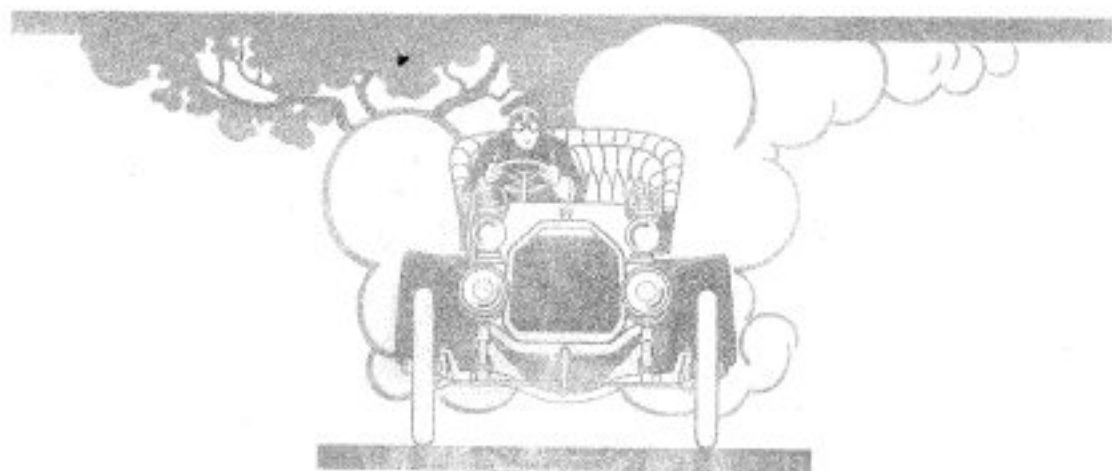


# BUICK AUTOMOBILES

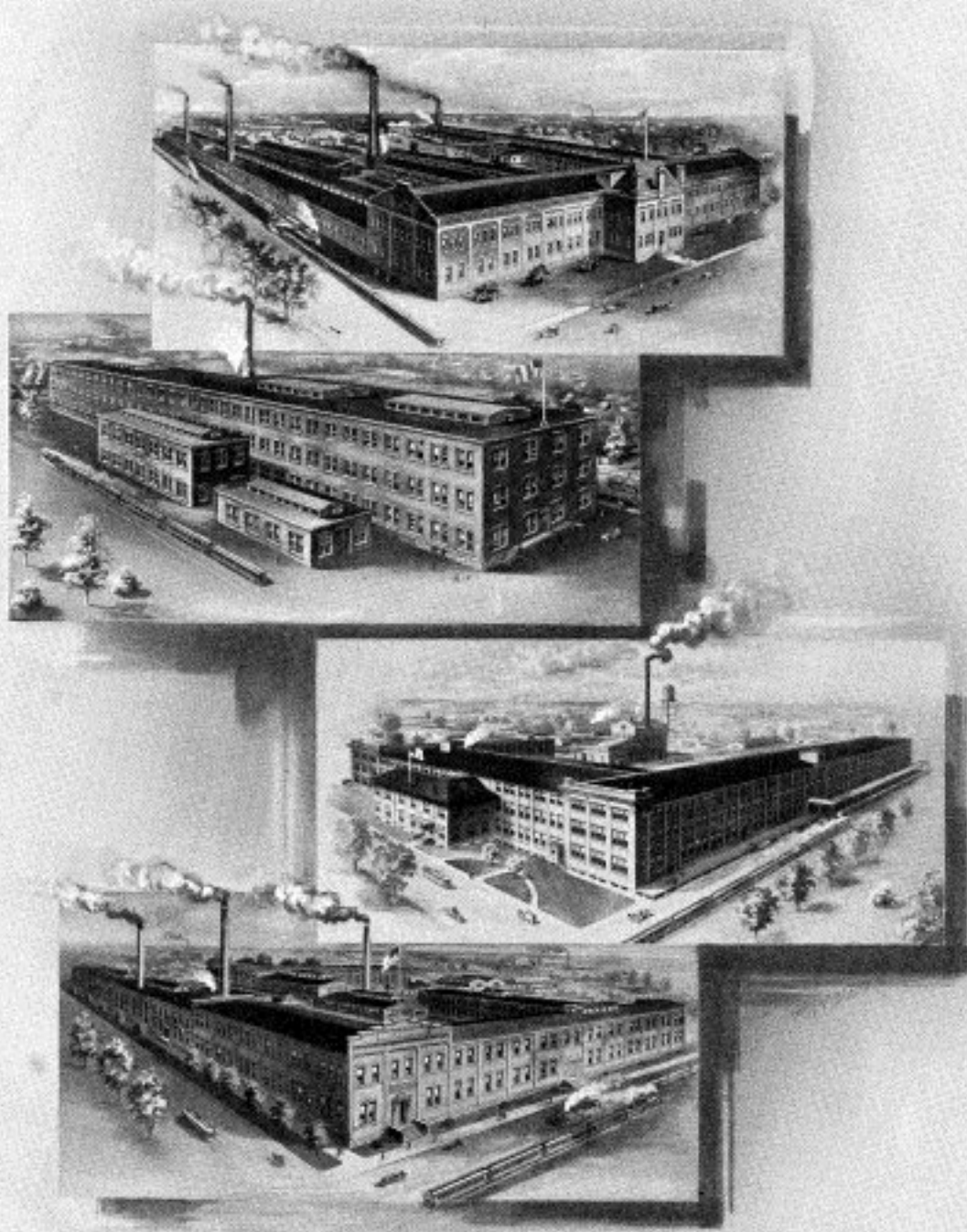


BUICK MOTOR COMPANY

FLINT MICHIGAN

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*Members of the Association of Licensed Automobile Manufacturers*



THE BUICK GROUP OF FACTORIES



We believe that the prospective purchaser of an automobile desires facts, not glittering generalities or extravagant claims. When the Buick Car was first introduced we made definite claims concerning the amount of power that could be secured from certain sized cylinders, but which were considered extravagant by many of the so-called automobile authorities. Many of the same authorities are now compelled to admit that our claims were based on sound facts, and in many instances they are copying, as closely as they dare, the construction of our engine. This is the highest endorsement which the Buick Car could have received, for people do not try to copy a failure.

We believe that our success in a large measure has been due to particular attention to minute detail. We aim to build a car so good that its performance in the hands of our customers stamps it as of unusual merit. We do practically no advertising. The favorable comments made by the owners of our cars have brought us more business than we could accept. Hence our slogan

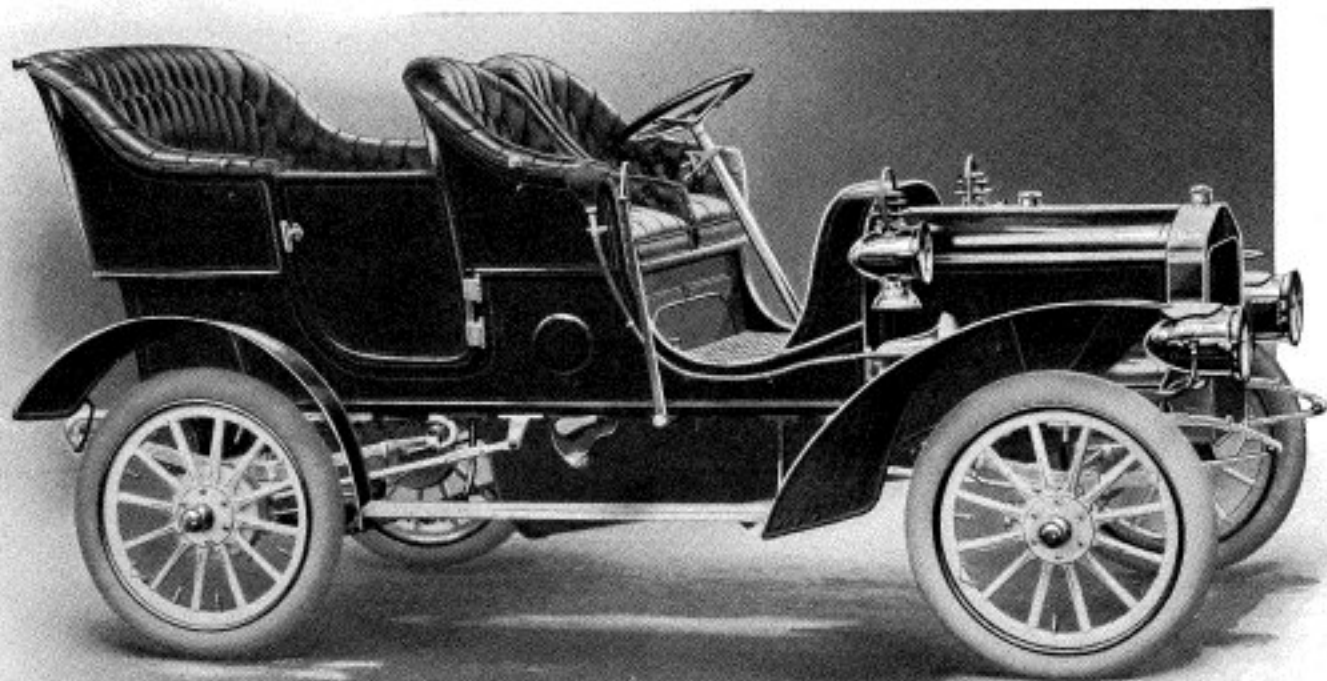
“OUR CUSTOMERS ARE OUR BEST SALESMEN”

A business built up from a production of 700 cars in 1905 to 6000 cars for the season of 1907, without the lavish use of printers' ink, must have merit.

On the following pages we take pleasure in presenting our line for 1907.

Buick Motor Company

FLINT, MICHIGAN



### SPECIFICATIONS MODEL "F"

*Body*—Side entrance tonneau.

*Seats*—Five persons.

*Weight*—1,850.

*Wheel Base*—89 inches.

*Tread*—56 inches.

*Tires*—30 x 3 1/2 inches.

*Steering*—Tilting column, pinion and sector.

*Brakes*—Internal expanding, of a new design, very powerful.

*Springs*—3/4 elliptic in front, semi-elliptic in rear.

*Frame*—Angle iron.

*Motor*—Double opposed, 22 H. P.

*Cylinders*—4 1/2 x 5 inches.

*Valve Arrangement*—In head of cylinder, cage and valve removable.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery and set of dry cells in reserve.

*Lubrication*—Mechanical force feed, gear driven.

*Carburetor*—Simple, productive, best results.

*Motor Control*—Spark and throttle levers on steering column, near wheel.

