

Dodge Legends **Vehicle Highlights**

1915 Dodge Brothers Touring Car

An auspicious beginning

The Dodge Brothers conversion from the world's largest supplier of automobile parts to manufacturers of their own car was an anticipated event. The first Dodge Brothers car met with enthusiastic success after the November 1914 introductory run of 249 units. 45,000 Dodge Brothers cars were built and sold in 1915, making Dodge Brothers the third largest manufacturer of cars in their first full year of business.

These 1915 models were sensible in design, and bore the quality and solidity the Dodge Brothers reputation promised. Each car was equipped with genuine leather upholstery, a folding top, electric lighting, an electric starter, a windshield, speedometer and demountable rims. The combination of solid, dependable quality and advanced features at a reasonable price insured the brothers' lasting success in the infant, volatile automobile business.

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| Wheelbase: | 110 in. (279.4 cm) |
| Weight: | 2,200 lbs. (997.9 kg) |
| Engine: | L-head, inline 4-cylinder |
| Displacement: | 212.3 cu. in. (3.48L) |
| Bore/stroke: | 3-7/8 in. x 4-1/2 in. (9.84 cm X11.4 cm) |
| Compression ratio: | 4.0:1 |
| Length: | 149 in. (378.5 cm) |
| Base price: | \$785 |
| Horsepower: | 35 @ 2,000 rpm |
| Transmission: | selective sliding gear, 3-speed, unique "inverted H pattern," standard on Dodge cars until 1928 |

1920 Dodge "Screenside" Commercial Car

John and Horace Dodge called all their products "cars," even though they shipped a commercial chassis the day after they started production in 1914. The first "commercial car" with a Dodge-built body was 1917's "screenside" delivery, virtually the same as this one from 1920. A model with closed sides was also available. Dodge built over 13,000 screensides, and another 8,700 closed, and shipped nearly 2,000 unbodied vehicles for truck conversion.

By 1920 Dodge cars were a favorite among truck conversion firms who bought running gear from car companies as a basis for trucks. By 1921 Dodge was marketing all the trucks produced by one of these firms, Graham Brothers, which became a division of Dodge in 1924. In 1927 and 1928 *all* Dodge-built trucks were sold as Graham Brothers' trucks.

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| Wheelbase: | 114 in. (290 cm.) |
| Weight: | 2,610 lbs. (1,184 kg.) |
| Engine: | Inline 4-cylinder L-head |
| Displacement: | 212.3 cu. in. (3.5L) |
| Base price: | \$1,270 |
| Horsepower: | 35 |
| Transmission: | 3-speed selective sliding gear |

1929 Dodge Senior Six roadster

A new level of luxury for Dodge

1929 marked the first full year of Chrysler Corporation ownership of Dodge Brothers. One consequence was the elevation of the Senior models to a level of luxury not seen in any previous Dodge models. With styling and interior appointments altered considerably from 1928, the Senior series cars compared favorably to similar models offered by Buick, Hudson and Marmon, makes long established in the upper-middle price bracket.

An important engineering feature of 1929 Dodge vehicles was the industry's first downdraft carburetion system to enter mass production. With gravity helping produce a better air/fuel mix, the results were higher horsepower and easier starting. The rest of the American auto industry adapted downdraft carburetion over the following six years.

Standard equipment for this roadster included a rumble seat, a popular feature for the late 1920s.

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| Wheelbase: | 120 in. (304.8 cm) |
| Weight: | 3,303 lbs. (1,498.2 kg) |
| Engine: | L-head, in-line 6-cylinder |
| Displacement: | 208 cu. in. (3.4 L) |
| Bore/stroke: | 3-3/8 in. x 3-7/8 in. (8.57 cm x 9.84 cm) |
| Compression ratio: | 5.2:1 |
| Length: | N/A |
| Base price: | \$1,615 |
| Horsepower: | 78 @ 3,000 rpm |
| Transmission: | selective sliding gear, 3-speed |

1934 Dodge Pickup 2-Ton HC Series

A touch of glamour

For 1933 Dodge Brothers sold several series of trucks in a variety of wheelbases with ratings capacity up to 2-tons. These were divided into “Standard” and “Heavy-Duty” lines with the Standards powered by Fours and Sixes, and the Heavy-Dutys by Sixes alone.

