



Continental Engine Cross Reference by Car Make and Model

Car make	Model	Continental engine no.	Years used
Abbott	6-60	7-N	1917-18
	6-62	7-N	1918
	6-44	7-W	1917-19
Ace	C	6-T	1922-23
Ambassador	R	R-1	1922
		6-T	1923-24
Anderson	6-40	7-W	1917
	20	7-W	1918
	Big 6	7-N	1918
	400-A	7-W	1919
	400-F	9-N	1919
	S-30	7-R	1921
	S-40	7-R	1921-22
	41	6-Y	1923-24
	50	6-Y	1923-25
Apperson	6	7-U	1923
Auburn	6-40-A	6-N	1915-16
	6-44	7-N	1917
	6-39	7-W	1918-19
	6-39	7-R	1920-21
	6-51	7-R	1922
	6-43	7-U	1923-25
Barley	6-50	7-U	1923-25
Bay State		8-R	1923
Beggs	18-T	7-W	1918-19
	Six	7-R	1920-21
	20-T	7-R	1922
Benham		6-P	1914
Birmingham			
Blackhawk	L-8	16-S	1929-30
Bour-Davis	17, 17-B	7-W	1916-17
	18-B	7-N	1918
	21-R	9-N	1920
	21-S	9-N	1920-23
Bush	6-B, 6-E	7-W	1920
	23-6	7-R	1922
Cardway		6-Y	1923-24
Case	U	7-N	1918
	U	9-N	1919
	V	9-N	1919-22
	X	7-R	1922
	W	6-T	1923
	Y	6-T	1923-24
	X	8-R	1923-25
	Y	6-J	1925-27
	J.L.C.	8-R	1925-27
Checker		F-6226	1961-64
Colby	C	C	1913
	E	E	1913
	6-C	6-C	1913-14
Columbia	6	7-W	1917-19
	CD, CS	7-W	1919
	6-20	7-R	1921
	DC	7-R	1921-22
	CS	7-R	1922
	Light 6	6-Y	1922-24
	6	7-U	1923-25
	Elite	8-R	1923
Comet	C-51	9-N	1919
	C-53	9-N	1920-23
Continental	Ace	40-A	1933
	Beacon	C-400	1933-34
	Flyer	C-600	1933
Crawford		7-N	1917-18
	6-40	9-N	1921
	6-60	9-N	1922
	6-60	6-T	1923
	6-70	6-T	1923-24
Dagmar	6-70	6-T	1923-24
	6-60	8-R	1925
	6-70	6-J	1925-27
	6-80	6-J	1925
Darling		7-N	1917
Davis	50	K	1911
	40	C	1912-13
	50	E	1913
	35-J, 35-K	N	1914
	50-A	E	1914
	6-50	6-P	1914
	38	4-N	1915

