

S. F. MAN CLAIMED FIRST INVENTOR OF AUTOMOBILE

NOTED HOTEL CHIEF BUILT CAR IN 1905

James Malcolm Wilkins, formerly manager of the old Cliff House in San Francisco and who died recently, claimed to have been the inventor of the first horseless carriage in America and is reputed to have, with his brother, Frank R. Wilkins, 75, now of Sacramento, to have started San Francisco by driving the first automobile through the streets.

The Sacramento Wilkins, familiarly known as "Dad" and a peanut vendor, says his brother's first automobile was built from designs by a German inventor. It was his claim that the idea carried out in this machine furnished the basis for patents by other motor car builders of that day and ultimately led to actually putting the automobile industry on its way toward its present success.

"Dad" Wilkins of Sacramento recalls a lawsuit of several automobile builders over patents. This was about 1905, when a test case was made against one manufacturer by a man who claimed patent rights.

In some manner the manufacturer located Wilkins' "horseless carriage" in San Francisco, and in this way established that the principles involved in its construction could come from a source other than the designs of the claimant.

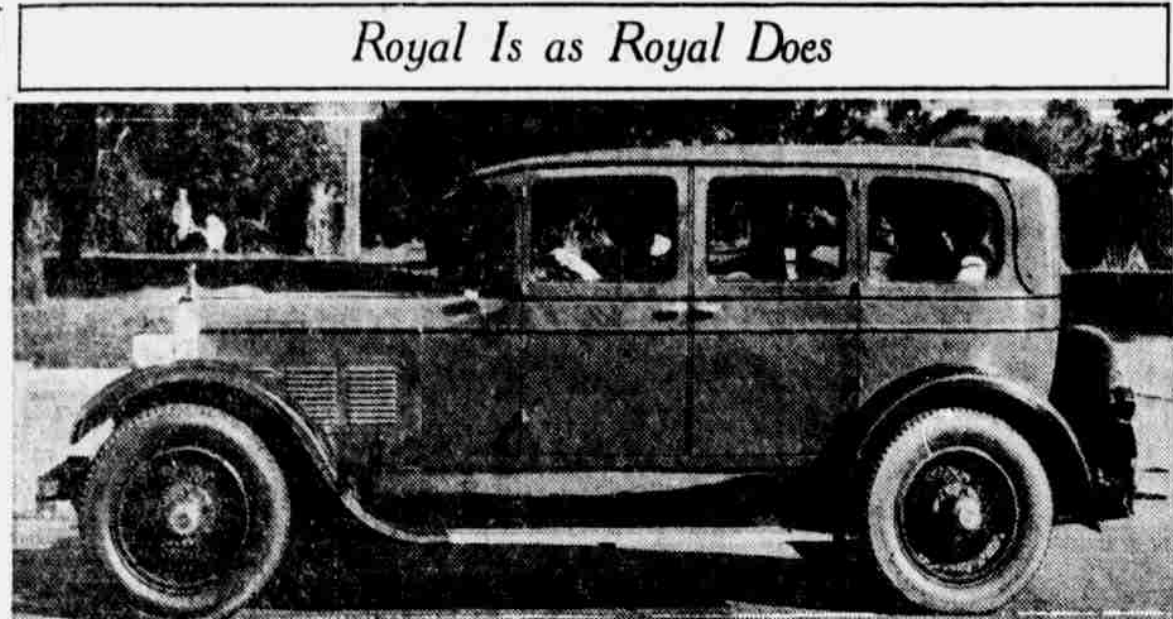
All Wilkins ever got out of his part in establishing this fact was an early day model of a car built by this manufacturer. And in order to get this he had to ship his homemade "horseless carriage" to the eastern factory of the manufacturer.

"In about three weeks after he sent the thing away," said "Dad," "he received a shiny, new automobile. It wasn't as good as the old one, though.

"Many's the time I rode in that first automobile San Francisco ever saw on her streets. It was a good machine—had iron wheels on it. No rubber to bother about. And my brother made it all himself."

A bolt in which the head is broken off can be removed by cutting a slot across the top with a hack saw and then applying a screw-driver.

One of the large motor companies presented its employees with Christmas bonuses totaling \$650,000.



Royal Is as Royal Does

NOW HERE WE HAVE the new Royal Eight Sedan put out by the Chandler-Cleveland Company. Naturally since there are no more Cleveland cars it must be a Chandler. And so it is.

AUTO DEALERS HERE GREET FACTORY CHIEFS FROM EAST

John N. Willys, president of the Willys-Overland, Inc., spent two days in San Francisco last week attending California's part of the big "Prosperity Party" and he and his staff have made nationwide in scope.



J. W. Hawk.

Starting in the northeast, a series of meetings have been held, swinging westward to San Francisco after which the party went north to Portland and are returning to Toledo by way of Southern California and through Texas.

The idea of the trip actually originated with the Willys-Overland dealers and branch managers throughout the country, Willys said—it was at their insistence following the increased good business that came with the introduction of the Whippet and the new Willys-Knight that the nationwide prosperity party was arranged and unprecedented enthusiasm has greeted them at every step.

