

Of Interest to Motorists

HUPP CITES ADVANTAGES

Higher speed ranges, more powerful engines, faster pick-up, and even faster deceleration, due to four wheel brakes, subject present day motor car bodies to strains much more extensive than those of a few years ago.

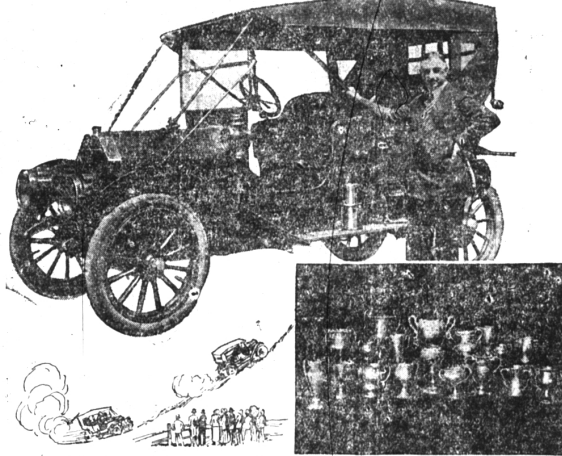
According to F. E. Walth, chief engineer of the Hupp Car Corporation, bodies that were built satisfactory even as recently as three years ago are wholly inadequate for today's modern automobiles. "Today's body must contain greater durability, structural strength and rigidity than ever before," he says. "It must appear with those features a finer apparatus, enhanced comfort and increased space

business. The bodies of three years ago would fall completely to withstand the strains to which the greater performance advantages of the present in motor cars would impose on them.

"The new 1928 Hupmobile Six well illustrates the newest in body construction. In addition to being the latest expression in body design, the coachwork for this car contains, we believe, the qualities of appearance, comfort, durability and construction that make it desirable to the eye, pleasurable to ride in, durable to use and comparatively simple to manufacture," he continues. "The life, too, that it gives the bodies a remarkable freedom from service.

"The floor is of composite or steel-wood, type. Practically every utility body built today is of this composite type. Where steel is superior to wood, steel is used.

Famous Old Hill Climber



Model K Oakland four cylinder car and cups which this type won during the early contest days. This car, which is still running, cost \$1,800 in 1909 with top, windshield and headlights extra.

Reminiscence of the old days, when curious crowds witnessed the hill-climbing contests between pioneer automobiles, is the collection of 18 cups now occupying an honored place in the factory of the Oakland Motor Car Company at Pontiac, Mich.

Visitors to the general offices of the company—especially the veteran salesmen who have dealt for many years with the automotive industry—frequently stop to read over the inscriptions on the old cups. The trophies recall the contests which filled the newspapers of 1909, 1910 and 1911, when the public marveled at the audacity of motorists attempting hills which were difficult even for the horse-drawn vehicles of that day. The horse then was still king of the road, and many regarded these "horse-carriages" as cranky contrap-

tions of little real value.

The power and mechanical perfection of modern cars prompts the average motorist to take for granted the fact that his automobile can climb practically any grade. But it was not so long ago that entire communities assembled to witness the puffing efforts of automobiles, replete in polished brass equipment, to struggle up "steep hills," which today require little more than a change of gears.

Many histories recall the scenes of many such historic hill-climbing contests in addition to several early contests and reliability events. Among the famous test hills listed are Giant's Foot, near Wilkes-Barre, Pa.; Jefferson Hill, Long Point, Hurk Hill, Poland, Mo.; Park Hill, Cleveland; the canyon grades around Paris, Ill., and Baltimore, Md., besides many others famous in early hill climbing annals.

The Oakland Model K, a four cylinder car first produced in 1908, became one of the most famous hill climbers in those days, and was the forerunner of the modern line of Oakland Sixes and Pontiac Sixes. Its group of trophies, reading like an honor roll, includes the following:

- Cleveland Automobile Club, Hill Climb, Park Hill, 1909;
- First Annual Hill Climb, Columbia, S. C., July 4, 1911, Automobile Club of Columbia, S. C.;
- Automobile Club of Maryland, Class B, Second Annual Hill Climb, June 18, 1910;
- Algonquin Hill Climb, Chicago Motor Club, 1911;
- Algonquin Hill Climb, Chicago Motor Club, Formula Division, National division records, 1911;
- Algonquin Hill Climb, Chicago Motor Club, Event No. 1, Dec. 28;
- National Division Record, Algonquin Hill and Phillips Hill, 1911;
- Cincinnati Automobile Dealers' Assn., Hill Climb, Stanley Avenue, 1911;
- Perfect Score Trophy, Cleveland News Reliability Run, July 25, 27, 1910;
- Birmingham, Ala. Hill Climb, May 25, 1911;
- Fourth Annual Hill Climbing Contest given by Automobile Club of Cincinnati, First Prize, at Fort Ancient, O.;
- Perfect Score Trophy, Cleveland News Reliability Contest, July 17, 18, 19, 1911;
- Automobile Club of Buffalo, Second Prize Class A, July 7, 1909, One Gallon Contest;
- Automobile Club of Buffalo, Second Prize, Class B, One Gallon Contest, July 7, 1909;
- Newport Hill Climb, June 8, 1909;
- Newport Hill Climb, 1910;
- Fourth Annual Hill Climbing Contest, Automobile Club of Cincinnati, First Prize Class C, Fort Ancient, O.;
- Portland Sunday Telegram Trophy, Thorlow Hill, Maine Automobile Assn., Poland, Me., June 17, 1911.

On several of the cups appears the name of Harold Bauer, a famous driver of that period.

