; Toledo Firm Leads in Field

Because of the patented design of the Knight sleeve valve engine, there are only three manufacturers in this country licensed to build private passenger cars powered with the Knight type of engines. Of the 300,000 Knight-engined cars in operation on the road here today, over 98 per cent of these were built by one manufacturer.

Willis-Overland, inc., Toledo, Ohio, have been the largest quantity producers of Knight engined cars in the world since this type of automobile was popularized by the Willis-Knight cars nearly 14 years ago. For eleven years they built the well known four cylinder model bearing the Willis-Knight name. Today they are manufacturing two different sizes of Knight engined cars, both six cylinder type and ranking in price from \$1200 to \$2500.

Early this spring quantity production will be started upon a small type of Knight engined car to sell in the \$1000 price field by an entirely new company formed last year to introduce a sleeve valve engined car into the lower price field. It has been possible to build a Knight engined car to sell in this field by concentrating upon quantity production of an engine of this type. It is estimated the new company known as the Falcon Motors Inc., with their plant at Eljria, Ohio, will produce over 50,000 cars this year. They will manufacture a six cylinder car of 40 horse power exclusively.

The third manufacturer of sleeve valve engined cars is the F. B. Stearns company, Cleveland, Ohio, builders of the Stearns-Knight cars. This company was taken over by prominent motor car interests, closely allied to John N. Willis, president of Willis-Overland, Inc., last year.

Up to this time the production of Stearns-Knight cars had been limited but under the new interests manufacturing facilities have been modernized and speeded so as to provide a large production of two chassis, one a six and the other a straight eight which sell in the \$3000 to \$5000 field.

Manufacturing rights for the Knight sleeve valve engines in this country are held by the Knight American Patents company. In addition to the concerns mentioned, a license has been granted another company for the use of sleeve valve engines in commercial and public vehicles. Patent rights for engines of this type have six more years to run in this country although they expired recently in Europe.

In Europe, Knight engined cars are confined chiefly to the high priced models among these may be mentioned the Belgium built Minerva and the small four cylinder Imperia, the French built Panhard and the Voisin, and in England the Daimler. The last mentioned was the first manufacturing company in the world to utilize the Knight patents. Their latest creation is a twelve cylinder Knight engined car which was received with marked enthusiasm at the London and Paris salons.

COOLIDGE TO OPEN GREATEST BRIDGE

Giant American Flag to Fly From Flagstaff 350 Feet Above Water

VALLEJO, Cal. (Special)—When President Calvin Coolidge presses the button on May 21st he will formally dedicate and open to motor traffic, the world's greatest

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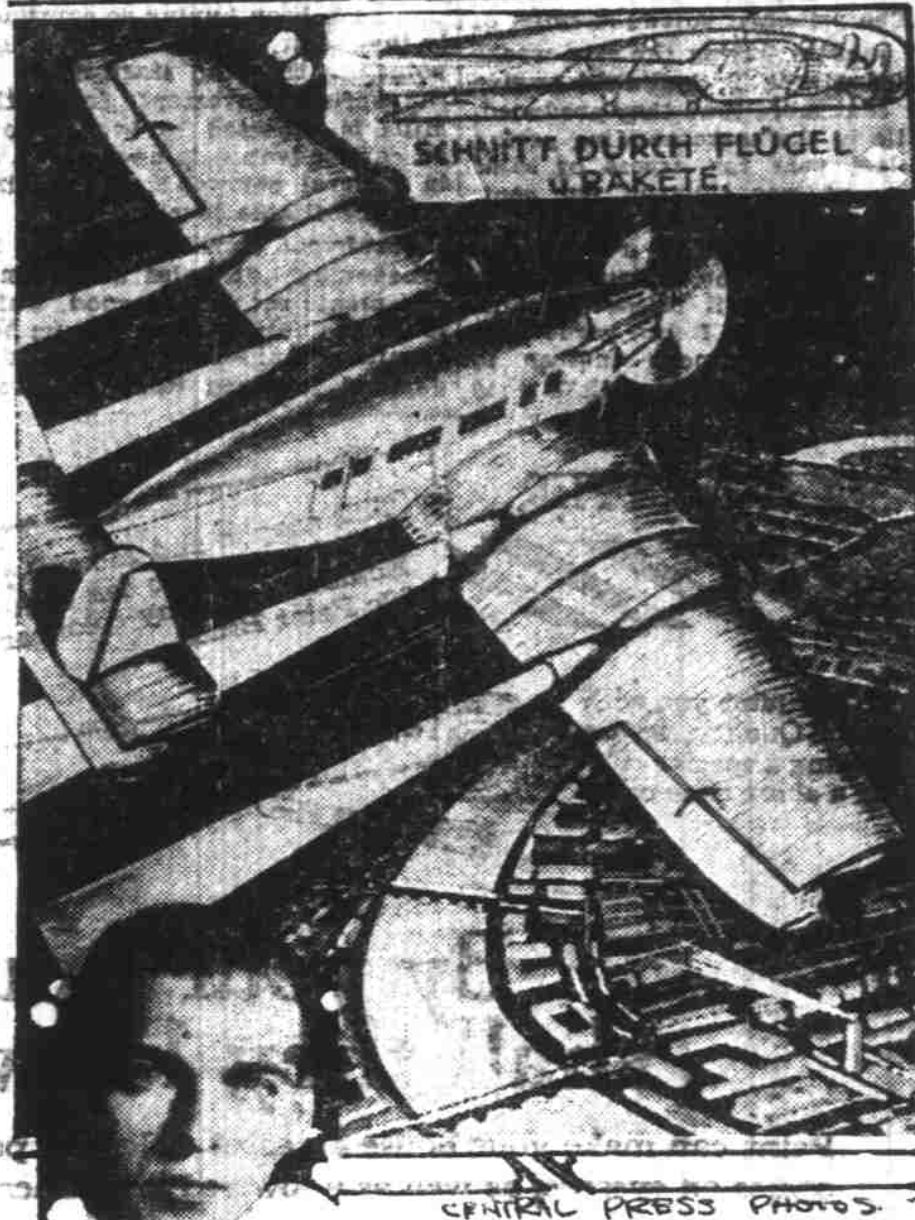


