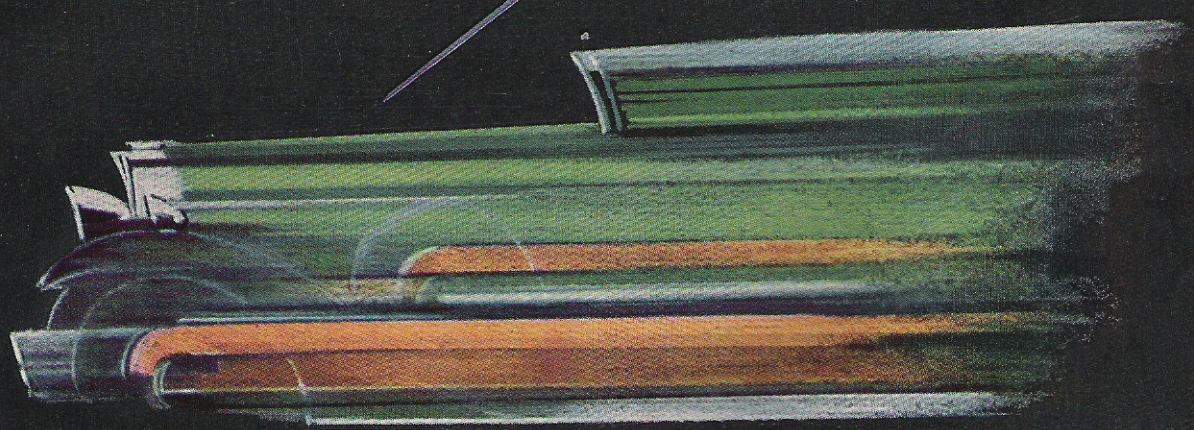
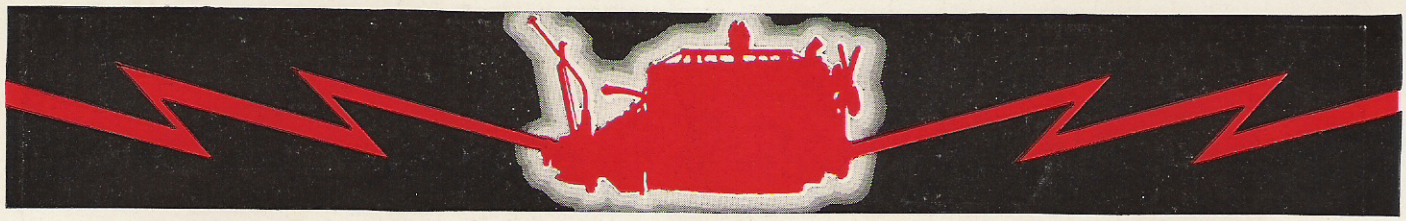
MARMON

BIG EIGHT



Marmon now presents a new, big fine car. + + + over two years designing and proving out the chassis; a like period in finding here and abroad the exact last note in body architecture and fitments. + + + UNDER THE HOOD—125 H. P. straight-eight engine. + + + INSIDE—roominess and luxurious detail beyond any previous fine car conception. + + + pictures, specifications and prices on application. + + + Marmon Motor Car Company, Indianapolis

SEE NEXT PAGE



MARMON STRAIGHT-EIGHTS IN ALL PRICE CLASSES

NO OTHER FRANCHISE

provides the wide and complete eight cylinder coverage of Marmon-Roosevelt

THE OPENING GUN OF 1930: Marmon now announces an important addition to its line—the new Big Eight. Extra powerful (125 H. P.). Extra fast. Extra roomy and spacious and resplendent with every new fitment and detail known to fine car art, this new car takes up where the great fine Marmons of the past left off.

Marmon did not make this fine car for a speculative market—but for a waiting market of those who know Marmon road mastery—its safety, its poise and distinction.

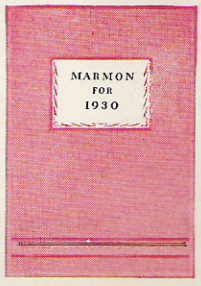
Production and shipments of the Big Eight have already started. The car is now on display in many territories. The trade is cordially invited to see this latest Marmon achievement and, if time permits, to drive it.