*Change Gear*—Planetary, two speeds forward, one reverse.

*Clutch*—Cone, wide surface, positive action.

*Control*—Foot pedals for slow speed ahead and reverse; side lever for engagement of clutch.

*Drive*—Chain.

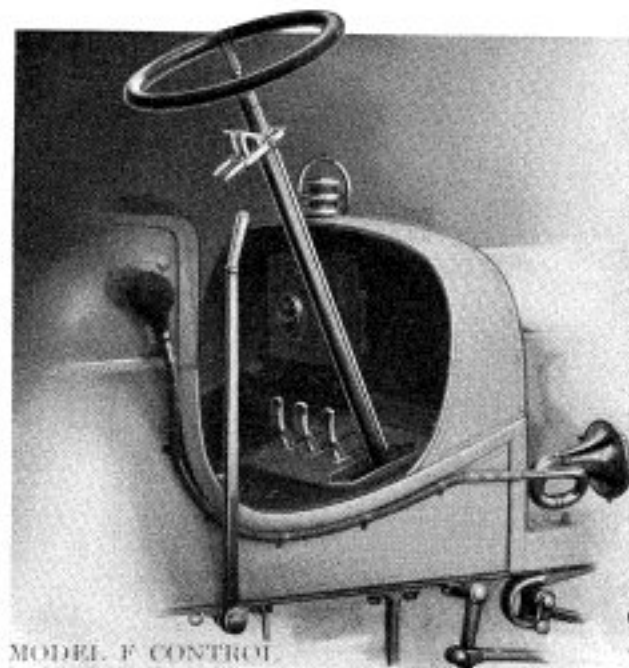
*Gasoline Capacity*—Fifteen gallons.

Price, F. O. B. Factory, \$1,250.

Extras, Top, \$100.

## MODELS "F" AND "G"

These two well known models will be continued practically the same as during the past season. Minor mechanical improvements have been made wherever experience has proved they were necessary. Our guarantee of 22 horse power from a pair of  $4\frac{1}{2} \times 5$  double opposed cylinders in our engine is no longer questioned, for the enviable record of these models has silenced the critics. The question they are now asking is "How do you do it?" That we do get the power they have been forced to admit.

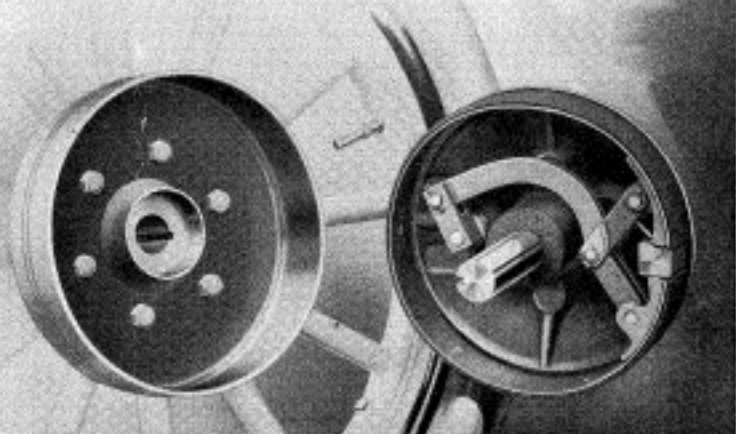


MODEL F CONTROL

*Control*—The control is very simple, the slow speed forward, the reverse and brakes are controlled by foot pedals. The high speed clutch is operated by the lever at the right of the driver's seat. The spark and throttle controlling devices are carried on the steering post, immediately beneath the steering wheel.

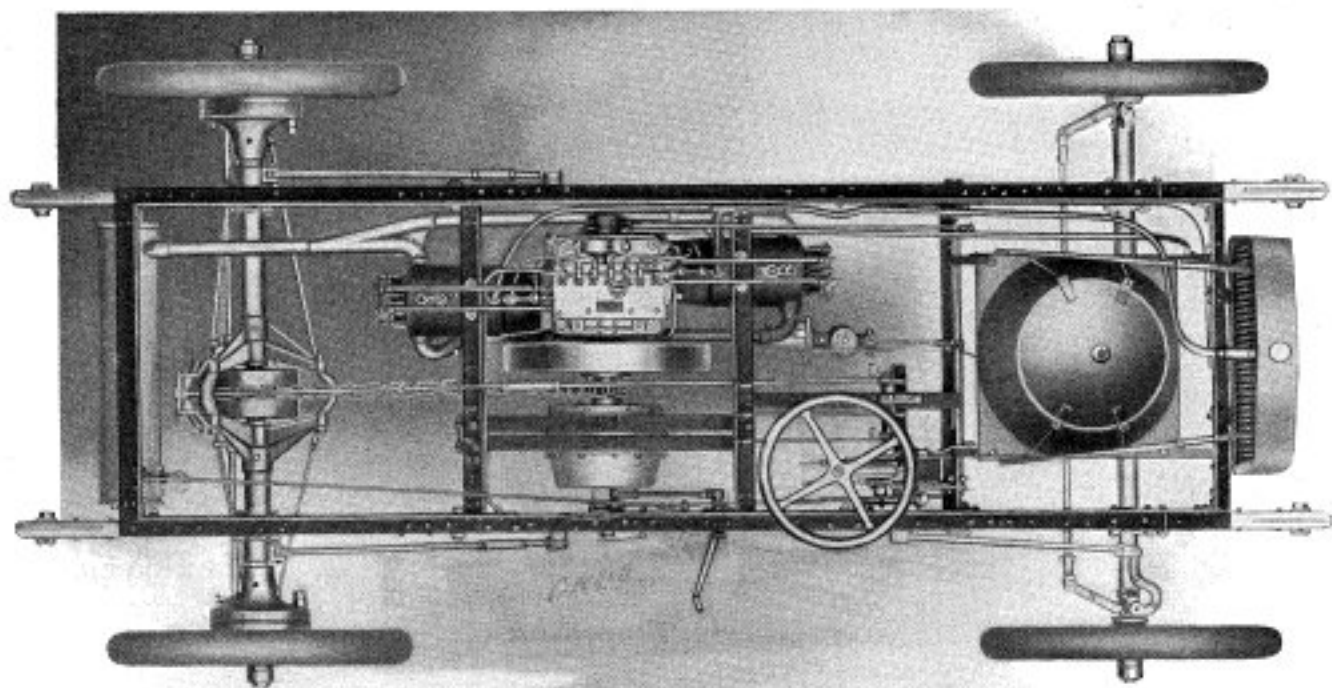
*Brakes*—The subject of brakes is an important one. We illustrate herewith the type of brake used on all Buick Cars, and desire to call particular attention to the simplicity of the working parts. Our brake is very powerful, requiring no adjustment that would necessitate the removal of the wheel. As will be noted, it is of the internal expanding hub type and holds equally well forward or backward.

This brake will positively hold on any hill which the car will climb, and has been tested under the most trying conditions, proving itself to be one of the most powerful and reliable brakes on the market today.



BUICK BRAKE





## CHASSIS MODELS "F" AND "G"

A glance at the chassis of Models "F" and "G" is interesting. We call particular attention to the simplicity and accessibility of the working parts, and to the strength of construction.

*Frame*—The frame is made of angle iron, and is very strong.

The motor is hung from the top in such a manner that it can be readily dropped from the frame for overhauling if desired.

The same holds true with the transmission, which can be removed separately from the engine.

A cylinder can be taken off and replaced without taking the engine out of the chassis.

The spark plugs are on top of the cylinder and readily accessible.

*Valves*—One of the leading features of our engine is the ease with which the valves can be taken out and examined, grinding rarely being found necessary on account of the material of which they are made. We illustrate herewith our valve assembled in its case.



BUICK VALVE

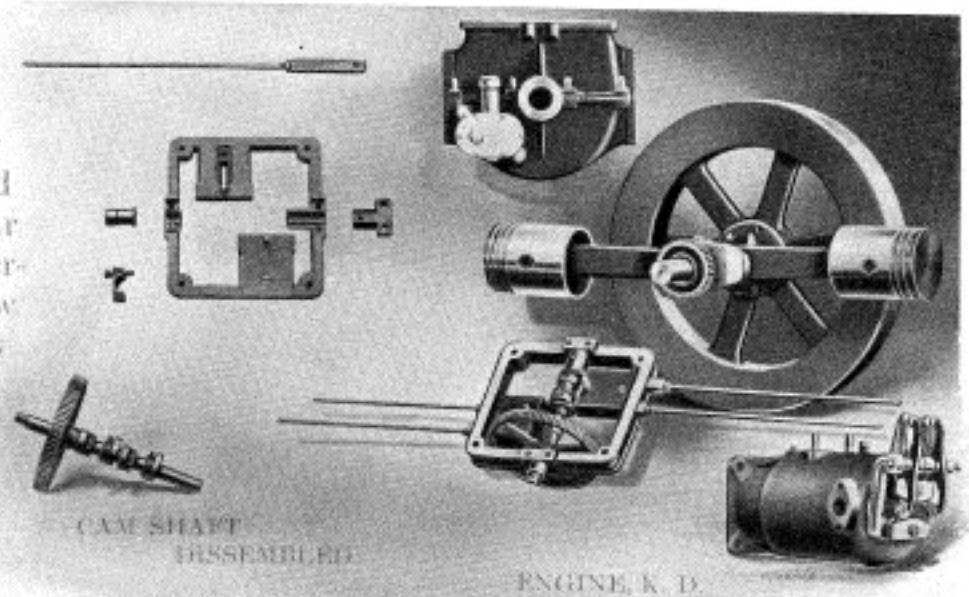
*Bearings*—The bearings on our engine are of large area, being especially designed for their particular function in its operation, with a view to long life, thus obviating the necessity of frequent adjustment.

*Cam Shaft*—The cam shaft is carried on top of the crank case and can be readily examined or taken out if desired by removing the bronze member. Being adjustable, the slight wear on the bearings can be easily and quickly taken up.

*Water Pump*—The gear water pump is of the direct gear driven type, and can be quickly and easily removed if desired.

