Auto Tours of 1 and 2 Days For Car Owner

Automobile Club of America Offers Suggestions Apropos of the Season; Best Routes Described

All Within 150 Miles

Among Most Popular Objectives Are the "Gap," Hopatcong and Ramapos

A few suggestions are given by the Automobile Club of America on one and two day automobile trips within 150 miles of New York.

At this season of the year the motorist is principally interested in short runs to nearby points, and among the most popular of these are the Delaware Water Gap, Lake Hopatcong, the Ramapo Mountains of New Jersey, Lakewood, New Jersey coast resorts, including Atlantic City and the watershed district in Westchester, Putnam and Dutchess counties.

Brief descriptions of the best routes to these sections and the distances are given as follows:

To the Gap

To Delaware Water Gap.—Cross the Hudson River by ferry to Weehawken or Jersey City, run to Newark, then go through Montclair, Parsippany, Dover, Andover, Newton, Branchville, crossing the Delaware River at Dingham, then go south through Bushkill to the Delaware Water Gap; distance, 100 miles.

To Lake Hopatcong

To Lake Hopatcong.—Cross the Hudson River by ferry to Weehawken or Jersey City, run to Newark, then go through to Montclair, Parsippany and Dover to Denville, there turning north to Lake Hopatcong—fifty miles.

The Ramapo Mountains

Through the Ramapo Mountains of New Jersey.—Cross by ferry to Weehawken or Jersey City, run to Newark, then to Montclair, there turn right and follow the Pompton Turnpike to Pompton Lakes; return through Paterson, Arcola, Hackensack, Englewood and Dyckman Street ferry to New York—100 miles.

To Lakewood

Lakewood.—Take Municipal ferry to St. George, Staten Island, cross the island to Tottenville and Perth Amboy (this trip can also be made through Newark, Elizabeth, Rahway and Woodbridge to Perth Amboy), then go through Newport, Freehold and Farmingdale to Lakewood—fifty-five miles.

To the Jersey Coast

To the New Jersey Coast resorts.—Cross Forty-second Street ferry to Weehawken, thence through Newark, Elizabeth, Rahway, Perth Amboy, South Amboy, Morgan, Keyport, to Red Bank, and over the Harding Road and Rumson Road to Seabright, then along the Ocean Boulevard through Long Branch and Asbury Park to Spring Lake—sixty-five miles.

To Atlantic City

To Atlantic City.—Cross Forty-second Street ferry to Weehawken, then go through Newark, Elizabeth, Rahway Perth Amboy, South Amboy, Morgan, Keyport, Matawan, Freehold, Adelphia, Lakewood, Toms River, Manahawken, Barnegat and Absecon to Atlantic City—130 miles.

To Watershed District

To the Watershed District.—Go north on Broadway to Dobbs Ferry, then follow the Saw Mill River Road through Briarcliff, Pinesbridge, Croton Lake and Yorktown Heights, skirting the shore of Amawalk Reservoir, then along the shore of Lake Mahopac and Lake Glenida to Carmel. There a right turn is made, passing a number of pretty lakes, to Brewster, turning right and south through Croton Falls, Purdy's, Golden's Bridge, Bedford and Armonk along the Kensico Reservoir to White Plains, then south to New York—130 miles.

Additional Short Tours Detailed by Automobile Club

Another group of short tours is furnished by the Automobile Club of America this week. In most instances the mileage does not exceed 150 from New York's City Hall, and many favorite runs are included—the Litchfield Hills and Naugatuck Valley, the north and south shore of Long Island, along the banks of the Hudson, Interstate Park, Bear Mountain and West Point.

To Naugatuck Valley

The Litchfield Hills and the Naugatuck Valley—From New York, go north to White Plains, then through Armonk, Bedford, Cross River, Ridgefield, Danbury, New Milford, New Preston, Bantam Lake and Litchfield to Torrington, then south through the Naugatuck Valley to Waterbury, returning through Middlebury, Southbury, Danbury, Ridgefield, New Canaan, Darien, Stamford, Port Chester, New Rochelle, New York—180 miles.

To the North Shore

North shore of Long Island—Cross Queensboro Bridge, follow Jackson Avenue to Flushing and go through Bayside, Roslyn, Greenvale, East Norwich, Huntington, Centreport, Northport, Commack, Smithtown, Port Jefferson, Riverhead to Greenport—about 130 miles.