Important as is the announcement of the Big Eight, it is only a forerunner or courier of the many important Marmon developments now in process. For 1930 the combined Marmon-Roosevelt lines will embrace every important price class from $1000 up. All along the line Marmon will have a car, outstanding in any competition—as for appearance, as for engineering features, as for conclusive all-round value.

1929 has been the greatest of all Marmon years—sales doubled; dealer organization tripled. In 1930 Marmon promises to out-do any past accomplishments and offers to all interested dealers in open territory an opportunity unlike and beyond anything that can possibly be had in one single contract.

Write now, well in advance of the shows, for the outline of the 1930 proposition. Get a close-up picture of the cars to be offered, the range of prices and the advertising and merchandising program back of them.

Send for the 1930 Line-up



MARMON MOTOR CAR COMPANY
INDIANAPOLIS, INDIANA

Please send the folder which shows the cars to be offered by Marmon in 1930.

FIRM NAME.....

STREET .....

CITY.....

STATE.....

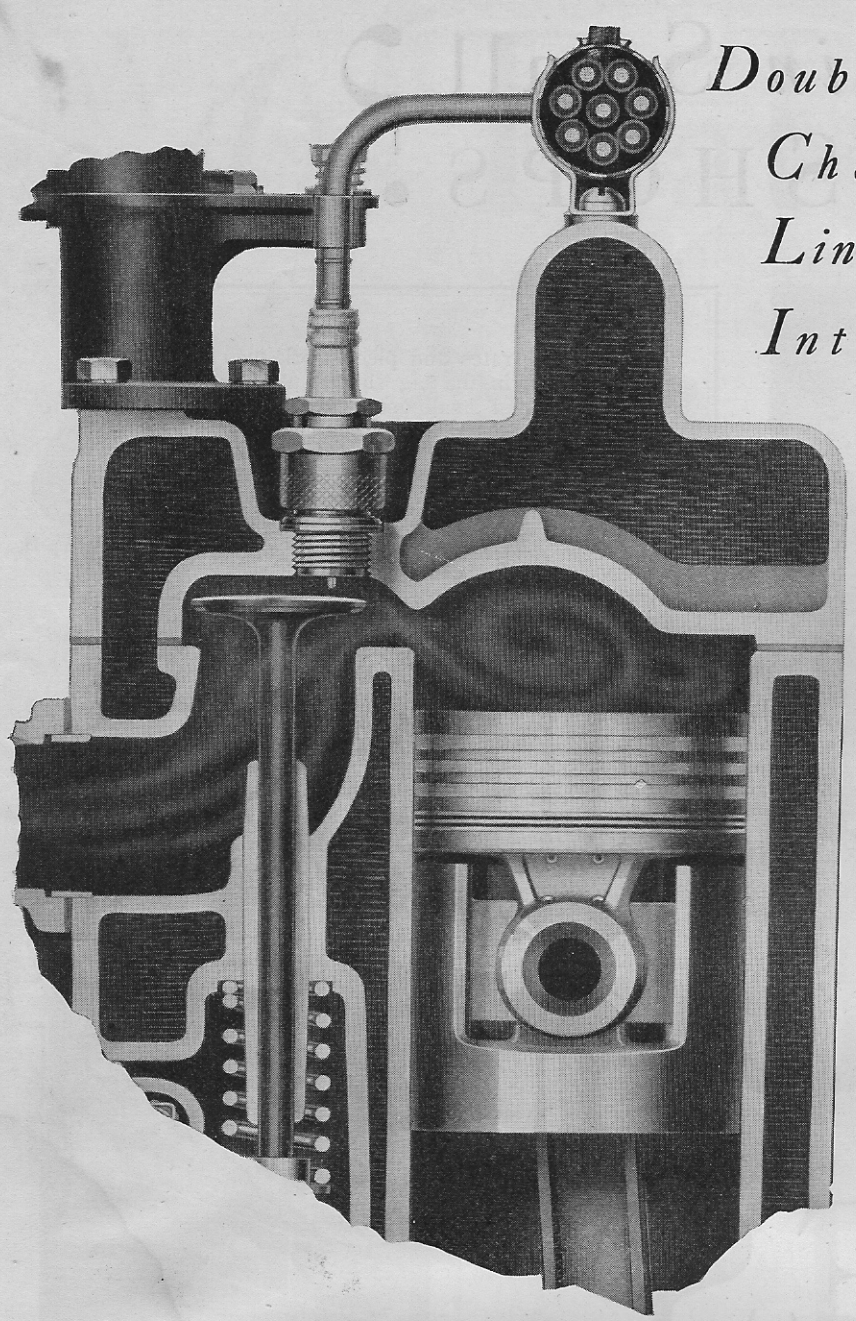
PRINTED IN U.S.A.