Acquired 2 Years

Acquisition of the first of these old trophies is anticipated only two years by the organization of the Oakland Motor Car company itself. In 1907 E. Murphy, who for years had been a successful manufacturer of buggies, and president of the Pontiac Buggy Company, organized the Oakland company. At that time he saw that the carriage business was on the wane, while the motor car was beginning to secure a firm foothold in the country. When he organized the new concern he set aside one of the buggy company's buildings for making the new product.

The start was modest, beginning with a two-cylinder model, equipped with a unique motor, two vertical cylinders—designed by A. F. Brush, who was first vice-president of the Oakland Mo-

tor Car Company. Mr. Brush was also the designer of the Brush car and of the single cylinder Cadillac. The first Oakland was popularly received, although production was limited.

In 1908 the company brought out its first four cylinder car, unusually powerful even for that era. This second type, known as Model K, brought early fame to

Oakland because of its hill climbing victories.

In the summer of 1909 the Oakland Motor Car company was purchased by the General Motors Corporation, being the third passenger car company to join the corporation. At that time the Oakland plant was of course much smaller than it is today and the production accordingly modest. Five thousand automobiles per year was regarded as a tremendously large production.

With the completion of the current expansion projects culminating Oakland's steady growth, through two decades, the company will be able to build up three nine-hour shifts, 400,000 cars than the entire production of "hill climbers" during 1909.

DEALERS LAUD BUICK CHASSIS

PLANT, Dec. 6.—Buick engineers provision for easy and positive chassis lubrication in the models for 1928 is one of the most widely appreciated features about the new car, dealers here this month. "The dealers' praise has been doubly gratifying to factory officials because it reflects comment heard among owners of the new Buicks.

"While the dealers are enthusiastic about the style, comfort and performance of the new cars, all of which we know they would like, it is plain that some comparatively minor refinements also are 'going over big,'" said A. H. Sarvis, assistant general sales manager, who is acting as host to the visiting dealers.

"Not only women owners, but men too, are finding that the adjustable steering wheel, the redesigned seat cushions, and the remarkable accessibility of all controls."

(Continued on next page)

Full Speed Ahead

for your light car

\$2800

for Watson Stabilators

New Watson Stabilators, Type AA, Designed expressly for short wheelbase cars—first device of its kind—burns up the bumps. Available for installation on the following cars:

- | | |
|-----------|------------|
| Chevrolet | Chrysler |
| Dodge | Pontiac |
| Essex | Nash |
| Star | Oakland |
| Whippet | Oldsmobile |
| | Wolverine |

Let us put a set of Type AA Watson Stabilators on your car. Then pick the roughest roads you know. Drive over them at any speed. You will marvel at the relaxed riding qualities you're sure to find, no matter how light the car is or how short the wheelbase. You will hardly be able to believe it is the same car.

BIRMINGHAM AGENT

Birmingham Battery Service

125 E. Maple

Phone 902

for Winter Driving



HANSEN "ROB ROY"

Non-slip for winter

\$5.50

FOR MEN AND WOMEN

Here is a new type driving glove. Smart, dressy, warm. Especially made not to cramp your fingers or shut off circulation as you grip the wheel. The "Rob Roy" is really warmer than most fur-lined gloves—with half the bulk. For inside the light leather glove is a seamless Nava-Hue knit wool glove. Try on a pair today.

F. J. MULHOLLAND CO.

119 N. Woodward

Phone 425

Make this Christmas last for thousands of miles

-a BUICK for Christmas

There's someone you want to make especially happy this Christmas—with something that will bring instant joy and yet last for years. No gift could be more appropriate than a Buick for 1928.

Buick provides princely luxury and beauty... economy, dependability and long life... performance, power and get-away without peer. Buick as a gift will make this Christmas last for thousands of miles.

There are sixteen Buick models, ranging in price from \$1195 to \$1995 f. o. b. Flint, Michigan. One of them will exactly suit your purpose. And all can be purchased on easy G. M. A. C. terms, the most desirable in the industry.

Make someone supremely happy this Christmas. Give a Buick for 1928. Delivery will be made, if you wish, at your home Christmas morning.

SEDCANS \$1195 to \$1995 COUPES \$1195 to \$1850 SPORT MODELS \$1195 to \$1525

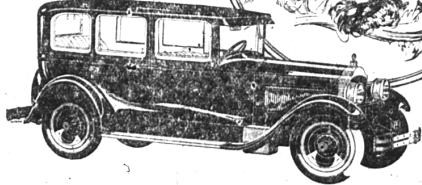
All prices f. o. b. Flint, Mich. Government tax to be added. The G. M. A. C. financing plan, the most desirable, is available.

Rollin H. Williams

602 S. WOODWARD - PHONE 1200

WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

THE PACKARD SIX
5 PASSENGER SEDAN
\$2285
AT THE FACTORY



Packard in Quality and therefore Packard in Name

THE new Packard Six cars are refinements of the finest cars Packard has ever built and they truly merit the right to bear the family name.

Many beautiful and luxurious body types provide for everyone's individual taste with prices lower than those of any other really fine car.

You are invited to ride in and drive any car of your choice. Words alone cannot tell the story. If you prefer to have

a car sent to your home or office, a phone request will be complied with promptly.

And while out in the car, we shall tell you of our payment plan and the ease with which thousands are now enjoying their first fine cars.

Many take possession of their Packard cars without any cash outlay because the value of their old cars is greater than the amount of the down payments on the new ones.

PACKARD

ASK THE MAN WHO OWNS ONE

EVANS-LEGG MOTOR CO.

119 South Woodward Ave.

Phone 301

Birmingham, Mich.