The all-new trucks borrowed heavily from the styling of the car line and were dubbed “The Glamour Series.” This pickup illustrates the deliberate choice to give the new trucks attractive, car-like qualities and styling—precursor of a modern trend—as opposed to the old practice of using “functional” commercial styling--mounting a simple cab and pickup bed on a car chassis.

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| Wheelbase: | 111.25 in. (283 cm.) |
| Weight: | 2,465 lbs. (1,118 kg.) |
| Engine: | inline 6-cylinder L-head |
| Displacement: | 201.3 cu. in. (3.3L) |
| Length: | 207 in. (526 cm.) |
| Base price: | \$450 |
| Horsepower: | 75 |
| Transmission: | 3-speed selective sliding gear |

1939 Dodge Town Coupe

A Hayes body for a “Luxury Liner”

In 1939 Dodge celebrated its 25th anniversary with all-new styling, evoking the glamour of ocean travel by dubbing them “Luxury Liners.” Although Dean Clark of Chrysler Corporation designed this model, the body was built in Grand Rapids by the Hayes Company, one of many independent companies supplying bodies to auto companies in the industry’s early decades.

Clark’s design altered the roof and side windows of Chrysler, Dodge and DeSoto coupes and added a distinctive rear “windcrease” to the roof and deck lid. Narrow chrome-plated window frames reminiscent of convertibles replaced the usual stampings.

Clark’s design changed coupe-design practice, which had a folding rear seat facing inboard. The altered roof allowed front-facing seats, which could be folded up to create more cargo space.

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| Wheelbase: | 117 in. (297 cm) |
| Weight: | 3,075 lbs. (1,395 kg) |
| Engine: | L-head, inline 6-cylinder |
| Displacement: | 217.8 cu. in. (3.6L) |
| Bore/stroke: | 3-1/4 in. x 4-3/8 in. (8.25 cm X 11.11 cm) |
| Compression ratio: | 6.5:1 |
| Length: | 186 in. (472 cm) |
| Base price: | \$1,055 |

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| Horsepower: | 87 bhp @ 3,600 rpm |
| Transmission: | selective sliding gear manual transmission, 3-speed; first year of steering column mounted gear shift |

1941 Dodge 4x4 Army Command Car

This 1941 1/2 ton Command Car was an interim model between the 1940 pre-war vehicle and the 1942 3/4 ton with more rugged Army-type sheet metal and lower silhouette. It was designed to carry a driver, radio equipment and all the maps and plans necessary to keep a senior officer in contact with his troops and mobile in the most challenging terrain.

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| Wheelbase: | 116 in. (295 cm.) |
| Weight: | 5,070 lbs. (2,300 kg.) |
| Engine: | 6-cylinder inline L-head |
| Displacement: | 230 cu. in. (3.8L) |
| Length: | 191 in. (485 cm.) |
| Base price: | n.a. |
| Horsepower: | 85 |
| Transmission: | 4-speed selective sliding gear |

1946 Dodge Power Wagon 1 ton 4 x 4 Series WDX with Wrecker Body

In this country Power Wagons were bodied as school buses, off-road vehicles for utility companies, and were especially favored for work as unstoppable heavy-duty tow trucks. Many were fitted with snow plows, as this example was when acquired by the Museum. The wrecker body is by Hyland.

The livery for "Al and Pick's Garage" commemorates an actual garage contemporary with this truck that operated in nearby Rochester, although it is not known whether Power Wagon wreckers were used there.

This vehicle was restored by the Museum in 2002.

