

OF INTEREST TO MOTORISTS

DODGE OFFERS STANDARD SIX

After over two years of intensive development work, Dodge Brothers, Inc., announces the Standard Six line of passenger cars, priced from \$875 to \$970.

In these new cars it is claimed exceptional riding comfort, economical performance and ability to travel at sustained high speeds have been combined with the sturdiness and dependability for which Dodge Brothers motor cars have always been so well known.

The new cars are displayed in the showroom of local Dodge Brothers dealers. The factory is now building the Standard Six in four body types, the coupe, sedan, de luxe sedan and cabriolet, finished in a number of different attractive color combinations.

Sweeping Lines

The sweeping graceful lines of the Standard Six give the impression of cars sailing at much higher prices. Although the overall height is low, adequate headroom is provided. High seat backs and wide cushions, both tilted at the correct angle insure the comfort of the passengers.

The engine is the L-head type with bore and stroke 3 1/2 inches by 3 1/2 inches. The pistons are Bohemite with alloy steel struts, each fitted with three compression rings and one oil control ring. The combustion chambers are machined to secure equal compression in the cylinders. This feature and the unusual size of the seven bearing crankshaft insure smoothness of performance at all speeds. The total projected area of the seven main bearings is 24.15 square inches.

The N. A. C. C. rating on which taxation is based, is 27.34 horsepower but the engine actually develops 55 horsepower. Extensive tests have demonstrated the brilliant performance of the Standard Six engine in acceleration, hill climbing ability and in smooth, quiet operation for long periods at high speeds.

Four Brakes

The four-wheel brakes are completely enclosed and are the steel drum (mechanical) internal expanding type, operating in 12-inch drums.

With the introduction of the Standard Six, Dodge Brothers, Inc., announces the discontinuance of the four-cylinder passenger cars which were priced at approximately the same level at which the Standard Six is now offered.

WE HEARD IT SAID BY—

Mrs. Francis J. Bowers, of Southfield avenue, in a letter from Tampa, Fla.: "Please start next week's Eccentric to our Birmingham address. We have all enjoyed The Eccentric down here this winter. It has kept us from feeling lonesome. Best wishes for the state which gave us a Lindy, an Edison, and a Ford."

NEW BRAKE ON CHRYSLER '52'

Announcement that four-wheel brakes of the hydraulic type are now available for Chrysler cars of the '52' model has been made by the Chrysler Sales Corporation, according to John F. Evans, vice-president and general sales manager of the John H. Thompson company, Chrysler distributors for the Detroit area.

"The addition makes the Chrysler '52' the lowest priced car in the world provided with hydraulic four-wheel brakes," says the statement by J. W. Frazier, Chrysler sales manager, which adds that the feature is available as optional equipment for all '52' cars at a nominal cost of \$25.

"Chrysler-locked hydraulic four-wheel brakes have been an outstanding factor in the phenomenal popularity of all our six-cylinder cars ever since their introduction," says Mr. Frazier's statement, "and we regard their extension to the '52' as one of the most striking examples yet made of the advantages of Chrysler's unique manufacturing methods."

"With this equipment the '52' is the lowest priced car in the world provided with hydraulic four-wheel brakes. The result has been made possible through the standardized quality policy which governs all Chrysler manufacturing operations and passes a long list of refinements and innovations along from the higher priced models to the lowest priced. Among these, one of the most notable is the hydraulic braking system which Chrysler was the first to introduce into the moderate price automobile field and which we adopted after a prolonged study of every existing braking method and perfected by means of an exhaustive series of experiments."

"The recent reduction in prices of the Chrysler '52'—with Chrysler's performance and quality unchanged—greatly increased the market for this model by reason of the fact that it offered sturdiness, comfort and performance never before available at so low a price."

"The Chrysler-locked system is simplicity itself, Chrysler engineers point out. Lubrication is necessary. There are no rods,

springs or clevises, and no mechanical linkages.

The fluid which operates the brakes is contained in the cylinder supply is carried in a small tank which is connected to the master cylinder. Pressure on the foot pedal is transmitted in full force to the brakes through the liquid in the cylinder and lines.

The fluid pressure is applied against all four brake cylinders in equal degree through the operation of the elementary law of physics that "the pressure exerted upon any portion of a fluid enclosed in a vessel is transmitted, undiminished, equally to all surfaces." This means braking safely and certainly, a positiveness of braking control not attainable, the engineers say, by any other method.

Under The Hood

A Little knowledge of one of the most important parts of the automobile may prove greater care in its operation on the part of the driver.

This part is the clutch.

The clutch is that mechanism in the transmission of an automobile which connects the driving shaft of the engine to the transmission in the rear, enabling the car to move.

It is to be understood that, with an engine operating continually, some means must be established by which the car may be moved or stopped at will. That means is the clutch.

Starting a heavy automobile, however, against a powerful force of inertia is more than merely connecting the driving shaft directly to the transmission. There must be some means by which this restrictive force of inertia may be overcome gradually, or the engine itself would be stopped by it.

Therefore a system of gears is applied in connection with the clutch, the first disc takes up the car may be broken in gradual steps—usually three.

Even then, however, the fast-rotating shaft from the engine has to be connected with an inert transmission shaft. It would appear that something would snap at such action. But it is done so smoothly and gradually that nothing disastrous happens.

What actually transpires is the sliding of one disc of asbestos-lined metal face to face toward another disc that is revolving on the engine shaft. By this gradual action, the first disc takes up the revolutions of the second and, when closely applied, turns along with it.