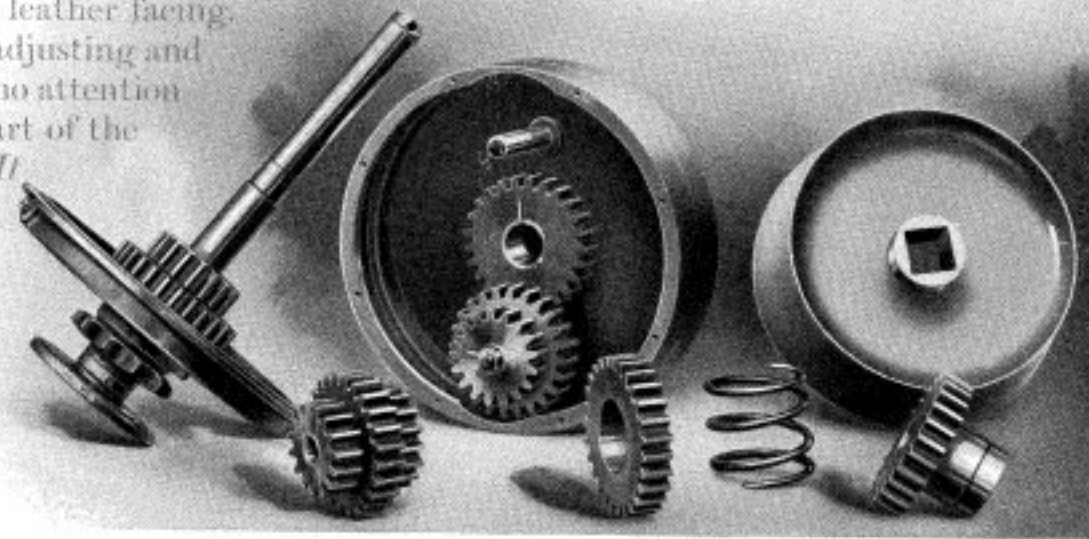
*Transmission*—The Buick transmission is of the planetary type, having two speeds forward and one reverse. It is very strong. We illustrate the working parts of the transmission disassembled.

*High Speed Clutch*—The high speed clutch is of the well known cone type, having a leather facing. It is self adjusting and requires no attention on the part of the driver. *It will not slip.*

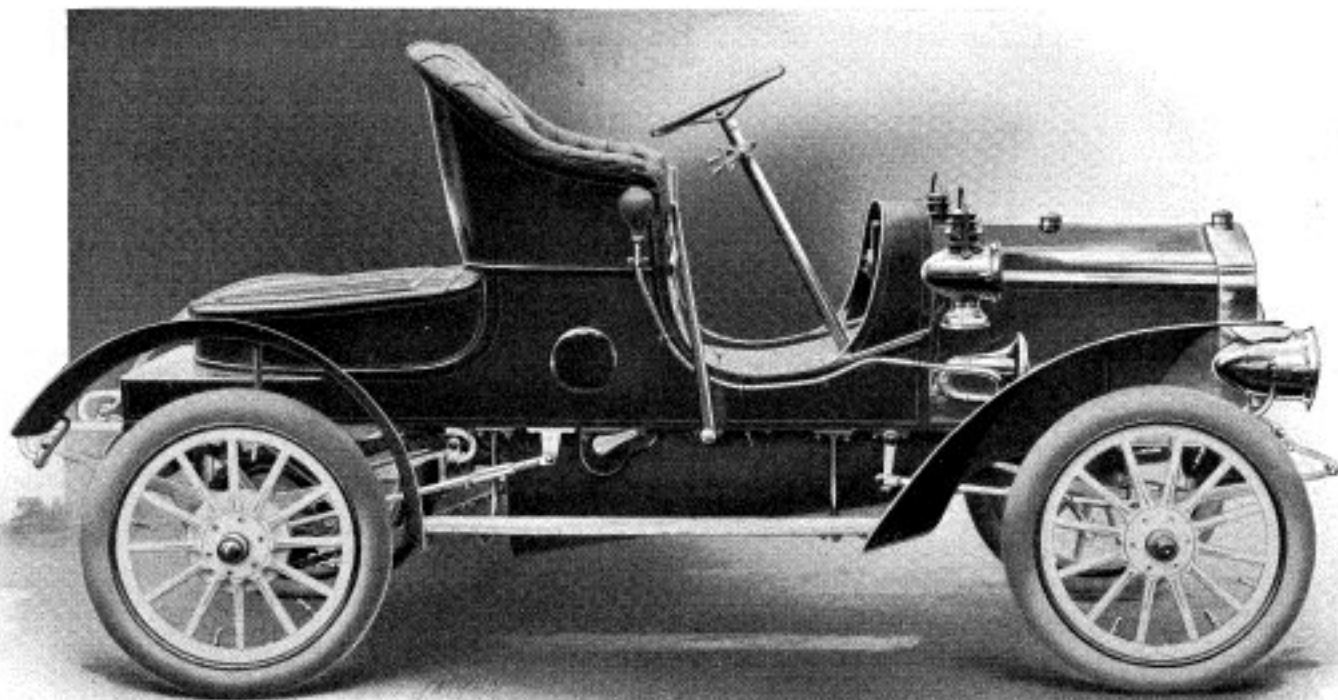


CAM SHAFT  
DISASSEMBLED

ENGINE, K. D.



TRANSMISSION MODELS F AND G, K. D.



### SPECIFICATIONS MODEL "G"

*Body*—Turtle back.

*Seats*—Two persons.

*Weight*—1,800.

*Wheel Base*—89 inches.

*Tread*—56 inches.

*Tires*—30 x 3 1/2 inches.

*Steering*—Tilting column, pinion and sector.

*Brakes*—Internal expanding, of a new design, very powerful.

*Springs*—3/4 elliptic in front, semi-elliptic in rear.

*Frame*—Angle iron.

*Motor*—Double opposed, 22 H. P.

*Cylinders*—4 1/2 x 5 inches.

*Valve Arrangement*—In head of cylinder, cage and valve removable.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery and set of dry cells in reserve.

*Lubrication*—Mechanical force feed, gear driven.

*Carburetor*—Simple, productive best results.

*Motor Control*—Spark and throttle levers on steering column near wheel

*Change Gear*—Planetary, two speeds forward, one reverse.

*Clutch*—Cone, wide surface, positive action.

*Control*—Foot pedals for slow speed, ahead and reverse, side lever for engagement of clutch.

*Drive*—Chain.

*Gasoline Capacity*—Fifteen gallons.

Price, F. O. B. Factory, \$1,150.

Extras, Top, \$70.





# *The BUICK* FOUR CYLINDER CARS



The average manufacturer of today, building four-cylinder cars, is inclined to dilate upon the quietness and smoothness of operation of his motor. We think, however, that a demonstration in one of our cars will convince the most skeptical that there are few if any motors built today more quiet in operation than ours. The noise from the spark coil when the car is running at ten to fifteen miles an hour is often the only indication the operator has that the engine is running at all. No vibration of the engine is perceptible at any speed, from the lowest to the highest.

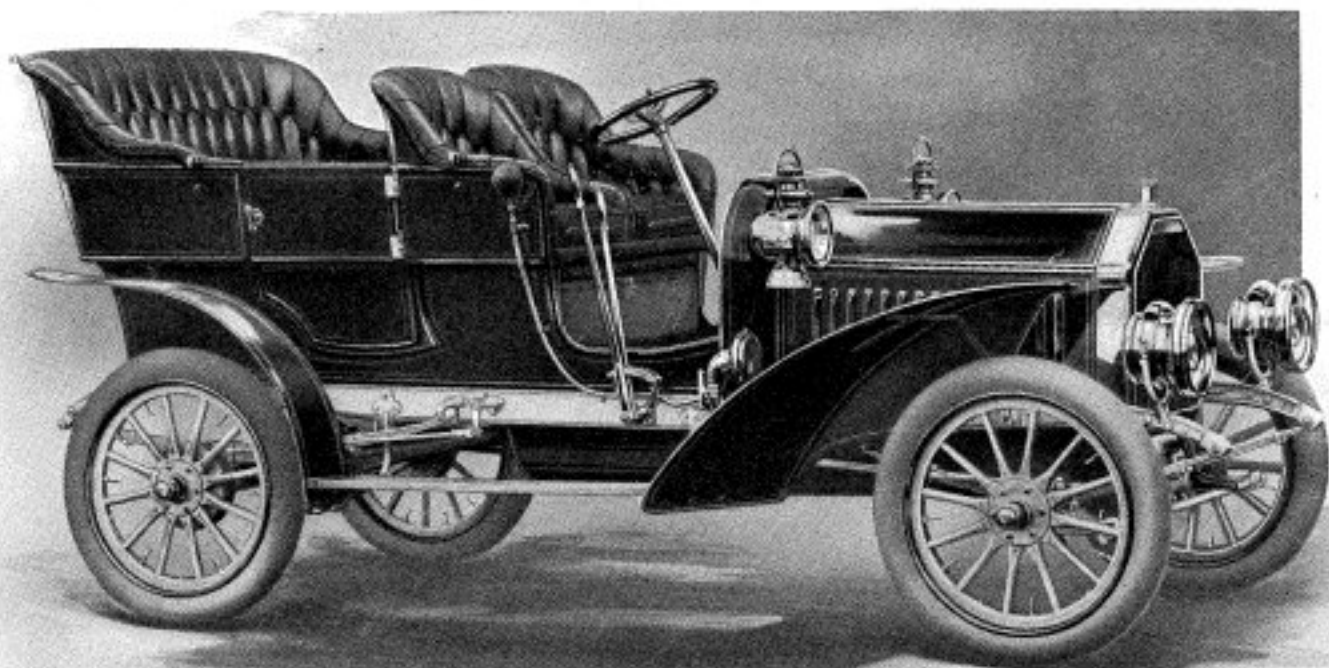
The flexibility of the motor is remarkable as it permits of a range of speeds from four to forty-five miles per hour on the high gear.

We use two types of transmission. Models "H" and "K" are of the selective planetary type; Models "D" and "S" of the sliding gear type.

The finish of our cars is distinctly high-grade and they cannot help but please the most fastidious.

It has not been our purpose to build a high powered car. We have rather endeavored to build a car that combines economy in operation with a minimum expenditure for maintenance.

The well known reliability of our two-cylinder car is very much in evidence in our four-cylinder model.



### SPECIFICATIONS MODEL "D"

*Body*—Side entrance tonneau.

*Seats*—Five persons.

*Weight*—2,250.

*Wheel Base*—40 $\frac{1}{2}$  inches.

*Tread*—50 inches.

*Tires*—32 x 4 inches.

*Brakes*—Hub; internal expanding, also external contracting on driving shaft.

*Springs*—Semi-elliptic.

*Frame*—Pressed steel.

*Horse Power*—24.

*Cylinders*—Four, 4 $\frac{1}{8}$  x 4 $\frac{1}{2}$ .

*Motor Suspension*—Five points, two flexible.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery.

