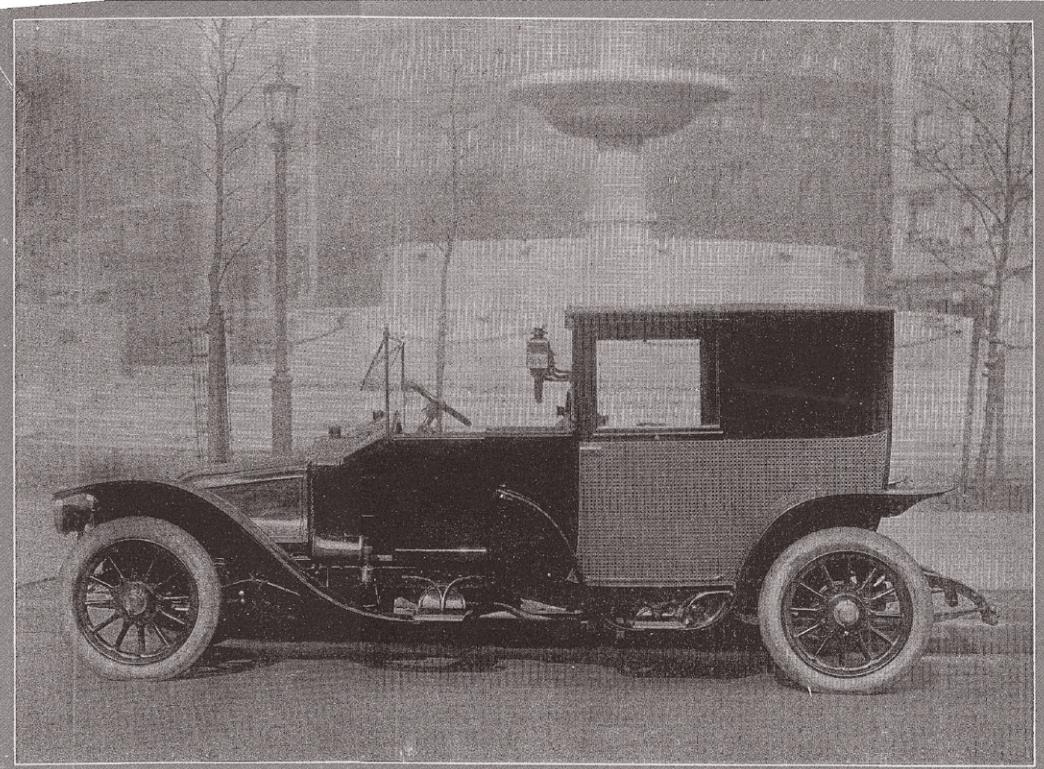


THE WINTER MODE IN FOREIGN TOWN CARS
BESPEAKS THE CLOSED BODY



In this 12 H. P. Renault coupé brougham, the Million-Guiet body built for Mrs. J. M. Cudahy shows the use of basket work on a dark maroon body with black chassis and fenders. The interior is upholstered in maroon colored broadcloth to correspond.

IN the accompanying illustrations will be seen popular types of town cars with bodies that represent the work of well-known English, French and American body builders, in which the cabriolet and brougham have a distinct preference.

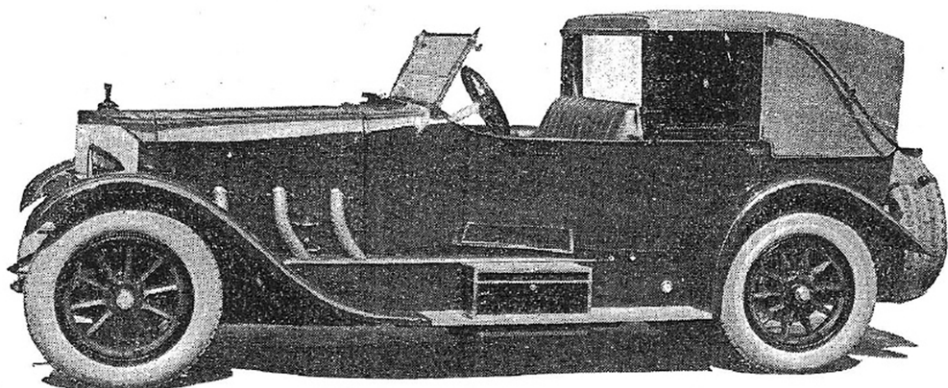
Contrary to a widespread impression in America, the term "town car" is not synonymous with brougham. Other bodies, equally suitable for town use, are the limousine landaulet and cabriolet, depending upon one's individual choice and the requirements of the owner. Indeed, the brougham, with its absence of roof protection for the chauffeur, is not much used in England, probably due to the vagaries of the climate. In France, however, one sees innumerable examples of this type, where it is known as the "coupé de ville." The true brougham has no windows behind the rear doors, and resembles in outline the old horse-drawn coupé.

In America the collapsible cabriolet has found favor because of its adaptability as an open as well as a closed car, and because of its general appearance of smartness. In this, also, the roof over the driver's seat has been removed, making it resemble more closely the horse drawn brougham of former years, so desirable for city use. When the closed position of

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Mr. Horace Hammond's Mercedes collapsible cabriolet has a dark blue body, with carmine stripings, natural wood wheels and tan Burbank top built by F. W. Wood & Son. The upholstery is of pigskin.

the hood in this type of body is preferred, the exposed top arm on the outside of the hood is not actually used, but is retained for its effect, although the top may be non-collapsible.

The straight running-board, ending in front and rear mud-guards, has been found a more practical protection against mud and dust than the six curved fenders that are sometimes employed to give this body more the appearance of a carriage. Wooden disk or wire wheels may be used, as preferred.

The color of the town car body is again a matter of individual preference. Dark colorings, however, may be said to prevail, such as maroon, black and dark blue, with stripings of cream or carmine. This, notwithstanding, is not an invariable rule, as a light greenish blue is a color much seen. This is particularly desirable with the nickel trim of the Rolls-Royce. As to the outside equipment of the car, the tool box has been practically eliminated from the running-board, especially on a woman's car, to further contribute to the dignified and clean-cut appearance, in spite of its convenience and accessibility.

In the interior of the town car, upholstery of the plainest character is used by the best American body builders—preferably a light tan broadcloth or multistriped cloth, producing a plain effect. While luxurious comfort is offered in soft tufted seats, the car is kept free from all dust-catching ornamentation. Vanity cases have been reduced to small metal-rimmed mahogany boxes with only the simplest equipment, and with a smoking case to correspond. Foreign built bodies show the use of lace (a broad solid toned braid) as a finish for the door panels and sides of the body, but this interior treatment is used sparingly in American built bodies.