J. W. Hawk, manager of the Oakland Willys-Overland Branch, presided at the San Francisco meeting which proved to be full of surprises and which Willys said was the pleasiest and most interesting that has greeted him so far.

At the close of Willys' talk, a large curtain-like banner covering one entire side of the room suddenly unfurled, carrying a prosperity message to the "Big Chief" and signed by all California dealers. Later he was presented with a beautiful bronze plaque bearing a similar inscription as a memento of the occasion.

L. G. Peed, general sales manager, who accompanied Willys, had with him duplicates of orders totaling \$22,000,000 worth of cars which had been given them on the trip and additional orders were presented them for \$3,656,608—all for immediate shipment to California—a record for the West Coast for immediate shipment, and indicates generally bright automotive conditions.

Willys is traveling in his private car, accompanied by Mrs. Willys, who has with her as a guest, Princess Aymon de Faucigny Lucinge of Paris.

In General Use.
The name Whippet, first brought to general public attention by Willys-Overland, is now in general use. There is a "Whippet" athlete in "Whippet" Carr of Syracuse University who is a stellar performer with both football and basketball, a Whippet sport hat for women, a Whippet cap for men, a new Whippet last for shoes and more Whippets are in the offing.

The steering apparatus is a vital part of the car and its mechanism must be kept properly adjusted and well lubricated.

AUTO THIEVES GIVEN DEATH

A motorist in the border towns of California may now leave his car unlocked without worrying about finding it on his return, according to the National Automobile Club.

The recent wave of automobile thefts which resulted in the loss of a number of automobiles in California and neighboring towns along the Mexican border has been effectively quieted by the execution of nine Mexican automobile thieves by the authorities in Mexico, according to reports.

Theft agents of the club report that the automobile thieves have left for parts unknown where justice is not so swift and where the penalties are not so severe.

Towns Seek Sale Of Abandoned Cars
A bill now before the Massachusetts legislature would change the law which allows cities to sell at auction cars left within their limits to permit towns to exercise the same privilege.

The towns contend the practice of abandoning cars by the roadside after accidents has become so common it now is a nuisance.

Towns are forced now to keep such cars in a garage or other enclosure to await the owner, and the storage costs often amount to more than the car is worth. The towns want the right to sell such cars after a reasonable period of waiting.

BODY BUILDING PROGRESS TOLD

The progress of body building is graphically shown annually when cars are presented which seems to be the last word in complete equipment—the final achievement in transforming the comfort and convenience of the drawing room to the closed car body on wheels.

This year body designers have excelled themselves with convenient features, comfort refinements, attractive color schemes and general harmonious effects. Typical of the custom car trend in the now 1927 closed cars is Chandler's new Royal Eight Sedan on display at the show rooms of the Chandler-Cleveland Motor Car Company on Van Ness avenue.

"It is easily the finest Chandler model ever built," asserted Roy B. Alexander, president of the Chandler-Cleveland Motor Car Company, Northern California Chandler distributors.

"There is a cigar lighter on the dash with a clever spotlight attachment to turn it into a trouble light; an electric clock which never needs winding; a thermometer to indicate the temperature of the cooling system, in addition to the usual cluster of speedometer, oil and gasoline gauges and ammeter. "A heater is set into the front seat back to warm the rear tonneau. The arrangement of this heating device is a novel one and should prove of great interest to motorists. Securely attached to the right-hand side of the motor is a neat appearing pipe at the end of which is a funnel like arrangement so placed that it gets much of the air circulated by the fan."



"Rumble, Rumble Little--"

BUT, OF COURSE, it is quite easy to see that this is one of those Locomobile sporty roadsters with a rumble seat. The girl in the picture is preparing the back curtain so that she will be able to hold converse with the others in the front seat.

TUNNEL CLOSED AT FORT BARRY

Due to the closing of the tunnel to Fort Barry, Marin county, motorists making the trip to Point Bonita or the fort must use the old Hill Road, which is only in fair condition, according to reports. The road from Sausalito to Fort Baker is good.

SLIDE CLOSES EUREKA ROAD

The Lord Ellis road from Eureka to Cedar Flat has been closed by a slide just beyond Willow Creek, according to the National Automobile Club. It is impossible to say just when this will be removed.

Outlook for increase of British automobile exports is regarded as very good by leading manufacturers.

TRAFFIC JAMS ROIL DEALERS

Traffic congestion in the large cities of the country has reached the point where it has become a vital problem, according to bulletins received by S. F. Paxson, general manager of the Locomobile Company of California, Locomobile distributors.

"Automobile dealers and their associations in all parts of the country are keenly interested in the working out of plans which will result in less congestion," said Paxson.

"The bugaboo of the automotive industry a few years ago was what was known as the 'saturation point.' In its strict sense, that no longer exists because the two-car-to-the-family idea is fast being embraced and in many families of moderate means there are even three cars.

