

# KNIGHT SLEEVE VALVE RESULTS IN BIG SALES

### Motor Grows in Demand and Taxicabs Prefer Style to Any Other Yet Offered on the Market.

With the two American manufacturers of motor cars for passenger service equipped with the Knight sleeve-valve motor reporting the largest sales in the history, with the largest manufacturer of taxicabs in the country confining its motor production for these vehicles to the Knight type motor, and with a steadily increasing demand indicated for motor trucks in which this type of power plant is furnished, the growth in favor of the sleeve-valve construction is strongly evident.

Willis-Overland, Inc., is building Knight motored cars in two price classes, while the F. B. Stearns company is building in the ultra luxury car class. General Motors is equipping their Yellow Cab production with Knight type motors and Federal Motor Truck is building a full line of Knight motored commercial vehicles.

In this country, the manufacturer of the Knight type motor must still be licensed under the Knight-American Patents company, who controls the patent rights for this type of construction until 1934.

In Europe such builders as Daimler-Knight of England, who were the first to manufacture the Knight type motor commercially, Minerva of Belgium, Panhard, Voisin and Peugeot of France and Mercedes of Germany, are producing Knight motored cars in their finest products. Daimler-Knight in England and Willis-Knight in this country have set records for power achievement in their motors, the new "70" Willis-Knight motor built by Willis-Overland developing greater power per cubic inch of piston displacement than any other American built motor construction, the operation of the sleeve-valves in the Knight type motor furnishes a greater opportunity for high power development with silent, efficient operation than any other type of valve construction which can be used.

The functioning of the intake and exhaust operations can be better controlled and the motor requires practically no adjustment during its entire life. It is also easier to regulate the speed of intake and exhaust of the gases in the cylinders to conform to modern motor requirements without making complete changes in design.

With the Knight sleeve-valve motor this is done by changing the position or size of the ports in the sleeves while in other types of motors it requires a complete re-designing of the valve mechanism. Recent developments in the construction of the Knight type motor have resulted in a flexibility which motor authorities state is broader in its range than that of any other type of power plant.

Public reaction to these facts is demonstrated in the manufacturing schedules of builders of Knight motored cars which are greater than at any other time in the history of the industry.

# IS THERE REAL DANGER OF GASOLINE SHORTAGE?

Exhaustion of the known petroleum supplies in the United States at the end of six years is the dire warning recently issued by the Federal Oil conservation board in a report to President Coolidge.

The report points out that unless new sources of oil are discovered soon and efforts made to conserve present supplies this country will quickly be dependent upon foreign countries for gasoline to run the millions of automobiles now in use.

The prophecy is startling, to say the least. The fact that it was made by an eminent body of men appointed by the president should give it a credence which it naturally would otherwise fail to receive. If the deductions of the board are correct then the future outlook of the automotive and kindred industries in this country is gloomy indeed.

The automobile industry in recent years has become so vast that any danger that threatens it should be given immediate attention. The industry has become one of the chief barometers of the nation's continued prosperity and industrial activity.

It is fortunate, however, that in most cases when such a calamity as prophesied by the oil conservation board really threatens, the industries of the country rise superior to the danger. Some means of overcoming the resultant collapse are always discovered.

Also, fortunately for the country, it is pointed out by other equally eminent geologists and experts, that there is no immediate danger of an oil shortage in the world. The opinion of these savants is, beyond question, to be given equal credence with that of the members of the federal oil conservation board.

It is merely a question of which of two sets of experts is correct. The weight of the submitted evidence should be given the most careful and exhaustive study before action is taken on either.

Conservation of the country's natural resources is commendable, and there cannot be any quarrel on that score. Nevertheless, the present and the immediate future generations have an equal right in the enjoy-

ment of these resources, as have the more remote generations.

It is undoubted that, as the world progresses, natural resources which have become exhausted or so reduced as to be prohibitive in price that other products are found or manufactured to replace them. Such a proceeding would not be unusual in the present case.

Thus it is conceivable that in the event of a serious shortage of gasoline for the propulsion of internal combustion engines, which would make such engines obsolete, other fuels of equal or greater power and energy will be discovered. A synthetic motor fuel is not beyond a possibility at an early date.

The situation seems not yet to have reached that stage where a prospective automobile buyer need hesitate in the purchase of a new machine because of a probable gasoline shortage.—San Francisco Examiner.

# ANOTHER NEW ROADSTER HERE

Keen interest by the sporting fraternity is being shown in the new Star six sport de luxe roadster, recent addition to the Star fleet, according to Monte Hamaker, local Star distributor.

Comparing favorably with other six sport roadsters of much higher price, this latest Star product contains the latest in sport features and offers the finest that engineering skill can produce.

The Hayes-Hunt body is attractively designed, having graceful streamlines that please the eye.

Engines that are used for short trips should have oil changed at every every 500 miles. When the engine is cold the gasoline does not vaporize thoroughly, and the raw gasoline passes the rings, getting into the crankcase and diluting the oil.

# Hupp Driver Makes Average 250 Miles On Long Contest

Averaging better than 250 miles per day for twelve days is not a bad record for a single driver. This was the feat recorded by B. E. Lawton of Long Beach, Calif., who with his wife recently set out in their Hupmobile six sedan bent on seeing the country. Leaving Long Beach they traveled via St. Louis and Kansas City and reached Washington, D.C., a distance of 3,195 miles, just twelve days later.

To read the account of their trip so far is like turning the pages of a geography rapidly. When you note that despite their extensive travels they are still far, far from home you will agree that this couple are somewhat successful in their efforts to see new sights.

From Washington they continued their peripatations with renewed effort. They went to Richmond, Va., through the Shenendoah valley, thence to Baltimore, Atlantic City, New York, through the New England states as far as Bangor and Bar Harbor, back to Provincetown, New York and Philadelphia. From these they directed their way to Canada, going via Montreal, Quebec City and Ottawa, and are proceeding homeward by a northern route. That is an itinerary to conjure with.

To date they have traveled 7,715 miles over all kinds of roads, with the unique record of having made the journey without trouble of any kind save for the fact that a couple of vagrant tacks got in the way.

"The car has not cost me a cent since I left California, save for gas and oil," declared Mr. Lawton, who is a Hupmobile enthusiast. "Furthermore," he added, "I expect to complete 17,000 miles before we arrive home without spending a nickel on it."

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# FOREIGN AUTO WINS PLAUDITS

Continental Motors corporation has just received from abroad an unusual car that is attracting wide attention among American automotive engineers. While the chassis and body are of great interest, the engine is the distinguishing feature. It is of the Continental single sleeve valve type, six cylinders, and was manufactured by Vauxhall Motors, Ltd., of Luton, England.

It furnishes an interesting study of a completely foreign built car equipped with an engine that is just being introduced to the American public, although well known and well established abroad.


The engine is of the monobloc type, with a bore 3.2 inches, and a stroke of 4.8, developing 70 horsepower. It has a ten-bearing crankshaft and aluminum pistons are used in conjunction with duralumin connecting rods.

The car is of the sports touring type, and as is customary with foreign cars, is operated with the right hand drive. It has four speeds forward and one reverse. The hydraulic brakes operate on the front wheels and drive shaft and the hand brake operates on the rear wheels. The tires are drop center clincher-balloons.

# U. S. May Arrest All Slow Auto Drivers

Official suggestion has been made in Washington, D. C., that the police begin arresting motorists who drive slowly in the middle of the street, instead of those who, in overtaking, pass them on the right.

Both are violations of the traffic rules, it is recognized, but of the two evils, the former is adjudged a greater hindrance to traffic.



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