MARMON

FOR 1930

Double-dome Combustion Chamber.. Pleasing Lines.. Well-finished Interiors... Feature

125 H. P.



Section through double-dome combustion chamber showing spark plug and valves in one chamber and piston in another

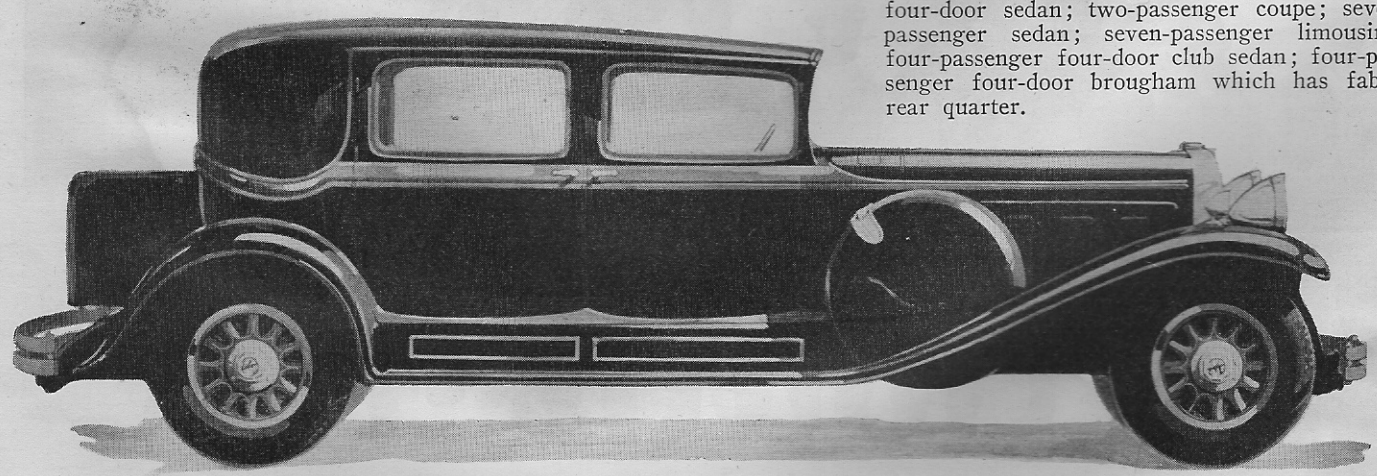
MARMON re-enters the fine car field with a Big Eight possessing distinctive lines, luxurious interiors, and an eight-in-line 125 horsepower L-head engine. Mechanically, the car's most interesting feature is the double-dome combustion chamber which is designed to completely eliminate combustion roughness and detonation while permitting the use of the high compression ratio of 5.5 to 1—with ordinary fuel.

