

# The Car That Has Stood The Acid Test

## Specifications New Elgin Six Series '19

**POWER PLANT**—Unit type, motor, clutch and transmission in one, with a three point suspension in frame.

**MOTOR**—Six cylinder in line, 3 1/2 inch bore, 4 1/2 inch stroke. Valves located in removable cylinder head, making all ports accessible. Crankshaft—Heat treated drop forging, accurately balanced. Camshaft—One piece drop forging. Timing Gears—Spiral with 13-16 inch face, absolutely quiet. Connecting Rods—H section, heat treated drop forgings. Pistons—Highest grade gray iron accurately ground to size. Horse Power—46. Cooling—Thermo-siphon water circulation with large jacket spaces. Efficient fan and V shape cellular radiator with ample cooling surface.

**LUBRICATION**—Combination circulating splash and pressure feed. Oil pressure gauge on instrument board.

**IGNITION**—Wagner. Switch lock, Yale type, individual for each car.

**TRANSMISSION**—Selective, three speeds forward, one reverse, nickel steel gears, 5/8 inch face, 7.9 pitch. Large annular ball bearings.

**CLUTCH**—Famous Borg & Beck, valves acting dry plate disc. Smooth but positive engagement. Very light pressure required.

**DRIVE**—Double universal propeller shaft, using 1 1/2 inch diameter seamless steel tubing.

**FRONT AXLE**—Heat treated drop forging of I section, with integral spring pads, large adjustable tie rod in rear and steering ball arm above axle. Timken roller bearings in hubs, large grease cups on knuckle and tie rod.

**REAR AXLE**—Three quarter floating type (housing carrying wheel bearings and supporting weight of car). Pressed steel housing on which is bolted large cover plate at rear. Spiral bevel gears 3 1/2 per cent nickel steel, no lost power—no rattle. Drive shaft, pinion, ring gear, differential, bearings, adjustment, etc., can be taken from axle without further disassembling of car.

**DIFFERENTIAL**—Brown-Lipe-Chapin, four pinion type running on large annular ball bearings. Torsional strain is provided for by latest design. Torque Arm of unusual strength. Drive shafts are 1 1/2 inch in diameter, heat treated. Flange on outer end of drive shaft is bolted directly to rear wheel hub, and can be removed without disturbing wheel or any other part. Large annular ball bearings in rear wheel hubs.

**BRAKES**—Service brakes, external contracting. Emergency brakes, internal expanding, operating on 12 inch diameter rear hub drums, outer brake 2 inch face, inner 1 1/2 inch face. Brakes are easily adjustable for wear. Shoes are lined with asbestos and copper wire-woven fabric which is very durable.

**ELECTRIC SYSTEM**—Self contained, two unit, Wagner Electric lighting and starting system. Willard battery, located under front seat.

**TIRES**—33x1 plain tread front, non-skid rear.

**WHEELS**—Regular artillery type, best grade hickory, 12 spokes, 1 1/2 inch wide.

**RIMS**—Prestone. Quick detachable, demountable, one extra rim included in equipment.

**WHEEL BASE**—118 inches.

**TREAD**—Standard, 56 inches.

**REAR SPRINGS**—Full cantilever, swing beneath frame, eliminating frame stress, 46 1/2 inch x 2 1/2 inch, double heat treated steel.

**SPRING BOLTS**—All spring bolts 3/4 inch diameter, hardened and ground, with easily accessible oil cups.

**FRAME**—Pressed steel section with upkick over rear axle. Side rails 5 1/2 inch deep, of 5-32 inch stock. Tapering type 30 inch wide front, 30 1/2 inch rear.

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

**GASOLINE FEED**—Stewart Vacuum System.

**STEERING GEAR**—Worm and full 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 inch corrugated steering wheel, left side. Brake and gear levers in center. Spark and throttle lever, also horn button on top of steering wheel. Foot accelerator on toe board, with foot rest.

**BODY**—Hardwood framework, covered with special 20 gauge sand blasted sheet steel. Long, graceful lines with popular center cowl. Upholstery, semi-bright finish pebble grain Galloway in bronze pleats. Deep, comfortable seat and back cushions.

**COLOR**—Body and hood, Victory blue. Radiator and fenders, black enamel. Wheels, Imperial natural wood finish.

**TOP**—One man type, "Neverleak" material. Clamps direct to windshield posts when extended. Beveled plate glass windows in rear, and rear quarter curtains.

**EQUIPMENT**—Includes quick adjustable curtains, top boot, Van Sicken speedometer, charging indicator, dash lamp, ventilating windshield, oil gauge, electric motor driven signal horn, extra tire rim, set of tools, pump and tire repair outfit, coat and foot rails.

