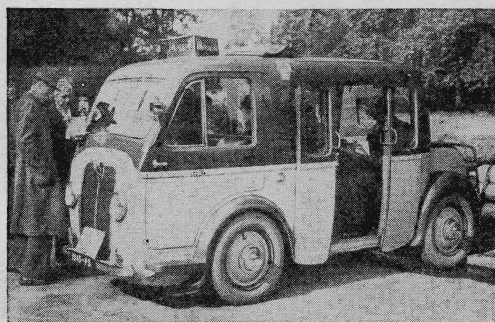
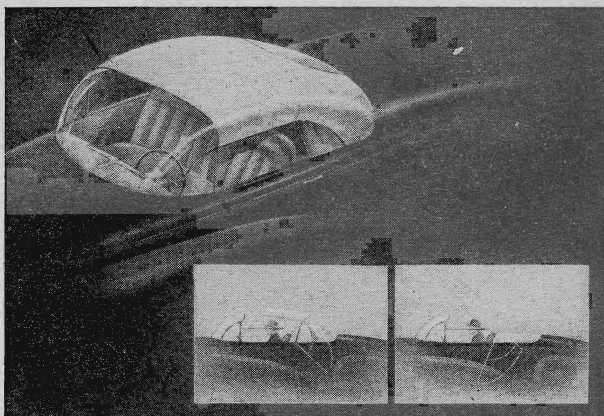


A FOLDING HARD TOP, designed by the Motor State Products Company, of Detroit, lowers automatically at the touch of a button. The curved back section drops out of sight behind the seat and the front also swings back into place to form a closed deck. When the top is up, its smooth contours match the body 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.



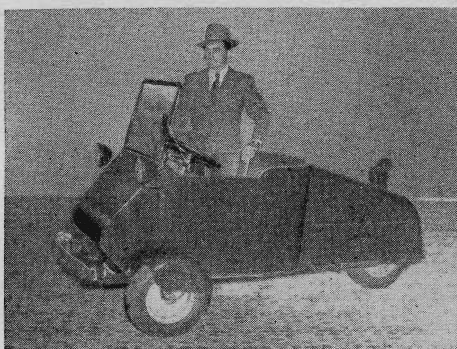
ABOUT FACE! If you should call a cab when next you visit Paris, the vehicle that arrives may confuse you by apparently running backward. A close examination of the photo at the left will indicate how such a misunderstanding might occur. This vehicle, chosen at an automobile exposition in the French capital 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.