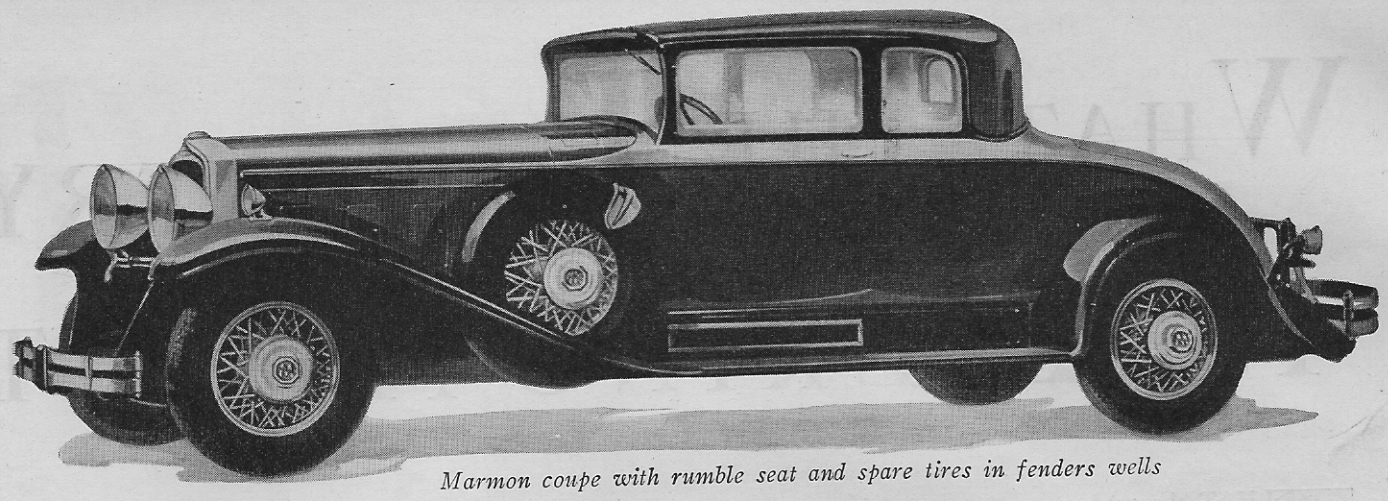
The high compression ratio, along with a piston displacement of 315.2 cubic inches and a 4.45 gear ratio provides marked ability in high gear, and the silent internal-geared third of the four-speed transmission is, of course, proportionately livelier. The gear ratio on the seven-passenger cars is 4.81.

Other notable features include non-shatterable glass throughout and a new cable-operated, self-energizing internal braking system of great simplicity. The engine has a bore and stroke of 3¼ by 4¾ inches and develops its maximum horsepower at 3300 revolutions per minute.

With an overall length of 202 inches, the car is large and roomy, graceful but not bulky. There are six closed body styles: Five-passenger four-door sedan; two-passenger coupe; seven-passenger sedan; seven-passenger limousine; four-passenger four-door club sedan; four-passenger four-door brougham which has fabric rear quarter.

Below—Marmon Big Eight four door club sedan with trunk





Marmon coupe with rumble seat and spare tires in fenders wells

Marmon Big "8"

Outside, the Big Eight bears prominent Marmon characteristics with artistic body mouldings and low, sweeping lines enhanced by long windows, slightly curved at top and with curved reveal treatment at the bottom. The doors likewise are slightly curved at the bottom, the design reaching a wave-shaped point between the front and rear doors on the sedan models. Four ventilators on each side of the hood replace louvres. They are operated by chromium-plated knobs. Front fenders are one-piece, of graceful sweeping design.

Exterior sun visors are supplanted by two adjustable visors on the interior, and a familiar Marmon-designed radiator is equipped with vertical shutters, thermostatically operated. Extra large headlamps with special lenses are augmented by parking lamps mounted on each front fender. Narrow at the radiator, a chromium-plated hood-hinge widens and extends to the windshield where it has a 6-inch breadth.

All exterior hardware is chromium plated. The door handles are of the theft-proof type, being designed so that any attempt to twist them off does not injure the lock but merely causes the handles themselves to become loosened and turn freely without opening the door. The key, however, will still operate the lock mechanism and open the doors.

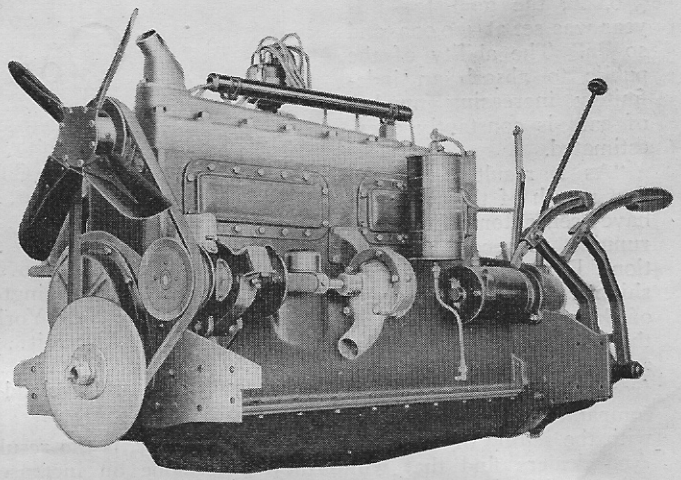
ON all Big Eight models, tires are mounted forward in fender wells, and an unusually rigid support extending through the body has been devised. In the case of wire wheel equipment, the entire wheels are carried, but where wood wheels are preferred only the rims and tires are mounted. In all instances attractive tire covers are provided. Wheels have large hubs, decorated with the Marmon lightning flash emblems.