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| Wheelbase: | 126 in. (320 cm.) |
| Weight: | 4,475 lbs. (2,030 kg.) |
| Engine: | in-line 6-cylinder, L-head |
| Displacement: | 230 cu. in. (3.8fL) |
| Price: | \$1,555 |
| Horsepower/torque: | 96 hp. @ 3,200/185 ft. lbs. @ 1,200 rpm (chassis and cab only) |

Transmission: 4-spd. selective sliding gear w/2-spd. (chassis & cab only) transfer case

1956 Dodge Royal Lancer D-500

Tailfins, pushbuttons and horsepower

The 1956 Chrysler Corporation cars were basically “tail lifted” versions of the 1955 models – each now featured finned rear fenders, a Virgil Exner styling cue that soon became the ne plus ultra for the late 50s American automobiles. The Powerflite automatic transmission gear selector lever was replaced by five pushbuttons located on the left side of the instrument panels. While pushbutton transmission controls were not unique to Chrysler (Packard, Mercury and Edsel also used pushbuttons) they created a love-hate relationship among potential customers until they were discontinued in 1965. The D-500 engine differed from the standard Red Ram by the use of solid lifters and higher compression to boost the horsepower to competition level. Suspension components from the heavier Chrysler Imperial and New Yorker models stiffened the handling to racing standards. The D-500 was a pivotal car for Dodge, and marked the brand’s transition from a conservative family car to an absolute race-ready performance car, making Dodge a serious contender in NASCAR and drag racing, and forever transforming Dodge’s image.

Wheelbase: 120 in. (305 cm)

Weight: 3,505 lbs. (1590 kg)

Engine: OHV Hemi V-8

Displacement: 315 cu. in. (5.2 liter)

Bore/stroke: 3.63 in. x 3.80 in. (9.2 cm X 9.65 cm)

Compression ratio: 9.25:1

Length: 212 in. (538 cm)

Base price: \$2,690

Horsepower: 260 bhp @ 4,400 rpm

Transmission: 2-speed Powerflite automatic

Option: “Highway Hi-Fi,” under-dash mounted 45 rpm phonograph.

1966 Dodge Charger “Lawman”

A Chrysler counselor’s avocation

In 1966 Dodge introduced a new upscale coupe with performance to match its sporty looks. The Charger was built from the Coronet chassis and running gear, but with a unique body. Clean lines accentuated the fastback roofline, fronted with a fine featured grille that incorporated the then-popular hidden headlights. Unique to Charger was a full-width, one-piece taillight, today a highly coveted part among '66-'67 Charger collectors. All Chargers were equipped with bucket seats, in front and rear. The rear seats folded individually to provide additional luggage space.

All Chargers were V-8 equipped, starting with the 318 cu. in. (5.2L) / 230 hp engine. Optional engines included the 361 cu. in. (5.9L) / 265 hp V-8, the 383 cu. in. (6.3L) / 325 hp V-8 and the famed 426 cu. in. (7 L) Hemi, rated at 425 hp.

In the late 1950s, a young Chrysler corporate attorney, Elton Eckstrand, took up the fledgling sport of drag racing, taking advantage of his contacts with Chrysler engineers to modify his cars, making them consistent winners. Eckstrand's enthusiasm and relation to upper management helped Chrysler become directly involved with drag racing..

As "Al" Eckstrand, he successfully raced Dodge vehicles through the early '60s. In 1962 he established his own racing team, christening his Dodge Dart 330 "Res Ipsa Loquitor" (legal Latin for "it speaks for itself"). In 1963 Al took the Super Stock title at the NHRA Winternationals, a first for an automatic transmission car and a boost for Chrysler's Torqueflite transmission. With the arrival of Chrysler's 426 Hemi engine, Eckstrand compiled an impressive list of victories in cars dubbed "The Lawman" before he quit driving in open competition.

In late 1965, Eckstrand organized a program to educate returning servicemen about the powerful new cars coming from Detroit. Touring military bases in Europe and Asia he promoted safe driving while giving servicemen both a taste of home and welcome recreation. This 1966 Charger was one of the cars used in this program.

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| Wheelbase: | 117 in. (297 cm) |
| Weight: | 3,499 lbs. (1,587 kg) |
| Engine: | OHV V-8 |
| Displacement: | 426 cu. in. (7L) |
| Bore/stroke: | 4.25 in. x 3.75 in. (10.8 cm x 9.53 cm) |
| Length: | 205 in. (521 cm) |
| Base price: | \$3,122 |
| Horsepower: | 425 bhp |
| Transmission: | Torqueflite 3-speed automatic. |

1968 Dodge Charger

A Coke bottle with a bee in it?