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PLANS TO BE SHOT TO MOON



A daring young astronomer and airman of Munich, Germany, Max Valler, has made up his mind that he would like to make some exploring trips through space including a visit to the moon. For that purpose he has built the model of a great rocket or plane in which he expects to be shot through space some time during 1927. He is raising funds for the venture in Europe. The photo shows a drawing of the proposed plane with an inset of the astronomer, Max Valler.

east highway bridge—Carquinez bridge—which spans the northern arm of San Francisco bay between this city and Crockett.

A giant American flag, 20 feet wide, 30 feet long will be released which will fly from a flagstaff mounted on the top of the central tower, 350 feet above the level of the water in the Carquinez Straits. At the same time the electric spark generated in Washington will set off four giant bombs, announcing that Carquinez bridge is open to motor traffic.

The exact hour when the president will be asked to press the button has not been definitely determined by the Carquinez bridge celebration committee in charge of the dedication program.

Governor C. C. Young will deliver the formal dedication speech. His words will be picked up by giant amplifiers and flung out to the thousands who will gather for the occasion. The celebration

committee is preparing to take care of anywhere from 30,000 to 50,000 automobiles.

Governor F. B. Balzar of Nevada is the first of the Pacific coast chief executives to accept the invitation of the Carquinez bridge celebration committee to attend the dedication and to make a brief address.

The governors of Washington and Oregon are also scheduled to attend.

The opening of Carquinez bridge will form the last link in a single highway extending from British Columbia to Mexico and has been referred to as "the lean, British, Mexican."

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Statesman Ads Bring Results

REMARKABLE GAIN OF CHRYSLER CARS

State Reports Reflect Continuance of Unprecedented Steady Rise

Reports of record gains by Chrysler in new car registrations from all parts of the country are being cited by Chrysler executives as evidence both of the remarkable public demand which brought this company from 27th place to 4th place in automobile production in three years, and as proof of steadily increasing Chrysler gains throughout the country.

Latest reports, officials point out, carry extremely interesting figures on the amazing strides the company has made and is continuing to make.

Details complete for practically all states, including up to February 1st, show that Chrysler is firmly entrenched in the fourth position it captured last year and that in reaching that position, it passed ahead of three of the strongest companies in the automobile industry who were in front of it a year ago.

The figures show further that the nation-wide Chrysler gain over January of last year was at the remarkable rate of 54 per cent. This was the second highest percentage of increased sales reached by any American producer of automobiles on a quantity scale during the twelve months.

Chrysler sales officials express especial pleasure over the proof that their product finds pronounced favor in those sections of the country where the ownership of automobiles is greatest and where the buying public is best fitted to judge motor car values.

On the Pacific coast more automobiles are owned per capita than anywhere else in the world and in this area, including California, Oregon, Washington and Utah, which closed last year with a few automobile registrations equal to nearly three times the American increase in production, the Chrysler increase over the previous year's sales was no less than 118.5 per cent.

