

WILLYS-KNIGHT SIX COUPSTER EXHIBITS ART

Open-Air Freedom of Roadster is One of Pleasing Innovations to Coupster Now Being Exhibited

A striking new example of the coach builders' art with a sport motif is furnished by the Willys-Knight six coupster, a two-passenger car affording the protection of a coupe or the open-air freedom of the roadster in one-body construction. This car, which is being shown for the first time in this city, is equipped with a collapsible coupe type top by construction, held rigidly in place by heavy metal side bows hinged at the doors. The windows drop into the middle, following the regulation type of coupe construction. Heavy posts at the front of the cowl act as the frame for the windshield and furnish a strong support for the coupe top when it is raised.

The top material is a fine grade weather proof, rubberized fabric, grey in color and close-grained in texture. The windshield is one-piece in construction, and a sun visor is permanently fastened to the windshield frame.

The construction of this coupster top is such as to afford great ease in folding the top back when a fully open car is desired. The appearance of the body, with the top down, is neat and attractive.

In general the body construction of the coupster, below the collapsible top, closely adheres to the standard roadster body on this model, with a folding seat at the rear to accommodate two passengers, and with entrance to the storage space in the rear furnished from the deck at the rear and from a door opening on the right side of the body just back of right entrance.

The development of the coupster

Correct Use of the Horn Is Important

No car should be without a horn. It is absolutely necessary when driving at corners and in emergencies. The horn is especially helpful at cross roads. But drivers should not toot continuously. The best thing to do is to signal once or twice, then to refrain, and to listen whether there is any response from any other direction.

Sounding the horn is also very important as a long-distance warning. It is just as well, for instance, when people are seen some distance ahead to give them fair warning.

There are occasions when signaling should not take place. If a child rushes out of a door and suddenly tries to cross the road, do not blast the horn, as the child may stop, get confused and run into the car. On the other hand, it is equally important not to sound the horn when not necessary, and also not to give pedestrians a shock by abrupt use of the horn.

type of sport model on the Willys-Knight great six chassis comes as an answer to the demand for enclosed car protection from owners who also want the open freedom of the roadster. There are many times when the enclosed car does not offer quite the out-of-doors quality that drivers of the roadster type of car enjoy.

Yet the demand in the two-passenger type of car falls more definitely toward the coupe for all-around service than it does toward the roadster, because of the need for full protection in bad weather. The new coupster meets both requirements and the labor involved in transforming it from a completely enclosed car to a car which is fully open is, not any greater than that necessary in lowering the top of a roadster.

When replacing the spark plugs in the engine, use the type specified for it. The design of the combustion chamber and position of the spark plug requires different lengths to place the spark in the place in the chamber which gives the best results.

SHIMMY LAID TO LIL' VALVE

Stems Protruding From the Tire Rims, Cause Much Anguish to Motorists, It Is Proven.

The average motorist, even with the liveliest imagination, would hardly figure that the valve stems, protruding up through the rim of his car, were contributing erratic riding qualities to his car. But it is a fact that these innocent enough appearing valve stems are exerting a real and disturbing "pound" on the tire every time they flay around.

The Buick engineers know it—have proved it. That is the reason why all four wheels of the new 1927 Buicks have a counterweight placed opposite the valve stems to offset this rough action, according to H. E. Hauger, local agent. And racing drivers know it, too, which explains the counter-weighting tape that is always found on speed car wheels directly across from where the valve stem protrudes through the rim.

That the Buick engineers have counter-balanced even the wheels is a sample of the thoroughness with which the new models have been produced, it is pointed out.

This may have been the inspiration for an editorial appearing in the current number of Automobile Topics, as follows:

"Balancing of road wheels is to the fore just now, a refinement of seemingly needless delicacy, on the face of it. But remembering the erratic pull of weight suspended from a string and swung rapidly in circles, not so foolish after all."

"As a matter of fact, a state of unbalance in a wheel equivalent to a weight of half a pound concentrated on the rim exerts a pull of something like 28 pounds when the wheel is turning at a rate corresponding to 40 miles an hour. A 22-pound centrifugal pull on the wheel may be the root of several evils—shimmy and 'tramping' especially. While a similar condition in all four wheels

Stutz Car Wins in Pike's Peak Climb

Roaring up heavy grades, whirling around sharp turns, bucking snow and mud, a Stutz special won the 1926 Pike's Peak climb, reaching the top of the difficult road 40 seconds ahead of its nearest competitor. The car was driven to victory by Glen Shultz, according to information just received by the R. R. H. garage, local dealers of the Stutz vertical eight.

