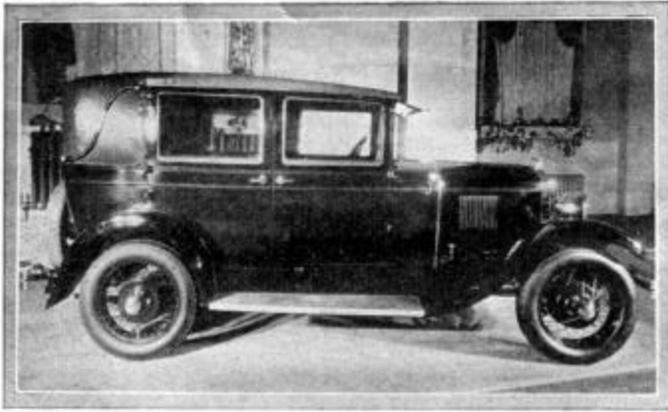


Durant *Markets Three* Lines of Sixes

New Offerings Are Known as Durant 55, 65, and 75,
Ranging in Price From \$797 to \$1550.
Star Four is Continued



The four-door sedan of the new Durant 65 line. The wheelbase is 110 in.

DURANT MOTOR CO. of New Jersey has completed its program for 1928. The Star Four will be continued with only moderate changes.

Its wheelbase has been lengthened from 103 to 107 in.; engine output has been increased approximately 16 per cent without change in cylinder dimensions; the engine is now mounted on rubber and four-wheel brakes of the Bendix three-shoe expanding type are fitted as regular equipment. These brakes act on 11-in. drums and are operated by both the pedal and the emergency lever. A number of changes have been made also in the body, and the general appearance of the car has been improved, notably by increasing the height of the radiator by 1 1/2 in. There are four body styles in the Star Four line, a two-door sedan, a four-door sedan, a business coupe and a business

roadster, both of the latter being upholstered in leather. Prices on the Star line had not been set at the time of this writing.

In addition to the Star Four, there will be three lines of six-cylinder cars, all of which will be sold under the Durant name. They will be known, respectively, as the Durant 55, the Durant 65 and the Durant 75. All three are equipped with engines built by the Continental Motors Corp. The Durant 55 will be turned out in three body styles, a two-door sedan selling at \$795, a coupe at \$795, and a four-door town sedan at \$895.

The Durant 65 line comprises eight body styles, a touring model at \$795, a coupe with rumble seat at \$975, a two-door sedan at \$975, a Cabriolet (with collapsible back) at \$1,045, a four-door sedan at \$1,075, a sport roadster with rumble seat and wire wheels at \$1,025, and a four-door town sedan with five wire wheels and five tires at \$1,175. The chassis alone sells at \$725. The wheelbase of this car is 110 in.

The Durant 75 line will have only two body styles for the present, a four-door sedan at \$1,385, and a four-door town sedan at \$1,550. This model has a wheelbase of 119 in.

The cylinder dimensions of the engine on the Durant 55 are 2 3/4 by 4 3/4 in., which will be recognized as the same as those of the old Star Six, which this model succeeds. The mechanical specifications are much the same all through, except that Bendix four-wheel brakes are fitted, but the bodies are entirely new. The radiator is of new design, with ornamental vertical and cross bars in front; the hood also is new and the general appearance is entirely changed. This and the Star Four have an amidships transmission, which Durant has featured for a good many years. The rear axle ratio is 4.87.

It may here be pointed out that all Durant six-cylinder jobs have interchangeable main bearings. All engines, including the Star Four, have Nelson-Bohnalite, invar-strut, aluminum alloy pistons, and all have force feed lubrication to main connecting rod and camshaft bearings and to the timing chain, which latter

The four-door sedan of the Durant 75 series lists at \$1,385. The wheelbase of this line is 119 in.



The Durant 55 coupe above is the lowest priced of the Durant Sixes. It lists at \$795

on all models is a Morse chain. Tillotson carburetors are used, as is Auto-Lite electrical equipment with Bendix starter drive.

The engine of the Durant 65 has a bore of $2 \frac{7}{8}$ and a stroke of $\frac{4}{4}$ in., giving it a piston displacement of 185 cu. in., as compared with 169 cu. in. for the 55. It develops 47 hp. at 2800 r.p.m., and, the same as all other engines, is mounted on rubber. The 65 is a unit powerplant job and has a thermostatically controlled cooling system. Other features of equipment include a gasoline filter and a Hall-Winslow oil filtrator, which latter is built right into the job.