Car make	Model	Continental engine no.	Years used
	6-P	6-P	1915
	C-38	6-P	1916
	6-E	6-N	1916
	6-F, 6-G	7-W	1916
	6-H, 6-J		
	6-J-1, 6-K	7-W	1917
	6-H-18, 6-J-18		
	6-L-18, 6-K-187-W		1918
	6-J-1-18	7-N	1918
	H, I, L, N, P	7-W	1919
	6-J	9-N	1919
	M	9-N	1919
	51-57	7-R	1920
	61-67	7-R	1920
	71, 74	7-U	1922
	63-65	8-R	1923
	71	7-Y, 7-U	1924
	90	7-U	1925
	91	8-R	1925
	92	8-U	1926
	93	9-L	1926
	92-97	11-U	1927
	93	20-L	1927
	94	28-L	1927
	98	8-S	1927
	99	14-S	1928
Detroit	Six-45	7-W	1917
DeVaux	6-75	40-A	1931-32
	6-80	40-A	1932
Diana	Straight 8	12-Z	1926-28
Dodge	Senior 6		1927-29
DuPont	G	12-K	1929-32
Durant	M-2	W-5	1928
	55	20-L	1928
	65	15-L	1928
	75	15-U	1928
	M-2, M-4	W-5	1929
	40	W-5	1929-30
	55	20-L	1929
	60	14-L	1929
	65, 66	15-L	1929
	70, 75	15-U	1929
	60, 63, 66	15-L	1930
	70	15-L	1930
	6-14, 6-17	22-A	1930
	6-12, 6-14	22-A	1931-32
	6-17	15-U	1931-32
Eagle		6-Y	1923-24
Economy	6-46	7-R	1920-21
	(see also VOGUE)		
Elcar		7-W	1917
	six	7-W	1918
		7-W	1919
	D-6	7-R	1920-22
	6-60	7-R	1923-24
	6-50	7-U	1924
	6-51	7-U	1925
Empire	60	7-W	1916
	60, 60-R, 70	7-W	1917
	71, 73	7-W	1918-19
Enger	6-50	6-N	1915
Erskine	50	8-F	1926
	51	9-F	1927-28
	52	9-F	1928-29
Ferris	C-20	9-N	1920
	C-21	9-N	1921
	Series 60	9-N	1922
	Series 70	6-T	1922-23
Flint	E-55	6-E	1924-26
	H-40	7-U	1925
	b-40	7-U	1925-26
	Z-18	9-L	1926-27
	B-60	14-U	1926
	E-80	6-E	1926-27
	60	14-U	1927
Frazer		F-6226	1947-51
	(Various models)		
Ghent	6-60	7-N	1918
Graham-Paige	827, 837	13-K	1929
	137, 127	13-K	1930
Hanson	60	7-W	1916-18
	60	7-R	1920-22
	66	8-R	1923
	6-70	8-R	1924
Hertz	D-1	7-U	1925
	D-1	18-U	1926-28
Hollier	206	7-W	1918-19
	206-B	7-R	1921
Howard	D	6-C	1914
Hudson	37	C	1913
	6-54	6-C	1914-15
	6-40	N	1914-15
Huffman	R	7-R	1922
	R	8-R	1923-24
Imperial	56	6-P	1915

Car make	Model	Continental engine no.	Years used
Jewett	New Day	9-U	1926
	6-45	18-L	1926-27
Jones	27	7-N	1918
	6	9-N	1919
	28	9-N	1920
	6-28	9-N	1921
Jordan	AA	9-K	1927-28
	J, J-1	8-S	1927
	J-1	8-S	1928
	R	12-E	1928
	JE, JJ	15-S	1928
	RE	11-E	1929
	JE	15-S	1929
	90-G	15-S	1930
	E	15-U	1930
	80	8-S	1930
	Z	12-K	1930
	80	8-S	1931
	90	15-S	1931
Kaiser		F-6226	1947-54
	(Various models)		
Kent		N	1917
Kenworthy	6-55	9-N	1920-22
Kleiber		8-R	1925-29
Kline	6-36	7-R	1916
	6-30	7-W	1916
	F, G, H	7-W	1917-19
	6-38	7-W	1918
	6-42	7-W	1919
	6-55 K	7-R	1921-22
	6-60 L	8-R	1923-24
Lambert	80	7-W	1917
Leach	20-A	9-N	1920
	21-A	9-N	1921
	22	9-N	1922
Lexington	6-L	6-N	1915
	6-LA	6-N	1916
	6-0-17	7-W	1917
	6-R	7-W	1918
	R-19	7-W	1919
Liberty	W	7-W	1916
	10-A	7-W	1917
	10-B	7-W	1918-19
	10-B	7-R	1921
Littlemac		W-5	1930-31
Locomobile	Jr. 6	10-P	1925
	Jr. 8	8-P	1925-26
	8-66	8-P	1927
	8-70	10-S	1928
Luverne	17	6-P	1914
		6-P	1918
Marion-Handley	6-60	7-N	1917-18
	B	9-N	1919
Merit	B, C	7-R	1922
Meteor	6	9-N	1922
		6-T	1923
Metropolitan	M-61	9-N	1922
Monitor	M, O	7-W	1917
	C, M, O, R	7-W	1918
	M, O	7-W	1919-20
	B-50, B-51	7-W	1920-21
	B-52	7-W	1920-21
Moon	6-50	6-P	1914
	4-38	N	1915
	6-40	6-N	1915-16
	6-30	7-W	1916
	6-43	7-W	1917
	6-45	7-W	1918
	6-66	7-N	1918
	Victory	7-W	1919
	6-48	7-R	1921-22
	6-40	6-Y	1923
	6-58	8-R	1923-24
	6-50	6-Y	1924
	6-40	7-U	1923-24
	London	8-R	1925-26
	Metropolitan	6-Y	1925
	Newport	7-U	1925
	6-60	26-L	1927-28
	6-72	11-E	1928
	8-75	12-Z	1928-29
	A	7-Z	1925-28
	6-72, 6-77	11-E	1929
	9-82, 8-92	15-S	1929
	6-75	11-E	1930
	8-85	15-S	1930
National	6-51	8-R	1923
Noma	1-B	7-R	1920
	A, B, C	7-R	1921
	3-C	7-R	1922
	1-0	9-N	1922
Ogren		6-P	1918
	6-60	9-N	1920-21
	6-T	9-N	1922
Overland	86	7-N	1915-16
	85, 86		1918

