

# AUTOMOTIVE NEWS

## AIR-STYLING IS FEATURE DODGES FOR NEW SEASON

In the new models presented by the Dodge division of Chrysler corporation, the company's designers, engineers and body builders have quite evidently outdone all previous efforts in the creation of a new series of cars emphasizing the qualities of outward charm and inherent value.

Viewing the 1936 Dodge from the front, one becomes impressed by the gracefully tapering lines of the radiator grille to which a raised center section gives a Gothic effect of classic beauty.

Hood lines, fender contours, "cat-walks" which bridge the fenders and hood and carry the horn grilles in which the radiator pattern is repeated in miniature, air-lined windshields the lower corners of which are made to follow the cowl lines, refined body sides, rear quarters and roof—present an ensemble of racy slenderness indicating elegance, power and speed.

Many Mechanical Refinements Beneath the distinctive trim of the new Dodge bodies, the motorist bent on mechanical research finds much to interest him—an improved spring suspension that contributes new elements to the Dodge air-glide ride; a new steering geometry that relieves the steering mechanism from road and wheel disturbances; an improved "ride leveler" which synchronizes the action of the springs; a further strengthened bridge-type X-frame; a steel construction which makes Dodge safety steel bodies structures of even greater rigidity and safety; automatic control features that exempt the driver from many manual operations; a finger-tip speed-changing mechanism; genuine, self-equalizing hydraulic brakes—and many other details through which driving and riding ease, safety and economy are promoted to further heights.

Refinements are also embodied in the patented floating power engine mountings in which the Dodge power plant is suspended; these mountings permit the placing of the engine low in the frame so that there is practically a straight-line drive from the engine to the rear axle, with the engine oscillating on a line which forms the combined center of weight and mass of the power plant. The actual mounting surfaces are of special live rubber applied in such a way that the natural engine reactions due to power impulses are absorbed by the rubber instead of being transmitted to the car and its occupants.

Power Developed With Economy The 3 1/4 x 4 1/4-inch Dodge engine develops 87 horsepower with 6.5 to 1 compression. A detail worthy of special mention is the manner in which the combustion spaces of the cylinders are shaped to give the indrawn fuel mixture a whirling motion that results in perfect ignition and complete conversion of the fuel into power.

Exhaust valve seats of special steel alloy, pioneered by Dodge, are also employed for their advanced resistance to heat that keeps them from heating and warping and postpones the need for valve grinding for extra thousands of miles. An additional factor tending to lengthen the compression life of Dodge exhaust valves is a system by which the exhaust valve seats are "spray cooled" from a steel tube extending through the cylinder block and connected to the belt-driven centrifugal water pump. Water is delivered through holes in this tube, and sprayed against the exhaust valve seats under pressure.

Efficient engine cooling is obtained through an improved system in which the water packets extend downward and around the full length of the cylinder barrels. This jacketing is important because, together with the spray cooling of the exhaust valves, it results in equal expansion of the cylinder bores, especially when the engine is operating at high speed. The bores remain cylindrical, a fact that is of material aid in promoting fuel and oil economy.

The Dodge engine crankshaft has seven balancing weights for reducing load on the four main bearings. In addition, an impulse neutralizer is mounted on the forward end of the crankshaft.

The aluminum steel-strut pistons of the Dodge engine are of an improved controlled-expansion type giving an effective compression seal regardless of whether the engine is hot or cold. Four piston rings are employed all situated above the piston pin.

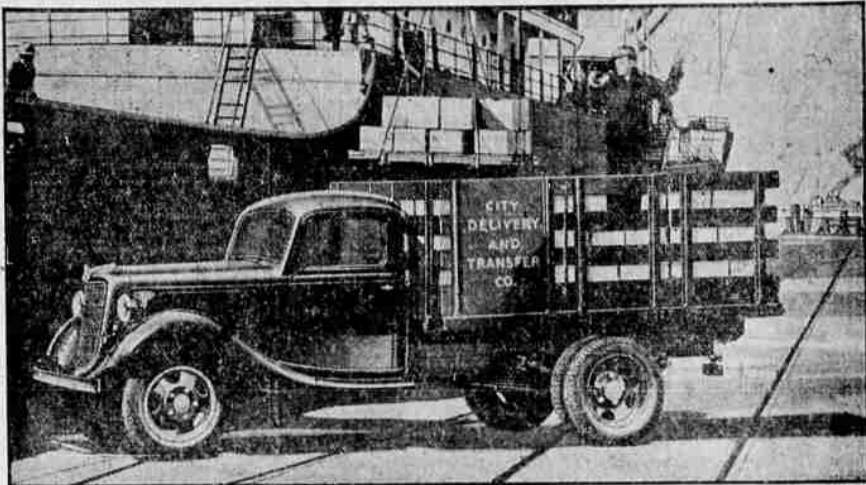
Shock-Proof Oil Leads Engine lubrication is by force-feed which raises the oil from the crank base passes it through an oil manifold running through the cylinder block and along passages drilled into the walls of the cylinder casting. Through these shock-proof leads the lubricant is forced around main, camshaft and connecting rod bearings. The timing drive chain is kept lubricated by a directed oil stream thrown off the camshaft.

