

*Buick*

MOTOR  
CARS

*1911*

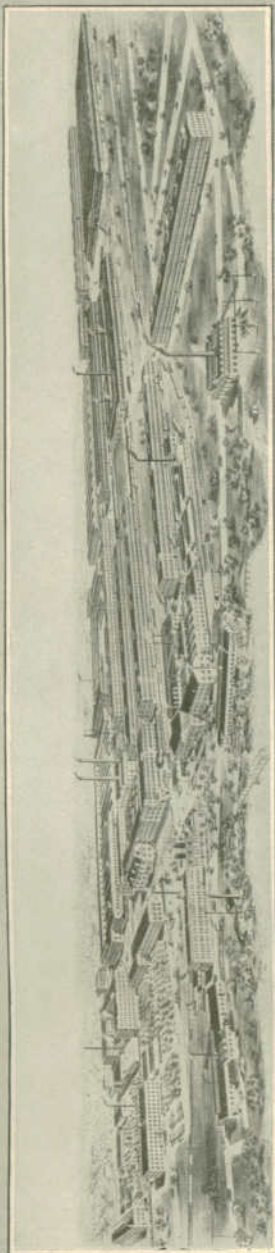
POCKET  
EDITION

## Buick Branches

Boston, Mass.  
Albany, N. Y.  
New York, N. Y.  
Philadelphia, Pa.  
Washington, D. C.  
Atlanta, Ga.  
Pittsburg, Pa.  
Buffalo, N. Y.  
Cleveland, Ohio.  
Toledo, Ohio.  
Detroit, Mich.  
Saginaw, Mich.  
Grand Rapids, Mich.  
Battle Creek, Mich.  
Indianapolis, Ind.  
Chicago, Ill.  
Milwaukee, Wis.  
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Kansas City, Mo.  
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## Buick Distributers

Syracuse, N. Y.  
Charlotte, N. C.  
Cincinnati, Ohio.  
Dayton, Ohio.  
Minneapolis, Minn.  
Lincoln, Nebr.  
New Orleans, La.  
Dallas, Texas.  
Denver, Colo.  
Salt Lake City, Utah.  
Portland, Oreg.  
San Francisco, Cal.  
Los Angeles, Cal.  
Oshawa, Ont.



## Home of the Buick

# Buick

1911



OUR regular catalog is not yet ready for distribution, but this pamphlet, with its miniature cuts and brief descriptions, will serve to inform early buyers with reference to our 1911 line.

The name "Buick" on a motor car is sufficient guarantee of its worth. As proof of this, we point with pride to the fact that our production of 37 cars in 1904 has grown to a production of over 27,000 cars during the season of 1910 and there are now in operation upward of 60,000 Buick machines every one of which is giving perfect satisfaction to its user.

We build nothing but high grade automobiles and **WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.**

**BUICK MOTOR COMPANY**  
FLINT, MICHIGAN, U. S. A.

## MODEL 32

**BODY**—Two-passenger roadster type, with hooded dash and undivided seat. Sixteen gallon gasoline supply tank in rear.

**FRAME**—Pressed steel, three and one-half-inch drop.

**SPRINGS**—Semi-elliptic front; full elliptic rear with scroll ends.

**WHEELS**—Wood, artillery type, with quick detachable rims. Large hub flanges.

**TIRES**—30 x 3½ inches.

**WHEEL BASE**—90 inches.

**TREAD**—56 inches (60 inches special when desired).

**MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs. 3¼-inch bore, 3¼-inch stroke.

**COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, honeycomb, long distance type. Fan attached to motor, running on two-cone type ball bearings.

**IGNITION**—Jump spark, current supplied by high-tension magneto with reserve set of dry cells.

**CARBURETOR**—Schebler, automatic, float feed.

**LUBRICATION**—Self contained splash system, oil circulated by gear pump.

**CLUTCH**—Cone, special design, integral with transmission.

**TRANSMISSION**—Planetary type; two speeds forward and reverse.

**DRIVE**—Direct shaft to bevel gears.

**BRAKES**—Two, internal expanding in rear wheel hubs and external contracting on transmission shaft.

**STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.

**CONTROL**—Spark and throttle levers on top of steering wheel. Pedals for service brake, slow speed and reverse. Side levers for high speed clutch and emergency brake. Automatic high speed clutch release on slow speed and brake pedals.