In 1968 the Charger was completely restyled in what became known as the "Coke bottle" design—featuring a new roof line, hidden headlights and connoting the "B" series engine, a bumble bee stripe on the rear. Public reaction to the new style was strong—Charger sales improved dramatically over 1967 figures. Heavy duty suspension and brakes came as standard equipment. A 4-speed manual transmission, 426 cu. in. (7L) Hemi® engine and sure grip differential were optional. Bobby Issac, who would win the NASCAR driver's championship in 1970, campaigned a Charger in 1968.

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| Wheelbase: | 117 in. (297.2 cm) |
| Weight: | 3,650 lbs. (1,655.6 kg) |
| Engine: | OHV V-8 engine |

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| Displacement: | 440 cu. in. (7.2 L) |
| Bore/stroke: | 4.32 in. x 3.75 in. (10.97 cm X 6.53 cm) |
| Compression ratio: | 10.0:1 |
| Length: | 208 in. (528.3 cm) |
| Base price: | \$3,650 |
| Horsepower: | 375 bhp |
| Transmission: | Torqueflite 3-speed automatic |

1969 Dodge Charger Daytona

The winged warrior—NASCAR becomes “your car”

The late '60s found the “Big Three” American auto companies embroiled in an all-out battle for NASCAR supremacy. This car was the first to evolve from extensive wind tunnel testing for high-performance handling. The testing resulted in the addition of an elongated nose cone with retracting headlights and a redesigned rear window to smooth airflow. Rear facing air scoops on the front fenders allowed for greater wheel clearance and improved off-venting of tire heat. A large spoiler/wing was added at the rear to improve road holding and high-speed stability, giving the car a distinctive silhouette. The look was matched by performance—this was the first American production car capable of approaching 200 mph (322 km/h). In order to satisfy NASCAR's homologation rules, Dodge offered this model for sale to the public. Approximately 1,000 Daytona Chargers were sold.

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| Wheelbase: | 117 in. (561 cm) |
| Weight: | 3,700 lbs. (1678 kg) |
| Engine: | OHV V-8 |
| Displacement: | 440 cu. in. (7.2 L) |
| Bore/stroke: | 4.32 in. x 3.77 in. (10.97 cm x 9.58 cm) |
| Compression ratio: | 10.0:1 |
| Length: | 221 in. (561 cm) |
| Base price: | \$4,100 |
| Horsepower: | 375 |
| Transmission: | Torqueflite 3-speed automatic |

1970 Dodge Challenger T/A

Dodge “ponies up”

In 1966 the Sports Car Club of America created the Trans-American road racing series for "production small sedans." Eager to showcase their "pony cars," GM and Ford built Trans-Am race cars legitimized by sales of limited numbers of street versions, the Camaro Z-28 and the Mustang Boss 302. With the debut of the Challenger, Dodge's first pony car, and the third generation Barracuda, Chrysler had entered Trans-Am racing too. The Dodge Challenger street machine was dubbed T/A (Pontiac was already using the name Trans AM), the 'Cuda became the AAR.

The 340 cu. in. (5.6 L) V-8 engine was standard equipment on street T/As & AAR models, with a special block and heads mated to a close-ratio 4-speed manual transmission. An Edelbrock intake manifold with three Holley 2-barrel carburetors spawned the famous "340 six-pak" option.

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| Wheelbase: | 110 in. (297 cm) |
| Weight: | 3,405 lbs. (1545 kg) |
| Engine: | OHV V-8 |
| Displacement: | 340 cu. in. (5.6L) |
| Bore/stroke: | 4.04 in. x 3.31 in. (10.3 cm x 8.4 cm) |
| Compression ratio: | 10.0:1 |
| Length: | 192 in. (488 cm) |
| Base price: | \$4,066 |
| Horsepower: | 290 bhp @ 5,000 rpm |
| Transmission: | 3-speed Torqueflite |
| Suspension: | heavy-duty torsion bar front/leaf rear with front and rear sway bars |
| Brakes: | power-heavy duty disc front/drum rear |

