

SATURDAY, MAY 3, 1930

In the Motor Exhibit

The motor exhibit includes an 1,800-horse-power Isotta-Fraschini, the Packard Diesel, Pratt & Whitney and

Curtiss-Wright line, Axelson, Kinner, Continental, Warner, Comet, Chevrolet, Menasco, Kimbel, Bliss and Light Tiger. This is the first time the 1,800-horse-power Isotta-Fraschini has been seen in this country, as well as the first time the Packard Diesel motor has been shown. The Packard Diesel, is being shown as standard equipment on the Ryan, Waco and Stinson planes.

The Continental exhibit will show a seven-cylinder model cut away. Operated by electricity, the engine can be seen as it actually works. Tiny bulbs light up to show spark-plug firing. Many people who do not understand how a radial engine operates will find this exhibit clears up the mystery. Other exhibitors also have adopted this manner of answering questions as to how the motor runs.

Louis Chevrolet has designed a four-cylinder, inverted, air-cooled, in-line motor for sport planes. The Curtiss exhibit includes the twelve-cylinder water-cooled Conqueror of 600 horse power; the six-cylinder radial air-cooled Challenger, and the D-12, a twelve-cylinder water-cooled engine of 435 horse power. The Pratt & Whitney exhibit includes the 450-horse-power radial, air-cooled, nine-cylinder Wasp, and the 525- and 575-horse-power Hornet of the same type, while the Wright exhibit includes three types of Whirlwinds of 165, 225 and 300 horse power, a 535 Cyclone and the four-cylinder, 90-horse-power Gipsy.