All engine oil is screened before it enters the pump housing and in returning to the base reservoir is drawn through an outside-mounted oil purifier which keeps it free from impurities.

The asbestos-lined clutch of the new Dodge incorporates a cushioned hub in which spiral springs absorb the shocks arising from variations in power transmission. The clutch housing is ventilated.

Hydraulic brakes, pioneered by Dodge, as direct-acting through intervening servo-action. Front and rear shoes of each brake are engaged by hydraulic pistons of different size, with the result that the rearward shoes exert the same retarding force as the forward shoes. The brake pedal has been modified for still shorter motion and consequently quicker application, both contributing still another element of safety.

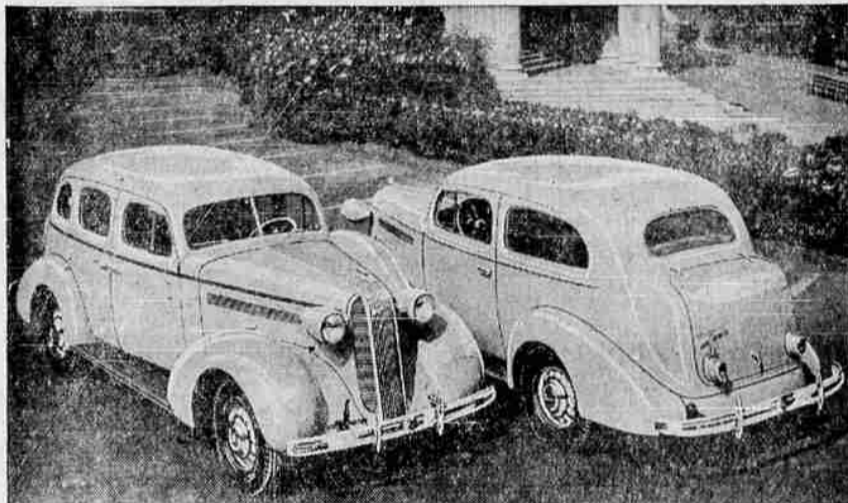
## Ford V-8 Stake Truck for 1936 Is Shown



REFINEMENTS of design are the chief changes in the Ford V-8 trucks and commercial cars for 1936. The stake truck on 131 1/2-inch chassis is shown above. Front end is more massive. Steering geometry is improved. Eight needle roller bearings on the universal joints are new, making the total of anti-friction bearings 39. Rear axle shafts are larger and stronger.

New 19-inch four-blade fan mounted close to and parallel with radiator core insures better cooling under exceptionally severe conditions. More than 300,000 Ford V-8 trucks and commercial cars are now in operation, with a record of more than six billion miles of service. The truck line includes seven types and five commercial cars are available.

## PONTIAC'S OFFERING FOR 1936



Shown here are two of the striking 1936 Pontiacs which carry on the tradition of being "The Most Beautiful Thing on Wheels." Although the familiar "Silver Streak" is still the major motif, refinements both to the exterior and interior, as well as to the chassis and motor, make this the finest Pontiac yet built, say the Company's engineers.

At the left is the "6" Cylinder Four-Door Touring Sedan and next to it is the "8" Two-Door Touring Sedan. Both these cars are on display locally.

In addition to the four-wheel hydraulic brakes, a parking brake, of the propeller shaft type, is provided. Controls Are Automatic Driving ease of the new Dodge is further realized through automatic features performing certain control functions without depending on the intent or skill of the operator. For instance, an automatic choke, incorporating a solenoid, attends to whatever carburetor "choking" is necessary. The task of advancing or retarding the ignition spark in accordance with varying operating conditions, is given an automatic vacuum spark control attached to the ignition distributor. Engine cooling is regulated by a thermostatic control which automatically retards or accelerates water circulation as conditions demand it. An automatic carburetor heat control maintains the fuel at uniform volatility, regardless of outside temperature. Springs and Steering Changed An interesting Dodge feature, achieved with the utmost in mechanical simplicity, is the ride leveler which incorporates a transversely-mounted steel bar, the curved ends of which are anchored to the horizontal arms of both double-acting shock absorbers.

sorbers, with the result that the car is kept on an even keel in rounding corners, in traveling over uneven roads, and under other conditions tending to cause chassis and body sway. Being located behind the radiator grille, the ride leveler—which requires no adjustment during the life of the car—remains permanently out of sight.

La Grande Votes Bonds LA GRANDE, Ore., Oct. 26.—(AP)—The voters of the La Grande school district yesterday voted in favor of issuing \$40,000 in bonds to match a PWA grant of \$2,727 for the erection of a combination auditorium-gymnasium-classroom building on the La Grande high school campus. The votes, 275 to 69, lacked just one vote of being four to one.

WINDOW GLASS—We sell window glass and will replace your broken windows reasonably. Trowbridge Cabinet Works.