*Carburetor*—Special design.

*Lubrication*—Mechanical force feed, gear driven.

*Motor Control*—On top of steering wheel, stationary.

*Clutch*—Multiple disc.

*Transmission*—Sliding gear.

*Speeds*—Three forward, one reverse.

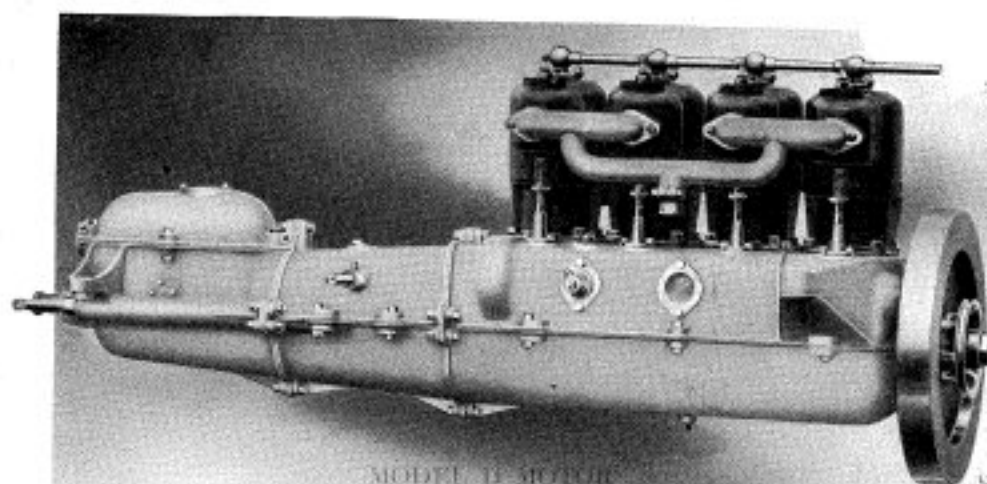
*Transmission Control*—Side lever.

*Drive*—Shaft.

Price, F. O. B. Factory, \$1,850.

Extras: Headlights and Generator, \$50.00.

Autogas tank, \$25.00; Tops, \$125.



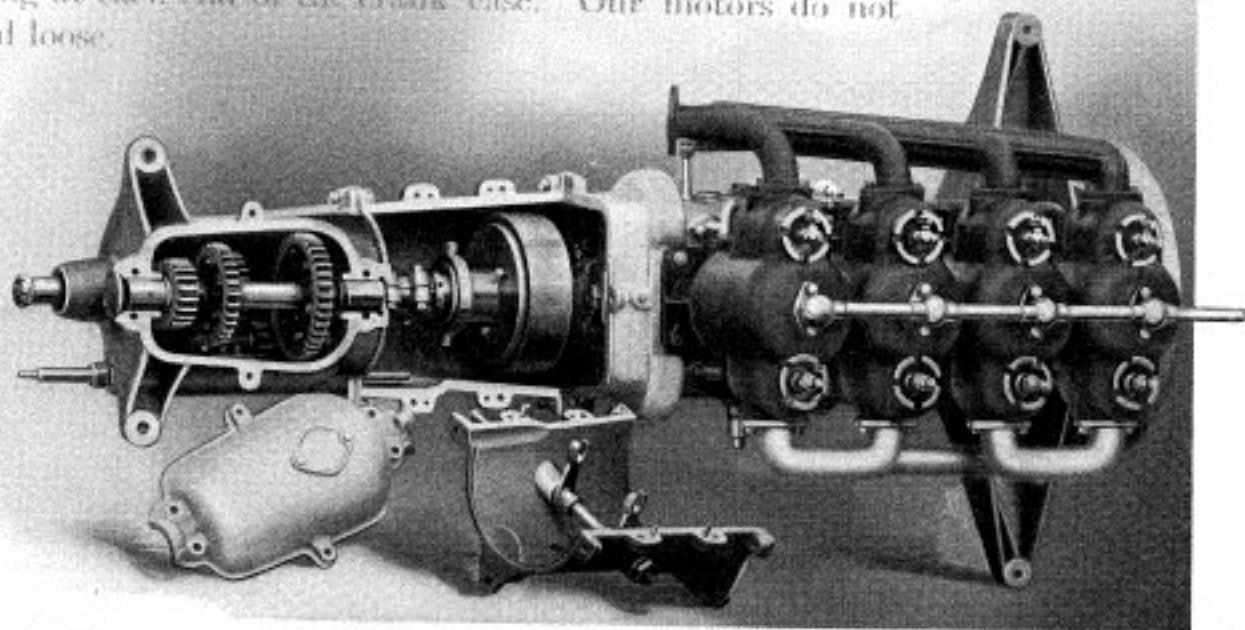
MODEL B MOTOR

Our engine, clutch and transmission are assembled and carried in a unit. When assembled in the frame the power plant is carried by our well known system of five point suspension, three points being flexible.

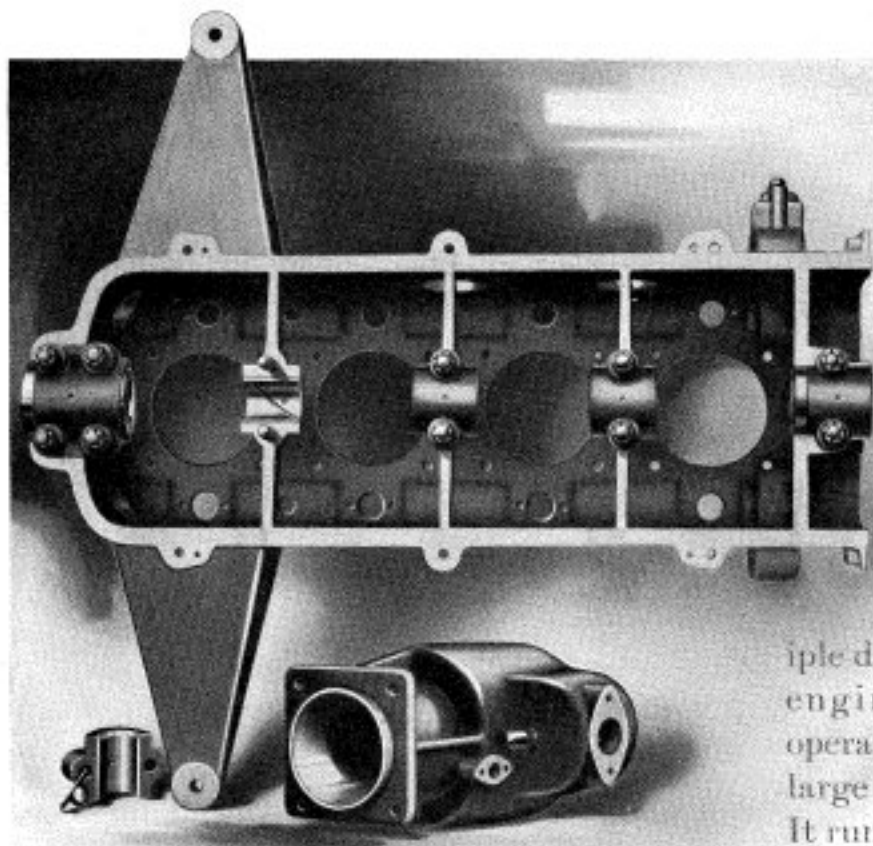
By this method of construction there is no possibility of the main shaft getting out of alignment owing to the distortion of the frame, due to severe road conditions.

*Engine*—Our engine is composed of four cylinders,  $4\frac{1}{4}$  inch bore by  $4\frac{1}{2}$  inch stroke, which we rate at 24 H. P. The inlet and exhaust valves are on opposite sides of the cylinders.

*Engine Bearings*—We illustrate the upper half of the crank case of our four-cylinder cars and wish to call particular attention to the large bearings. There is a bearing between each cylinder and a very long bearing at each end of the crank case. Our motors do not pound loose.



MODEL D MOTOR, SHOWING ASSEMBLY OF CLUTCH AND TRANSMISSION



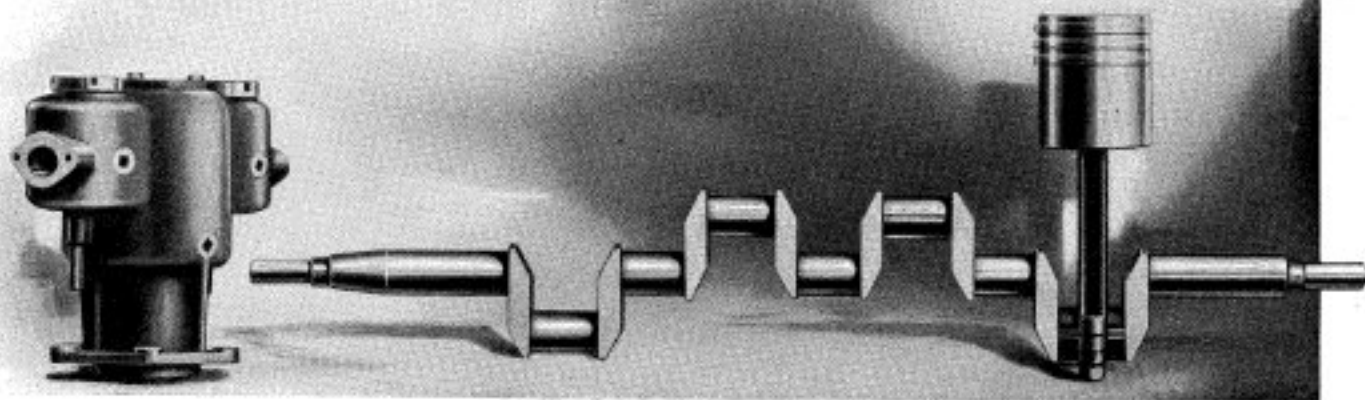
*Transmission*—This is of the progressive sliding gear type, giving three speeds forward and reverse. The countershaft lies above the main shaft and is easily and quickly removed.