1978 Dodge Lil' Red Express Pickup

Red hot little truck

Introduced as part of a Dodge Truck "adult toy" special model promotion that included several other truck styles, the "Lil' Red Express" took off on its own—partly because it was the fastest American production vehicle in 1978, able to beat a Corvette getting to 100 mph (160 km/h). Built for only two years and available in one color—Medium Canyon Red—the LRE got its fire from a 360 cu. in. (5.9L) engine linked to a performance automatic transmission. This package was accented by twin chromed vertical exhaust stacks. The body featured distinctive real oak side trim and an oak bed. Although the LRE benefited from emission control requirements on cars, the need to improve mileage and emission output affected truck offerings, too. Dodge this year offered its first diesel—a 103 hp. inline Six—in a light duty truck

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| Wheelbase: | 114.5 in. (291 cm.) |
| Weight: | 3,695 lbs. (1,676 kg.) |
| Engine: | OHV V-8 |

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| Displacement: | 360 cu. in. (5.9L) |
| Length: | 194 in. (493 cm.) |
| Base price: | about \$5,000 |
| Horsepower: | 225 |
| Transmission: | 3-speed performance automatic |
| Suspension: | Coil spring independent front suspension and leaf spring live rear axle |
| Brakes: | Power disc brakes (front) power drums (rear) |

1984 Dodge Daytona Turbo GVS hatchback coupe

Sporty shape for the K-car platform

In 1984, Chrysler Corporation introduced the Dodge Daytona to fill a market niche occupied by such competitors as the Camero/Firebird and the Datsun/Nissan 280ZX. Termed a “G” body in the alphabet-soup engineering parlance of Chrysler engineers, the Daytona and its Chrysler brand “sister,” the Laser, were a match to many of the six- and eight-cylinder performance cars then being offered. The GVS models were equipped with a Garrett AIResearch turbocharger, which created a 7.5 PSI (51.76 kpa) boost to the incoming engine air. “Turbo” models also were equipped with a racier camshaft, larger capacity oil pump, larger diameter exhaust, and tighter internal sealing. Suspension modifications included gas-filled shocks, higher spring rates (than the Aries line) and 60-series 15 in. (38.1 cm) tires. This is the very first G-body Daytona produced, serial number 1.

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| Wheelbase: | 97 in. (246 cm) |
| Weight: | 2,630 lbs. (1,192.9 kg) |
| Engine: | in-line, overhead cam 4-cylinder, cast iron block, aluminum head. |
| Displacement: | 135 cu. in. (2.2 liter) |
| Compression ratio: | 8.0:1 |
| Length: | 175 in. (444.5 cm) |
| Base price: | \$10,227 |
| Horsepower: | 142 bhp @ 5,600 rpm |
| Transmission: | 5-speed manual transmission. |

1989 Dodge Viper concept car

Dodge contemplates a high performance roadster

In the late 1980s the Dodge brand image had mellowed from its high performance past, following years of K-car and minivan production. Chrysler president Bob Lutz had long desired to have a back-to-basics, high-performance, limited-production “extreme” sports car to boost the Dodge image and announce a new era of Dodge performance. “Team Viper” adapted the 8L V-10

engine that was under development for pickup trucks, specifying a special light weight aluminum block in place of the truck's cast iron block.

This concept car was unveiled at the 1989 Detroit auto show to unanimous praise—and desire! Public reaction was so positive that mail, phone calls and even deposit checks deluged the project managers. Although this original concept car shares no body panels with the production Viper, the fact that the production Viper was not “watered down” in styling or performance speaks of the resolve exhibited by Chrysler management to build a true performance roadster.

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| Wheelbase: | 89 in. (427 cm) |
| Engine: | V-10 |
| Displacement: | 488 cu. in. (8 L) |
| Bore/stroke: | 4.0 in. x 3.88 in. (101.6 mm X 98.5 mm) |
| Compression ratio: | 9.0:1 |
| Length: | 174 in. (442 cm) |
| Horsepower: | 450 |
| Transmission: | 6-speed manual |

1996 Dodge Viper GTS

Pace car at Indy for the 2nd time in five years

The original Viper roadster became pace car at Indianapolis in 1991. The appearance of the GTS version prompted its selection again. The GTS design was inspired by a rich heritage of American grand touring performance cars. Vehicles such as the Shelby Cobra Daytona and the Hemi-powered Cunningham C3 coupe were the source of styling cues—the long nose and short deck, an aggressive stance. For 1996 the Viper pace car's driver was Chrysler President Bob Lutz, one of the car's “four fathers.”