Clutches on the Star and all Durant models are the now familiar Durant single-plate type, comprising a radically corrugated metal disk which is provided with sectors of friction material covering only about one-half of each side of the steel disk, the radial center lines of the sectors being at the crests of the corrugations. The springiness of the corrugated disk helps to insure smooth engagement.

The 65 has a conventional three-speed transmission which is manufactured in the plant of the Durant-controlled Warner Corp., Muncie, Ind. The transmission has a low-speed ratio of 3.32, a second-speed ratio of 1.77 and a reverse ratio of 4.2. Two metallic universal joints are used and these and the propeller shaft are of Spicer manufacture. The rear axle is of the semi-floating type, with spiral bevel drive gears, giving a reduction ratio of $4 \frac{4}{9}$ to 1. Timken bearings are used on the pinion shaft and at the wheels, and ball bearings at the differential. Balloon tires of 29 by 5.00-in. dimensions are fitted on 19-in. wheels.

The front axle has reversed Elliott steering heads. Steering is

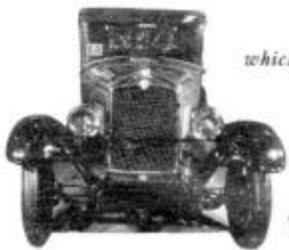
by a worm and wheel mechanism with a reduction ration of 11:1. The steering wheel has a diameter of 17 in. On this, as well as on all of the other jobs, the knuckle pins are provided with ball thrust bearings, instead of the thrust washers, which heretofore have been conventional in low-priced cars.

All body styles on the 65 chassis are equipped with an automatic windshield wiper, a heat indicator and an electric gasoline gage on the instrument board and four Snubbers. The sport roadster and the town sedan in addition are equipped with both front and rear bumpers and with five wire wheels, the extra wheel carrying a spare tire and a tire cover.

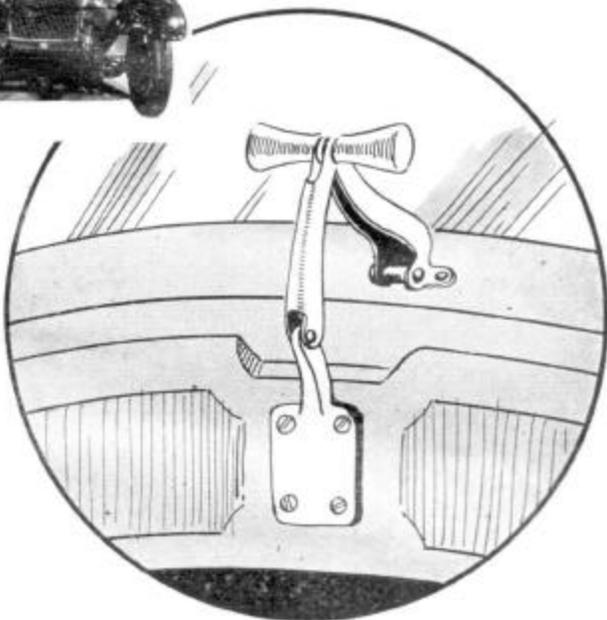
The engine of the Durant 75 has cylinder dimensions of $3 \frac{3}{8}$ by $4 \frac{5}{8}$ -in. (248 cu. in.) and develops 70 hp. at the brake at 3000 r.p.m. This engine has a seven-bearing crankshaft, in which respect it differs from the 55 and 65 engine models. A four-speed, twin-high transmission is used.

The equipment is the same as on the 65 model, except that the town sedan has wire wheel equipment, front and rear bumpers and Lovejoy shock absorbers all around.

This article was originally published in the January 12th, 1928 edition of "Motor Age" an industry trade publication. While this is just speculation on my part, it appears that the factory found a clever way to use up its supply of leftover Star six cylinder engines by introducing the Model 55. It's interesting to note that both the 169 and 185 cubic inch engines were referred to as 14L. – Rick Botti



*front end view of the 1928 Star Four
which has been made more attractive*



Facilitating ventilation is this Star windshield ventilator toggle. The sketch shows the windshield in the partially open position