Car make	Model	Continental engine no.	Years used
Owen Magnetic	M-25	7-N	1917
		9-N	1919
Paige	6-46	7-N	1916
	6-55	7-N	1918
	6-55	8-A	1921-23
	6-70	9-A	1923-24
	DeLuxe	6-J	1925
	Special	6-J	1925
	6-45	19-L	1927-28
Pan-American		7-R	1920
Paterson	6-45	7-W	1917-18
	6-46	7-W	1919-20
	6-47	7-W	1920
	6-50	7-R	1921-22
	6-52	7-R	1922
	6-52	8-R	1923
Pathfinder	Leatherstocking		
		6-C	1914-15
		6-P	1915
	8-A, 8-B, 8-C	7-N	1916
Peerless	6-80	8-U	1927-28
	6-60	10-E	1928
	125	13-K	1929
	6-81	18-C	1929
	6-61 A	11-E	1929-30
	Custom 8	13-K	1930-31
	Standard 8	17-S	1930-31
Piedmont	6-40	7-W	1919-22
Reo	Flying Cloud	16-E	1929
	15	16-E	1930
Revere	25	6-J	1925-26
Roamer	C-6-54	7-N	1918
	6-54-E	9-N	1920-22
	6-54-E	12-XD	1924
	6-50, 6-55	7-U	1926
Rock Falls		9-N	1919-21
	14000	8-A	1921-22
		6-T	1923-24
Romer	R-22	7-R	1925-26
Ruxton	C	18-S	1929-30
Saxon	B	6-P	1915
	17, S-2	7-V	1916
	14, 15	U	1916
	B-5-R	U	1917
	B-5	U	1918
Sayers	6-42	7-W	1918
		7-W	1919
		9-N	1919
	6-CP	7-W	1920
	AL	9-N	1920-22
	6-DP	7-R	1921-22
	DP	8-R	1923
Scripps-Booth		7-R	1921
Severin	6-H	9-N	1920-22
S & M	14-48	6-P	1914
Stanwood	A-20	7-R	1921
	6	7-R	1922
		9-N	1922
Star	F	W-4	1922-25
	Four	W-5	1926-27
	M	W-4	1926-28
	R	9-L	1926-28
Velie	10	6-P	1914
	14	6-P	1914-15
	15	6-P	1915

