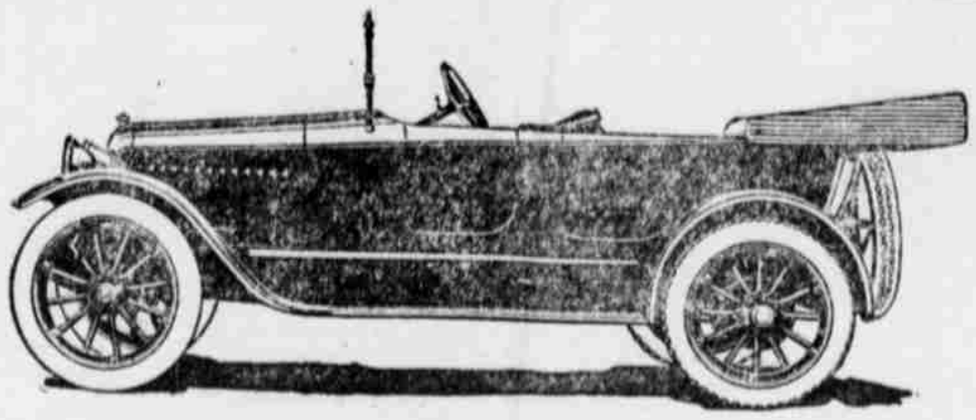
1917 THE GRANT SIX 1917

The first Light Six priced below a thousand dollars---first at the price---still first in value



The Grant Six, improved and up to the minute, clearly indicates values simply unheard of in any car priced below a thousand dollars.

And the Grant is a SIX—and an Overhead Valve Six. It presents all the flexibility, all the marvelous evenness of torque, all the perfect balance of the high-grade Six, all the quick acceleration of the Six, all the smoothness of the Six, with utmost economy.

As a hill climber Grant Six is unsurpassed. In sand and mud its performance has been rated remarkable. It has yet to be excelled.

It throttles down to Two Miles an hour on high—and speeds up to fifty miles—and more.

Owners average 20 miles to the gallon of gasoline (many say they get 28 miles) and 800 to 1200 miles to the gallon of oil.

Its economy in the use of fuel, lubricant and tires is backed up by economy in the need of repairs.

We believe the Grant Six has the most beautiful body lines of any car costing less than a thousand dollars.

Grant bodies are painted, trimmed and finished in our own shops. Not for the sake of economy, but because we want to be SURE of good quality.

The safe way to estimate values is to compare. To Know that the Grant Six offers you the greatest Six Cylinder value in the world you have only to compare.

Recall that Grant Six has:

Wagner Two-Unit starting and lighting system, specially built to Grant Six.

Special Remy Ignition, so finely adjusted and built to meet the conditions of the Grant Motor that it gives perfect ignition at any speed. Your motor operates as faultlessly at two miles an hour or less as it does at fifteen or twenty—as flawlessly at twenty-five as at fifteen. At Any speed, you get perfect ignition. You know what that means. Compare.

Grant Six offers you Stewart Vacuum Gasoline System—the best. 12 gallon tank in rear. Compare.

Stromberg Carburetor.

18-inch Steering Wheel.

Full-floating rear axle with brake equalizers and 12-inch brake drums.

Big, drop forged front axle of standard design with strong, stout steering connections. Compare.

Clean, neat, simply arranged instrument board. Compare.

Extra wide, comfortable rear seat. Measure it. Ample leg room in both front and rear compartments. Long grain, bright upholstery. Deep cushions. First class springs.

Double bulb headlights. Real aluminum covered running boards. Exceptionally handsome fenders—full size, and beautifully finished. Guards, fenders and hood, finished in three coats of black enamel.

Unit Power Plant with three-point suspension. Constant level oil pressure pump. Overhead Valve Motor with all the extra power and fuel economy that Overhead Valves mean.

Cantilever spring suspension—real cantilever, pivoted in center and shackled at both ends.

And the more carefully you read the specifications, the more you will be surprised at Grant Quality for the price. There's nothing comparable with it.

Is there any car that offers MORE than the Grant for the money? Is there any car that offers as much? Just compare.

We believe Grant Six to be the greatest Six value of the year regardless of price. Our conclusions are arrived at by comparison. You will convince yourself by the same method.

There is no royal road to better values. The only way to have them in the car is to put them there. And we are proud of the Grant Six not because it is the original of a type, but because it so fully justifies those who believe it to be the very best car of that type.

Specifications

MOTOR—Grant six cylinder—exclusive design—3" bore x4¼" stroke. Cast en bloc—cylinder and upper half of crank case cast integral. Overhead valves. Extra large bearing surfaces insuring minimum wear on valve operating mechanism. Water cooled, thermo siphon system.

CRANK SHAFT—Drop forged, special alloy steel, 1-9-16" diameter. Three large bearings.

PISTONS—Very light. Three rings.

LUBRICATION—Circulating plunger pump driven off cam shaft Oil level indicator on crank case.

TIMING GEARS—Helical, cast iron against steel.

CARBURETOR—Stromberg, bolted directly to cylinder head.