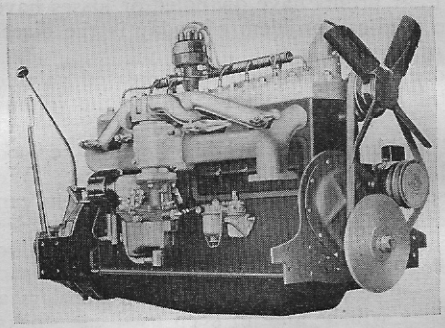
Running-board side shields have rubber kick pad panels surrounded by chromium moulding.

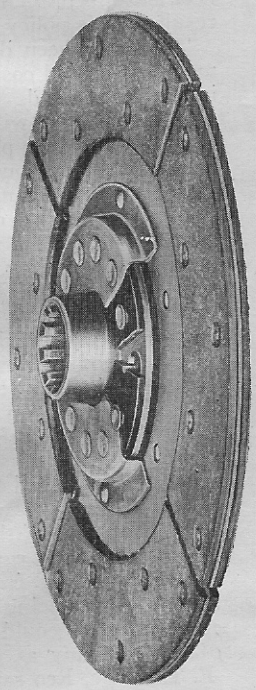
All models except the four-passenger club sedan and brougham carry trunk racks. The club sedan and brougham carry trunks on integral platforms as standard equipment. The trunk on the brougham is covered with a fabric material matching the rear quarter and this material likewise is used on the tire covers.

The limousine has a clock sunk in the walnut header bar over the partition glass, and a new thought is an umbrella and holder in the chauffeur's compartment. This body model has one dome light and two rear corner lights whereas the other five-passenger closed models have two dome lights, both operated by the right rear door as well has by pillar switch.

Raised together, the auxiliary seats on the limousine and seven-passenger sedan extend across (*Continued on page* 120)

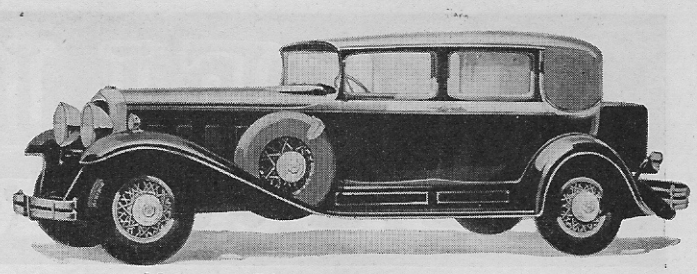






Above—Views of Marmon engine showing pump mounted to the rear of the generator, Vee-belt accessory drive, and Marmon vibration dampener

Right — Marmon single-plate clutch with rubber cushioning disks at the center



Marmon Big Eight four-door brougham with fabric rear quarter and trunk and tire covers to match

Marmon Big Eight

(*Continued from page* 51)

the full width of the tonneau. They are full-cushioned. The telephone in the limousine has a transmitter in the right rear door pocket and a receiver in the center of the roof of the front compartment. A rear compartment clock is mounted on the upper headboard.

All doors have shirred pockets. The customary robe rail is replaced by two half-width silk ropes, one for each side. The outer end of each rope has an assist extension. The usual assist cords are also fitted. All these silk ropes have a spring through the center which holds them to shape.

Interiors are really distinctive because of careful thought concerning the details. Two tones of broadcloth upholstery are used, seats and seat backs being darker than top and headlinings. There are four selections of upholstery tones to match or harmonize with the four different standard exterior color combinations. An attractive carpet with a woven pattern is used in the rear compartment while two sloping carpet-covered hassocks are provided in place of the customary foot rest. The hassocks not only embellish the interior but they appear to be more comfortable. The base of each hassock is covered with corrugated rubber so that it may be moved around and yet is securely held wherever it is placed.