To the South Shore

South shore of Long Island—Cross Queensboro Bridge, then run along the Queens Boulevard to the Peace Monument in Jamaica, turn right into Merrick Road and go through Springfield, Rockville Centre, Freeport, Amityville, Babylon, Bayshore, Sayville, Patchogue and Hampton Bays to Southampton—about 120 miles.

Through Long Island

Through the center of Long Island—Cross Queensboro Bridge and follow Queens Boulevard to Peace Monument, continue straight out Hillside Avenue through Mineola, Jericho to Smithtown—eighty miles.

Along the Hudson

Along the Banks of the Hudson—Go north on Broadway through Yonkers, Dobbs Ferry, Tarrytown, Ossining, Croton, Peekskill to Fishkill, then go west to Beacon, cross ferry to Newburgh, then south through Cornwall, Central Valley, Tuxedo, Suffern, Hackensack, cross 130th Street ferry to New York—130 miles.

To Bear Mountain

The Interstate Park to Bear Mountain and West Point—Cross Dyckman Street ferry to Englewood, go north through Sparkill to Nyack and continue north around Rockland Lake through Congers and Haverstraw to Bear Mountain, continue north to West Point, then west to Central Valley, returning to New York through Tuxedo, Suffern and Hackensack, crossing via 130th Street ferry—eighty miles.

Modern Motor Mottoes For All Who Have Cars

Still motors run sweet.
Home is where the car is.
A soft tire turneth away cash.
While there's gas there's hope.
Fools pass on hills and curves.
A wise driver maketh a glad auto.

It is better to be slow than sorry.

Declines make the wheels go faster.

Dry springs squeak louder than "birds."

To speed is human; to get caught a fine.

As the wheel is bent so the car will go.

Where there's a nail there's a puncture.

A body's as old as its paint; a motor as old as it pulls.

Spin and the world spins with you; stall and you stall alone.

Auto Trade Notes

Hudson-Essex Sales Record

Production of Hudson and Essex cars for the first quarter of the year was 182 per cent greater than for the same period last year and they are behind in their orders, says Harry S. Houpt, local distributor. Shortages of Hudson and Essex cars, he says, have made it necessary to curtail sales in many cities temporarily.

Latest Gasoline Rail Car

Railroad officials, having become interested of late in the gasoline propelled railway car, had opportunity a few days ago of inspecting the latest car of this type, when a White rail coach was run over the Pennsylvania Railroad from Philadelphia to Washington, a distance of 136 miles. The car made the run to Washington for the annual meeting of the American Shortline Railroad Association and was the feature exhibit at the convention.

Bonham Goes to Durant

F. A. Bonham has resigned his position as manager of the parts and service division of the Chevrolet Motor Company, with headquarters at Detroit, Mich., and has accepted a similar position with Durant Motors, Inc. Mr. Bonham will make his headquarters at the Long Island City plant of Durant Motors.

Noma Built Like Airplane

More than one inspired writer has likened the automobile to an airplane in its graceful, undulating glide over valley, hill and plain, but it has remained for a New York manufacturer of motor cars to translate this conception into terms of reality. The Noma Motor Corporation, of 155 Avenue D, built airplanes during the war for the United States government. At that time it occurred to Frank Ammann jr., secretary of the company, that the same principles of lightness and exceeding strength could be applied to a motor car. The result was the designing of the Noma, an exceptionally strong car, with the unsually long wheel base of 128 inches, and yet it weighs only 2,800 pounds in the speedster model and correspondingly more in other models. The airplane construction referred to made it possible to introduce stream line effects and artistic modeling unknown in any other car.

Jordan in a New Setting

The new Jordan Playboy roadster, which on account of its snappy, sporty appearance and its unusually attractive lines has created much comment, together with other Jordan models, is now being displayed in the new showrooms of the Sherwood Automobile Corporation, Broadway and Fifty-eighth Street.

Origin of "Dyna-Motor"

Although the name "Dyna-Motor" has never been officially adopted, it is in such general use among Velie distributors, dealers and owners of the new car that it is at once recognized in motoring circles. It was after an astonishing exhibition of the Velie motor's silence and vibrationless solidity with gears in neutral and throttle wide open that J. K. Gregory, Kansas City Veilie distributor, gave it the name. "It runs as smoothly as a big dynamo on a concrete base," said he. "Why not call it the Velie 'Dyna-Motor'?"