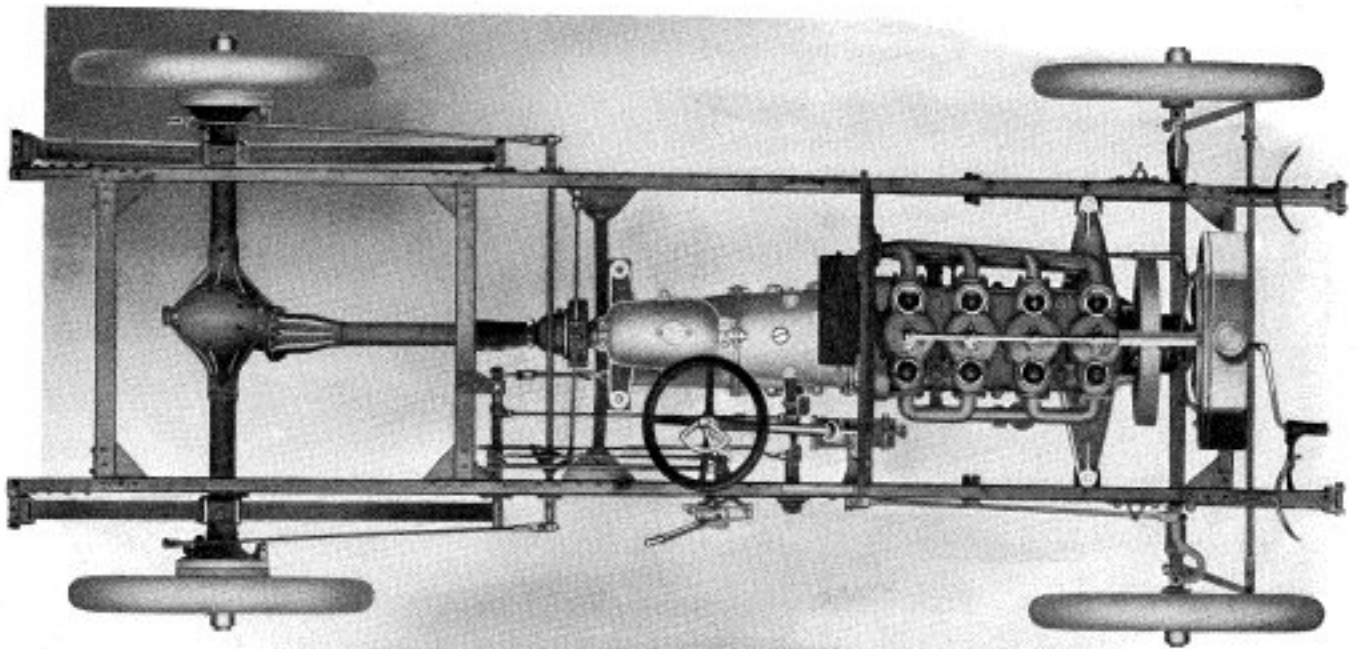
*Clutch*—We call special attention to our steel plate multiple disc clutch, as used in our engine. The smoothness in operating our car is due in a large measure to this clutch. It runs in an oil bath. When the clutch is engaged there is

no violent jump to the car, but instead it moves off quietly and smoothly.

*Commutator*—We use the LaCoste commutator as it has proved to be most highly efficient.

*Carburetor*—This is of accepted design and is not an experiment. It is very easy to adjust and to control.





*Lubrication*—We use the splash system of lubrication, the oil being furnished by a mechanical force feed lubricator which forces the oil directly to all of the main bearings, as well as the crank case.

*Frame*—This is of pressed steel and very strong.

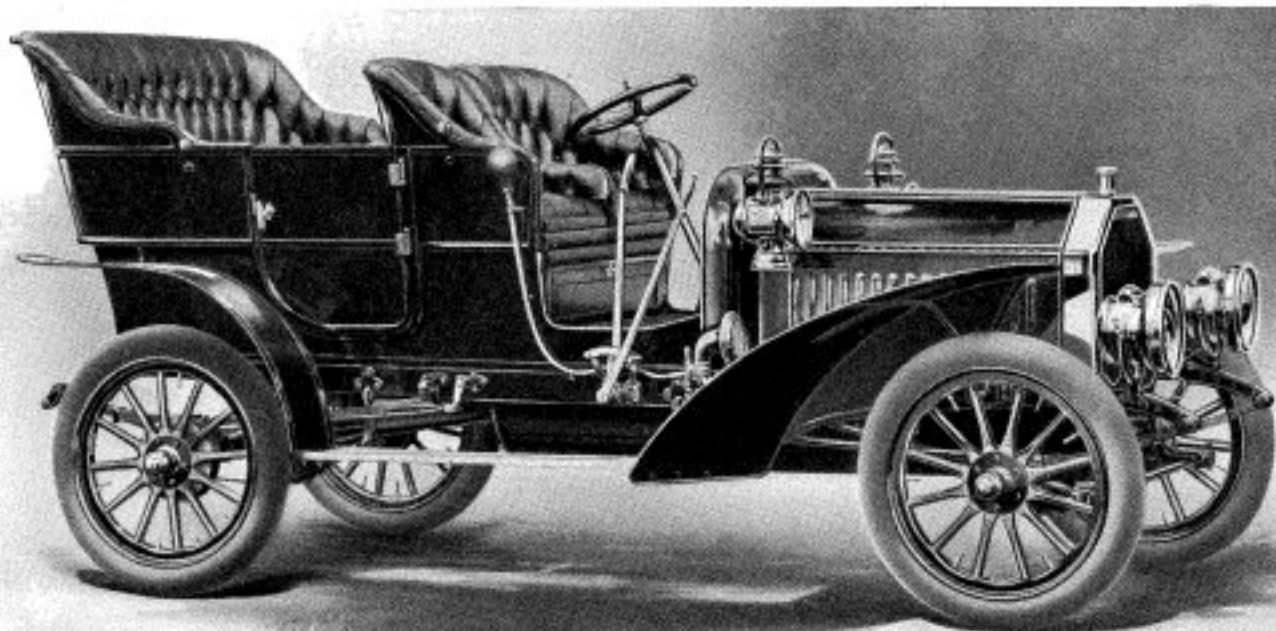
*Radiator*—We use a radiator of special design, having vertical tubes. The radiator is of large area which insures proper cooling of the engine at all times.

*Circulation*—Circulation is secured by means of a gear driven pump. The more rapidly the engine runs the faster the water is circulated, hence maintaining a uniform temperature of the cylinders at all speeds.

*Spring Suspension*—We would invite special attention to this feature of our cars, as we have exercised great care in this respect. The springs combine great tensile strength with a marked degree of softness and flexibility.

*Brakes*—We use an internal expanding hub brake on the wheel. The service brake is of the contracting external type on the driving shaft.





## SPECIFICATIONS MODEL "H"

*Body*—Side entrance tonneau.

*Seats*—Five persons.

*Weight*—2,250.

*Wheel Base*—109½ inches.

*Tread*—56 inches.

*Tires*—32 x 4 inches.

*Brakes*—Hub; internal expanding, also external contracting on driving shaft.

*Springs*—Semi-elliptic.

*Frame*—Pressed steel.

*Horse Power*—24.

*Cylinders*—Four, 4¼ x 4½.

*Motor Suspension*—Five points, two flexible.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery.

*Carburetor*—Special design.

*Lubrication*—Mechanical force feed, gear driven.

*Motor Control*—On top of steering wheel, stationary.

*Clutch*—Multiple disc.

*Transmission*—Planetary, selective type.

*Speeds*—Two forward, one reverse.

*Transmission Control*—Side lever.

*Drive*—Shaft.

Price, F. O. B. Factory, \$1,750.

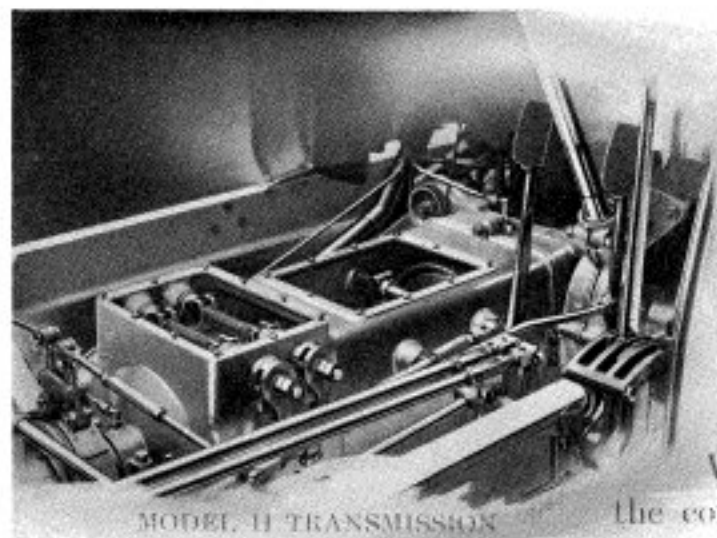
Extras: Headlight and generator, \$50.00.

Autogas tank, \$35.00; Tops, \$125

## MODEL "H"

Recognizing the fact that there are a large class of people who feel that they do not care to operate a car of the sliding gear type, we have designed and now offer our Model "H" car, equipped with our selective type planetary transmission.

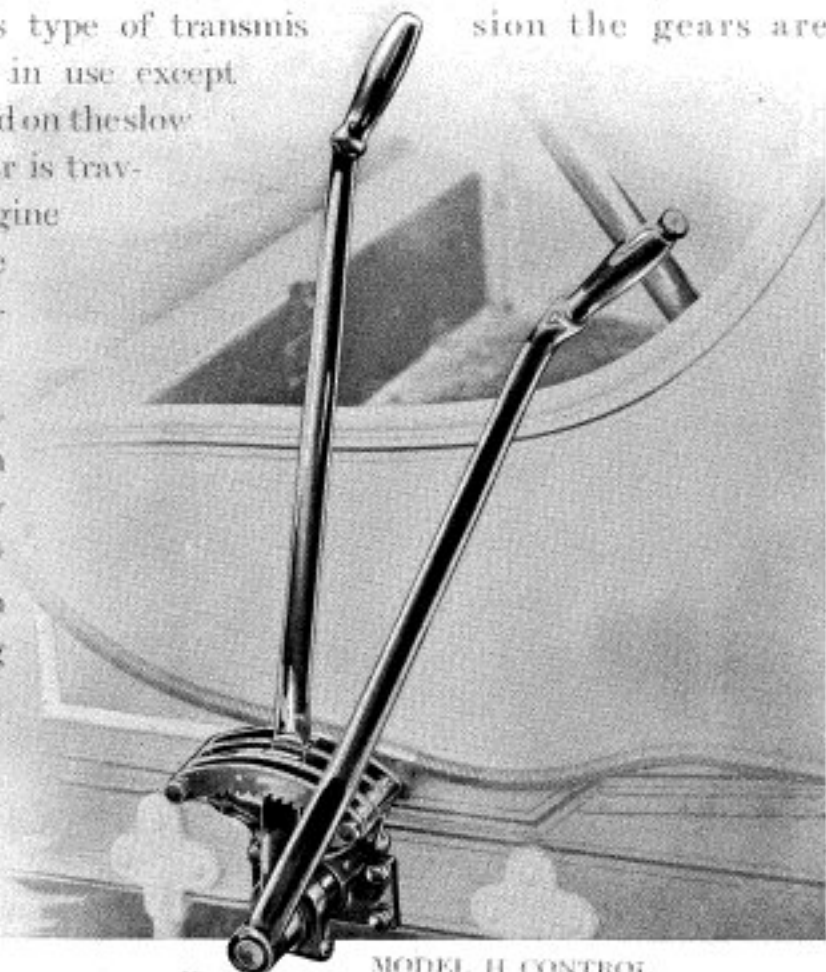
We would call especial attention to the control of this transmission, as it is different from anything heretofore produced.