Cushions and seat backs are fitted with Nachman upholstery springs. Each spring is mounted in a burlap case. Advantages claimed include exceptional comfort and elimination of sagging after extensive use. A pound and a half of genuine curled hair is used as padding in each cushion and seat back.

THE folding arm rest used on all rear seats and the coupe also has Nachman springs and curled hair padding. Rear cushions are amply wide for three people and the side arm rests are undercut in a graceful curve so that the full width of the body is available at the hips. The ends of the side arm rests contain concealed ash trays, and there is also a concealed ash tray at either side of the instrument board, making four altogether. The vanity case is set in the back of the front seat except in the limousine where smoking and vanity cases are carried in a swelling in the walnut panels under the quarter windows.

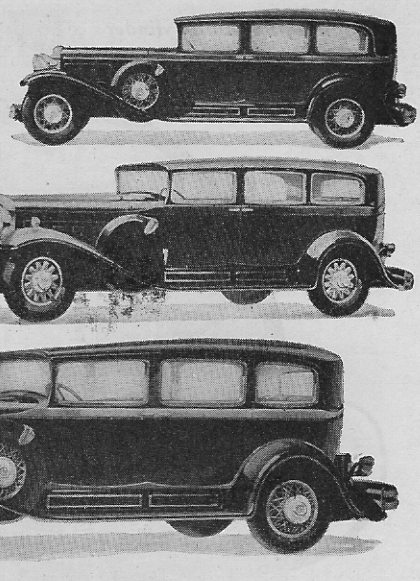
A notable feature of these new models is the use of carved piano finish black walnut woodwork throughout, including a panel on the header bar over the windshield.

The instrument panel has been moved rearward for greater convenience and better visibility of dials. The instruments themselves are enclosed in a decorative panel with a nickel base, matching the whole general effect of the interior. They are indirectly, but adequately, lighted by two bulbs which likewise illuminate the floor of the front compartment. The instrument cluster includes a speedometer, oil pressure gauge, ammeter, electric clock, gasoline gauge and heat indicator. A "pass-about" cigar lighter is located at the extreme right of the panel.

It will be noted that comfort and convenience have received maximum attention and in further proof of this view the spark, throttle, heat-control and choke buttons together with the lock are neatly grouped at the center of the instrument board, while a button at the center of the steering wheel is depressed to blow the horn, pulled to start the engine and turned to operate the lights. The lock acts directly on a metal sheathed, theft-proof coil.

(*Continued on page* 124)

From top to bottom—Marmon Big Eight seven-passenger sedan, seven-passenger limousine, and five-passenger four-door sedan



Marmon Big Eight

(*Continued from page* 120)

All front seats are adjustable except on the limousine; all steering columns are adjustable for tilt and brake and clutch pedals are adjustable as to length. The accelerator pedal is a rubber-covered treadle type.

Two ventilators in the top of the cowl provide ample ventilation. One automatic windshield wiper is standard equipment but provision is made for the easy installation of a second one. The engine is exceptionally well insulated from the front compartment. Next to the metal dash is a layer of asbestos to stop heat flow, to this is cemented a sheet of felt to smother small noises, and over this is placed the finishing material.

As illustrated on page 50, the double-dome cylinder head is an L-head type wherein the customary single chamber is divided into two separate chambers, one over the valves and the other over the piston. Stiffening ribs in the cylinder head minimize vibration of this surface. The spark plug is located in the valve chamber.

Concerning this interesting innovation in combustion chamber design, Marmon says: "One of the major features of the engine and one that is to a large degree responsible for its power and flexibility is the new Marmon designed double-dome cylinder head, patent applied for. This head is unique in that it contains two compartments or combustion chambers which greatly increase the turbulence of the explosive mixture, and gives an operating result that is comparable to the use of two spark plugs. In this head the spark plug, intake valve and exhaust valve are located in the smaller of the two chambers. As the mixture is ignited the flame spreads instantly to the larger chamber over the piston in which a high degree of turbulence has been created, and the explosive charge delivers its full power uniformly and without a trace of unused fuel."

