

MOTOR NOTES

CAREFUL observation of the new motor-cars discovers no general preference for special colours in the interior fittings and upholstery. Many of the finest cars made to the order of fastidious buyers are finished in light grey or tan, with harmonizing colours. Naturally, however, there are enough exceptions to keep this from being the rule, because any one possessing the means and originality to have a car made to order is sure to choose something sufficiently individual to differ from those driven by his or her neighbours.

The standard stock cars, so called because many thousands are manufactured upon one pattern, with identical quality and type of upholstery and fittings, are coming nearer daily to the standard set by the builders of custom bodies and display a surprising degree of well-chosen luxury. The prevailing style of long straight lines in body construction renders these standard makes very similar, but in interior colouring there is a noticeable tendency toward the original and the distinctive. It is difficult to discover any two models of stock cars with identical interior colour schemes. Most of them are upholstered in tones of grey, brown, or blue, usually dark and differing widely in the different makes.

As for materials, it may be said that most of the custom-built cars are upholstered in broadcloth or whipcord, whereas the stock cars show prevalently velours, mohair velvet, and the textile known as automobile cloth. There are obvious reasons for the choice of light tones and luxurious materials for the custom-built car, and of dark shades and durable bodies for the stock car.

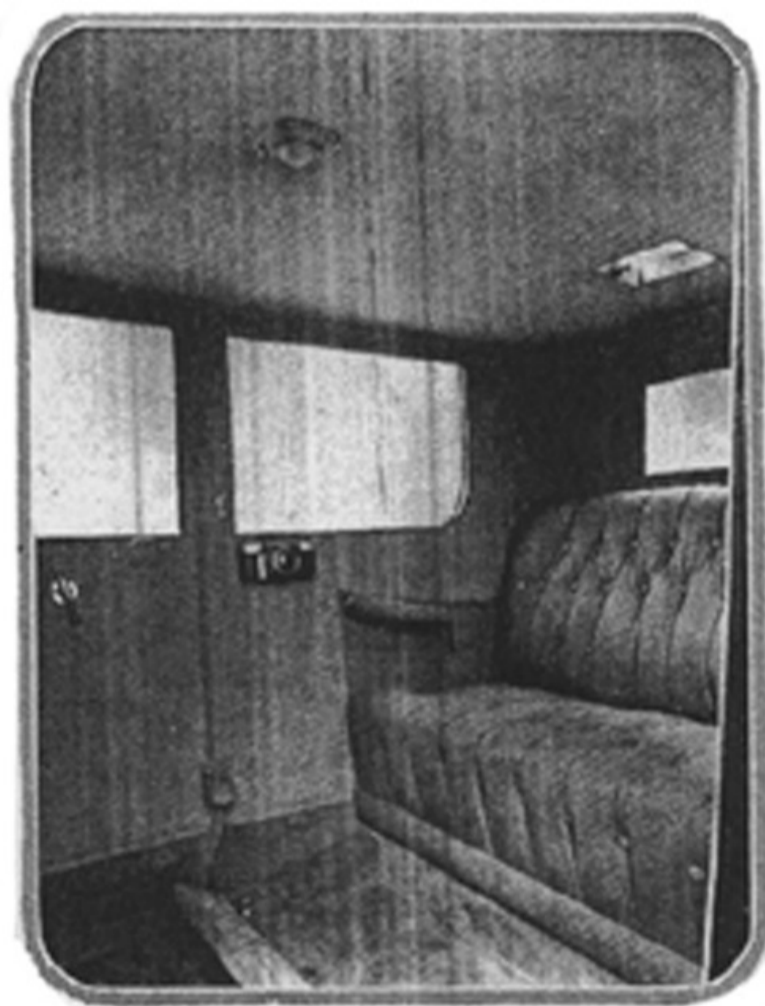
The motor with a special body which has been made to order seldom sees vigorous service and is usually cared for by a trained chauffeur. On the other hand, the stock car must be built to withstand all sorts of bad treatment at the hands of indifferent, careless, and variously inexperienced drivers.

An extended strike among the builders of custom bodies is still making it very difficult to obtain such machines. Enough, however, have been completed by companies not seriously affected by the strike, to give an idea of the beautiful and desirable motors to be offered in the near future.

This year, there is a decided leaning toward blue for interior upholstery and fittings on both classes of cars. A beautiful new special Locomobile landaulet built for a distinguished Southern woman, is beautifully finished, within and without, in cobalt blue and French grey. It is upholstered in dark blue velvet, and long-grain blue leather covers the driver's seat. The leather top is blue. Even the glasses on the pillar lamps are blue, and the owner's monogram is etched upon them in white. The vanity-case, fittings, window regulators, door-pulls, and ornate corner

lights all show the design of a Greek frieze in oxidized silver and blue enamel. Among the stock cars, a new Studebaker limousine is done all in dark blue. Other colours are as successfully used, however. A beautiful black imported Peugeot limousine is effectively upholstered in light grey with an invisible stripe of dark grey. The fittings, vanity-case, smoking-set and other accessories are of sterling silver engraved with the owner's initials, as are the two corner lights.