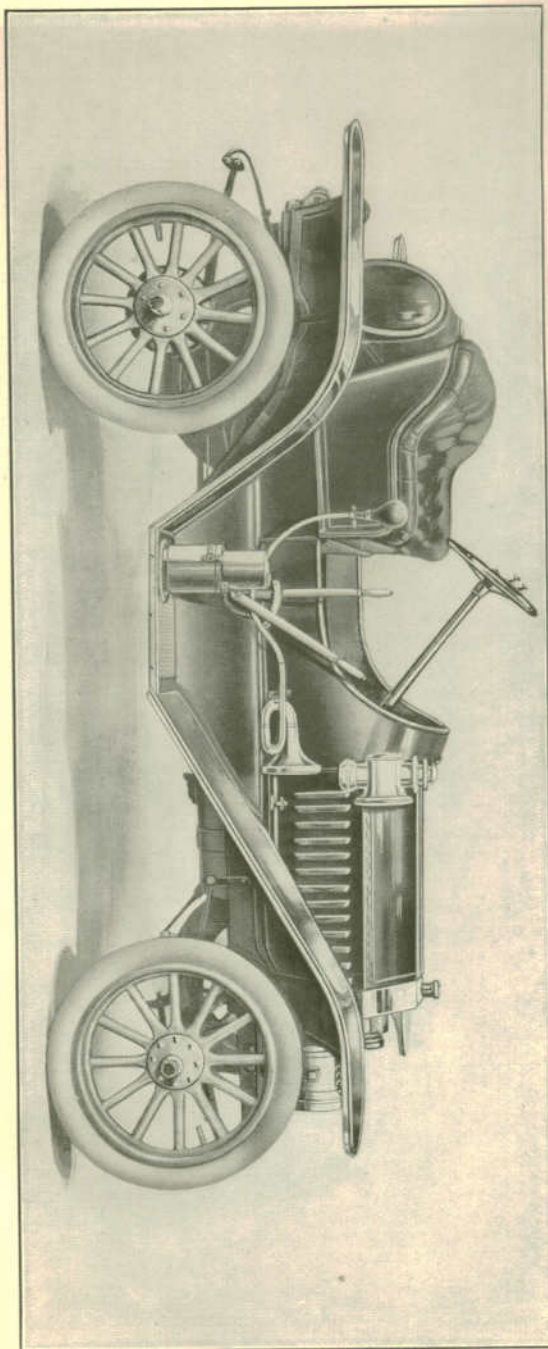
**FINISH**—Buick red throughout. Upholstered in black leather over curled hair and coil springs. Cowled dash, walnut finish. Running boards and front floor boards, linoleum covered, with metal binding.

**EQUIPMENT**—Oil side lamps, oil tail lamp, gas generator, gas headlights, horn, complete set of tools, including jack, pump and tire repair kit.

**PRICE**—\$800.00 f. o. b. factory.

**EXTRAS**—Top, windshield, speedometer, tire irons, trunk rack. Prest-O-Lite equipment instead of gas generator, as an extra, if desired.