$320,000 Peerless Shipment

Solid trainload shipments of Peerless automobiles are common this spring, according to W. A. Woods, president of the Van Courtlandt Vehicle Corporation, New York Peerless distributors. He says: "Monday there arrived in New York City the fifth long train, composed of forty freight cars, carrying Peerless automobiles valued at $320,000, and plans are now under way for two more train loads to follow next week."

Dort Holding "Open House"

Formal opening of the new retail store of the Dort Motor Car Company in the Fisk Building, 260 West Fifty-seventh Street, took place last week. "Open house" will be maintained throughout this week, evenings included. F. C. Mattern, the manager, announces that the new Dort executive offices, parts depot and service station at Broadway and 132d Street, is also ready for business.

New Liberty on Display

In the development of the 1922 two-passenger Liberty roadster the same careful thought and painstaking finish mark this newest creation with the famous name of Liberty. The first showing of this new model has just been made in New York City, in the salesrooms of the A. G. Kaufman Motor Car Corporation. The popularity of the Liberty sport touring has resulted in the embodiment of the same lines and general features in this two-passenger car.

The seating capacity of the car is generous, the low-set cushions droopy and comfortable. Altogether, the car presents an arresting piece of work. The clean sweeping lines of the body make it unusually attractive as a sport type.

Big Gasoline Reserves

The United States Bureau of Mines reports a gasoline reserve of $18,500,000 gallons, the highest on record. Opening up of new fields and improved cracking processes during the past two years have greatly increased fuel production.

1,127,000 Trucks in Use

The rapid growth in the use of motor trucks is indicated by the registration for 1921, which is 1,127,000, or about ten times the number in use in 1914.

Long Island Has Touring Routes Not Widely Known

Hundreds of Miles of Fine Cement, Macadam Highways Recorded on Hotel Association's Newest Map

Thousands of people are about to discover that Long Island is a most charming place for motor trips, week ends and summer vacations, for the Long Island Hotel and Restaurant Association reports it is snowed under with requests for copies of the new road map of the island which has been prepared by them with much attention to detail. The map is obtainable now at the headquarters of the association, 334 Fifth Avenue, and 25 cents is the nominal charge.

For the first time the motorists are now able to get the complete story of Long Island and how to find the many interesting points on it. The hundreds of miles of fine cement and macadam roads are recorded, not only those running from Brooklyn and Long Island City to Greenpoint and Montauk Point, but those as well that stretch north and south, connecting the ocean shore with the Sound shore. Every resort on the island is shown on the map and other data printed in connection with it give the most complete record of the island ever prepared for motorists and vacationists.

It is planned to print 500,000 of these maps in attractive colors and to distribute them through many outlets in the hope that those who have not yet learned of Long Island's attractions will do so soon.

Distinctive Road Markings

While this map has been in the making other improvements are being made on the island for the benefit of visitors. Perhaps the greatest of these is the distinctive marking of the main highways going east and west. Having changed the names of these roads to the Sunrise Trails, the Long Island Hotel and Restaurant Association now is engaged in having the telegraph poles along these highways marked. The North Shore trail will have its own distinctive color and there will be another color for the central trail through the center of the island and still another for the South Shore.

Signs of returning interest in Long Island were to be seen during the last fortnight, when a number of the larger hotels opened for the season. Many week-end parties were out last Sunday, while some places reported the arrival of guests who find May quite the most enjoyable month in the year on the island.

Last Detour on Lincoln Pike in Jersey Removed

New $510,000 Stretch of Road, 29 Feet Wide and Extending Six Miles, Completed

ELIZABETH, N. J., May 13.—The last detour on the Lincoln Highway, through New Jersey, was made unnecessary Friday, when the new $510,000 stretch of road, twenty-nine feet wide, extending six miles from Elizabeth to Rahway, was formally opened. This section of road is now considered by the New Jersey State Highway Commission to be the best in the world constructed by state forces. Because of the immense amount of traffic, including thousands of trucks, which pass over it every day the base, instead of being the usual six inches in thickness, is of nine-inch re-enforced concrete. Four and a half miles are covered with asphaltic concrete and the remaining mile and a half has a surface of concrete. The road cost $85,000 a mile.