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This seven-passenger model, having a Holbrook body on a Packard chassis, is upholstered in delicate tan broadcloth

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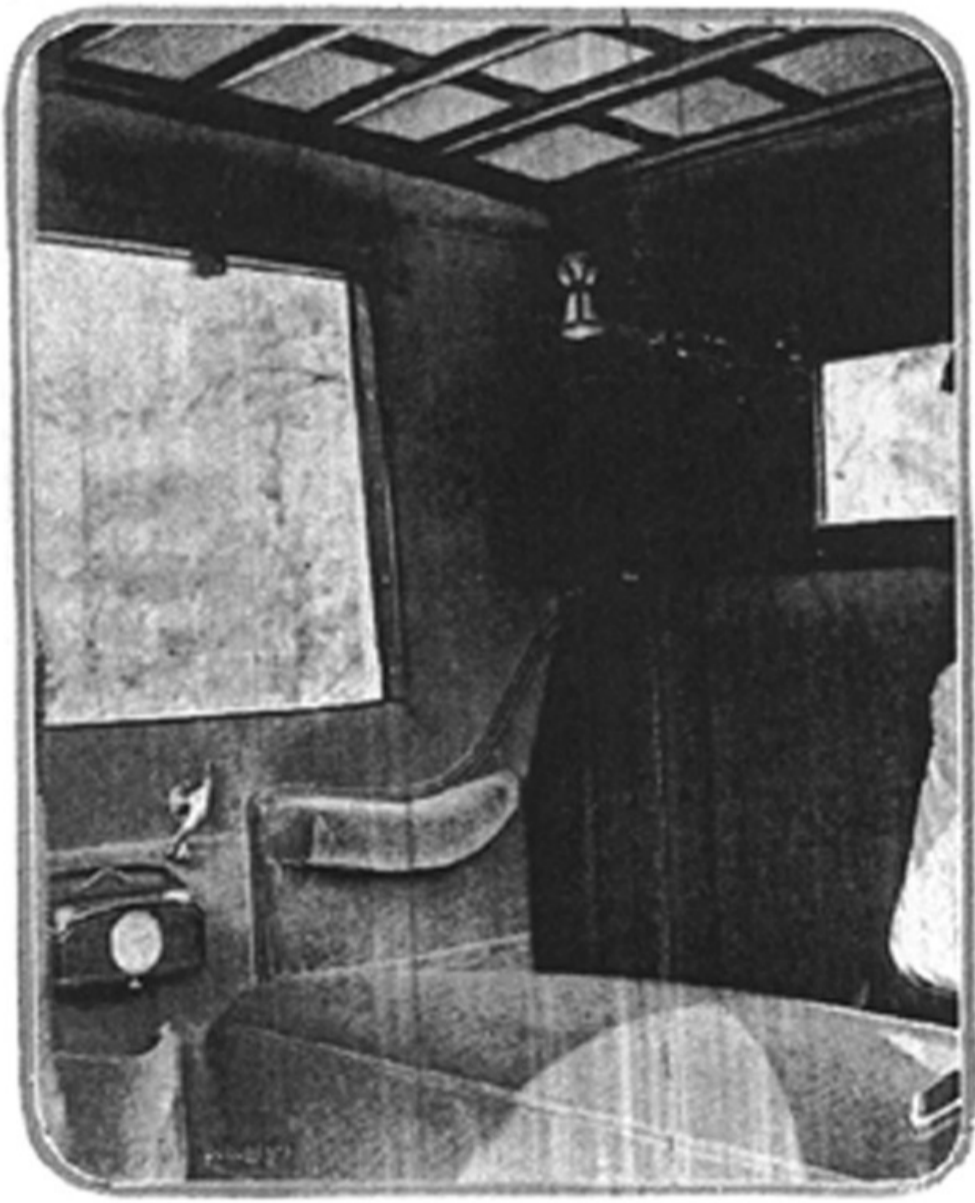
Especially striking among the new cars is a seven-passenger model with enclosed drive, having a Holbrook body on a Packard chassis. Painted blue, with a narrow buff striping, it has black upper panels, fenders, and running-gear. The head-lining is of tan broadcloth, and the seat cushions are covered with the same material figured in a darker shade. A dictaphone mounted in the face of an inlaid mahogany vanity-case supplied with various toilet articles, is a novel accessory.