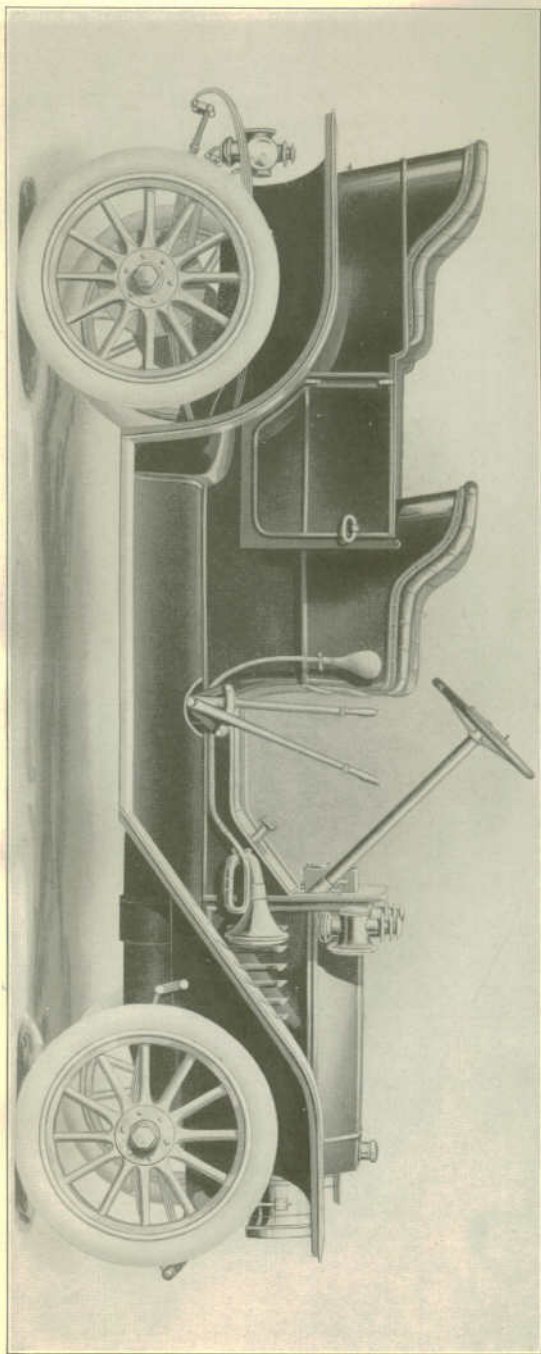
MODEL 32 BUICK



### MODEL 33

- BODY**—Touring type, with detachable tonneau.
- FRAME**—Pressed steel, three and one-half-inch drop.
- SPRINGS**—Semi-elliptic front; full elliptic rear with scroll ends.
- WHEELS**—Wood, artillery type, with quick detachable rims. Large hub flanges.
- TIRES**—30x3½ inches.
- WHEEL BASE**—100 inches.
- TREAD**—56 inches (60 inches special when desired).
- MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs, 3¼-inch bore, 3¼-inch stroke.
- COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, honeycomb, long distance type. Fan attached to motor, running on two-cone type ball bearings.
- IGNITION**—Jump spark, current supplied by high-tension magneto with reserve set of dry cells.
- CARBURETOR**—Schebler, automatic, float feed.
- LUBRICATION**—Self contained splash system, oil circulated by gear pump.
- CLUTCH**—Cone, special design, integral with transmission.
- TRANSMISSION**—Planetary type; two speeds forward and reverse.
- DRIVE**—Direct shaft to bevel gears.
- BRAKES**—Two, internal expanding in rear wheel hubs and external contracting on transmission shaft.
- STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.
- CONTROL**—Spark and throttle levers on top of steering wheel. Pedals for service brake, slow speed and reverse. Side levers for high speed clutch and emergency brake. Automatic high speed clutch release on slow speed and brake pedals.
- FINISH**—Body, gear, frame and axles, dark blue. Wheels ivory white. Upholstered in black leather over curled hair and coiled springs. Dash walnut finish. Running boards and front floor boards, Hnoleum covered, with metal binding.
- EQUIPMENT**—Oil side lamps, oil tail lamp, gas generator, gas head lights, horn, foot rest, robe rail, complete set of tools including jack, pump and tire repair kit.
- PRICE**—\$950.00 f. o. b. factory.
- EXTRAS**—Top, windshield, speedometer, tire irons, trunk rack. Prest-O-Lite equipment instead of gas generator, as an extra, if desired.

