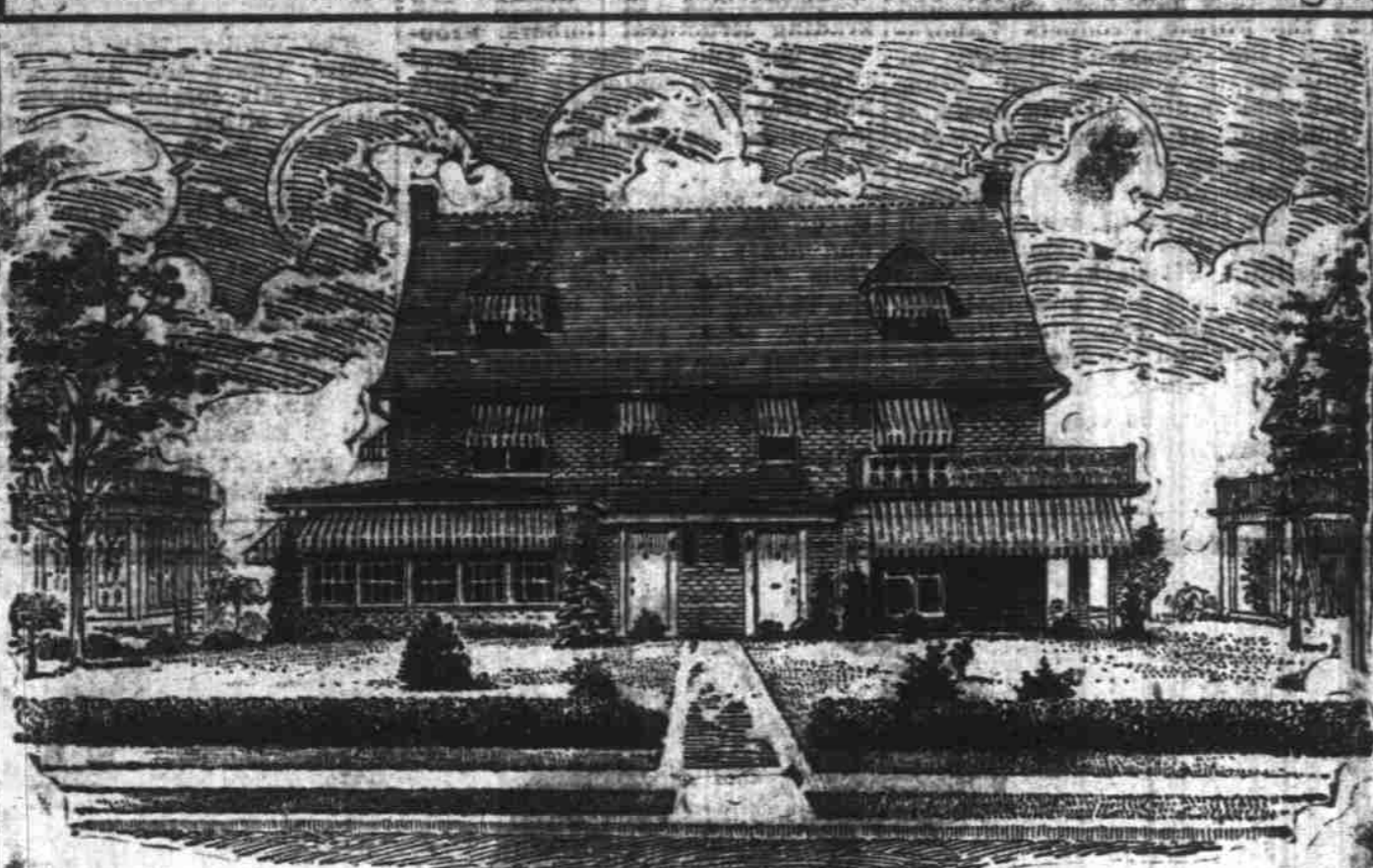


Two Family Home but You'd Hardly Suspect It

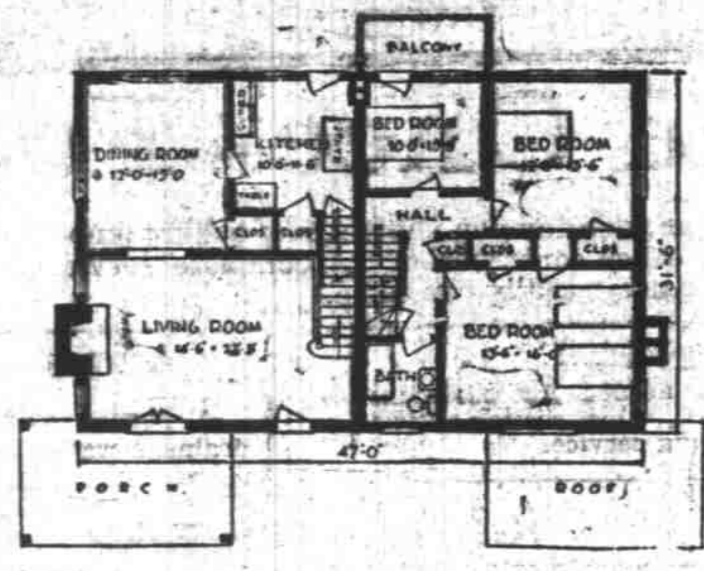


THE NASHUA—DESIGN D543 asbestos shingle, with a solid wall between its two apartments, it is fire-resistant and durable. Its walls will always retain their beauty and it will require a minimum outlay for painting expense.