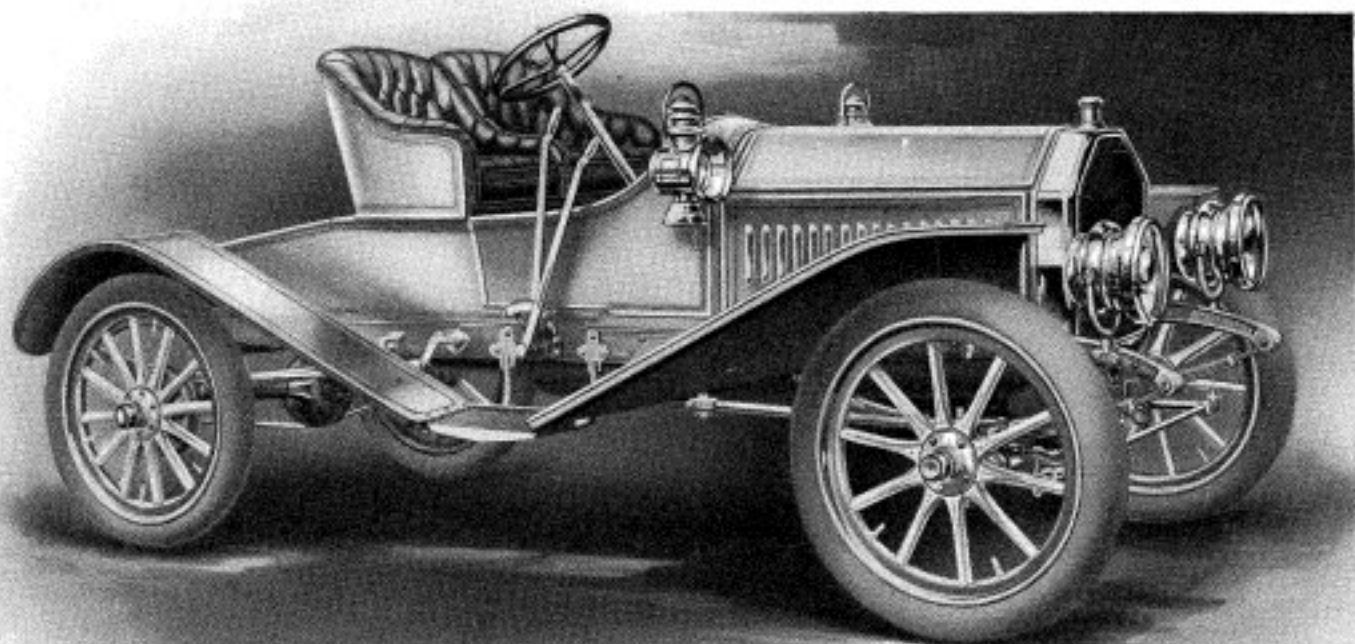
MODEL H TRANSMISSION

All speeds are secured by one lever working in an "H" shaped grid at the right of the driver. There is no possibility of damage to gears when changing speeds, for in this type of transmission the gears are always in mesh but never in use except when the car is going forward on the slow speed or reverse. When car is traveling on high speed the engine is direct connected and the transmission acts as an extra fly wheel.

When the car is standing still the transmission can be cut out entirely by putting on the emergency brake which interlocks with foot clutch, thus allowing engine only to run.



MODEL H CONTROL



## SPECIFICATIONS MODEL "S"

*Body*—Turtle back.

*Seats*—Two persons.

*Weight*—2,000.

*Wheel Base*—106½ inches.

*Tread*—56 inches.

*Tires*—32 x 4 inches.

*Brakes*—Hub; internal expanding, also external contracting on driving shaft.

*Springs*—Semi-elliptic.

*Frame*—Pressed steel.

*Horse Power*—24.

*Cylinders*—Four; 4¼ x 4½.

*Motor Suspension*—Five point, two flexible.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery.

*Carburetor*—Special design.

*Lubrication*—Mechanical force feed, gear driven.

*Motor Control*—On top of steering wheel, stationary.

*Clutch*—Multiple disc.

*Transmission*—Sliding gear.

*Speeds*—Three forward, one reverse

*Transmission Control*—Side lever.

*Drive*—Shaft.

These cars are equipped with Autogas tanks.

Price, F. O. B. Factory, \$2,500.

Extras, Top, \$100.

## MODELS "S" AND "K"

Owing to the demand for a high grade runabout we now offer models "S" and "K." These cars, while they embody many of the mechanical features of our four cylinder touring cars, are of a special design. Model "S" is equipped with a sliding gear transmission, giving three speeds forward and reverse; model "K" with a selective type planetary transmission, giving two speeds forward and reverse.

The body has the appearance of a semi-racer, and has long graceful lines.

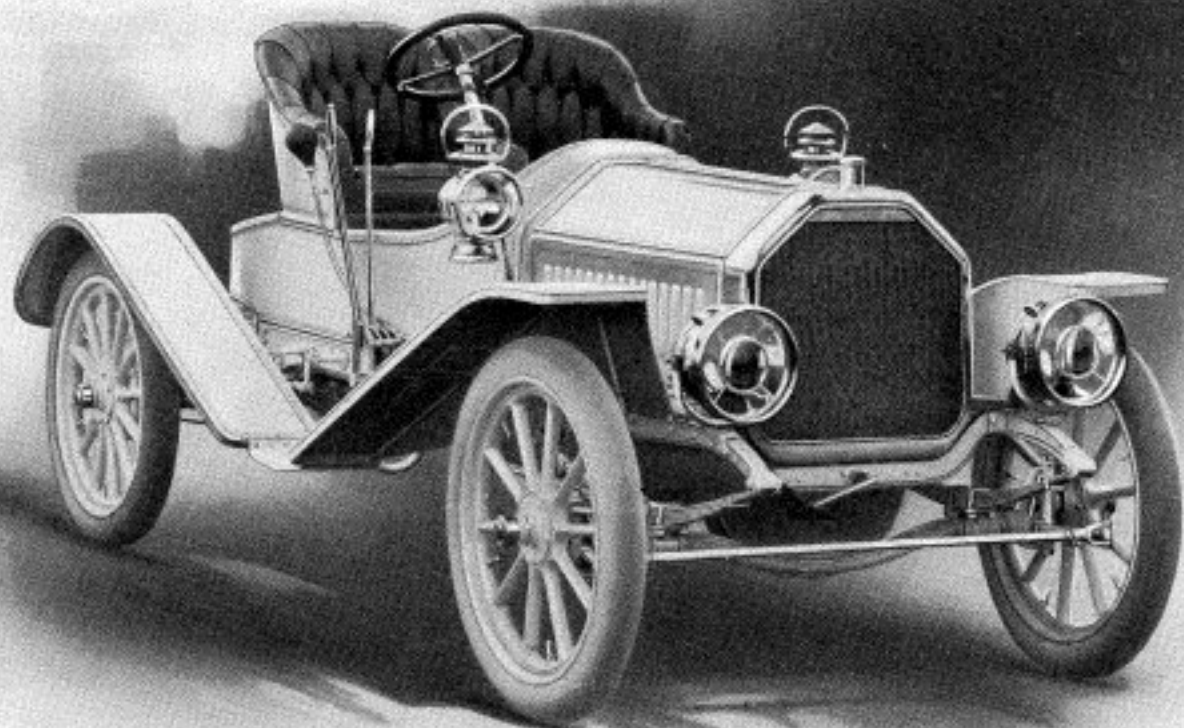
A noticeable feature of these cars is their easy riding qualities. This is due not only to the wheel base which is 106 inches long (or 4 inches longer than the wheel base on our four-cylinder touring cars), but also to the exceptionally fine springs and to the fact that the rider is not seated over the rear axle, but is placed in a pivotal position between the front and rear axles, where the greatest ease of riding is to be obtained.

Both models are handsomely finished in French gray, the striping being done in a delicate green. The upholstery is of selected leather and an extra fine quality of curled hair. The seats are extremely easy and hold the occupants firmly, even over the roughest roads.

Ample storage room has been provided under the rear deck. This is an important point as any person who has toured extensively can testify. We would also call attention to our mud guards. Owing to their special construction there is very little chance of mud or water reaching the occupants of the car, from the splash of the wheels, when the car is driven at high speed over muddy roads.

No owner of a touring car can consider his garage complete without one of our four-cylinder runabouts. There are many pleasant trips where the old saying, "Two is a company and three is a crowd," holds true. They also make an ideal car for a business man, who dislikes to use his touring car to and from the office each day.

A demonstration will prove to any one that our claims for superiority of design, quietness of engine and easy riding are not exaggerated. These models have met with a very favorable reception from those who are looking for the best.



## SPECIFICATIONS MODEL "K"

*Body*—Turtle back.

*Seats*—Two persons.

*Weight*—2,000.

*Wheel Base*—106½ inches.

*Tread*—56 inches.

*Tires*—32 x 4 inches.

*Brakes*—Hub; internal expanding, also external contracting on driving shaft.

*Springs*—Semi-elliptic.

*Frame*—Pressed steel.

*Horse Power*—24.

*Cylinders*—Four, 4¼ x 4½.

*Motor Suspension*—Five points, two flexible.

*Cooling*—Water.

*Ignition*—Jump spark.

*Current Supply*—Storage battery.

*Carburetor*—Special design.

*Lubrication*—Mechanical force feed, gear driven.

*Motor Control*—On top of steering wheel, stationary.

*Clutch*—Multiple disc.

*Transmission*—Planetary, selective type.

*Speeds*—Two forward, one reverse.

*Transmission Control*—Side lever.

*Drive*—Shaft.

These cars are equipped with Autogas tanks.

Price, F. O. B. Factory, \$2,500,

Extras, Top, \$100.



