

TEN YEARS SERVICE WITH CAR POSSIBLE

Longer Life for Motor Car
Policy of Builders of Falcon-Knights

With builders of motor cars striving to produce an automobile that will provide the owner with continued good service for a longer period than is now conceded, officials of the Falcon Motors Corporation of Detroit declare that it has been their policy from the start to build a car that would reach a ten-year period of use.

They declare that in the production of the Falcon-Knight Six, this policy of providing the car owner with an automobile to give longer service, has been uppermost.

Several major factors enter in to the construction of the motor car that is designed for long uninterrupted periods of service. It is said, chiefly among which are the engine and the chassis construction.

Falcon officials declare that through the employment of a Knight sleeve-valve engine in all their products, the matter of ten years service is easily possible. They point out that the Knight sleeve-valve engine has a world wide reputation for long life with freedom from the defects and maintenance costs that are characteristic of engines of other designs. They cite instances where sleeve-valve engines have been operated in cars for more than ten-year periods, reaching a mileage in excess of 500,000.

Other design and construction likewise enter into the problem of building a motor car for long and constant use. The Falcon-Knight chassis is so designed to provide the owner an assurance of freedom from mechanical ills. It is said that the workmanship and the materials going into the Falcon-Knight chassis are comparable with the so-called luxury cars. The Falcon-Knight chassis frame is strongly reinforced by seven cross-members. The chassis also employs banjo-type rear axle housing made as a one-piece pressed steel housing, I-section, drop forged front axle with steering spindles and arms made of chromolybdenum steel and with steering spindles and front wheel mounted on taper roller bearings. The semi-elliptic springs with 8 1/2 inches of spring on each side provide an unusual spring length and adds to the comfort even over a long period of use. The gears are of oil-hardened chrome alloy steel, the constant mesh type of construction being employed. The gears are burnished to insure quietness.

It is said that the Falcon-Knight has been designed to provide the owner with a motor car that will give the same efficient and economical service in the eighth, ninth and tenth years as in the first year, this doing away with continual repair bills.

Falcon officials cite the strenuous tests which eight Falcon-Knight cars are undergoing. For the past year these cars have been traveling over the highways in various parts of the nation, each having covered 50,000 miles. Only minor adjustments have been necessary on three of the cars while the other five are operating as efficiently as they did the day they came off the assembly line at the company's huge plant in Elvira, Ohio. These cars will continue the tests indefinitely, according to officials of the company.

FACTORY METHODS USED WITH CROWDS

(Continued from page 1)
of both children and parents were recorded by a clerk. During the three days of the open house celebration, 625 babies were checked. At the conclusion of the plant inspection, the visitors reached an immense ball room, a 40,000 square-foot section of the new Oakland shipping building. In the center was an elevated stand oc-

What's Wrong With This Picture?



E. T. Strong, president of the Buick Motor Company, found plenty wrong with it, from an automobile maker's standpoint, when he visited the place recently. For this photo was taken in Bermuda, which has motor cars, and this street scene is typical of hundreds of others on that island. Many of the residents here have

never ridden in a motor car. Though Mr. Strong has supervised the sale of 1,500,000 Buicks, he found himself charmed by the beauty and quiet of Bermuda, and expressed the hope that it would retain the unique policy which, with onions, is the basis of Bermuda's fame. The inset is a recent picture of Mr. Strong.

cupied by a 15-piece orchestra. Loud speakers carried the music to all parts of the dance floor.

Along one side of this ball room and along portions of two other sides, extended a 322-foot "refreshment production line," a solid row of serving tables from which hundreds of waiters and waitresses dispensed 92,000 sandwiches, 81,000 individual bricks of ice cream, 90,000 pieces of cake, 2,400 gallons of coffee, 550 gallons of punch, 180,000 olives, 180,000 pickles, 24,000 packages of popcorn confection and 22,000 frost bites. Plates, spoons and cups were of paper.

Other "production lines" distributed 10,000 souvenir ash trays, 25,000 toy balloons, 25,000 Indian bonnets, 1,500 lapel buttons and 6,000 flowers, the methods bearing a close similarity to the progressive assembly of automobiles as practiced at Oakland and Pontiac Six factories.

MELLON APPROVES DUTY FREE MOTORS

(Continued from page 1)

the requirements of the Bureau of Customs were met. Now they can have all arrangements completed within an hour after landing at port of entry.