The opening of this highway means that motorists heading west may now pass through New Jersey to Trenton along the Lincoln Highway without leaving the main route. This highway is in splendid condition with the exception of the stretch from Princeton to Trenton, which is beginning to show signs of wear but is not in bad shape.

It is no longer necessary to follow the detour from Elizabeth over Westfield Avenue through Roselle Park and Roselle to Rahway.

Uniform Markings Urged

Highway Traffic Association Has Annual Meeting Here

The adoption of a uniform highway marking the system for the entire country was urged by Elmer Thompson, secretary of the Automobile Club of America, in a report he presented to the National Highway Traffic Association at the association's annual meeting in the clubrooms Friday. He urged the co-operation of all automobile clubs and those who have anything to do with the placing of signs on highways to make the signs uniform, as is now being done in the New England states.

A maximum weight of loads, including trucks, of 28,000 pounds on the country's highways was recommended by the association following a report read by George H. Pride, president of the Heavy Haulage Company, of this city. This load weight prevails in eight states now, including New York.

All officers of the association were re-elected, with the addition of Edwin M. Tierney as chairman of the uniform highway marking system, and Charles M. Upham, of Raleigh, S. C., as a director and vice-president of the association. Delegates from many parts of the country were present. Arthur H. Blanchard, of the University of Michigan, presided.

Show Space Goes Rapidly

The automobile show to be held at the Astoria Casino May 22 to 27 is to be the finest ever held in Queens. Already nearly all of the space allotted for the showing of automobiles has been contracted for.

The committee this year has planned the spacing of the exhibits in a manner best fitted to allow patrons of the show easily to examine all the models on exhibition from every desirable point. The lighting of the hall also is designed to aid in the proper showing of the models.

Among the standard makes of cars to be shown are the Chandler and Cleveland, by Dury & Goette; the Durant, by Thomas F. Crowell; Oldsmobile, by the Thoroughfare Garage; Ford and Lincoln, by Frank Dummell, and Auburn and Overland, by the Astoria Auto Sales Company. The Franklin car also will be exhibited.

New Buick Sport

The Buick Motor Company announces the special six-55 sport touring car, a new standard for the sport type. The car is mounted on the large Buick chassis, giving assurance of abundant room for the passengers and the driver and ample power under all conditions.

No detail in design or appointment in the new car has been overlooked. Nominally a four-passenger car, five can ride.

A long wheelbase, snubbers in front, a touring trunk of adequate capacity on the rear, and headlamps and cowl lamps of special drum type are features in its equipment.

Road Notes

The Tribune will be glad to answer written queries concerning road conditions, detours or other touring information. Address Automobile Department, Room 318, New York Tribune, New York City. Self-addressed stamped envelope should be inclosed.

Connecticut Detours

Mystic River Bridge—Steel, being erected, approaches practically completed.

Shore Road from Niantic to Old Lyme, between Little Boston School House and Blackhall—Four miles of road under construction; road torn up, although passable; not advisable to attempt to get through.

Between Norwich and Westerly—Four miles of road under construction in two sections. First section from Fox Hill south asphalt being applied; road will be closed for a month or more; detour via Poquetanock. Section from North Stonington south, the bottom course being built. Good detour provided and should be used.

Hartford-New London Turnpike—Concrete being laid between Salem and Chesterfield. Road open.

Bozrahville and Colchester—Three miles under construction and passable.

Danielson and Rhode Island at Little Rest—Four miles under construction. Road closed to through traffic.

Mechanicsville and Grosvenordale—Three miles under construction. This does not interfere with traffic.

South Woodstock to West Woodstock—Finished.

Haddam-Killingworth Road—Under construction. Open to local traffic. Through traffic from Middletown to Clinton should go by way of Saybrook.

Granby-Westfield road — Impassable; traffic from Hartford to Westfield should go via Springfield.

Burlington-River road—Passable, but rough; traffic should use detour to Collinsville.

Canton to Collinsville—Work being done; passable.

Glastonbury-Hebron road—Under construction; passable.

East Haddam-Hadlyme road—Under construction; passable.