## Tires

Our cars are equipped with International Tires. All tires are fully guaranteed by the manufacturers, the International Rubber Company, of Milltown, N. J., and all claims for defective tires should be made direct to the International Rubber Company, or their representatives in your locality.

We have adopted and recommend a Clincher rim as a safe and reliable one to use. We will, however, furnish a limited number of Quick Detachable rims, although we do not recommend them.

## Autogas Tank

We supply the Autogas Tank on Models "K" and "S" as part of the regular equipment. These tanks can be had on Models "D" and "H" as an extra only.

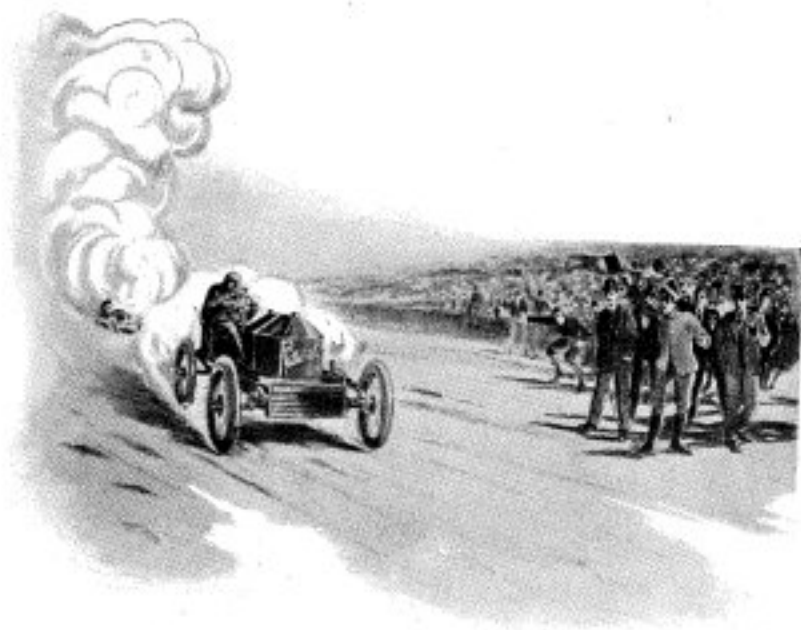
## Guarantee

The Buick Motor Company guarantees its Automobiles against manifest defects, and agrees to replace free of charge (if reported within sixty days from date of sale to the customer) any part of such automobile made by it, showing defective material or faulty workmanship. It is understood, however, that all parts claimed to be defective must be returned, charges prepaid, to the Buick Motor Company for examination and inspection.

## VICTORIES

Among the many victories won by the Buick Cars in track, hill and road contests, we have selected the following. Further particulars relating to these victorious events will be furnished cheerfully upon request.

<i>Los Angeles, Cal., Feb. 23, 1906.</i>	<i>Hill Climb:</i>	Won two events in hill climbing contests.
<i>Omaha, Neb., April 6, 1906.</i>	<i>Hill Climb:</i>	Won hill climbing contest, carrying five passengers.
<i>Atlantic City, N. J., April 26, 1906.</i>	<i>Track Race:</i>	Won first and second prizes touring car handicap, also first and second prizes in runabout class.
<i>Kansas City, Mo., May 8, 1906.</i>	<i>Track Race:</i>	First and second in runabout class.
<i>Wilkesbarre, Pa., May 10, 1906.</i>	<i>Hill Climb:</i>	Won both \$1,000 and \$1,500 events.
<i>Minneapolis, Minn., May 19, 1906.</i>	<i>Hill Climb:</i>	Won first, second and third in two-cylinder class.
<i>Indianapolis, Ind., May 24, 1906.</i>	<i>Hill Climb:</i>	Won two firsts and two seconds in four events entered. Won second place in free-for-all.
<i>Worcester, Mass., May 25, 1906.</i>	<i>Dead Horse Hill Climb:</i>	Established world's record for two-cylinder cars on Dead Horse Hill. Time, one mile 1:52½.
<i>Roadville, Mass., May 30, 1906.</i>	<i>Track Race:</i>	Won class race.
<i>Toledo, Ohio, May 31, 1906.</i>	<i>Road Race:</i>	Won endurance road race.
<i>Baltimore, Md., June 5, 1906.</i>	<i>Track Race:</i>	Won 20 H. P. class.
<i>Paterson, N. J., June 10, 1906.</i>	<i>Track Race:</i>	Won first and second in \$1,000 class.
<i>St. Louis, Mo., June 16, 1906.</i>	<i>Track Race:</i>	Won three mile race, \$1,000 class.
<i>Washington, D. C., June 16, 1906.</i>	<i>Track Race:</i>	Won three mile event for runabouts.
<i>New York, N. Y., June 18, 1906.</i>	<i>Relay Race:</i>	The Buick was the only car to go through the famous Chicago-New York relay run.
<i>Manchester, N. H., June 22, 1906.</i>	<i>Hill Climb:</i>	Won first easily.
<i>Los Angeles, Cal., July 3, 1906.</i>	<i>Endurance Race:</i>	Buick runabout won event for runabouts.
<i>Atlantic Highlands, N. J., July 4, 1906.</i>	<i>Hill Climb:</i>	Buick runabout won 25 H. P. class. Won free-for-all.
<i>Princeton, Ill., July 4, 1906.</i>	<i>Road Race:</i>	Won twelve mile road race.
<i>Chicago, Ill., July 4, 1906.</i>	<i>Track Race:</i>	Won first and second in three mile event.
<i>Edmonton, Alberta, Can., July 11, 1906.</i>	<i>Track Race:</i>	Won first and second in two events.
<i>Valley City, N. D., July 13, 1906.</i>	<i>Track Race:</i>	Won first and second in three mile event.
<i>Richmond, Va., Aug. 4, 1906.</i>	<i>Track Race:</i>	Won three mile event in \$1,000 class.
<i>Philadelphia, Pa., Aug. 11, 1906.</i>	<i>Track Race:</i>	Won first and second in three mile event.
<i>Sabisville, Pa., Aug. 27, 1906.</i>	<i>Track Race:</i>	Won both races at the Wellsville, N. Y. Fair.
<i>Waverly Park, N. J., Sept. 4, 1906.</i>	<i>Track Race:</i>	Won five mile handicap, also first and second place in ten mile free-for-all. Won three mile pursuit race.
<i>Grinnell, Iowa, Sept. 5, 1906.</i>	<i>Track Race:</i>	Badly defeated combined victor of three races.
<i>Independence, Mo., Sept. 27, 1906.</i>	<i>Track Race:</i>	Won first prize in two mile race.
<i>Kansas City, Mo., Oct. 3, 1906.</i>	<i>Track Race:</i>	Second free-for-all fifty mile race. First and second in runabout class. First, second and third in touring car class.
<i>Roading, Pa., Oct. 3, 1906.</i>	<i>Track Race:</i>	Won \$1,500 event pursuit race.
<i>Empire City Track N. Y., Oct. 27, 1906.</i>	<i>Track Race:</i>	Won one hundred mile race. Also won in \$1,500 class.
<i>San Francisco, Cal., Oct. 28, 1906.</i>	<i>Track Race:</i>	Won ten mile price handicap.
<i>Newark, N. J., Nov. 6, 1906.</i>	<i>Track Race:</i>	Won race against specially built racer. Second place in event for runabouts, no limit to cost.
<i>Philadelphia, Pa., Nov. 19, 1906.</i>	<i>Track Race:</i>	Second in twenty-five mile open event.
<i>Philadelphia, Pa., Nov. 26, 1906.</i>	<i>Track Race:</i>	Won \$1,500 class, also \$3,000 class.
<i>Los Angeles, Cal., Nov. 30, 1906.</i>	<i>Seaside Hill Climb:</i>	Won \$1,500 handicap.
		Won runabout class. Won touring car event under \$1,600.





1907,  
BUICK 44

AUTOMOTIVE HISTORY  
COLLECTION

OLD  
FAITHFUL

BUICK MOTOR COMPANY  
FLINT, MICHIGAN



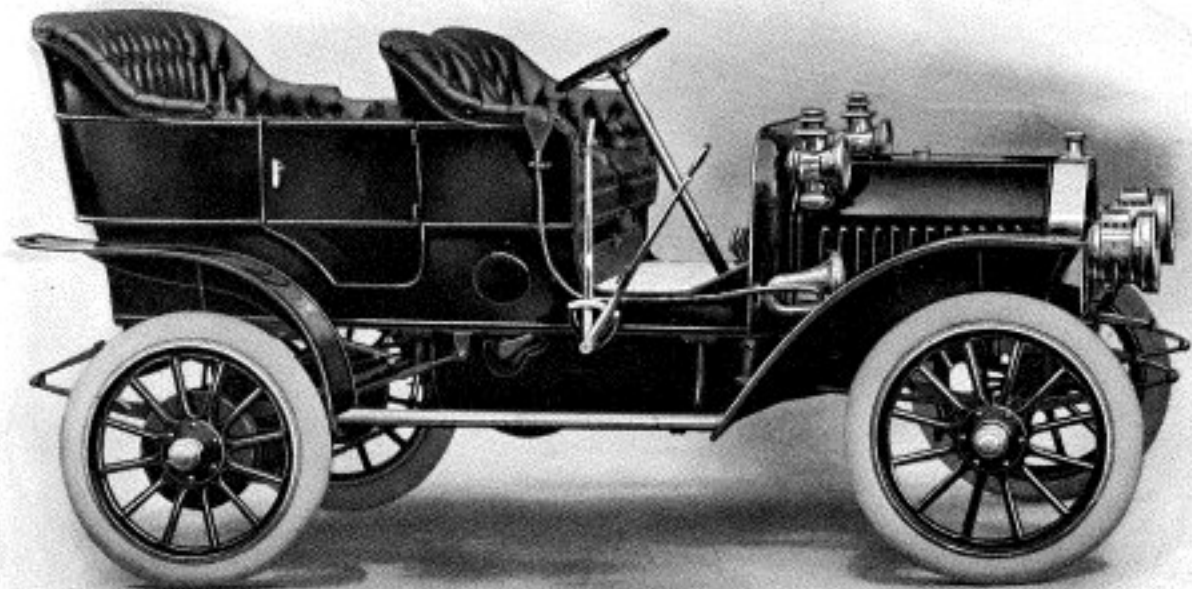
## Introductory

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The purpose of this little booklet is not the exploitation of a new automobile, but rather a reminder of a well tried and trustworthy car. The name which it has won for itself, "Old Faithful", expresses better than any other words, its trustworthiness.