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| Wheelbase: | 96.2 in. (160.8 cm) |
| Weight: | 3,380 lbs. (1533 kg) |
| Engine: | OVH, pushrod V-10, aluminum block , aluminum heads with port fuel injection |
| Displacement: | 488 cu. in (7990 cc) |
| Bore/stroke: | 4.0 in. x 3.88 in. (101.6 mm X 98.5 mm) |
| Compression ratio: | 9.0:1 |
| Length: | 177 in. (454.8 cm) |
| Horsepower: | 450 |
| Transmission: | 6-speed manual |

2004 Dodge Magnum SRT-8 Sport Wagon Concept

A legend in the making

Chrysler Corporation nearly made the American station wagon extinct with the success of its minivans, including the Dodge Caravan, launched in model year 1984. But the Dodge Magnum, a sport wagon with rear wheel drive and a HEMI® V-8 option, again makes Dodge a wagonmaster. The SRT-8, the performance-touring entry, adds a supercharger to the HEMI to boost output to an estimated 430 hp.

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| Wheelbase: | 120 in. (304.8 cm) |
| Weight: | 4,000 lbs. (1,808 kg) |
| Engine: | supercharged HEMI V-8 |
| Displacement: | 5.7L (345 cu. in.) |
| Bore/stroke: | 3.92 in. x 3.58 in. (9.96 cm x 9.09 cm) |
| Compression ratio: | 9.6:1 |
| Length: | 197.7 in. (502.1 cm) |
| Horsepower: | 430, estimated |
| Transmission: | electronically-controlled 5-speed automatic with Autostick® |

2004 Dodge Ram SRT-10 pickup truck

"The world's fastest pickup" –Guinness Book of World Records

Thanks to its Viper V-10 engine, a Dodge Ram SRT-10 right off the assembly line set a new world speed record for unmodified pickup trucks on February 2, 2004. On the 4.71 mile track located at DaimlerChrysler's Chelsea, Michigan proving grounds, NASCAR Craftsman Series driver Brendan Gaughan hit 154.587 mph (248.783 km/h) in the SRT-10, breaking the old record by 7 mph (11.27 km/h). The SRT used was identical to production models except for a 5-point safety harness for the driver and a roll hoop. The record was certified by Guinness Book of World Records and by the Sports Car Club of America (SCCA).

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| Displacement: | 488 cu. in (7990 cc) |
| Bore/stroke: | 4.0 in. x 3.88 in. (101.6 mm X 98.5 mm) |
| Compression ratio: | 9.0:1 |
| Length: | 177 in. (454.8 cm) |
| Horsepower: | 450 |

Transmission: 6-speed manual

2006 Dodge Charger

The Legend Returns

Forty years ago the original Dodge Charger combined power and handling in a stylish package to deliver driving performance. The 2006 Charger is a true heir of the original, with rear wheel drive and comparable power – including an available 5.7 Magnum HEMI®. The new Charger, however, benefits from four decades of advances in automotive technology. Today's Charger includes as standard equipment Electronic Stability Program (ESP), All-speed Traction Control, Anti-lock Brake System (ABS) and a five-speed automatic transmission with Autostick®, which allows both fully automatic and manually selected gear changes, as well as the standard safety features drivers take for granted. The optional HEMI V-8 features a Multiple Displacement System (MDS) to improve fuel economy, and a high performance suspension package option.

Wheelbase: 120 in. (304.8 cm)

Weight: 3,800 lbs. (1,724 kg)

Engine: HEMI V-8

Displacement: 5.7L (345 cu. in.)

Bore/stroke: 3.92 in. x 3.58 in. (9.96 cm x 9.09 cm)

Compression ratio: 9.6:1

Length: 200.1 in. (508.2 cm)

Horsepower: 340 hp (254 kW) @ 5,000 rpm, (59.6 bhp/L)

Transmission: electronically-controlled 5-speed automatic