

## GENERAL MOTORS DIESELS ARRIVE

Marsman Trading Corporation has just received the first shipment of General Motors Diesel Engines, and now have an engine on display at showrooms in the Marsman Trading Building, Port Area. The General Motors Diesel Engine is one of the most efficient prime movers known to man, and is now available in small sizes (20 to 165 H.P.) to meet general commercial requirements, being low cost power within the reach of all users.

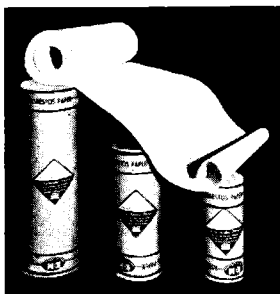
The General Motors Diesel Series 71 engines are little brothers of those famous streamliner Diesels that have set an 18,000,000 mile record of unprecedented performance on the railroads of America. They are built on the same General Motors 2-cycle principle, which figured so importantly in decreasing the weight and increasing the efficiency of the Diesel engine.

General Motors has gone far in perfecting the Diesel engine, by its development of the 2-stroke cycle principle.

General Motors elected to develop the 2-cycle principle because it offered the greatest possibilities for reducing the Diesel's size and weight and increasing smoothness—it offered a means of better employing the reciprocating action of the engine. In this type engine every downward stroke of the piston is a power stroke, permitting even smaller pistons and reciprocating parts, and hence, a smaller unit for producing the same amount of power as a 4-cycle engine. In other words a 2-cycle engine with three cylinders has as many power impulses as a 4-cycle engine with six cylinders operating at the same speed.

There is no reversal of stress in the piston and rod assembly of the General Motors 2-cycle Diesel. The piston compresses air on the upward stroke and is driven down by the burning fuel charge. The connecting rod and main bearings carry only a downward load. Consequently, they do not suffer the pounding action of engines of other types.

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K&M Millboard is an asbestos board used as a fireproof liner for ceilings, floors, partitions, furnaces. It can also be cut into gaskets or discs.

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The pistons in General Motors Diesel engines are internally cooled by an oil spray, providing controlled temperature of both the pistons and rings. This prevents breakdown of cylinder wall lubrication which causes ring sticking and scoring. It permits the use of the proper grades of standard, widely available lubricating oils sold at any filling station of reputable oil companies.

Lubricating oil in the crankcase is

maintained at the proper temperature by a heat exchanger cooled by jacket water, a feature especially desirable in an industrial engine.

Marsman Trading Corporation engineers are available to demonstrate and explain this new improved General Motors Diesel Engine, which is expected to play an important part in the industrial development of the Philippines.

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