

OWNERS REPORTING HIGHER MILEAGES

One Man Reports 19 Miles to the Gallon on Trip Over Mountain

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The first of these reports to reach the factory came from San Francisco, an owner in California making the 600 mile trip from that city to San Diego, through the mountains at an average of 19 miles to the gallon in a net car.

A second report came from Montana covering a trip through the mountains, over rough roads and in many places through snow, showing an average which tallied almost exactly with that made in California and which was slightly over 19 miles to the gallon of gasoline.

Both of these trips were made without any advance preparations and were observed by the owners merely as a matter of curiosity. Neither of the cars had been run in and neither had shown 1000 miles on the speedometer before the trips were started.

These mileage figures on new cars are attributed to the high efficiency of the Knight sleeve-valve power plant used in the Falcon-Knight in which the exclusive features of design give a high power development from the fuel.

DISTINCTIVE NEW DODGE BROS. SIX

(Continued from page 1.)

factory buildings in the world and throughout the winter and spring was rushed to completion.

Actual production of the six cylinder line was started early in May. The initial production rate was about 50 cars a day. This has been rapidly stepped up from week to week and daily output is now running approximately 200. By the end of June when the two additional body types will be in production, it will run fully 300 cars a day.

The new line of "sixes" has been named Dodge Brothers Senior Line to distinguish it from Dodge Brothers Standard Line of four cylinder cars with which the company has built up its world-wide reputation.

While the Senior Line embodies nothing freakish, either in construction or performance, it is

presented by Dodge Brothers as the last word in comfort and performance for cars in or near this price class. Beauty of design, exceptional performance, style and comfort of interior appointments, and ease and economy of operation are major attributes.

One of the most impressive features of the motor is the extremely heavy crankshaft and unusually large bearing area. The crankshaft is machined all over and weighs 69 pounds. Heavier than is used in any other engine of similar capacity. It is supported by seven extra large bearings. This fact, combined with exceeding rigidity, results in a smoothness of operation that is said to be exceeded by no car, regardless of price.

The motor is of the L-head type chosen by Dodge Brothers engineers because of the simplicity of the valve mechanism and relatively infrequent need of adjustment. The bore is 3 one-quarter inches and the stroke 4 1/2 inches, with 223.98 cubic inches displacement. Its taxable horse power is 25.35, N. A. C. C. rating.

The crankshaft bearings and connecting rod bearings have greater areas than are found in other motors of this capacity.

The pistons are of an advanced type, designed to give rapid pick-up, greater power, smooth performance, exceptionally low expansion and long life.

The exhaust valves are made of steel, alloyed with silicon and chromium, materials which give maximum durability and resist heat and wear.

The carburetion system used is the latest type, designed to secure maximum efficiency in combustion and power. The fuel intake manifold is cleanly designed and has no sharp curves or bends to retard the flow of fuel from the carburetor to the combustion chamber. The center of the intake manifold is within a section of the exhaust manifold, giving an extra large "hot spot" section. The fuel charge, passing from the carburetor to the cylinder heads, hits this "hot spot" and is raised to the proper temperature for effective vaporization before it enters the combustion chamber. The short distance which the fuel has to travel reduces the tendency for it to lag or condense as it passes to the cylinders.

A single plate type of clutch is used. Its design is similar to that used on many of the highest priced cars such as Hispano Suiza, Pierce Arrow, Marmon, McFarlan, Locomobile, Peugeot, Sunbeam, Daimler, Duesenberg and the British Rolls-Royce. It is exceptionally easy and quiet to operate. The pedal action is said to be lighter and softer than any other type, and gives a smooth, gentle application of power with no chattering of parts when it is released.

The transmission is of the selective sliding gear type and the shift is the standard system with three forward and one reverse speed. Two radial ball bearings and three roller bearings are used in the transmission to insure quiet, smooth operation and long service without attention.

The motor is lubricated by a high pressure, force-feed system which is simple, positive and dependable. It insures an ample supply of clean, filtered oil to every part at all times.

METHODS TO BRING MOTORIST IN COURT

Owner of Car Liable in Many Instances; Carefulness Is Urged by Engineer

By Erwin Greer

In a bulletin issued by the chamber of commerce of the United States the curious and varying ways by which the driver or owner of a car is liable are indicated. The driver who knocks down a street sweeper is worse off than the one who hits an ordinary pedestrian. The owner of the family car must answer, as a rule, for what the family does with it on friendly errands. To loan a car to an incompetent driver is to pay the reckoning for what the incompetent driver does.

These and other conclusions are based on a series of court decisions, which differ to some extent, according to the laws of the different states.

Drivers of automobiles are bound to take notice of laborers in the streets and to exercise special care not to injure them. A worker in the street is not negligent if so occupied with his work that he does not watch for approaching vehicles.