The Foreign Division of the A. A. A., as the representative of all of the principal touring clubs of Europe, views the decision as an important step on the part of the American government to meet the courtesy that is being shown Americans abroad. It was pointed out that France only recently authorized the Touring Club of France to furnish the A. A. A. with trip tickets which permits the temporary importation of American cars into that country for touring purposes without the payment of duty.

"International events of significant interest," says the national touring body, "have inspired in the motorists of all countries a desire to travel leisurely through foreign lands and every nation has joined in an effort to simplify customs regulations and allow the motorist to travel without the worry and care of unfamiliar restrictions."

Prompt action on the part of the Bureau of Customs and the Treasury Department on the request made in behalf of the 1947 affiliated A. A. A. motor clubs is only an indication of the desire on the part of the American government to give to bona fide foreign tourists the same freedom in this country that Americans now enjoy abroad.

"It is one of the most important moves that has been made in this country to assure motorists of all lands that they will find a welcome in the United States," the Foreign Division declared.

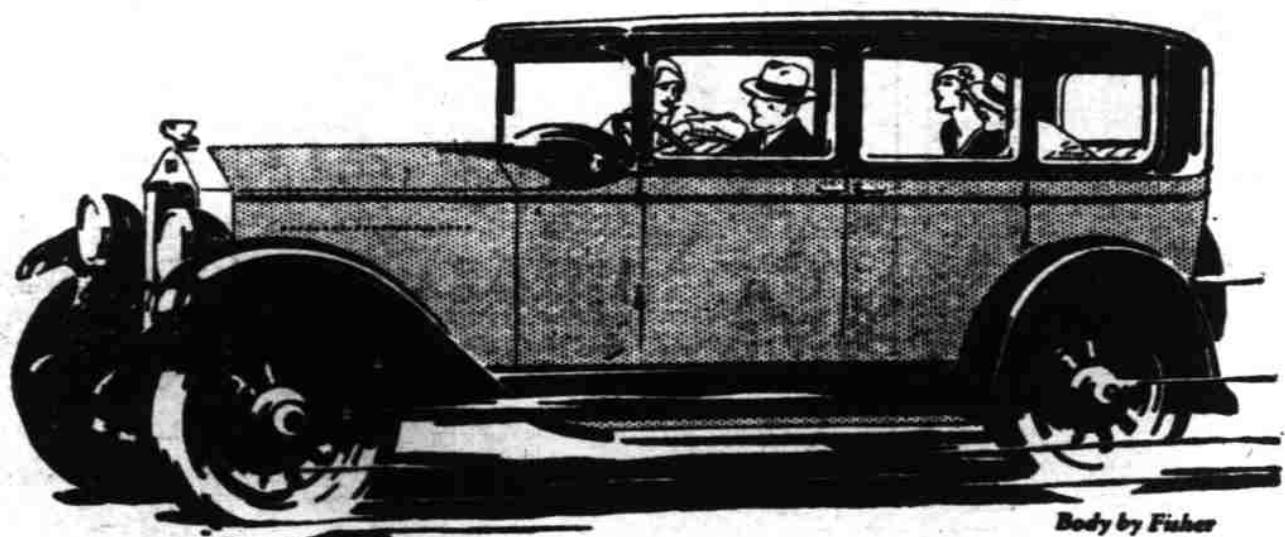


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One seventh of a teaspoonful is a small volume compared to a pint and a half, but it forms the inspection standard maintained by Dodge Brothers, Inc., in machining combustion chambers of engines to insure smooth performance.

Slight variations in the sizes of the combustion chambers are inevitable when the cylinder head is cast in the foundry, according to A. H. Knight, consulting engineer for Dodge Brothers. If this exists in the finished engine, the charges in the different cylinders will be compressed to various pressures, and the successive explosions will be of unequal strength, causing rough engine performance.

"During recent years, several manufacturers of cars in higher priced fields have solved this problem by machining the engine combustion chambers," said Mr. Knight. "But the introduction of the practice in the lower priced fields has been discouraged largely by the lack of adaptability of the machine tools available to large production schedules, and by the extra cost of performing the milling operations."

"As part of the tool equipment for producing the engines for two new lines of sixes, the Victory and the Standard, Dodge Brothers installed 22 six spindle combustion chamber profile millers, having a total capacity of 1200 cylinder heads in a nine-hour shift.

"After the heads have been

machined, inspectors check the chambers with specially designed gauges which allow a variation of only six hundredths of a cubic inch above or below the volume called for in the blue prints and specifications. Compared with the original volume of the charge, this allowance amounts to less than one part in 700, or only one seventh of one per cent.

