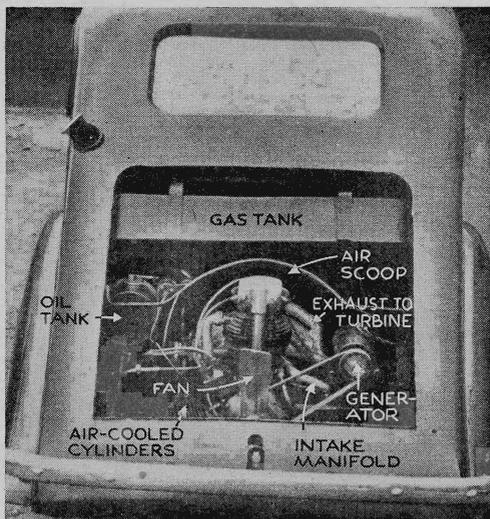


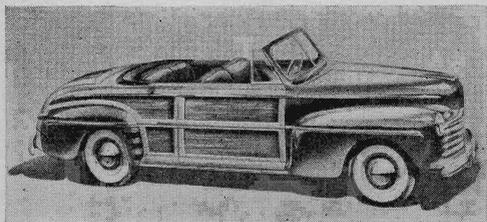
## AUTO IDEAS



**ENGLISH MOTORISTS** soon may be able to buy a light car for only \$400. William Denis Kendall, who designed the four-passenger model above, says he will employ mass-production methods at his factory in Grantham, England, to keep the price within that figure. In tests, the three-cylinder radial air-cooled engine developed 20 hp., propelled the car at a maximum speed of 60 m.p.h., and gave 40



miles to a gallon of gasoline. The designer claims that power is increased through a "turbine" method of bringing the heat and pressure of the exhaust gas into play. Built with no frills, not even an extra wheel, the car weighs approximately 1,200 lb. A roomy luggage compartment is located under the hood and a single headlight is centered in a dummy radiator.

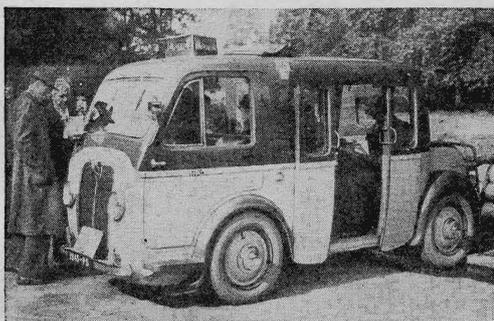
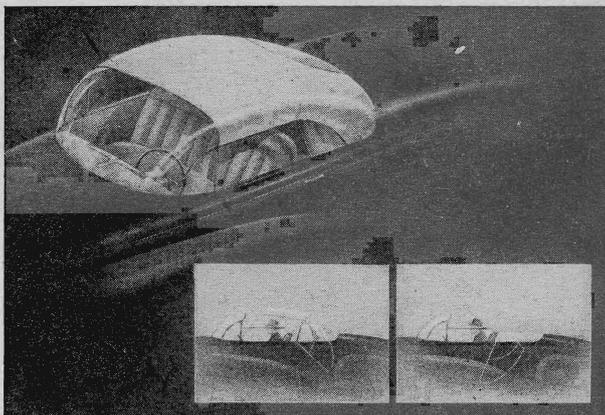


**STATION WAGON** and convertible both contribute some of their features to a sport-type car, shown at the left, which the Ford Motor Company has announced for limited production this year. Traditional wooden panels of the station wagon are applied over a steel frame, while a power-operated top and close-coupled seating are borrowed from the convertible coupe.

**SPORT CYCLE.** A small power cycle developed by the Wyse Laboratories, of Dayton, Ohio, is equipped with a centrifugal hydraulic transmission that eliminates gear shifting. Given the trade name of "Wyse Cycle," the 245-lb. vehicle might be considered a cross between a motorcycle and a scooter, for it has some characteristics of each. In the photo at the right, the smiling miss is seated on a test model which differs in several respects from the designer's original conception shown in the inset. In tests, the cycle traveled at speeds up to 56 m.p.h. and gasoline consumption averaged 70 miles per gallon. Now in production, the cycle may be obtained with either a 3- or a 4-hp. engine. Aircraft-type wheels and tires are used.



**A FOLDING HARD TOP**, designed by the Motor State Products Company, of Detroit, lowers automatically at the touch of a button. The curved back section drops out of sight behind the seat and the front also swings back into place to form a closed deck. When the top is up, its smooth contours match the body lines. The curved windshield, formed of safety glass, provides unobstructed vision, and there's an extra-large rear window. While this top design is limited to single-seaters, others for two-seat cars may be produced in the future on similar lines.



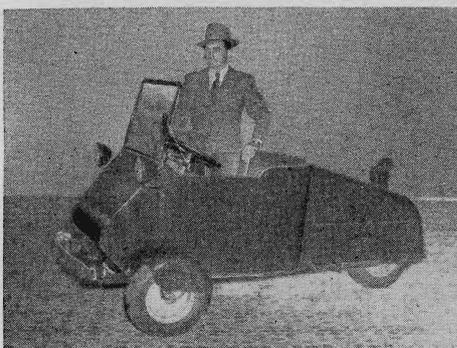
**ABOUT FACE!** If you should call a cab when next you visit Paris, the vehicle that arrives may confuse you by apparently running backward. A close examination of the photo at the left will indicate how such a misunderstanding might occur. This vehicle, chosen at an automobile exposition in the French capital as "the taxi of tomorrow," faces to the left (in case you're still confused) and the hood-like extension at the other end actually is a luggage compartment. The cab carries six passengers. A sign on the top shows when it is free.

**HOME-BUILT CARS** may not have all the trimmings of the commercial product, but they afford the builder a lot of fun and a chance to try out his own pet ideas. Here are two examples of such improvisation.

At the right is a two-passenger vehicle devised by Robert E. Taylor, of Bridgeport, Conn., from a Cushman motor scooter. Powered by a 4-hp. engine, it is capable of 30 m.p.h., has two speeds forward and a storage battery to operate an electric starter, lights, and horn. The steering wheel was taken from a motorboat.

As reported in "GM Folks," employee publication of the General Motors Corporation, the car shown in the photos below was built by Walter Wyss in his native Switzerland in 1935. Wyss now is an engineer with the Chevrolet Motor Division in Detroit.

The second of two cars that he built be-



fore coming to the United States, this one had a single-beam frame, a radiator on each side of the 4-cylinder engine, and four speeds forward. It could attain a speed of 85 m.p.h. The streamlined front fenders were shaped to the wheels and moved with them when the car was steered.