A motorist approaching a street car which has stopped at a usual place to take on or discharge pas-

sengers is required to be especially careful for the safety of persons boarding or leaving the car. Under such conditions the law imposes a higher degree of care upon the motorist than upon the pedestrian.

An automobile owner is responsible for the conduct of his chauffeur while performing the business of the owner. Between the owner of the automobile and his chauffeur, while the latter is engaged in the owner's business, the relation of master and servant exists and the rules of law applicable to that relation apply.

As a rule an automobile owner is liable for negligence resulting in injuries to a guest while an occupant of his car. There are exceptions to this general rule. An automobile owner or driver may be relieved of liability on account of an injury to a guest, when the guest is guilty of contributory negligence. If a driver is operating a car in a reckless or dangerous manner and the guest having time and opportunity to protest makes none, he is no recovery against the driver. This failure to act is construed as contributory negligence. Ordinarily a passenger in an automobile has no control over its operation and is not liable for the driver's negligence, but a passenger who participates in the active management of the car may be liable for the negligent conduct of the driver.

In the absence of a specific statute, when an automobile owner loans his car to another person, and the borrower uses the car for his own purposes, the owner is not liable. It has been held that an owner is liable when he knowingly lends his car to an incompetent person, and that person injures some one by negligent driving. The owner here is negligent in lending his car to this type of person.

PARIS—(AP)—France has a literary navy. The award of the Renaissance prize, much coveted, to Com-

mandant Paul Chack this year for one of his novels causes critics to comment on the fact that many French authors are "government employees, as few men in France can live by their pens.

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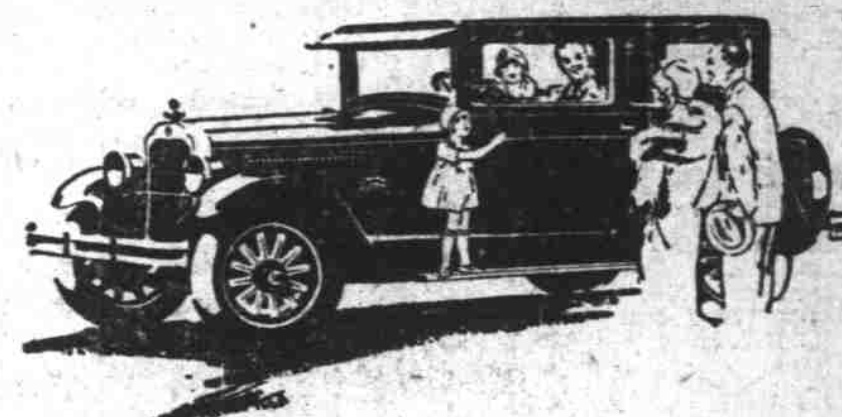
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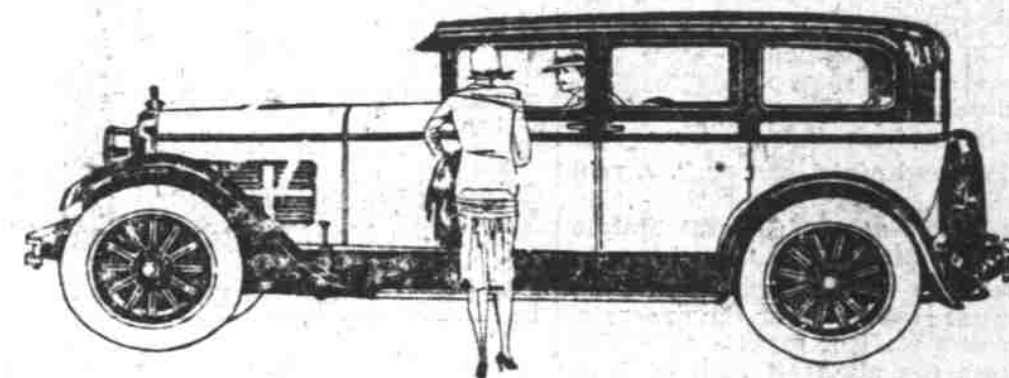
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Another Page Turns in Dodge Brothers History



ANNOUNCING The Senior Line



A REMARKABLE NEW SIX by DODGE BROTHERS

A new line of Sixes by Dodge Brothers is presented to the public today.

It has been rumored, and hoped, for years that Dodge Brothers would ultimately produce such a line—more refined and, of course, higher in cost than their present car.

To combine the sturdy worth of Dodge Brothers standard product with those refinements which greater cost permits, could not fail, it was conceded, to produce a motor car of unique distinction and fineness.

The Senior Line is Dodge Brothers answer to this demand—and Dodge Brothers have answered well.

These are remarkable cars. Brilliantly vital and alive—surprisingly quiet—impressively smart. And built, like all Dodge Brothers motor cars, for years of dependable service.

See one and drive it and you will marvel that performance of this quality and character could be provided at a price so low.

BONESTEELE MOTOR CO.

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