Farmington-Unionville road—Work being done; open.

Barkhamsted-New Hartford road—Short detour around bridge near postoffice.

Goshen-Litchfield road—Open for traffic; no detours.

New Hartford-Torrington road—Short detours around bridges at upper end of Nepaug reservoir.

Torrington-Thomaston road—Work under way; no detour.

Harwinton-Torrington road—Work practically completed; no detour.

Norwalk-Wilson Point road—Closed at Norwalk-Darien town line; detour through South Norwalk.

Norwalk-Post road—Under construction; no detour.

Westport-Post road—At Nash Corner; no detour necessary.

Stratford-Post road east of Stratford—Under construction; no detour necessary, although congested.

Milford-Post road east of Washington Bridge—Under construction; travel passes this work one way at a time; no detour necessary.

Shelton-Nichols road—While open to traffic, through traffic should take the Shelton-Huntington road.

North Haven-State Street—Under construction; no detour.

Guilford-Sachem's Head road—Under construction; no detour.

Wolcott-Waterbury-Wolcott road—Under construction near village of Wolcott; no detour.

New Milford-Chicken Hill road—Under construction; no detour.

New Milford-Sherman road—Work commenced on this road, but no detours at present necessary.

Sherman-New Fairfield road—Grading very nearly completed and contractor will start with stone; no detour.

Ridgefield-Wilton road—Grading in progress; convenient detour on east is recommended.

Oxford-Quaker Farms road—Grading being done; convenient detour on west is recommended.

New Milford-Kent road, Federal aid No. 6—Grading and culvert work under construction and public recommended to stay on east side of river from New Milford to Gaylordsville in order to avoid delays due to construction.

Redding-Georgetown road—Grading being done; no available detours and public must pass over the road with caution.

Southbury-South Britain road—Completed; warning signs erected in regard to uncompleted shoulders.

Ferry Schedules

(Note—All Hudson River and East River ferries to and from Manhattan not listed here are on a 24-hour schedule—i. e., they run both night and day with such frequency as to make publication of their schedules unnecessary.)

Manhattan to New Jersey

Dyckman Street to Englewood, N. J., and vice versa—Week days: 6 a. m. to 7 a. m. every half hour; 7 a. m. to 10 p. m. every fifteen minutes; 10 a. m. to 4 p. m. every half hour; 4 p. m. to 7 p. m. every fifteen minutes; 7 p. m. to 11 p. m. every half hour. Saturdays, Sundays and holidays—About every ten minutes from 6 a. m. to midnight.

To Brooklyn and Long Island

Battery to Thirty-ninth Street, South Brooklyn—About every half hour from 6 a. m. to 9 p. m.

Fulton Street, Manhattan, to Fulton Street, Brooklyn—About every forty minutes from 7 a. m. to 11 p .m.

Clason Point, N. Y., to College Point, L. I.—Every 40 minutes from 7 a. m. to 11 p. m. All year.

Manhattan to Staten Island

Battery to St. George, S. I.—About every 15 minutes from 5:30 a. m. to 12 p. m. Every half hour from 12:30 a. m. to 5:30 a. m.

Staten Island to New Jersey

Tottenville to Perth Amboy—About every 30 minutes.

Port Richmond, S. I., to Bergen Point, N. J.—Howland Hook to Elizabeth—About every 20 minutes from 5 a. m. to 12:40 a. m.

Linclaurville, S. I., to Carteret, N. J.—Week days: Every half hour from 5:15 a. m. to 8:30 p. m. Sundays: Every half hour from 9 a. m. to 6:30 p. m. Runs from May 30 to Labor Day.

Staten Island to Brooklyn

Sixty-ninth Street, Bay Ridge, to St. George, S. I.—Half hourly from 6 a. m. to 8:30 p. m. Sundays from 7 a. m. to 10:30 p. m.

Across Long Island Sound

Bridgeport, Conn., to Port Jefferson, L. I.—Leave Port Jefferson 9:15 and 4:30 p. m. Leave Bridgeport 1:30 p. m. and 6:30 p. m. (Summer schedule.)