MODEL 33 BUICK



## MODEL 26

**BODY**—Two-passenger roadster type, with metal fore doors. Twenty-five gallon gasoline supply tank in rear.

**FRAME**—Pressed steel, special construction, extra strong, three and one-half-inch drop.

**SPRINGS**—Semi-elliptic front; full elliptic rear with scroll ends.

**FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.

**REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings. Triangular braced torsion tubes, affording unusual strength.

**WHEELS**—Wood, artillery type, with quick detachable rims. Special large hub flanges.

**TIRES**—32 x 3½ inches. Option of 30 x 3½ inches.

**WHEEL BASE**—100 inches.

**TREAD**—56 inches (60 inches special when desired).

**MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs, 4-inch bore, 4-inch stroke. Three bearing crank shaft with babbit bearings. Exceptionally large bearing surfaces.

**COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type with large water capacity. Fan attached to motor, running on two-cone type ball bearings. Center distances of fan pulley easily adjusted to take up stretch in belt.

**IGNITION**—Jump spark. Current supplied by high tension Splittorf magneto with reserve set of dry cells.

**CARBURETOR**—Schebler, automatic, float feed.

**LUBRICATION**—Automatic, splash system. Oil uniformly distributed. Supply maintained by positive driven slow speed plunger pump with single sight feed. Most economical system ever devised.

**CLUTCH AND TRANSMISSION UNIT**—Multiple disc clutch, our own special design, running in oil. Oil supply automatically regulated. Clutch and transmission practically noiseless in all speeds. Unit is easily removable without disturbing the body, axle or motor. Sliding gear, selective type transmission; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel hardened and ground, running in hard bronze bearings.

**DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty, nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interference.

**BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Both equipped with equalizers. Very effective and easy of operation.

**STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.

**CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Easily operated.

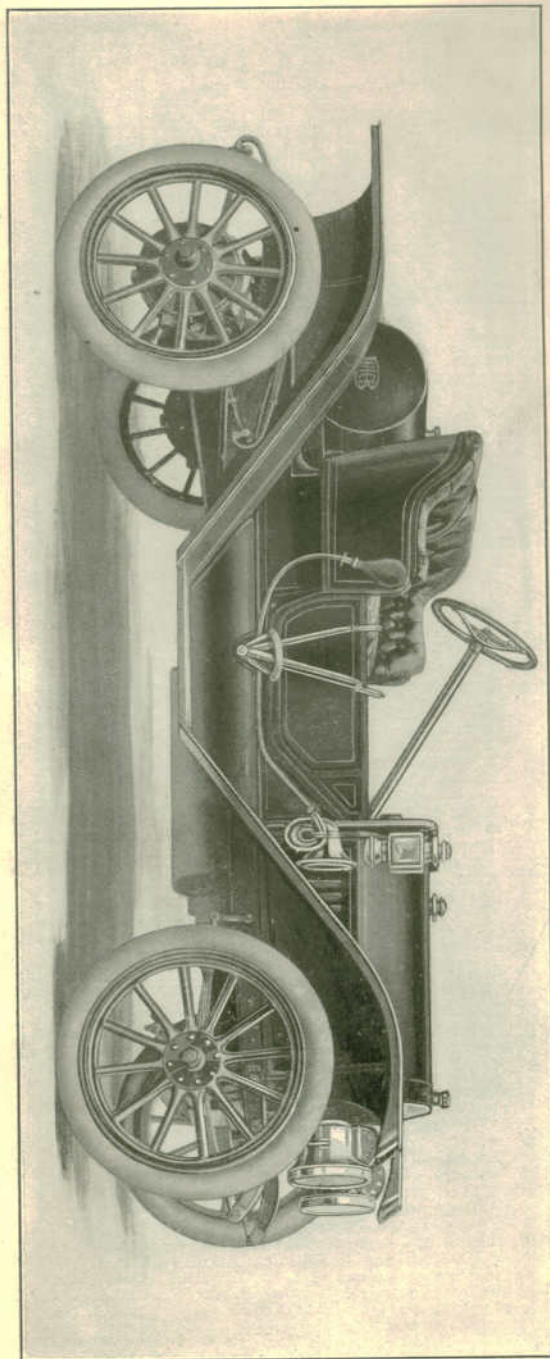
**FINISH**—Battleship gray throughout. Upholstered in extra fine quality black leather, over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards, specially oil treated and linoleum covered, with heavy brass binding.

