NEW NYLON CORD TIRES

PLYMOUTH HIKES POWER OF THE NEW 1955 CARS

Plymouth is powering its all-new 1955 cars with the most modern engines yet developed for passenger cars, says Robert Anderson, Plymouth's chief engineer.

The 1955 engines are a 117-horsepower PowerFlow six, a 157-horsepower Hy-Fire V-8 and 167-horsepower Hy-Fire V-8. The latter engine also is available with a special power package. It consists of a four-barrel carburetor and special intake manifold which increases its horsepower to 177.

All engines are available on all three of Plymouth's 1955 lines—Belvedere, Savoy and Plaza. All are available with PowerFlite fully automatic transmissions or with Plymouth's Synchro-Silent three-speed, manual shift transmissions. Overdrive is available with three-speed transmissions.

speed transmissions.

Plymouth's Hy-Fire V-8s have a compression ratio of 7.6 to 1. They have a new type combustion chamber, called polysphere because of the positioning of the exhaust valve seat in a polygonal section of the chamber. This arrangement permits better engine breathing, less loss of heat energy and more power from fuel than con-

loss of heat energy and more power from fuel than conventional designs.

With overhead valves, hydraulic valve lifters are used in all Hy-Fire V8s with or without PowerFilte automatic transmission. Hydraulic valve lifts permit exceptionally smooth and quiet engine operation. They also contribute to the high efficiency of the Hy-Fire V-8, Anderson saws.

contribute to the high efficiency of the Hy-Fire v-s, Anderson says.

The 157-horsepower Hy-Fire has a bore of 3.44 inches and a stroke of 3.25 inches. The 167-horsepower Hy-Fire has the same stroke, but a 3.563 bore.

NEW POWERFLOW SIX

Plymouth's PowerFlow Six now has a 7.4 to 1 compression ratio, compared to the previous ratio of 7.2 to 1. It develops 117-horsepower at 3600 revolutions per minute and 194 foot pounds of torque at 1600 rpm. It has a new all-aluminum carburetor with integral automatic choke incorporating a heat retainer plate to match choke operation to engine temperature.

The PowerFlow Six is outstanding, according to Plymouth engineers, for its powerful torque—or driving force—at low engine speeds. This characteristic permits fast acceleration from a traffic stop to cruising speed.

Performance specifications:

| PowerFlow Six | Horsepower 117 at 3600 | Maximum Torque 194 at 1600 | Ratio 7.4 to 1 |
|---------------------------------------|---------------------------|-------------------------------|----------------------|
| 157-hp Hy-Fire V-8 | 157 at 4400 | 217 at 2400 231 at 2400 | 7.6 to 1 7.6 to 1 |
| 167-hp HyFire V-8 Hy-Fire V-8 with | 167 at 4400 | 231 at 2400 | 7.6 10 1 |
| D Dackage | 177 of 4400 | 231 at 2800 | 7.6 to 1 |

Chief Engineer Pinpoints Features of 1955 De Soto

By A. E. KIMBERLY

Chief Engineer - De Soto Division

The two De Soto lines for 1955 are completely new from bumper to bumper —longer, lower, and wider, with a stylish contemporary new "forward look" which expresses fleetness, power, and outstanding performance. These exciting new De Soto models will be on display at the fabulous Torward Auto Show this week.

new De Soto moders will to eva-rance Auto Show this week.
Both lines, the magnificent new
Firefitte, new leader of the De
Soto line, and the well-known!
Firedome are powered by new
hemispherical combustion chamber Wê engines, redesigned for
increased power and perform

semispherical combustion champer V.8 engines, redesigned for
nereased power and performnereased power and performnerease engines feature greatty.

New fresh air summer ventilation system.

New risable speed electric
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New instrument panel with integer motor and off-glass pariting of the blades when not in use.

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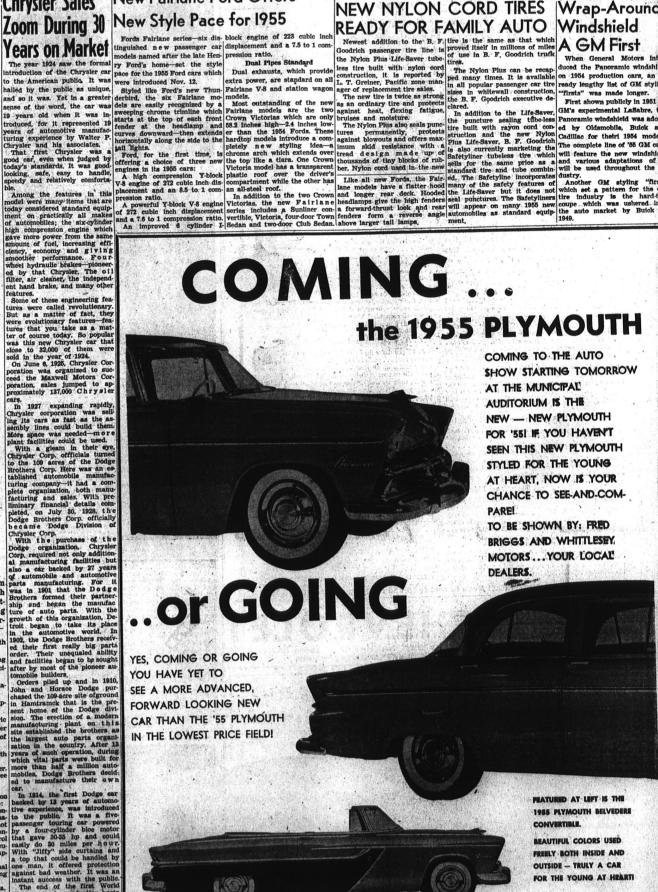
Unlike many cars, both the Firefille and Firefome engines is diling in neutral, for increased cooling capulation of the same of t

Chrysler Sales

New Fairlane Ford Offers Zoom During 30 New Style Pace for 1955

Windshield A GM First

Wrap-Around



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