"When the piston in a Dodge Brothers Standard six engine reaches the lowest point in its travel, the total volume of the cylinder is 43 cubic inches or about a pint and a half. When the piston reaches its highest position, this charge has been compressed to 8.3 cubic inches or 19.3 per cent of its original volume. It is obvious that accurate workman-

ship is necessary to prevent objectionable variation in engine compression volume."

A fashion note of spring styles for women says the dresses are to be worn two inches below the knee, but fails to state whether standing or sitting.—Atlanta Constitution.



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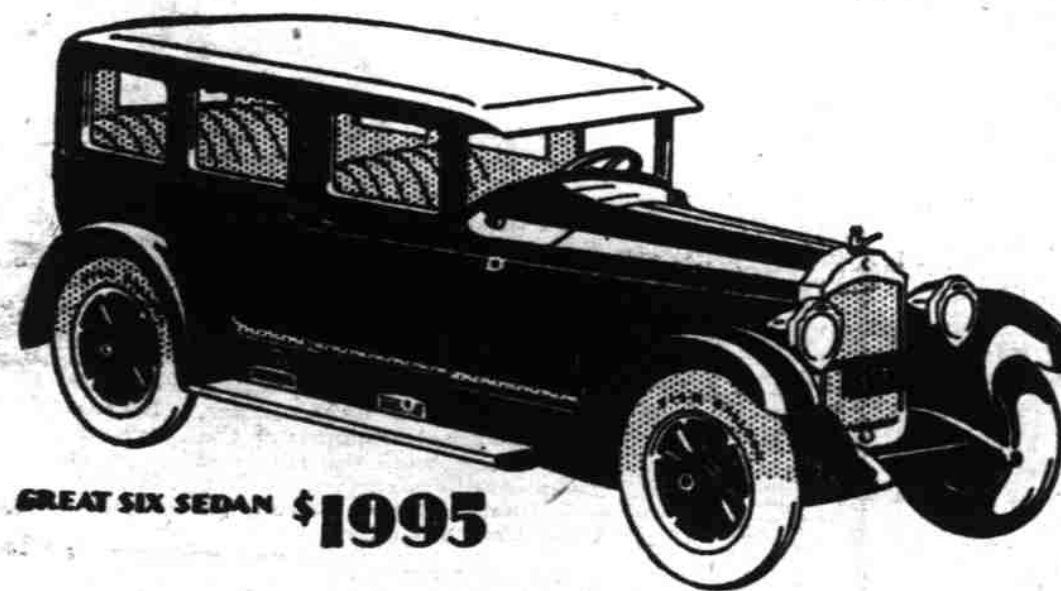
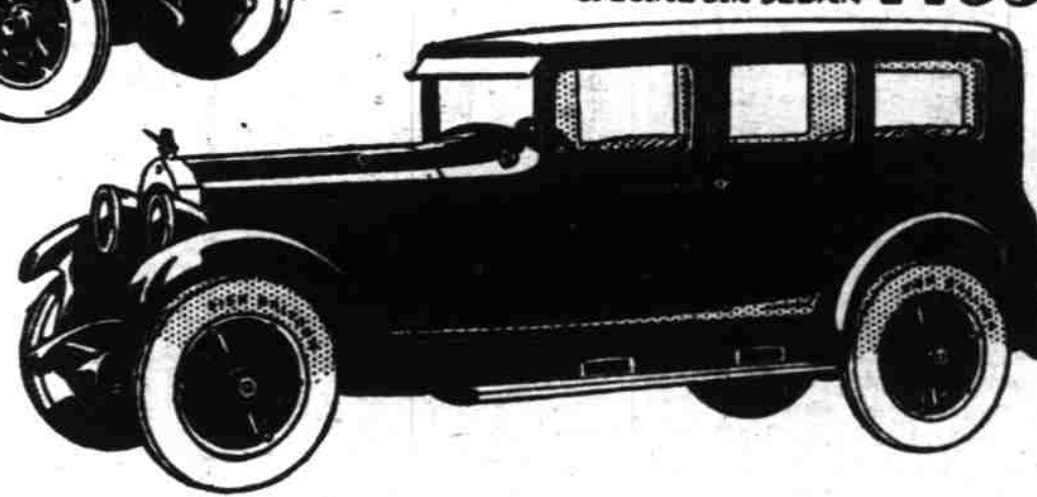
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Willys-Knight Sixes range in price from \$995 to \$2495, in the Standard Six, Special Six and Great Six divisions. Prices f.o.b. factory and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

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