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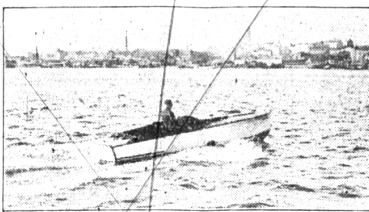
J. D. VAN EVERY
502 S. WOODWARD PHONE 135-W

HUPP & SHOWS SPEED ABILITY

Chief Engineer Points To Engine Refinements As Capable of Sturdiness

Ability of the Huppobile Eight to maintain practically top speed after mile with continued super-smoothness, without power loss and without overheating, is attributed in great part by Frank E. Hupp, chief engineer of the Hupp Motor Car Corporation, to its large engine bearing sizes, unusually heavy crankshaft, light weight and matched pistons and more unusual oiling system, and the selection of materials capable of absorbing heat and withstand-

Pontiac Engine Propels Boat



The rugged Pontiac Six engine has gained international favor as a marine power plant. Photo taken at Helsinki, Finland, motor boat center, shows 26-foot craft of the type equipped with converted Pontiac motor.

ing great stress. With these is provided a manifold which breaks up the gas vapor thoroughly, mixes it properly with clean air, and then forces an equal and exact amount to each cylinder.

Total weight of each piston and connecting rod assembly is but 38.8 ounces. Use of aluminum alloy connecting rods makes this weight possible and practical, as it also provides extreme strength. Mr. Hupp points out that the importance of all reciprocating parts being of light weight and carefully balanced is evident when it is remembered that each piston must stop and start approximately 100 times a second when the engine is running at maximum. Hupp uses an unusual connecting rod which also deserves attention. Its length is 9 3/4 inches, compared with a 4 1/2 inch stroke. Its long length reduces the pressure, or side wall thrust, of the piston against the cylinder walls, by reason of the small angle its longer rod provides. The rods are carefully machined both for lightness and balance. They must pass a tensile strength of 60,000 pounds and a squashing test of 50,000 pounds per square inch. They are drop-forged from a solid aluminum alloy billet, heat-treated and aged.

Bearing caps must withstand a minimum pull of 25,000 pounds to separate them. Connecting rods are hand fitted to the crankshaft with the same care as main bearings. Pistons are a special, high speed type, weighing but 16.8 ounces each. The pains taken with the bearing surfaces are indicated in Mr. Hupp's report that they are lubricated with a fluid gauge—probably the most accurate method known. After being returned and inspected, it is appearing by affidavit on file that it cannot be determined what State or County the Defendant resides in.

IT IS ORDERED, That said defendant and appellant be returned and imprisoned, at my office in the City of Birmingham, Ala., on July 14, 1927, at nine o'clock a. m., Eastern Standard Time, on the 25th day of August, 1927, to defend the complaint filed in this cause, or judgment be rendered against said defendant, and that this order be served on said defendant.

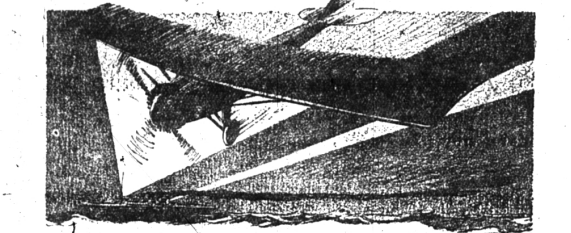
OAKLAND PLANT SHOWS INCREASE

First Six Months Sees Gain of 54 Percent, Report Says

PONTIAC, Mich., July 12.—Production figures released today by the Oakland Motor Car company reveal a 54 per cent increase for the first six months of 1927 year over the corresponding period of 1926. The production total for the first six months of 1927 was 57,227 Oakland and Pontiac Sixes, a new record figure never before approached in the company's history. The number of units built during the first six months of 1927 was 63,092, a total which stood as the company record until the present high figure eclipsed it by a margin of 34,135. The latest record was made possible by the completion of the \$15,000,000 factory expansion program which was completed early in the year. The building of Pontiac cars in the mammoth plant started in April. This released much-needed space in the original Oakland factory for the production of Oakland Sixes. Incidentally \$2,000,000 has been spent in recent weeks upon improvements and new machinery at the Oakland Six plant.

With the huge Pontiac plant, designed and equipped exclusively for building the Pontiac Six in operation, the company was enabled to reach during May the goal toward which it has been striving since early this year—a production of 1,000 cars per day. Oakland executives, believing in an expected steady growth in demand for Oakland and Pontiac Sixes, were surprised to discover that the full plant facilities were immediately to meet the insistent demand from the field. Because of changes made in the Oakland Six plant during June, production was not as great as it otherwise would have been. However, a total of 19,122 Oakland and Pontiac cars were manufactured—an increase of 7975 over June, 1926.

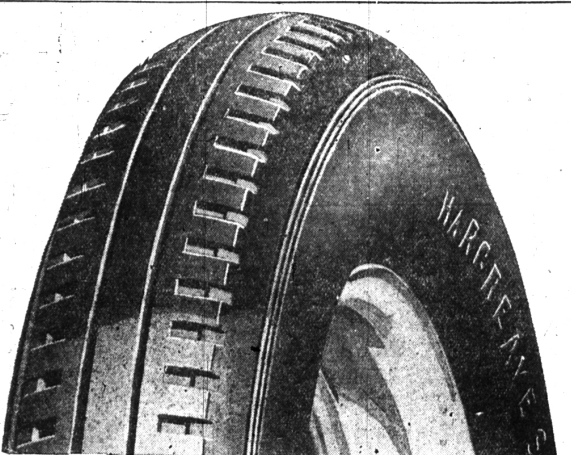
This suit is brought to terminate the contract for the sale of premises known as part of the North 21/2 of Section 22, Town 11 North, Range 11 East, and at Rural Oak, Oakland County, Michigan, between the State of Michigan, by and through GEORGE E. HARRICK, Circuit Court Commissioner, Oakland County, Michigan, and the defendant, J. Edgar Hoover, Defendant.



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