New London to Shelter Island and Greenport (daily except Sundays)—Leave Sag Harbor 6 a. m. and 12:30 p. m. Leave Shelter Island 6:40 a. m. and 1:30 p. m. Leave Greenport 8:40 a. m. and 1:40 p. m. Due New London 9 a. m. and 3:30 p. m. Returning: Leave New London 10 a. m. and 4:15 p. m. Leave Greenport 6:05 p. m. Leave Shelter Island 6:15 p. m. Due Sag Harbor 12 p. m. and 7:30 p. m. (Summer and fall.)

New England

Hadlyme to Chester, Conn.—On signal 7 a. m. to 7 p. m.

Saunderstown to Newport, R. I., via Jamestown Island—Boats leave hourly from 7:30 a. m. to 4:30 p. m.

Bristol to Bristol Ferry (May 15 to October 1)—Week days: About every hour from 7 a. m. to 9:15 p. m. Sundays: About every hour from 8 a. m. to 10:15 p. m.

Across the Hudson River

Tarrytown to Nyack (North River Ferry Company)—Every hour, 7 a. m. to 6:30 p. m.; on the hour from Nyack, on the half hour from Tarrytown; additional trips in summer.

Tarrytown to Nyack (North River Steamboat Company)—Every hour, 7:30 a. m. to 7 p. m.; on the hour from Tarrytown, on the half hour from Nyack.

Garrison to West Point—About every forty-five minutes from 6:55 a. m. to 6:40 p. m.

Newburgh to Beacon—Week days: About every forty minutes from 6:15 a. m. to 8:17 p. m.; about every twenty minutes from 4 p. m. to 6:17 p. m.; about every forty minutes from 6:55 p. m. to 11:40 p. m. Sundays: Every forty minutes from 7 a. m. to 11:40 p. m.

Poughkeepsie to Highland—Every half hour from 6:15 a. m. to 11 p. m.

Rondout to Sleightsburg—Every five minutes.

Rhinecliff to Kingston—About every forty minutes from 7 a. m. to 11:30 p. m.

Saugerties to Tivoli—About every hour from 6:45 a. m. to 6:30 p. m. Sundays: Additional trip at 7:35 p. m. from Saugerties and 8 p. m. from Tivoli.

Catskill to Greendale—About every half hour from 7:10 a. m. to 6:37 p. m. Additional trips on signal to connect with trains.

Hudson to Athens—About every half hour from 6:30 a. m. to 7 p. m.

Cozzackie to Newton Hook—About every thirty to forty minutes, from 6:50 a. m. to 6:40 p. m.

Miscellaneous

New York to Long Branch, N. J.—Week days only: Leave Gansevoort Market pier, Little West Twelfth Street, North River, 2 p. m.; leave Battery Landing, 2:30 p. m.; arrive Highlands about 4:10 p. m.; arrive Sea Bright about 5 p. m.; arrive Long Branch about 5:25 p. m. Leave Long Branch 7 a. m.; arrive Sea Bright about 7:30 a. m.; arrive Highlands about 8 p. m.; arrive Battery Landing about 10 p. m.; arrive Gansevoort pier about 10:30 p. m.

Uniform Road Marking Furthered at Meeting

Committee of Eighteen Appointed to Carry Out Zone Idea of Designating Roads

A meeting at the Automobile Club of America last week took steps to extend the new simple system of marking highways recently adopted by the New England States. A committee of eighteen was appointed to promote the plan.

The meeting, which followed a dinner tendered by the club to the visiting officials and delegates, was called at the instance of Arthur L. Race, president of the New England Hotel Men's Association. Colonel Arthur Woods presided.

Herbert Sisson, Commissioner of Highways of New York, voiced his approval of the plan. He said he would be glad to have New York join with New Jersey and Pennsylvania and make another zone, as he had been convinced that the color band plan could not be sucessfully used, and that the new system of numbering the through routes would result in a great saving in time and money to all highway departments.

The following were appointed a committee to further the cause of uniform marking: F. N. Bain, Arthur L. Race, Frank C. Hall, Almon C. Judd, E. M. Tierney, Elmer Thompson, O. M. Wells, David B. Provan, Townly McKee, Thomas Green, Henry Leeds, Charles A. Carrigan, William Kimball, George C. Diehl, A. J. Casey, Daniel L. Reese, Hiram W. Ricker and Eugene E. Hogel.

