



# ELGIN SIX



See the New 1920 Model at the State Fair, Sept. 22-27, 1919

Added to their charming beauty of design and finish, the new Elgin Six models possess many other qualities that strongly appeal to the judicious motor car buyer. Combining splendid performance, remarkable durability and unusual comfort and economy of operation, they meet every requirement of the most exacting critic.

One of the greatest pleasures of owning an Elgin Six is the motor's wonderful fuel efficiency. The new Elgin actually averages from 18 to 24 miles to the gallon of gasoline.

## The Famous Valve-in-Head Elgin Motor

The famous high speed, valve-in-head Elgin motor, in years of active service, has proven its superiority as the most efficient type of automobile engine ever built. It is noted everywhere for its remarkable power and flexibility, as well as for its smooth-running quietness and clean simplicity.

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Night Letter
Patrons should mark an X opposite the class of service desired: Otherwise The Message Will Be Transmitted As a Full-Rate Telegram.

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NEWCOMB CARLTON, President.  
GEORGE W. E. ATKINS, First Vice-President

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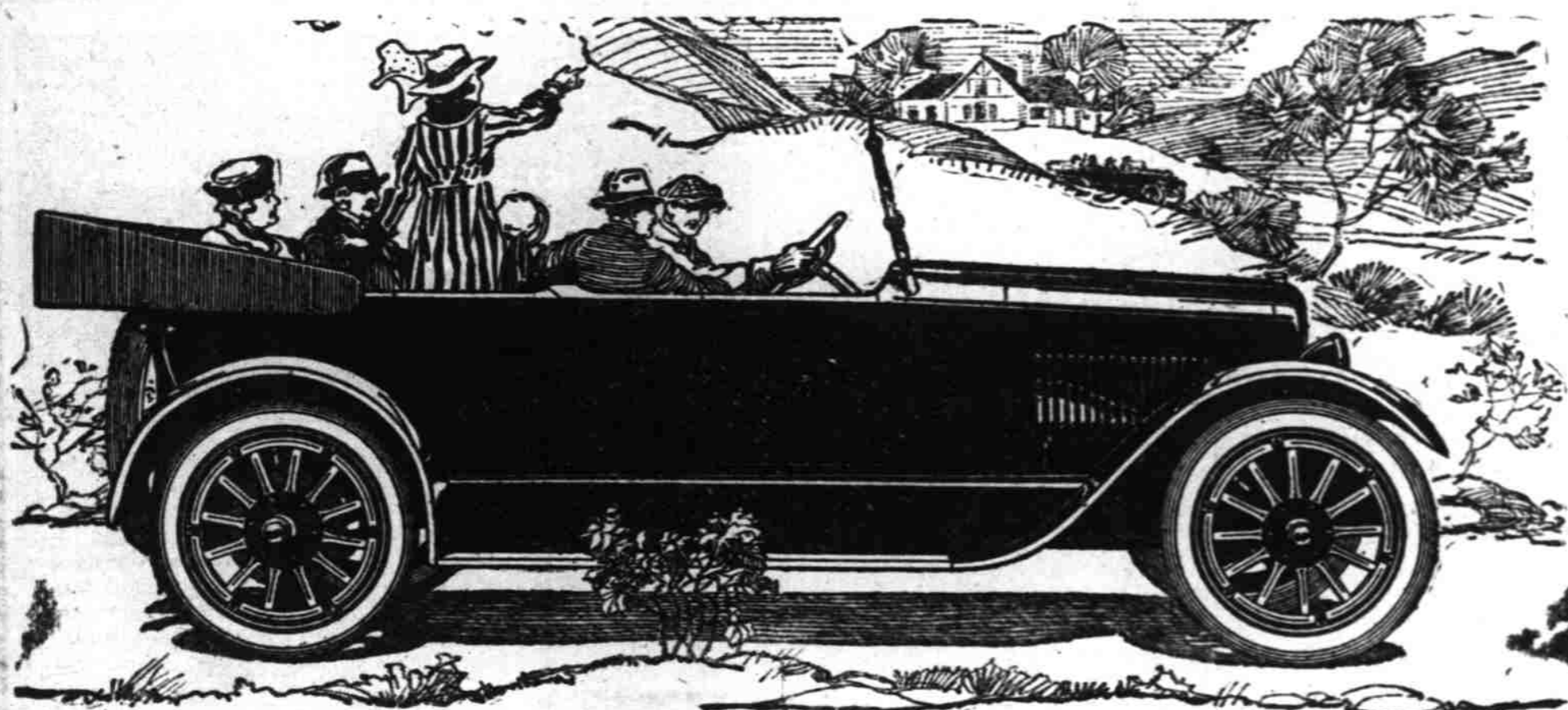
Argo, Ills., August 28th, 1919