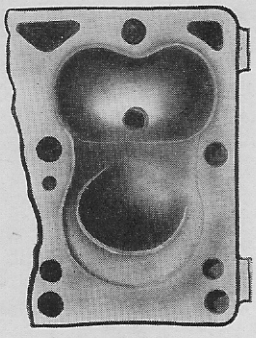
Inlet valves are chome-nickel steel. Exhaust valves are silichrome steel. Valve tappets are the mushroom type working in removable cast iron guides, and single helical coiled springs are used.

THE engine is equipped with a duplex updraft carburetor and dual downdraft intake manifolds. Fuel is supplied by a camshaft pump fitted with a filter. An air cleaner, into which opens a crankcase ventilator, is attached to the carburetor.

Pistons are aluminum alloy with invar struts. The steel connecting-rods are drilled to lubricate the bronze wristpin bushings. The crankshaft has an ample diameter of 2⅝ inches and is carefully balanced. Main bearing lengths from front to rear are, 1 27/32, 1 3/16, 2⅛, 1 3/16, 2 3/32. The simple vibration dampener developed by Marmon is mounted on the front of the crankshaft. The camshaft likewise has five bearings and is operated by (*Continued on page* 128)

Marmon Big Eight

(*Continued from page* 124)



Double-dome combustion chamber used on Marmon Big Eight

the same type of double roller chain that has proved successful on the other Marmon models.

Main, connecting-rod, camshaft and wristpin bearings are lubricated by oil under pressure delivered by an oil pump in the base of the 10-quart capacity pan. The pump is surrounded by an oil screen and in addition there is an external oil filter.

The fan is lubricated by an automatic gear pump in its hub which holds about half a pint of oil. Fan and generator are driven from the same Vee belt while the water pump is driven from the rear of the generator.

The clutch is mounted on a simple rubber hub of new design. The transmission, as previously mentioned, is a four-speed type with silent, internal-geared third. The shift is "standard" in that reverse is in the conventional position while first speed is to the left of second. Thus second, third and fourth speeds respectively occupy the same positions as first, second and third in a three-speed transmission.

The propeller shaft is a 3-inch diameter seamless steel tubing with a metal universal at each end. The rear axle is a semi-floating design with spiral bevel drive. The pinion is straddle mounted on ball bearings while roller bearings are used in differential and rear wheels.

The front axle is a reverse Elliott I-beam with the steering knuckles mounted in bronze bushings and carried on plain thrust bearings. All four wheels are carried on taper roller bearings. Tie-rod and drag link have ball and socket joints. The steering gear is the cam and lever type and the 18-inch steering wheel has a steel core.

Springs are mounted in rubber shock insulators. Rear springs are 60 inches long and 2½ wide. Front springs are 54 inches long and 2¼ wide. The total spring length is approximately 85 per cent of the wheelbase. All leaves are silico-manganese steel. Two-way hydraulic shock absorbers are fitted. The frame is 7½ inches deep, has a 2¾ top flange and a 3-inch bottom flange, and five cross members. The material is 9-gauge medium carbon steel.

The brakes are a new internal self-energizing design wherein the floating cross shaft actuated by the pedal directly operates cables running to the four wheels. Each of the cables runs along the frame side rails to a point near the wheel where it enters a flexible conduit. Since one end of the conduit is fixed to the frame and the other end is fastened to the brake drum the position of the wheels has no effect on braking action. The conduit is made of a specially designed, tightly coiled steel wire covered with fabric on the outside. The hand lever actuates all four brakes. This new braking system is unusually simple and has no points to rattle or which require lubrication.

New Elcar Has 140 *Horsepower*

THE Elcar line for 1930 includes a six, model 75, and three eights, models 95, 96 and 130. A four-speed transmission is standard on the 96 and 130 and optional at extra cost on the 95. The bore of the 130 engine has been increased ⅛ inch to 3⅜ inches. In consequence the engine develops 140 horsepower at 3300 r.p.m. A fuel pump replaces the vacuum system on the 130. The wheelbase is 130 inches. A two-passenger coupe has been added to all chassis models and, in addition, a five-passenger touring, a roadster with rumble seat and a five-passenger sedan have been added to the 96. All 130 body types except the seven-passenger sedan are $1995. Prices on the 75, 95 and 96 are unchanged.