We ask a careful consideration of the facts set forth in the following pages, with full knowledge that the information given is full of true merit, and that no purchaser of a Model "F" will make a mistake.

BUICK MOTOR COMPANY.



"OLD FAITHFUL"

## Model "F" Specifications

BODY . . . . .	Wood, touring type.
COLOR . . . . .	Red body and gear.
SEATS . . . . .	Five persons.
WHEEL BASE . . . . .	92 inches.
TREAD . . . . .	56 inches.
TIRES . . . . .	32 x 3½ inches.
STEERING GEAR . . . . .	Tilting column, pinion and sector type.
BRAKES . . . . .	External contracting on differential, and internal expanding hub.
SPRINGS . . . . .	Three fourths elliptic in front, full elliptic in rear.
FRAME . . . . .	Angle iron.
MOTOR . . . . .	Double opposed. 22 H. P.
CYLINDERS . . . . .	4½ x 5 inches.
VALVE ARRANGEMENT . . . . .	In head of cylinder; cage and valve removable.
COOLING . . . . .	Water, circulated by pump.
IGNITION . . . . .	Jump spark.
CURRENT SUPPLY . . . . .	Storage battery and dry cells.
LUBRICATION . . . . .	Mechanical force feed lubricator, gear driven.
CARBURETOR . . . . .	Schebler.
MOTOR CONTROL . . . . .	Spark and throttle levers on top of wheel on immovable sector.
TRANSMISSION . . . . .	Planetary. Two speeds forward, one reverse.
CLUTCH . . . . .	Cone, wide surface, positive action.
CONTROL . . . . .	Pedals for slow speed ahead, reverse and brake. Side levers for engagement of clutch and emergency brake.
DRIVE . . . . .	Chain.
PRICE . . . . .	\$1,000 f. o. b. factory. This price includes oil lamps, tail lamp, gas headlights, generator, and repair outfit.
EXTRAS . . . . .	Magneto, top, glass front, speedometer.

Prest-O-Lite equipment will be furnished instead of gas generator as an extra, if desired.

**T**HE wonderful growth of the automobile industry is convincing proof that the automobile has become a permanent part of the life of the great American public. It has done more towards solving the great problem of rapid transit, especially in rural communities, than any other agency.

We feel that this is an opportune time to call the attention of our many friends and patrons to one of the most successful automobiles that has ever been manufactured, namely the Buick Model F.

This car was, so to speak, the foundation on which the great structure of the Buick Motor Company was built. It has for years endured the most rigorous tests to which any mechanism could be subjected, to the end that it is today considered the most stable and trustworthy form of automobile on the market. We do not claim that the Model F car is one to answer the requirements of that portion of the public desiring an elaborate, high priced automobile; we do, however, positively state that it will prove of more service and benefit to the user than the complicated four and six cylinder types.

Our reasons for the above statements are as follows:

The construction of the double opposed motor permits of an exceedingly large bearing for the work imposed upon it.

All of the working parts are in proportion to the horse power generated. This spells a long lived and durable motor, and the motor, after all is said and done, is the heart of the car.

The mechanical features of our Model F car are thoroughly standardized, as the result of years of experience—the motor being practically unchanged today from the original motor put out in 1905.

As a doctor's car, where a machine is required always ready to respond to his needs, regardless of weather conditions, there is no automobile manufactured today that will prove anywhere near its equal.

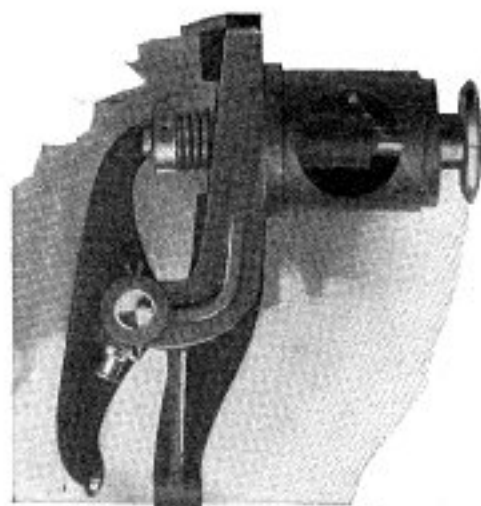
To meet the demands of a man living in the country or in the small town, in a great many instances far removed from competent repair shops, no car is offered which can show a lower up-keep or less trouble than a Model F. This is true to such an extent that throughout the country, from East to West and from North to South, the Buick Model F is spoken of by rank and file as "Old Faithful".

While the majority of cars built thus far, for the season of 1910 has been along the lines of four-cylinder machines, still the demand for the old Model F has been so great that we have manufactured more of this model than in any previous year during the existence of the company.

The Buick Model F is so well known throughout the country that a general description is perhaps unnecessary. However, we desire to call attention to outlines and mechanical features which in our opinion recommend it. The straight-line body, new style radiator and hood, combine to make these cars in general appearance the equal of any car built.

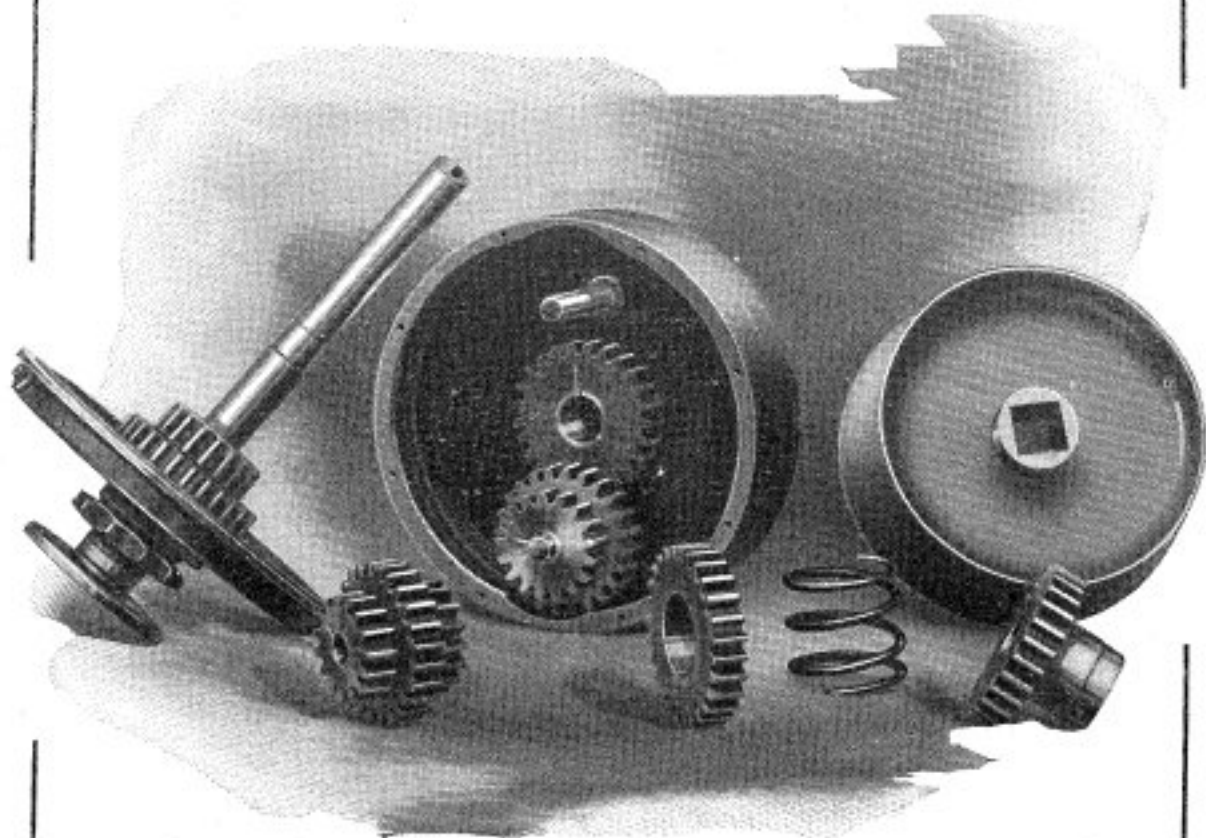
**MOTOR:** The motor is of the two-cylinder under-slung type, cylinders being  $4\frac{1}{2}$  x 5 inches and amply water jacketed to prevent over-heating under any conditions.

**LUBRICATION:** Lubrication is had through a mechanical force feed oiler which insures oil being supplied to all bearings and working parts.





**VALVES:** An important feature of these motors is the type of valve construction. Owing to the material used in them, grinding is seldom needed. If, however, it should become necessary, the valve with its cage can be quickly removed from the head of the cylinder. By the aid of a vice the valve can be ground in without disassembling. This is



an important consideration on a two-cylinder double opposed motor. We know of Buick cars that have been run an entire season without having the valves removed even for inspection.

**BEARINGS:** The bearings on our engines are very large and especially designed to give long life.

**CAM SHAFT:** The cam shaft, fitted with adjustable bearings, is carried above the crank shaft and can be quickly examined or adjusted for any slight wear that may occur.

**WATER PUMP:** This is of the gear variety and is driven from the interior of the crank case. It can be speedily removed if desired.

**TRANSMISSION:** The transmission is of the planetary type, having two speeds forward and one reverse. Owing to the high power of the engine, it is built very strongly.

**HIGH SPEED CLUTCH:** The high speed clutch is of the well known leather faced cone type. It is self-adjusting and requires no attention on the part of the driver. It will not slip.

**CONTROL:** The slow speed forward, the reverse and service brakes are operated by foot pedals. The high speed clutch is engaged by a lever at the right of the driver's seat. The emergency brakes which expand on the rear hubs, are controlled by a second lever.

**BRAKES:** Service brakes are of large proportion, contracting on differential. The emergency brakes are internal expanding hub and of the full wrapping type. The braking surface is lined with camel's hair fabric which can be renewed at a very slight expense when necessary.

**FRAMES:** Frames are of angle iron and of strong, sturdy construction. All frame connections and fittings are hot riveted. Such a thing as a broken or loose frame is unknown. In this connection we wish to call particular attention to the ease with which the transmission can be removed,

if necessary, or dropped from the frame by the loosening of several bolts which connect transmission shaft with the fly-wheel. Another feature is the ease with which either cylinder of the motor can be removed without taking the engine from the chassis. If, however, it is desired to take the engine out completely it can be readily accomplished.

**SPARK PLUGS:** Spark plugs are on top of the cylinder and readily accessible.

BUICK OWNERS  
are our Best Salesmen

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