That's the action of engaging the clutch, when the driver's left foot is gradually let out. It emphasizes the importance of letting out the clutch pedal gradually, in order to start the car, if the engine is not to be stalled against the inertia of the car.

In order to hold the first disc firmly to the disc on the engine shaft, a double system of coupling is employed.

It's like holding a coin firmly between two other coins of the same size, by the thumb and forefinger of one hand. It takes little pressure to keep the middle coin from turning, if the other two are kept still, and it is an easy matter to turn it when the other two are rotated.

That is the mechanism of the disc type of clutch, which is the system employed on most automobiles today.

There may be only one disc engaged between two, or there may be a series of discs, engaged with in another series. But both types

work alike—one set revolving by contact with the other.

That's all there is—just this contact to move an automobile. But this is so firm, once engaged, that there is no danger of any slipping unless the surfaces of the discs have become glazed.

Glazing of the surfaces of the discs is the result of "riding the clutch." This is the unconscious application of the left foot on the clutch pedal, ever so slightly, while the car is running along, but enough to loosen the firm grip of the discs in each other.

The slightest loosening of these discs causes them to slip, rather than grip tightly, with the result that their hard surfaces become glazed. Constant "riding of the clutch," therefore, ultimately renders the gripping action of the discs practically useless.

New discs have to be installed, or the car won't move. And this is an operation of which the work of installation costs more than the new parts.

SKYSCRAPER IDEA IN OLDS

Oldsmobile engineers borrowed an idea from skyscraper designers when they developed the engine for the new Oldsmobile. It gave a strength and rigidity to the crankcase never before attained, and eliminated a possible vibration area.

The innovation consists of a double ribbing used on all bearing support webs and on the front and rear walls of the crankcase. This latter practice has been used heretofore, but the addition of side ribs is an innovation introduced by Oldsmobile.

The use of the I and T beams of steel in construction work have made possible the gigantic structures which have created a new and typically American form of architecture. These type beams give the greatest strength with the least weight.

The secret of the great strength of these beams is that they resist stresses from all sides, following the well known principle that it is practically impossible to bend a flat piece of metal by pressing against the edges instead of against the broad side.

These two heavy ribs cast into each side of the Oldsmobile crankcase perform the same function as does the right-angled flange of the I or T beam. When stresses caused by road shocks or vibratory points strain at the side walls of the crankcase these are successfully resisted by the added strength given by the flanges or ribs.

The slightest weaving of the crankcase structure, due to shocks encountered in rough or fast driving, exert a harmful influence on various vital parts of the engine. This new type of crankcase construction results in added quietness by eliminating vibration and gives additional wear and life to the entire engine assembly.

LEGAL NOTICES

STATE OF MICHIGAN—The Probate Court for the County of Oakland.

At a session of said Court, held at the Probate Office in the City of Pontiac, in and County on the 24th day of March, A. D. 1928.

Present: Hon. Dan A. McGaffey, Judge of Probate.

In the Matter of the Estate of Samuel E. Green, deceased.

Thomas H. Cobb, administrator of said estate, having filed in said court a petition praying that the time for the presentation of claims against and against said estate, and that a time and place be appointed to receive, examine and adjust all claims and demands against and against said estate.

It is Ordered, that four months from the date hereof, for creditors to present claims against said estate.

It is Further Ordered, that the 6th day of August, 1928, at nine o'clock a. m., Eastern Standard time, at said Probate Office, be and is hereby appointed for the examination and adjustment of all claims against said deceased.

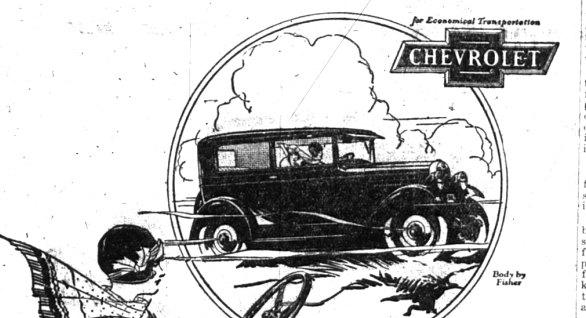
And for the examination and allowance of the final account, determination of the residue of said estate, and the discharge of said administrator.

DAN A. MCGAFFEY,
Judge of Probate.

FLORENCE DOTY,
Deputy Probate Register.

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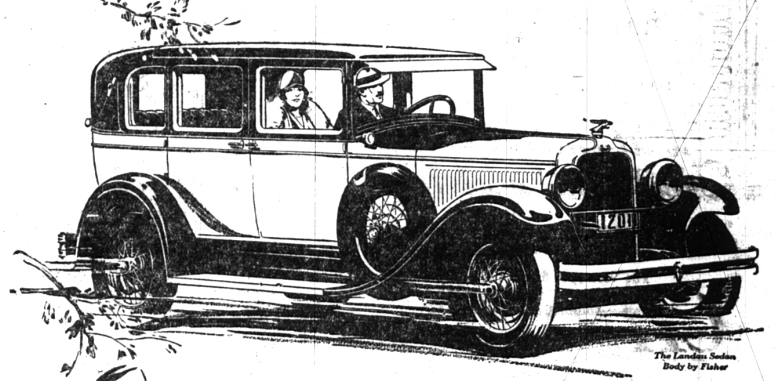
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