Continental Down Through the Years Passenger-car Engines

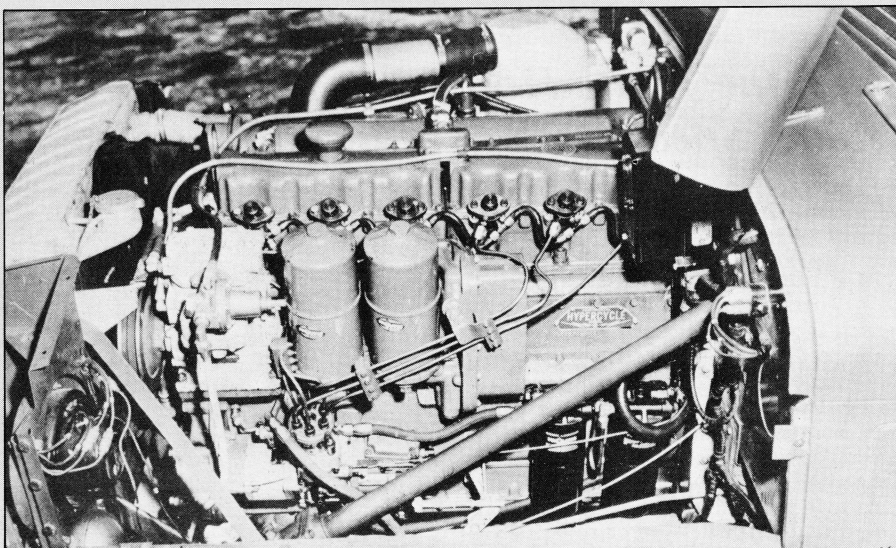
Model	No. cyl.	Displ. cid	Bore & stroke, in.	Bhp @ rpm	Years made
B	2	135.0	4.25 x 4.75	12-14	1905
C	4	220.5	3.75 x 5.00	30-42	1912-15
D	4	269.5	4.25 x 4.75	28-32	1905
E	4	349.9	4.50 x 5.50	32-47	1913-14
HB	4	392.9	5.00 x 5.00	n.a.	1908
J	4	392.9	5.00 x 5.00	45-50	1910
K	4	255.3	4.25 x 4.50	n.a.	1908
K	4	354.4	4.75 x 5.00	n.a.	1908
K	4	392.9	5.00 x 5.00	n.a.	1908
N	4	220.9	3.75 x 5.00	38 @ 2200	1914-17
N	4	192.4	3.50 x 5.00	32 @ 2000	1914-17
O	4	n.a.	n.a.	n.a.	1907
R	4	255.3	4.25 x 4.50	28-30	1910
R-1	6	325.1	3.63 x 5.25	n.a.	1921
R-2	4	220.9	3.75 x 5.00	n.a.	1921
T	4	451.6	5.00 x 5.75	n.a.	1910-17
T	4	497.9	5.25 x 5.75	n.a.	1910-17
T	4	454.6	5.25 x 5.25	55-60	1910-17
U	4	283.5	4.75 x 4.00	15-18	1914-17
W-4	4	130.4	3.13 x 4.25	n.a.	1922-25
W-5	4	152.0	3.38 x 4.25	36 @ 2400	1926-31
4-N	4	231.9	3.75 x 5.25	38 @ n.a.	1914-15
6-C	6	421.0	4.13 x 5.25	60 @ 1500	1911-15
6-E	6	268.4	3.38 x 5.00	65 @ 2400	1923-27
6-J	6	331.4	3.75 x 5.00	66 @ 3000	1922-27
6-N	6	288.6	3.50 x 5.00	50 @ 1600	1914-16
6-P	6	342.4	3.75 x 5.25	48 @ 1500	1914-18
6-S	6	245.6	3.31 x 4.75	56 @ 2400	1923-25
6-T	6	325.1	3.63 x 5.25	70 @ 2400	1923-24
6-W	6	224.0	3.25 x 4.50	44 @ n.a.	1916-17
6-Y	6	195.6	3.13 x 4.25	50 @ 2600	1922-26
7-C	6	224.0	3.25 x 4.50	52 @ 2600	1924-25
7-N	6	303.1	3.50 x 5.25	50 @ n.a.	1915-18
7-R	6	224.0	3.25 x 4.50	55 @ 2600	1920-22
7-U	6	195.6	3.13 x 4.25	48 @ 2600	1923-26
7-V	6	175.3	2.88 x 4.50	35 @ n.a.	1916-20
7-W	6	224.0	3.25 x 4.50	36 @ 1600	1916-21
7-Z	6	195.6	3.13 x 4.25	50 @ 2600	1925-28
8-A	6	331.4	3.75 x 5.00	69 @ 2300	1921-23
8-F	6	146.1	2.63 x 4.50	40 @ 3200	1927-28
8-P	8	198.2	2.81 x 4.00	57 @ 2700	1925-27
8-R	6	241.5	3.38 x 4.50	52 @ 3000	1921-27
8-S	8	246.7	2.88 x 4.75	64 @ 2900	1926-31
8-U	6	230.2	3.25 x 4.63	63 @ 2600	1927-28
9-A	6	331.4	3.75 x 5.00	73 @ 2400	1923-25