## DECIDE TO HOLD AUTOMOBILE SHOW IN SAN FRANCISCO

San Francisco is going to have its great annual auto show after all! That was the announcement made yesterday by Don Gilmore, president of the Motor Car Dealer association, following the settlement of the auto mechanics' strike, which caused a cancellation of the twentieth annual Pacific show. Gilmore said that labor leaders had pledged their assistance in making this forthcoming automobile show the greatest in the long list of successful exhibits which have preceded it.

George Wahlgreen, veteran show manager, plans a day and night schedule of work in the few days remaining before the scheduled opening date of the show in an effort to line up entertainment and arrange decorative effects in the large San Francisco civic auditorium where the show is scheduled to open Saturday, November 2.

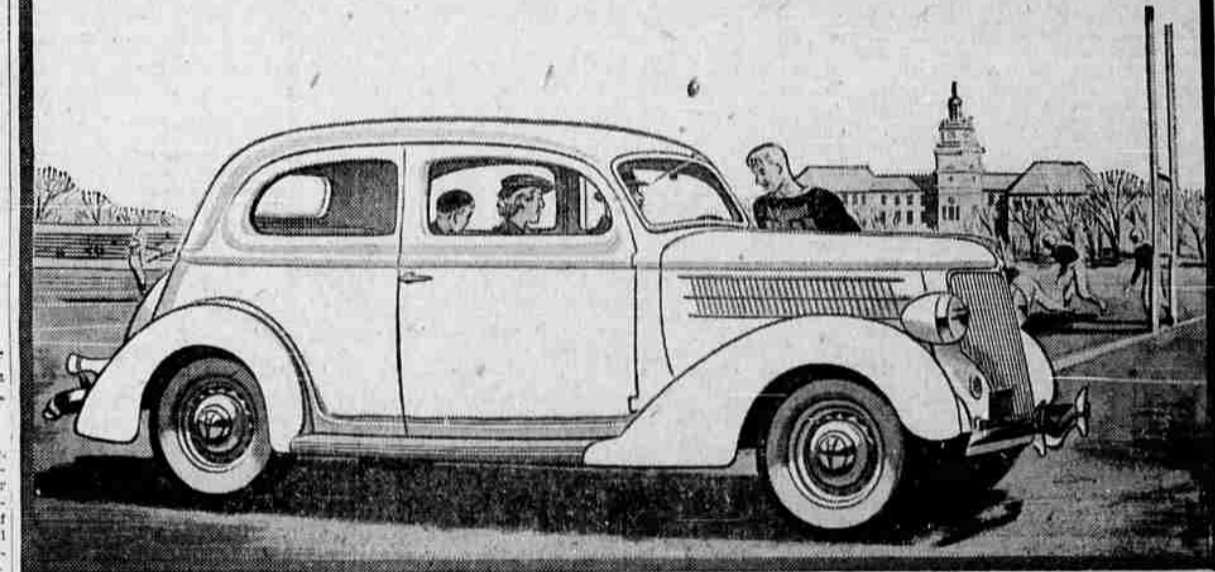
The dealer auto show committee which is headed by LeRoy Spencer, manager for Earle C. Anthony, Inc., is active with the dealers and the eastern factories in rearranging for special shipments of show cars from Detroit and New York. Orders for these cars had been cancelled and many of the special show jobs and show chassis exhibits will now have to come to the west coast by express in order to be here in time for the opening of the display.

Automobile men declare that this year's automobile show will have more new models on display than any previous exhibits, due to the fact that all models this year are being introduced concurrently with the November show dates.

San Francisco now will hold its automobile show at the same time as the New York and Los Angeles shows. These three automotive events in the east and west formally launch the 1936 selling season for the automobile industry.

Gen. Liggett The Same SAN FRANCISCO, Oct. 26.—(AP)—With the same fighting spirit which enabled him to successfully lead American troops against the Germans, 71-year old Major-General Hunter Liggett continued his efforts to win his battle against death here today. Although grave, his condition was no worse, doctors said.

# New FORD V-8 for 1936



## "THE CAR THAT DOES ALL THINGS EASILY"

THE NEW FORD V-8 for 1936 gives you everything you would like to have in a modern motor car. It is an especially satisfying car to drive because it does all things easily.

The Ford drives easily because it responds to your touch like a well-trained horse. Driver and car easily get on terms of good understanding with each other.

The V-8 engine assures smooth, effortless performance—all the speed, power and acceleration you'll ever need and some to spare. Miles are easier and more comfortable because of Center-Poise Riding and extra body room. The Super-Safety Brakes stop the car easily and with certainty. Steering and gear

shifting are easier for 1936. And the Ford V-8 is easy on your pocketbook! It sells at a low price—easier to own and run than any other Ford ever built. The outstanding car of 1935 has been made still better for the new year. Now on display at showrooms of Ford dealers.

HEADLINE FEATURES of the NEW FORD V-8 for 1936 Distinctive Lines—Modern V-8 Engine—Genuine Steel Body—Super-Safety Brakes—Safety Glass Throughout at No Extra Cost—Center-Poise Riding—Big-Car Roominess.

\$510 AND UP F. O. B. Detroit. Standard accessory group, including bumpers and spare tire, extra. All Ford V-8 body types have Safety Glass throughout at no additional cost. Economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.

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See the New 1936 FORD Now On Display

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