**EQUIPMENT**—Oil side lamps, oil tail lamp, gas generator, gas headlights, horn, half foot rest, tire holders on rear, complete set of tools, including jack, pump and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's order.

**PRICE**—\$1,050.00 f. o. b. factory.

**EXTRAS**—Top, windshield, speedometer, trunk. Prest-O-Lite equipment instead of gas generator, as an extra, if desired.

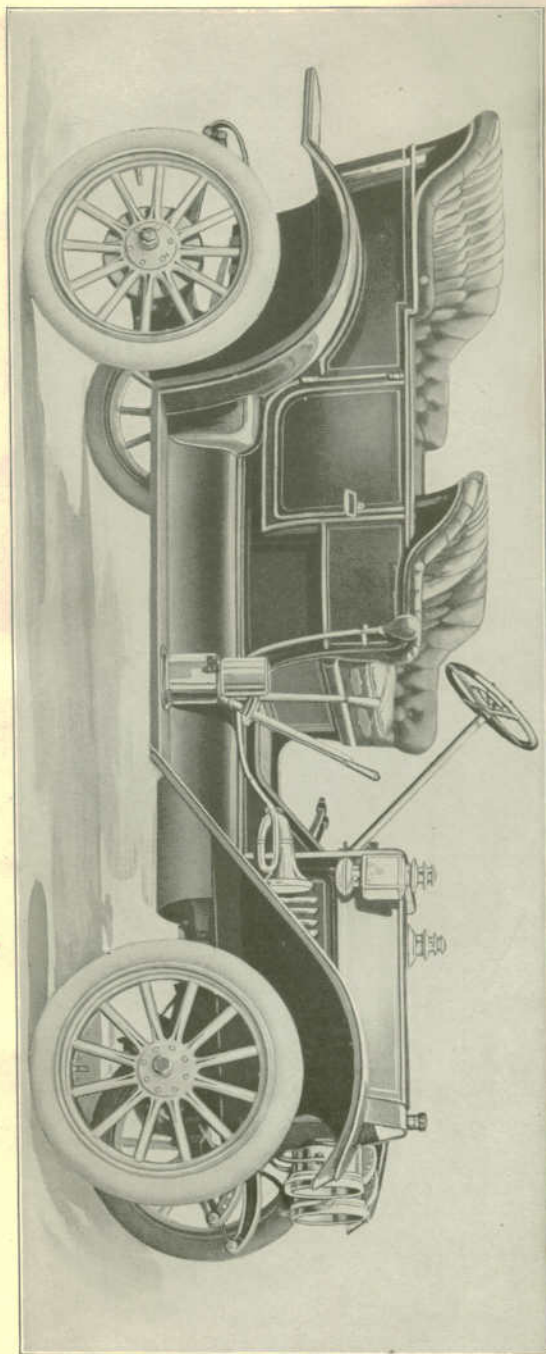
MODEL 26 BUICK



## MODEL 27

- BODY**—Five-passenger touring type, with metal doors.
- FRAME**—Pressed steel, special construction, extra strong, three and one-half-inch drop.
- SPRINGS**—Semi-elliptic front; full elliptic rear with scroll ends.
- FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.
- REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings. Triangular braced torsion tubes, affording unusual strength.
- WHEELS**—Wood, artillery type, with quick detachable rims. Special large hub flanges.
- TIRES**—32 x 3½ inches.
- WHEEL BASE**—106 inches.
- TREAD**—56 inches (60 inches special when desired).
- MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs. 4-inch bore, 4-inch stroke. Three bearing crank shaft with babbit bearings. Exceptionally large bearing surfaces.
- COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type with large water capacity. Fan attached to motor, running on two-cone type ball bearings. Center distances of fan pulley easily adjusted to take up stretch in belt.
- IGNITION**—Jump spark. Current supplied by high tension Splitdorf magneto with reserve set of dry cells.
- CARBURETOR**—Schebler, automatic, float feed.