IGNITION—Remy Special Automatic Grant Ignition drive by spiral gears off cam shaft. Manual corrective control. Faultless ignition at all speeds.

STARTER—Wagner 2-unit starting and lighting system. Specially designed for Grant Six motor. Willard Battery.

TRANSMISSION—Selective sliding gear. Three speeds forward and reverse.

CLUTCH—12" leather faced, pressed steel cone. Three adjustable coiled clutch cushion springs. Clutch pedal adjustable. Ball thrust type of throwout, noiseless. Clutch brake insuring easy gear changing.

FRONT AXLE—Drop forged, Standard "I" beam, special steel, heat treated. Steering knuckle pins hardened and ground.

REAR AXLE—Full floating. Long third member with round rods. Drive and torque taken on rear end of transmission by means of spherical steel stampings, and the axle is of three-point suspension, which, in connection with the three-point suspension on the motor, absolutely eliminates all possibility of distortion and misalignment of the chassis parts.

BRAKES—Internal expanding and external contracting, asbestos lined. Brake drums 12" diameter, broad face.

STEERING GEAR — Irreversable, worm and sector type. Adjustable 18" wheel.

CONTROL—Left-hand drive. Center control. Throttle lever under wheel. Foot accelerator.

GASOLINE SYSTEM—12-gallon tank mounted on rear. Stewart Vacuum Feed System.

SPRINGS—Front; semi-elliptic, 4" long, 1½" wide. Rear: 38" long 2" wide. True cantilever—not ¼ elliptic—special alloy steel. Due to the three-point suspension of the axle, springs are entirely relieved of driving strains, thus insuring perfect spring action.

WHEEL BASE—112 inches.

TREAD—56 inches.

BODY—See illustration. Big, comfortable five passenger. Deep, wide tilted cushions. Real upholstery, long springs. Curled hair.

FENDERS—Heavy stamped crown, joined to aluminum covered running boards.

WHEELS—32", Firestone demountable rims.

TIRES—32x3½" all around straight side type, non-skids on rear.

WINDSHIELD—Plate glass. Two piece, rain vision, adjustable to any position. Curved base conforming to cowl.

ROAD CLEARANCE—11"

TOP—One man mohair with mohair top slip, inside curtains.

LIGHTS—Double bulb electric headlights. Electric tail and dash light Also electric horn.

COWL BOARD MOUNTING—Oil pressure gauge—speedmometer—ammeter. Instrument lamp of large size.

Electric horn. Complete tool equipment. Tire carrier, etc. Fully equipped.

Capital $4,000,000

The Grant Motor Car corporation now has a capital of $4,000,000 and takes its place as one of the big producers in the industry. The company has the necessary strength to finance big production. This season we will build

20,000 CARS

Deliveries will be made on a uniform basis. Dealers who sell the Grant Six will be in a position to supply the demand.

Grant Sales Organization Includes over 1,200 Dealers

situated in all parts of the U. S. and Canada and in all foreign countries. Every Grant dealer benefits from the prestige of this splendid organization The success of the Grant Six has been sweeping and decisive. It is based on two principal facts, (1) The Grant Six is precisely the type of car that most buyers want, (2) Grant Six has always offered the greatest value per dollar of any automobile investment. We build the car right. We put the value into the car. The dealers are swift to see it there, the public is equally quick to see it. Grant dealers do not have to make explanations or excuses; they simply have to point to the Grant Six and say one word: Compare.

In these days of high fuel cost, it pays to remember that Grant Six owners average:

20 miles to the gallon of gasoline---some say 28 miles. 900 miles to the gallon of oil.

Body Dimensions

Width of front seat 40 inches.
Depth of front seat, 17½ inches.
Thickness of cushion at rear, 5 inches
Thickness cushion at front 8 inches.
Distance from front of front seat to dash, 28 inches.
Height of front seat from floor, 14 inches.
Width of rear seat, 47 inches.
Depth of rear seat, 13½ inches.
Thickness of front of cushion 9 inches
Thickness at rear of cushion 6 inches.
Distance back rear seat to back of front seat, 43½ inches.
Height of rear cushion from floor, 14 inches.
Width of rear door, 19 inches.
Width of front door, 19 inches.
Length car over all, top up, 153 in.
Length of car over all, top down, 167 inches.
Extreme width over all, 66 inches.
Height over all, top up, 80 inches.

The way to make a success in the automobile business is to build the type of car the public wants and then give just as much as you possibly can for the money.

That is the Grant idea. It works splendidly for the dealer, works better for the buyer, and it assures permanency for the manufacturer.

Delivered $925 Delivered

After many years of experinece in the automobile business and a careful study of the latest and best automobiles we were convinced that we could not select a better car than the Grant Six to build up a substantial business; which can only result when those to whom we sell are satisfied with their purchase. This we know will be the feeling of every Grant buyer. All we ask is an opportunity to demonstrate its many superiorities over cars of its class and price. Call for a demonstration. DUFORD AND JONES.

ONTARIO AUTO COMPANY, Distributers

PETE DUFORD ONTARIO, OREGON R. W. JONES