A Cadillac car with a Holbrook limousine body displays unusual colouring. The exterior is café au lait and black. The interior is upholstered in imported café au lait broadcloth with the old carriage style of tufting upon the cushions, giving an effect of quiet elegance. There is a concealed dictaphone governed by tiny buttons in the arm-rest. The windows have roll shades of tan silk.

Interiors of the new cars range from gorgeous to plain, with a slight leaning toward the latter. Good taste will always be the criterion by which smart

cars are judged. This priceless characteristic may be variously displayed in selecting colours and materials for the new motor, and it is not at all necessary to sacrifice either beauty or originality in order to obtain the desired result. Therefore, nobody with that sense of the fitness of things which pays due heed to good form will go to such ostentatious extremes in motor equipment as the plumbing of gold plate, and silk tapestried seats that fold out to form beds, which are found in one extreme new model.

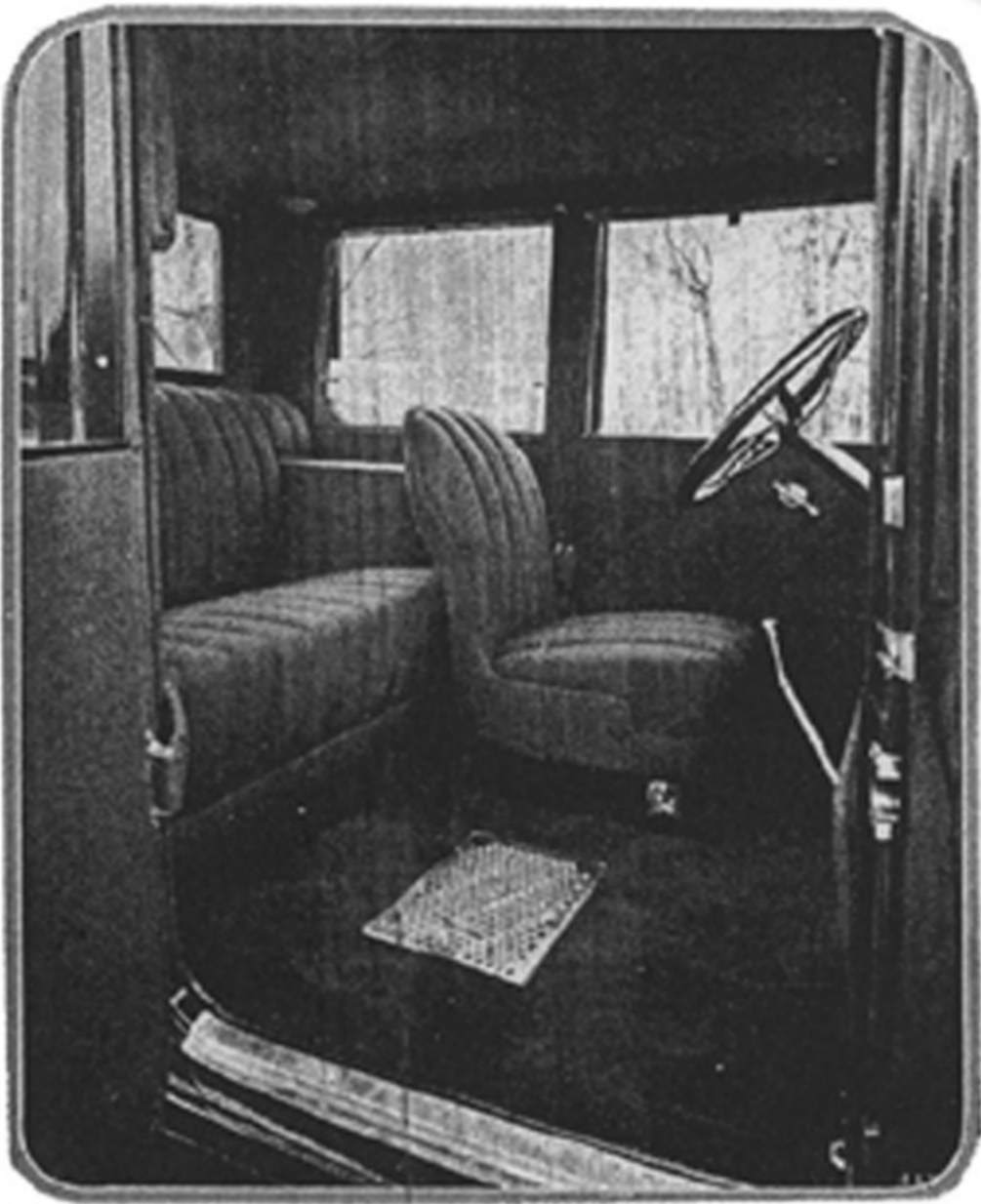
Had automobiles been invented when Aladdin flourished through the streets of ancient Bagdad, doubtless the costly trifles which equip some costly cars,—such as vanity-cases, clocks, door-handles, hinges, electric fans, light-holders, smoking-sets, fountain pens, all of gold and studded with diamonds and bearing platinum monograms,—would have been suitable appurtenances for the possessor of a magic lamp. In modern New York, however, such exaggerated elaboration must savour of bad taste.



