

# STONE MOUNTAIN CLIMB IS AMONG WHIPPET RECORD

Performances Entitle Popular Car To Place Among The Foremost In Class Field

In presenting the perfected line of Whippets at new low prices that place it in direct competition with the lowest priced cars, executives of the Willys-Overland company declare that never before in the history of the automobile industry—especially in light four-cylinder field—has a car set such a long list of notable records as the Whippet. These records made over a period of 18 months since the original presentation of this modern light car, cover every phase of test and in each instance the Whippet has set such a high standard of performance that it is accorded the quality leadership in the American light car field.

In addition to the special tests that were made the Whippet also has established an unusual performance record in the hands of more than 150,000 owners who have proven the Whippet stamina, speed, power and economy of operation over a combined total of a half billion miles of travel.

The following are cited as a few of the outstanding accomplishments of the Whippet.

Cannonball Baker drove a Whippet from coast to coast, a distance of 3,559 miles, averaging 43.28 miles to the gallon of fuel. This record was made under the official observation of the A. A. A.

Ed Hughes drove a Whippet from a point in Death Valley, 284 feet below sea level to a point in White mountains, 13,150 feet above sea level, the highest point ever reached by any automobile on the Pacific coast.

Ten thousand persons saw a Whip-

pet climb the trackless Stone Mountain near Atlanta, Ga. The Whippet was the first light car to accomplish the climb. Only three cars have ever made the grade, the other two being much larger and more expensive automobiles.

In a speed run from Atlanta to Macon, Ga., a Whippet averaged 48.3 miles an hour.

Traveling 1,845 miles from Canada to Mexico a Whippet averaged 29.3 miles to the gallon of gasoline.

One of the best speed records of the Whippet was a 50-mile test on Rockingham speedway in which the fast four-cylinder light car averaged 71.6 miles an hour.

A Whippet a few weeks ago broke all existing records by climbing the difficult Mt. Diablo in California, negotiating the steep, curved grade, 11 1-2 miles, in 24 minutes, 6 seconds.

Chet Kilmeyer drove a Whippet from Sacramento to New York City, 3,205 miles, in 5 days, 3 hours and 47 minutes. This was officially checked by the Western Union.

Traveling in second gear only, a Whippet covered 135 miles in 4 hours 3 minutes, averaging 33.33 miles an hour. A similar performance in second gear over a 467-mile course from Los Angeles to San Francisco set an average of 27.36 miles an hour.

In a 24-hour non-stop run, Lee Doud Casper Wyo., drove a Whippet 1,077 miles.

A notable recent performance was a Whippet's climb up the Seventeenth street inclined plane railway at Pittsburgh, the first car of any make to accomplish this power feat. The climb was 850 feet with a grade of 41 per cent. The official time for the climb was 46 seconds.

In and about Elmira, N. Y., a Whippet ran for 30 days and 30 nights without a motor stop, covering 12,008 miles, averaging 31.1 miles per gallon of gas.

Other records were: Grand Rapids to Petoskey, 219 miles in 212 minutes; Peoria to Chicago, 151 miles in

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By Albert T. Reid



2 hours, 51 minutes; Dubuque to Chicago, 180 miles, average 55 miles per hour; Danville to Chicago, 134 miles in 2 hours, 40 minutes; Cheyenne to Denver, 110 miles in 110 minutes; speed run through lower Michigan, checked by Western Union, 468 miles, average speed 54.95 miles an hour.

Numerous other speed, power, fuel economy and stamina marks have been set by the Whippet since it first

appeared on the market in June, 1926. Because of its outstanding performance the basic principles of this car that has set a new and definite trend in the light car field, remain unchanged. Willys-Overland officials point out. It is said that because of the new standard of performance set by the Whippet it occupied a leading position in the light car field and is responsible for other manufacturers adopting certain dis-

tinctive features first introduced and perfected in behalf of the Whippet.

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