9-F	6	160.4	2.75 x 4.50	46 @ 3200	1927-29
9-K	8	268.6	3.00 x 4.75	69 @ 2900	1925-31
9-L	6	169.3	2.75 x 4.75	40 @ 2900	1926-28
9-N	6	303.1	3.50 x 5.25	55 @ 2200	1919-23
9-U	6	169.3	2.75 x 4.75	n.a.	1926
10-A	6	331.4	3.75 x 5.00	73 @ 2400	1923-25
10-E	6	199.1	3.25 x 4.00	n.a.	1928
10-N	6	261.3	3.25 x 5.25	60 @ n.a.	1918-19
10-S	8	246.7	2.88 x 4.75	64 @ 2800	1928
11-E	6	214.7	3.38 x 4.00	66 @ 3150	1928-30
11-U	6	230.2	3.25 x 4.63	68 @ 2800	1926-27
12-E	6	199.1	3.25 x 4.00	62 @ 3000	1928
12-K	8	322.1	3.38 x 4.50	114 @ 3300	1929-30
12-X	6	303.1	3.50 x 5.25	n.a.	1924
12-XD	6	303.1	3.50 x 5.25	n.a.	1924
12-Z	8	240.3	3.00 x 4.25	72 @ 2950	1926-29
13-K	8	322.0	3.38 x 4.50	120 @ 3200	1929
14-L	6	185.0	2.88 x 4.75	40/43 @ 2400	1926-29
14-S	8	268.6	3.00 x 4.75	85 @ 3200	1927-28
14-U	6	230.2	3.25 x 4.63	56 @ 2600	1926-27
14-W	8	245.4	3.13 x 4.00	78 @ 3000	1931-33
15-E	6	199.1	3.25 x 4.00	50 @ 2400	1927-28
15-K	8	322.1	3.38 x 4.50	114 @ 3300	1927
15-L	6	246.7	2.88 x 4.75	47 @ 2800	1928-30
15-S	8	268.6	3.00 x 4.75	85 @ 3200	1925-31
15-U	6	248.2	3.38 x 4.63	70 @ 3000	1928-31
16-E	6	214.7	3.38 x 4.00	60 @ 2800	1929-30
16-S	8	268.6	3.00 x 4.75	85 @ 3100	1929-30
17-S	8	246.7	2.88 x 4.75	73 @ 3200	1926-31
18-C	6	214.7	3.38 x 4.00	66 @ 3000	1929
18-L	6	169.3	2.75 x 4.75	n.a.	1926-27
18-S	8	268.6	3.00 x 4.75	85 @ 3100	1929-30
18-U	6	224.0	3.13 x 4.25	n.a.	1926-28
19-L	6	185.0	2.88 x 4.75	43 @ 2600	1927-28
20-L	6	169.3	2.75 x 4.75	n.a.	1926-27
21-S	8	268.6	3.00 x 4.75	85 @ 3100	1929
22-A	6	199.1	3.25 x 4.00	58 @ 3100	1930-32
26-L	6	185.0	2.88 x 4.75	48 @ 2600	1927-28
28-L	6	185.0	2.88 x 4.75	n.a.	1927
37-L	6	185.0	2.88 x 4.75	47 @ 2600	1929-31
40-A	6	214.7	3.38 x 4.00	70 @ 3400	1931-33
50-L	8	322.1	3.38 x 4.50	n.a.	1929
C-400	4	143.1	3.38 x 4.00	40 @ 2800	1933-34
C-600	6	169.6	3.00 x 4.00	65 @ 3300	1933
F-6226	6	226.2	3.31 x 4.38	115 @ 3650	1947-63