No other automobile company approached these figures, the closest reaching only 75 per cent and the next 46.9 per cent.

In the state of Washington the Chrysler gain was 138.9 per cent. The next quantity producer was credited with 77.2 per cent and the third in line with 60.4 per cent. Oregon tells a similar story, with a gain of 112.4 per cent for Chrysler and only 88.3 per cent for the second car and 75.5 per cent for the third.

Reports from other parts of the country show a corresponding popularity for the Chrysler cars.

Specific instances are found in large cities like Cleveland, Cincinnati, Buffalo and others, where official registrations reveal striking Chrysler sales increases. The Cleveland figures, which have been received down to the end of February, report a gain of 208 per cent for Chrysler during that month with the next car showing only 136 per cent. For the six months period ending with February, Chrysler was one of only two companies to show increase in that city. The Chrysler gain was 56 per cent and the other company's 16 per cent.

Statistics like these denote an unmistakably growing appreciation of the qualities that have already brought Chrysler such glowing success, and seem to foretell an even more remarkable future for this company, in the opinion of close observers of the industry.

RADIO BROADCASTING GUIDE MEETS FAVOR

Industry and Public Benefited According to Vice-President Rypinski

"Enactment of the measures just approved by Congress for guiding radio broadcasting is the best news which could come to the radio industry at this time," said M. C. Rypinski, vice-president of Federal-Brandes, Inc., and chairman of transmitter section of National Electrical Manufacturers association. "This legislation embodies many of the suggestions of the National Radio-Coordination committee, and is therefore representative of the entire industry. This committee has been active, and happily successful in helping to bring the present situation to an end.

"The radio industry and the public are distinctly benefited. We believe that this legislation will drive from the public mind the uncertainty as to what will happen in broadcasting. What actually will happen is that this activity will more quickly become stable, people's confidence will be renewed, the present scramble for wavelengths ended, and the existing interference speedily cleared up."

Mr. Rypinski issued this statement as a representative of the National Electrical Manufacturers association in which many leading radio companies are represented.

The Marmon company recently closed contracts with dealers in Tientsin, China, and Cairo, Egypt. At the International Motor Exposition in Cairo recently, two little Marmon cars were displayed.

GRAVITY CENTER LOW IN OVERLAND

Whippet and Willys-Knight Cars Have New Type of Construction

A conspicuous feature noted in the 1927 line of Whippet and Willys-Knight motor cars is the adoption of the low center of gravity construction for all the Willys-Knight products. The trend to this style or design, factory officials declare, followed the success and public acceptance of the low swung body style, first adopted by the Whippet which made its initial appearance last June.

Not only has this type of construction been continued by the Whippet but it also features the 1927 Willys-Knight line of sixes. The advantage in this type of automobile construction, according to Willys-Overland engineers is to provide a smooth riding quality not obtainable in types where the bodies are high in the air thus producing the inevitable top sway. Engineers claim that with a low center of gravity typical of the 1927 Willys-Overland products, top sway and backswinging are entirely eliminated, providing a maximum of comfort for the occupants.

Another advantage is cited by Willys-Overland officials in pointing out the merits of low center of gravity construction. They contend that this feature gives the car unusual road stability regardless of conditions, and tends to eliminate vibration. This, they assert, adds not only to the pleasure of driving but increases the life of the car, provides a safety feature and reduces the repair expense that comes where the type of construction places an extra heavy duty on the mechanism.

Willys-Overland officials declare that in the adoption of this type of construction for their pro-

duets, present indications are that in a short time this style of car will be universally demanded by the motorist public and that Willys-Overland, in sensing this trend for a more serviceable type of car, has kept a step ahead of other American automobile manufacturers.

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EASE—COMFORT KEYNOTE

The general body design of Dodge Brothers sedan with its low swung appearance embodies the characteristics of the better known European custom built bodies.

The roof of this sedan body is about eye high to the average man and yet body development is such that there is all the head room that could be desired.

The design and arrangements of the seats conform to the general contours of the body, the seat cushions being low in the body and tilted upward to give comfort of a

lounging chair to the occupants. The seats are also equipped with back supports of the lazy cushion type so that the body is supported well up to the shoulders.

This is of marked importance at the present time when the rash toward lower prices of motor cars has caused a general adoption of designs which naturally entail the use of straight backs and narrow seat cushions.

Seats are so placed in relation to the windows that the vision of the passengers and driver is never obstructed.

The steering column is also angled at a comfortable angle so that the driver rests as easily in the car as any of the passengers. Roominess of the front seat allows also, a change in driving posture, which is so necessary to the comfort of the long mileage driver.

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