Motor Cars and Schools

Every day in the school year 14,000 children motor to school in North Carolina. Consolidation of the one-room rural schoolhouses into high-grade central schools is going forward rapidly in that state. Ninety-three per cent of children carried to school at state expense are transported in motor vehicles.

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No other car of its size swings so near the road or hugs it more closely on corners or at speed. Phone today for a drive in the Earl

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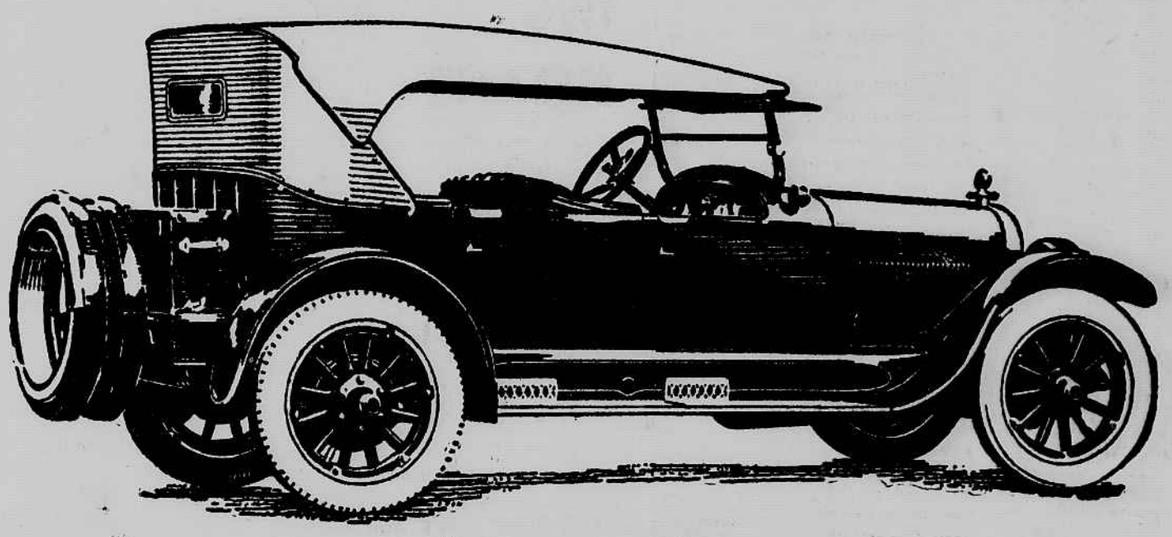

VALVE-IN-HEAD Buick MOTOR CARS

$1785 F. O. B. Factory

The Special 6-55 Sport-Touring

A patrician motor car with every appointment found in the finest automobile—

And, with all this—the certainty of Buick performance, Buick sturdiness and Buick power.

The Special Sport-Touring is built in response to the demand of the motorist who seeks Buick's kind of motoring with the intimate comfort and refinement of the sport design.

No detail of convenience has been omitted. No effort has been spared to include every comfort and every appointment that could be sought in any motor car.

The rugged, powerful, Buick driven chassis gives it the speed, endurance and smoothness that make touring a pleasure and not an uncertain adventure.

Nominally four passengers are accommodated in the roomy body but five can ride.

The Special Sport-Touring is finished in dark Buick maroon with wheels to match—which with the beautiful trimming, binding and finish give this special model its tailored appearance.

The demand for this handsome model at the remarkably low price will tax factory production to the limit. Consult the nearest Buick dealer for detail specifications and delivery dates.

Equipment of the Special Sport-Touring

Khaki top of exclusive Buick patented design with no bows to obstruct vision; Khaki adjustable sunshade; two-piece full ventilating windshield with wiper and mirroscope; glass covered ignition and lighting switch with push button dash lamp; combination gasoline gauge, oil pressure gauge and ammeter; combination clock and speedometer; cigar lighter; handsome, heavily nickel-bound luggage trunk mounted on permanent specially-designed base; Buick designed drum-type head and cowl lamps; front snubbers; carpets in both front and rear compartments; walnut steering wheel with walnut control lever knob to match; heavily nickeled radiator, step plates, guard rails and all other fittings; Tuarc steel wheels built to Buick specifications are optional equipment at an added cost of $50.00 if installed at the factory; extra tires or tire covers not included.

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When better automobiles are built, Buick will build them