"The real 'saturation point' today is the ability of the streets to care for the traffic. When traffic becomes so great that it can't proceed except at a great loss of time, then the saturation point of the streets has been reached. It is this problem that is holding the attention of those who have the automotive interests at heart.

"In San Francisco we have a body known as the Traffic Survey Committee that is intelligently planning to meet it by widening streets, creating new ones and otherwise speeding up traffic. Vision is needed to meet the conditions because if today's problem is corrected for today's needs, tomorrow's may even be greater. No man can tell just what the needs of ten years hence will be but the commission is doing its best."

The NEW STUTZ

with SAFETY CHASSIS

Safety that is engineered into the automobile —not merely written into the advertisements



ALL motor cars give some degree of protection to their occupants. All have some points which, upon occasion, may be written up as "safety features."

But, with the first public appearance of The NEW STUTZ with safety chassis last January, came the pioneer automobile designed and built with safety as the first consideration.

When safety is an afterthought, its expression takes the form of emphasis upon the limited safety aspects of conventional motor car construction, or of the addition of accessories of a protective character.

When safety is a forethought, it is expressed in the fundamental engineering of the automobile, in basic chassis design, in the choice of materials, and in every possible feature, from the ground up.

The position of The NEW STUTZ as the safest private passenger automobile has been won, not by the way in which the car is advertised, but by the way in which the car is designed and built.

The safety of The NEW STUTZ lies in the combined value of many features, all of which were incorporated in the first model of The NEW STUTZ offered to the public.

But it is only necessary to point out two of these features in order to establish The NEW STUTZ as inherently the safest car that you can buy today. These two outstanding features are NEW STUTZ stability and NEW STUTZ deceleration.

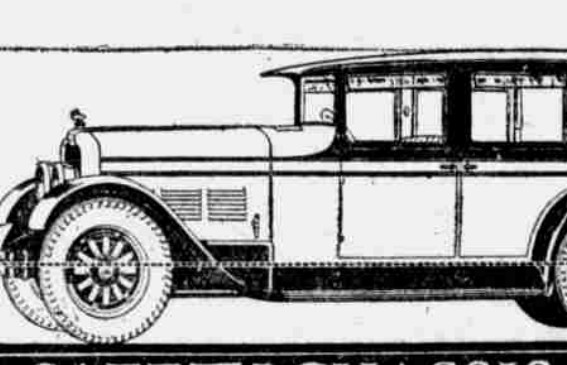
To achieve the degree of stability, or resistance to overturn, called for by the Stutz

- Body five inches nearer the ground —yet providing full road clearance and headroom
- Radically lowered center of gravity —giving greater safety, comfort and roadability
- Quiet, long-lived, worm-drive rear axle —permitting lowered body; it improves with use
- 90 H. P. motor; with overhead camshaft —novel design; smooth, flexible, vibrationless
- New, non-leaking hydrostatic brakes —inherently equalized; quick-acting and positive

sought and found in the Timken hermetically sealed hydrostatic system, with all-embracing brake lining. This system, like the Worm Gear drive used in The NEW STUTZ, was developed and perfected, tested and proved, by the great Timken organization whose reputation stands as endorsement of these two basic features of the car.

These brakes, because of their increased effective braking-surface and their perfect equalization of the braking energy, give a more "graceful" deceleration than ever before achieved. They retard the car very quickly, yet without discomfort to the occupants, without skidding, without side sway, and without swinging the car from its straightforward course.

To these cardinal features of the Safety Chassis there are added, among others, these further safety advantages in The NEW STUTZ: Extra strong and rigid frame; steel running-boards—"side-bumpers"; instantaneous acceleration; narrow, clear-vision front corner-posts; safety-glass windshield.



SAFETY CHASSIS

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1595 Van Ness Ave. Graystone 780

Carter & Warren, Oakland
Brewer Motor Co., San Jose
Bell Motors Co., Stockton
Southward Motor Co., Sacramento
Smith-Webb Co., Fresno
Sutter Garage, Yuba City
Violetti Brothers, Santa Rosa
Nevada Stutz Co., Reno, Nev.

See the Exclusive Showing of Weyman Bodies on the Stutz Chassis at our Showrooms —a Veritable Sensation!

Less Per Month

Special factory co-operation has put us in a position to give you a deal in the purchase of a new 1927 Moon Six or a Diana Light Straight Eight that you cannot afford to turn down if you want to experience the joy in motoring that you get with our fine, custom-built motor cars at their new low prices.

Drive over your used car—get our figures with the factory co-operation, and the smallness of the monthly payments will surprise you.

Don't buy any make of car until you get our proposition complete.

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San Francisco Retail Distributor
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Moon and Diana Parts and Service Depot
Direct Official Factory Depot, 1698 Pacific Ave. at Van Ness. Graystone 2100
Alameda County Distributors

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Joe Donham
12th and Fallon, Oakland

Berkeley Star Motors
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Alameda

Moon and Diana Motor Cars are built by The Moon Motor Car Co., allied with a \$75,000,000 Manufacturing Combination