The Pike's Peak race, which is an annual event, is declared to be the most gruelling test for motor-car speed and stamina to be found in America. Cars speeding up this 15-mile stretch must have unusual power to negotiate the grades, run up 19, 12 and 15 per cent in different places. It must have flexibility with its power in order to pick up speed after difficult turns are negotiated, and it must have great roadability.

Toward the top snow is encountered and mud is also found in spots. Also the road is somewhat rough in places toward the top, which means that a car must have reserve power for the last dash, experts declare.

may produce oddities in riding performance that are most difficult to explain.

"It isn't that the thing itself necessarily amounts to very much that makes it important, but that it is one of these comparatively minor improvements that in the aggregate amount for a marked advance in performance. The time has come when manufacturers can no longer afford to neglect the little things. For if any manufactured product is the consummation of carefully worked out detail it is the automobile."

"Because the Buick today is the actual product of 22 years of manufacturing experience and hundreds of thousands of testing miles proving at the General Motors proving grounds, the models embodying this practical knowledge," says Hauger, "Nothing is too small to be overlooked, as is evidenced by the wheel balance."

MOTOR TAXES SHOW DECLINE

Internal revenue tax collected from passenger cars and motorcycles by the government in May totaled \$9,661,526, as compared to \$10,027,796 for the same month last year. This decrease is the result of the reduction from a 5 to 3 per cent excise tax which becomes effective March 29.

On account of the large production of automobiles in the last year, the total tax collected within the last few months from this source, in spite of the 2 per cent reduction, greatly exceeds the total revenue of the corresponding preceding period. From July 1, 1925, to May 31, total revenue from passenger cars and motorcycles was \$107,860,695.


Motor trucks paid revenue in May of \$234,500, as compared with \$688,946 in May last year. In the 11-month period beginning July 1, 1926, total revenue from this source totaled \$6,729,675, against \$5,848,476 in the preceding period.

Past due accounts from tires and accessories during May were \$50,661, as compared with \$1,641,313 in the same month last year. These accounts are past due in that the act that reduced the taxes on automobiles eliminated the tax on tires, parts and accessories.

19 Miles an Hour Held Dangerous Rate

As a result of a survey by John N. Mackall, chairman of the state roads commission of Maryland, a speed of 19 miles an hour is a most dangerous rate. The survey reveals that 95 per cent of the automobile accidents have occurred at this rate of speed.

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Oil filter, gasoline filter—low gasoline consumption, thermostat, heat control, snubbers, vision-ventilating windshield, dash gasoline gauge, clear vision bodies, color optional—Mahat upholstery in latest mode, Walnut grained panels on instrument board and window levers, 4-wheel brakes, special vibration damper, headlights with tilting beam lenses and double filament bulbs.

Sedan, five passenger, four-door, \$1385. Coupe, two passenger, with rumble seat, \$1395. Touring, five passenger, \$1335. Equipment includes 32 x 4.25 balloon tires, four-wheel brakes.

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The premium of 10% that Hupmobile spends to insure better materials, more thorough inspection and closer, more accurate measurements, pays handsome returns to the Hupmobile Six owner.

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That Hupmobile actually delivers this extra value is proved by the number of Hupmobiles driven long after the majority of moderately priced cars are traded in.

Hupmobile today maintains the same high standards in building its Six that it has rigidly adhered to in 18 years of quality manufacture.

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You will note on the Hupmobile Six advanced features that you would expect only on cars of much higher price, such as thermostatic control of the cooling system, vibration damper, four-wheel brakes, gasoline filter, oil filter, etc.

But as you find such features added, not by sales points, but engineered into and part of the thorough-going quality that makes up the value-appeal of this fine car.

A telephone call will bring the Six model you wish to inspect to your door—the roomy, family-size five-passenger Sedan or the attractive two-passenger Coupe with handy rumble seat for two extra people. See the Hupmobile Six by all means before investing money in any car.

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