L. L. Gilbert,  
Salem, Oregon.

Elgin Six Scout Model yesterday established new record four hours, six minutes, carrying four passengers, Chicago to Indianapolis, one hundred ninety-three miles, beating fastest express train by fifty-six minutes period, average forty-seven and seven-tenths miles per hour period seventeen and one-third miles per gallon gasoline period motor wonderful period cooled perfectly period no water placed in radiator enroute period passengers and luggage weighed almost eight hundred pounds period car in perfect condition and ready to repeat period strictly stock model period officials of test William K. Gibbs, formerly of Motor Age Chester Foust, Chicago American Driver J. G. Jamison, Elgin Sales Department, Fourth Passenger Elmer Ryder Elgin Engineering Department.

Competing each year in many strenuous endurance and economy contests, the Elgin Six has always won perfect scores and highest economy honors. By its many record-breaking performances, it has fairly earned its title of "World's Champion Light Six."

ELGIN MOTOR ROSE



## World's Champion Light Six

MILLIONAIRES' VALUE AT POPULAR PRICES

### BRIEF SPECIFICATIONS

**MOTOR**—Six cylinder en bloc 31-8" bore, 41-4" stroke. Valves located in removable cylinder head, making all parts accessible.

**Horse power**—35 to 40.

**Lubrication**—Combination circulating splash and force feed.

**Cooling**—Thermo-system water circulation with large jacket spaces. Efficient fan and V-shape cellular radiator with ample cooling surface.

**CARBURETOR**—Special 1" Stromberg with hot air connection to exhaust manifold.

**IGNITION**—Wagner.

**TRANSMISSION**—Selective, three speeds forward, one reverse.

**CLUTCH**—10" Borg & Beck, dry plate disc.

**DRIVE**—Double universal propeller shaft, using 1 3/4" diameter alloy steel seamless tubing.

**FRONT AXLE**—Heat treated drop forging of "1" section, with integral spring pads, large adjustable tie rod in rear and steering arm above axle. Tapered roller bearings in hubs. Large oil cups on knuckle and tie rod.

**REAR AXLE**—Full floating type with Columbia one-piece housing. Drive shafts, pinion, ring gear, differential, bearings, adjustments, etc., can be taken from axle without further dissembling of car. The driving torque is taken through at torque arm of seamless steel tubing. Large roller bearings in rear wheel hubs.

**DIFFERENTIAL**—Heavy four pinion type running on large roller bearings.

**BRAKES**—Service brake, external contracting. Emergency brake, internal expanding, operating on 14" diameter rear hub drums.

**ELECTRIC SYSTEM**—Self contained, two unit. Wagner Electric lighting and starting system.

**TIRES**—33x4, plain tread front, non-skid rear.

**WHEELS**—Regular artillery type, best grade hickory, 12 spokes front and rear.

**RIMS**—Firestone demountable, straight side. One extra rim included in equipment.

**WHEEL BASE**—118 inches.

**TREAD**—Standard, 56 inches.

**SPRINGS**—Semi-elliptic front; full cantilever rear, swung beneath frame. Large oil cups on all spring bolts.

**FRAME**—Pressed steel section with kick-up over rear axle. Tapering type.

**GASOLINE TANK**—In rear under frame, capacity 18 gallons, equipped with gauge.

**STEERING GEAR**—Worm and full gear type, ball thrust, ample adjustments, fore and aft movement, with automatic take up ball and socket drag link connection between steering arm and front axle.

**CONTROL**—18" corrugated steering wheel, on left side. Brake and gear button on top of steering wheel. Foot accelerator on toe board, with foot rest.

Some Territory Open for Live Dealers

# LEE L. GILBERT

Western Oregon Distributors

156 South Commercial Street,

Salem, Oregon.