After reading the above specifications of the Elgin you can readily see why we are selling so many cars. Can you afford to pay \$2000 to \$2500 for a car that has the same specifications, and is a great deal heavier than the Elgin, and costs you a great deal more to operate and far more inaccessible to overhaul and adjust? Why is it that Elgin owners come right back and trade in their Elgins that have been driven thousands of miles and get a new Elgin? It is because they like their car and want another. Use a little judgment and look this car over before you buy, let us show you what this wonderful World's Lightweight champion six will do. See this wonderful Elgin Motor, featuring advanced engineering principles of modern aircraft engines, minimized weight, overhead valves, detachable cylinder head, counter-balanced crankshaft, light pistons and weighted connecting rod and assemblies. It is silent and vibrationless through all speed ranges and capable of extremely high speed under load. Especially designed for economical carburetion of low gravity fuel. Notice the bore and stroke—3 1/8 in. by 4 1/4 in.; displacement 195.6 cubic inches, S. A. E. h. p., 23.44; develops 46 h. p., at 2290 r. p. m.; maximum speed 3,510 r. p. m.; weight 425 pounds. This is the second year in Salem that the Elgin has been sold and there are sixty nine satisfied owners. Ask any of them if we have ever replaced any axles, gears, transmissions, differentials or had a motor go wrong. Now isn't that sufficient proof of what this wonderful car is made of. Ask about the service that goes with the Elgin, ask to see the service card. You don't pay for service every time the hood is lifted. We are here to stay! We don't forget you after you buy, but do everything in our power to keep satisfied owners and Elgin boosters. Our service and parts department is open for your inspection. Come and see the World's Champion Lightweight Champion Six. The car of the hour, the car that is always ahead. Get acquainted with Lee Gilbert, the man who sold the first Elgin in Oregon, and who has been selling them for three years, and if the Elgin wasn't good he would be selling some car that was good. Give this matter your serious consideration. Investigate it. Try it out on the steepest hills. See the car any woman can drive. See the car that starts on high; the easiest gear shifting car on the market; the car that laughs at hills and rough roads and Think it over!

## Which Do You Choose?

If you are one of the many who intend to buy a car, you will find that you have a choice of three purchases. You can buy

- (1) A before-the-war model, or
- (2) A hastily designed and hurriedly constructed car, made ready for the market since the armistice was declared, or
- (3) The New Elgin Six, a car ready for delivery now, that represents such a big step forward that it is fully a year and a half ahead of the times.

For eighteen months, while the Elgin factories were building war trucks, the Designing, Engineering and Executive Staffs of the Elgin Motor Car Corporation devoted their best talents and energies to the designing, testing and perfecting of the New Elgin Six.

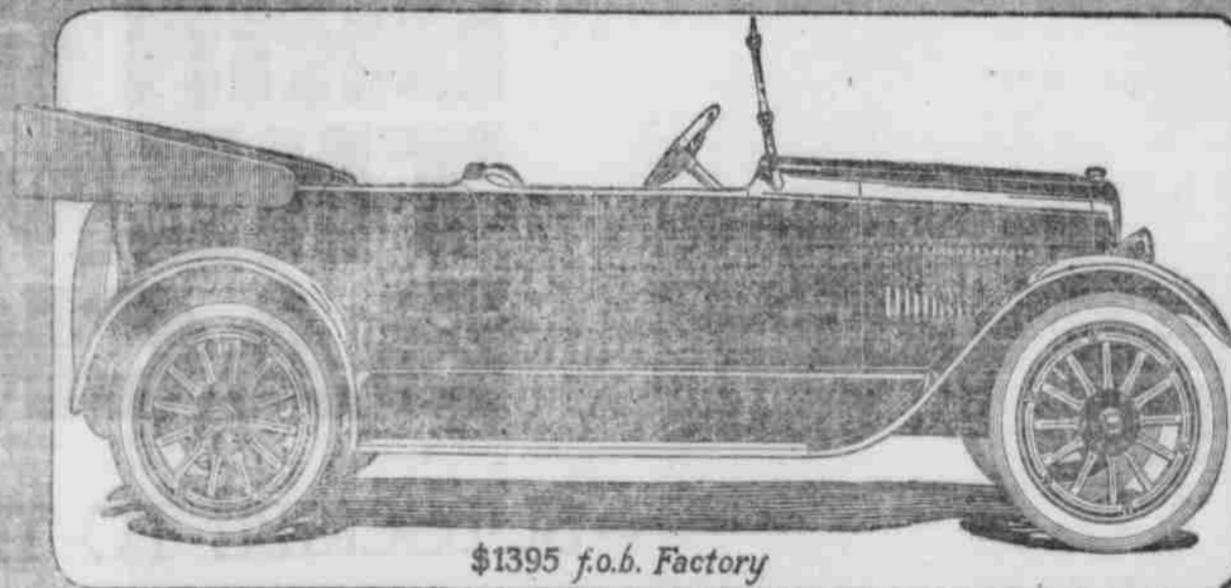
Slowly and carefully they designed, tested, refined and perfected an entirely new automobile—new in design from radiator to tail-light—a car that retains the notable sturdiness and light weight which won for the Elgin Six perfect scores and highest honors in every one of the many grueling endurance and economy contests it entered during the past three years.

New Elgin Six cars have received many thousands of miles of the most strenuous and exacting trials and have more than satisfied our highest expectations.

Come in and see the New Elgin Six, with the 36 improvements and refinements which have placed it a full year and a half ahead.

A postcard-request from you will bring "Inside Information" in terms you can readily understand.

## New Elgin Six



\$1395 f.o.b. Factory

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