TWO-FAMILY homes of attractive appearance and good interior arrangement, where consideration has been given to the necessities for convenience and comfort, are not a drug on the architectural market. One best appreciates this when he tries to find one that fits the bill. Generally there is a weakness either inside or out and frequently it is found in both places.

This one, however, comes nearer meeting a common demand than any we have offered up to this time. Its exterior appearance is good. Only the double entrance marks it at first glance for what it is, and the average person will look twice before he recognizes even that. The lines and proportions are in harmony, it is well balanced, and one is impressed with its air of strength.

Built of common brick, roofed with an



In the floor plan herewith are shown the first floor of one apartment and the second floor of the other. Simply reverse one and you have the complete layout. They are identical in arrangement otherwise.

The Common Brick Manufacturers' Association, Cleveland, Ohio, can furnish complete drawings for this design. Leaflet on brick construction sent upon request.

IMMENSE BUILDING FINALLY COMPLETED

Structure to Provide Facilities for Manufacturing New Line of Cars

Dodge Brothers' immense new factory in which the company's new line of higher priced motor cars will be built is now completed and the work of installing the machinery is being rushed as rapidly as possible. The factory has been built expressly to provide facilities for the manufacture of the new cars. It will be one of the most modern in the automotive industry and is said to be the longest building in the world used for motor car production.

The building is a one story structure planned in accordance with the latest principles of factory construction. The machinery will be laid out to provide for maximum efficiency in manufacturing and assembling operations.

Work on the new structure was started last year and has been pushed at top speed throughout the winter that the building might be completed and machinery installed early this spring. The giant building is located on Lynch Road between Mt. Elliott and the Van Dyke, adjacent to the Graham Brothers factory.

Over 500,000 square feet of floor space will be added to Dodge Brothers' already immense manufacturing facilities when the factory becomes one of the company's producing units.

An important feature of the new plant is the provision for handling incoming and outbound freight. Two lines of railroad track enter the factory at one end and extend almost its entire length accommodating 70 standard freight cars at one time. Wide concrete loading platforms at the level of the car floors facilitate quick unloading of materials and loading of the new motor cars as soon as they have passed final test.

Along the side of the building is a one-mile concrete test track. The roadway is 18 feet wide on the two straight-aways and slightly wider at the turns which are banked. The banks are parabolic, designed for a safe speed of forty miles per hour at the outer edge.

CHRYSLER PHAETON CHASED SPEEDSTERS

Real Speed Demon Comes to Front; Traveled More Than 60,000 Miles

Traveling between San Francisco and San Diego in the interest of a local stage company is a Chrysler "70" phaeton that has upwards of 60,000 miles on its speedometer, more than twice as much mileage as would be piled up encircling the globe.

Its owner is Ray Olds, who travels for the stage company now, but most of the mileage was registered chasing speedsters in Ventura county, down Los Angeles' way for Olds was formerly a state speed officer.

About a year ago Chrysler representatives sent out letters to a large number of California police who had bought Chrysler cars for use in their traffic duties and asked how their cars were performing. Olds did not reply at the time, but the other day he dropped in to see a Chrysler distributor to give his answer to the query.

"You tell 'em for me," he said, "that there never was another automobile like it. You can say

MARMON PREDICTS NEW SALES MARK

of the Marmon company are still being greatly augmented, according to Sales Director Brooks, who has just announced a new list of distributors and dealers. Altogether, about 400 new sales and service connections have been established since the first of the year.

"The continued expansion in Marmon sales," says Mr. Brooks, "means but one thing, namely, that the motoring public is appreciating the company's complete line of quality motor cars which is meeting every demand for reliability, for good taste, for excellent performance, and for comfort."

"I've had that car clocked at 78 miles an hour, and I've blown a front tire on a 15' foot road traveling at 65 miles an hour without even leaving the pavement. But I got 'em all."

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ADVANCED FEATURES OF DESIGN INCLUDED

Road Stability and Easy Riding Qualities Provided by Whippet Six

Many advanced engineering features have been embraced by Willys-Overland engineers in the construction of the Whippet six chassis. The design of this chassis incorporates the highest standards and ideas accepted by both American and European automotive experts.

The Whippet six frame is of pressed steel and is re-enforced by four sturdy cross members exclusive of the two strong cross-

bars used in the motor suspension. The wheel base is 109 1/2 inches with a road clearance of 8 1/2 inches. This type of chassis construction carries out the low center of gravity design, one of the features in all Willys-Overland products.

This type of construction, Willys-Overland engineers assert, has been adopted to increase the road stability of the car and give an added ease of riding comfort not possible where the body and the weight of the car is carried higher from the ground. The Whippet six chassis carries the weight of the car close to the ground thus eliminating vibration and top-sway.

The Whippet Six is powered by a six cylinder motor which has a bore of 3 inches and a stroke of four inches, developing a minimum energy of 48 horsepower. The piston displacement is 169.9 cubic inches. Full pressure lubrication system is used, the oil be-

ing forced through the crankshaft to the bearings to lubricate the cylinder walls and valve mechanism.

The springs are semi-elliptic type. The front springs are 34 1/2 inches long, 1 three-fourths inches wide; rear springs are 51 1/2 inches long and 1 three-fourths inches wide.

Four wheel brakes of the latest approved type are used in the Whippet Six, this being one of the features that has made an unusual appeal to the motor buyers who prefer to drive a car whose braking equipment will function speedily and surely in any emergency. Good braking equipment, it is pointed out often spells the difference between safety and disaster.

Leading automotive experts of America declare that the time is not far distant when four-wheel brakes will be looked upon as a necessary standard for all cars, regardless of size or price class.

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Your Choice of All the Popular Colors

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