Note: This information relates only to U.S.-built passenger-car engines. Continental sometimes assigned several different model numbers to identical block castings. In other cases, the company gave the same model number to engines with different bores and strokes. □

engine and set it on the express wagon, and I took it back to Muskegon. That's when Auburn got mixed up with Lycoming."

ROSS JUDSON apparently didn't leave Continental entirely on his own volition. With sales going badly, a bit of political maneuvering eased him out. Walter Frederick left with him, as did several other longtime Continental management people.

By the early Depression, Angell could see the end of Continental as a supplier to independent automakers. There just weren't enough of them left to supply. So Angell instituted several desperate measures, some of which worked, some of which didn't.



During mid-1930s, Continental began concentrating on truck engines (a light diesel shown) plus industrial and stationary powerplants. The passenger-engine market had almost disappeared by this time.

The least successful was the launching of Continental's own auto-building venture. The Beacon, Flyer, and Ace of 1933-34 couldn't have come at a worse time. Angell figured—reasonably enough—that if his outside markets for auto engines were drying up, he'd create his markets within the company. For that story, see *1933 Continental Beacon driveReport*, p. 22.

Another step Angell took was to go after different sorts of customers. Continental began to pursue the industrial and stationary powerplant market with a new vigor; also plunged into the manufacture of truck and aircraft engines; then landed contracts with several makers of agricultural tractors, notably Oliver in 1934. All proved profitable for a time.

Continental built agricultural ohv engines for Oliver, made aircooled 4s and 6s for aircraft, and produced a small diesel for the truck market. Even so, the Depression took its toll. By 1939, Continental was in a bad way. It had to shut down its Detroit plant, and the Muskegon factory employed only 600 workers, down from nearly 6000 total workforce in 1928.

The war helped save Continental. The company built mostly tank and aircraft engines during WW-II. After the war, the markets for industrial engines opened up

again, but the last automotive powerplant made by Continental was the 226.2-cid 6 for Kaiser-Frazer and the 244-cid 6 for Checker Motors.

Although its automotive business kept shrinking, Continental grew larger and stronger in the 1940s and '50s than it ever had been building non-automotive powerplants. Under C.J. Reese, who became Continental's president in 1939, employment in the 1950s reached as high as 25,000. Reese was later made chairman of the board.

Continental was acquired in 1964 by Ryan Aeronautical Co. of San Diego, the people who built Lindy's "Spirit of St. Louis." Then in 1968, a California-based conglomerate named Teledyne, Inc., bought out Continental and split it into five sepa-

rate companies: 1) Continental Motors General Products, which now makes mostly air-cooled military tank engines; 2) Continental Industrial Products, manufacturer of stationary powerplants; 3) Continental Aircraft Products, which makes reciprocating aircraft engines; 4) Wisconsin Motors, producer of small, air-cooled gasoline engines; and 5) CAE, manufacturer of jet aircraft engines for the military.

It's a long way back to the days when Ned Jordan pointed with pride to Continental's Red Seal engines; when Velie and Apperson and Erskine and Paige and National and all those other pleasant memories chuffed along on power provided by Continental. □

Our thanks to Teledyne-Continental, General and Industrial Products Divs., Muskegon, Mich.; Mrs. Paul Dietrich, Detroit; Mrs. Edith Holmes, Essexville, Mich.; Neil Brooks, Muskegon, Mich.; Earl Ginn, Sun City, Ariz.; Mark M. Balmer, Detroit; Keith Marvin, Pomfret Center, Conn.; Richard B. Brigham, Marietta, Ga.; James J. Bradley, National Automotive History Collection, Detroit Public Library, Detroit; and Dick Stauss, N. Muskegon, Mich.