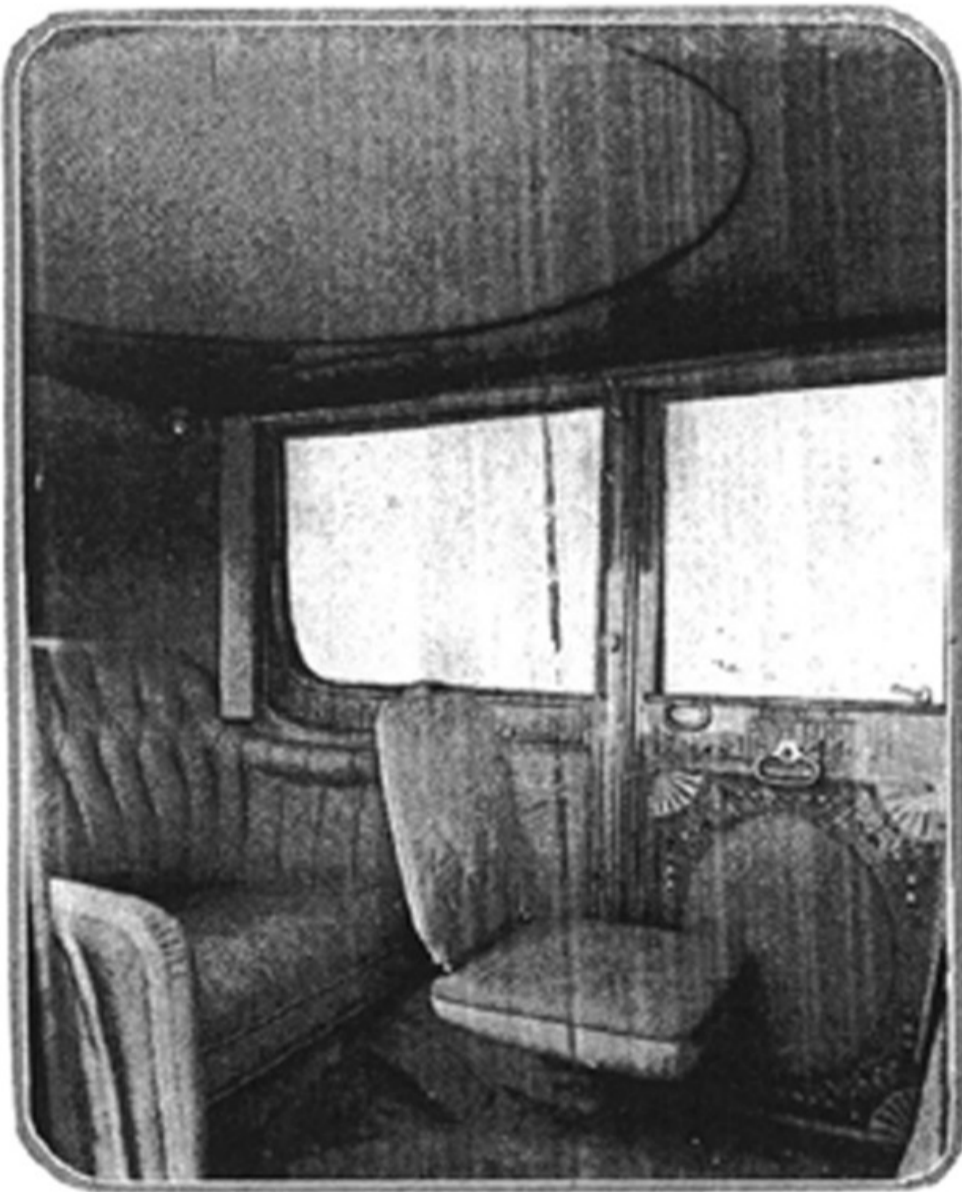
A new special Locomobile landaulet is finished, within and without, in cobalt blue and French grey, colours much liked this year

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Automobile cloth upholsters a Hudson coupe with silk window shades and a jewelled light



The interior of this Renault brougham is finished with grey broadcloth and maple wood with beautiful inlaid work