- LUBRICATION**—Automatic splash system. Oil uniformly distributed. Supply maintained by positive driven slow speed plunger pump with single sight feed. Most economical system ever devised.
- CLUTCH AND TRANSMISSION UNIT**—Multiple disc clutch, our own special design, running in oil. Oil supply automatically regulated. Clutch and transmission practically noiseless in all speeds. Unit is easily removable without disturbing the body, axle or motor. Sliding gear, selective type transmission; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel, hardened and ground, running in hard bronze bearings.
- DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interference.
- BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Both equipped with equalizers. Very effective and easy of operation.
- STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.
- CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Easily operated.
- FINISH**—Body, gear, frame and axles, dark blue; wheels ivory white with black striping. Upholstered in extra fine quality black leather, over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards specially oil treated and linoleum covered, with heavy brass binding.
- EQUIPMENT**—Oil side lamps, oil tail lamp, gas generator, gas headlights, horn, foot rest, robe rail, complete set of tools, including jack, pump, and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's order.
- PRICE**—\$1,150.00 f. o. b. factory.
- EXTRAS**—Top, windshield, speedometer, tire irons, trunk rack. Prest-O-Lite equipment instead of gas generator, as an extra, if desired.

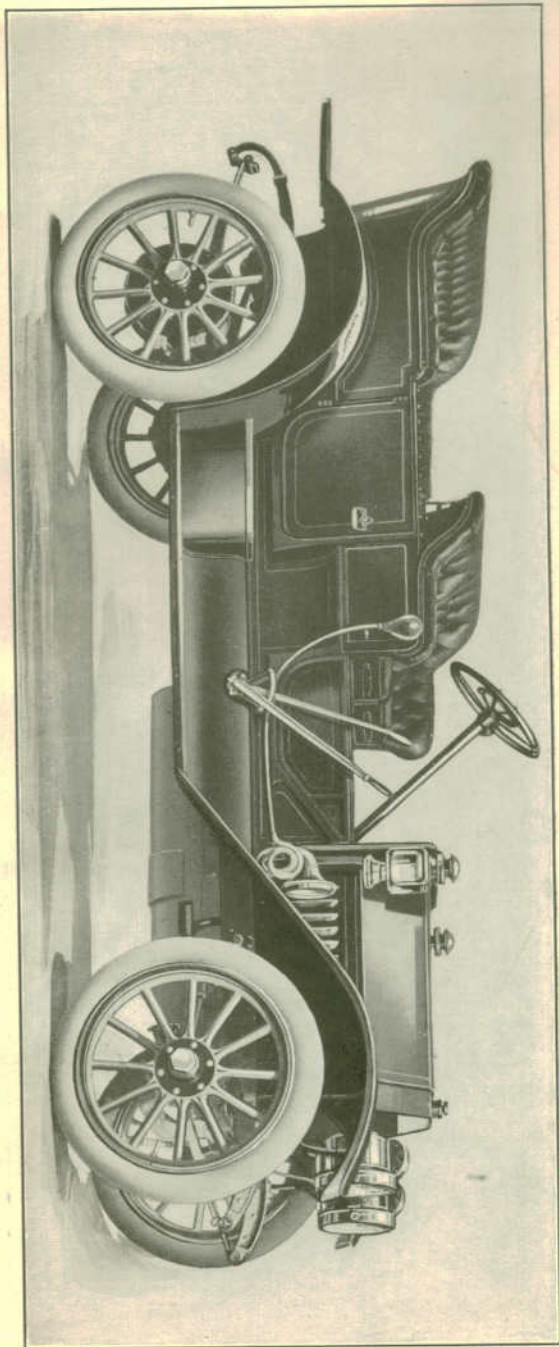
MODEL 27 BUICK



## MODEL 21

- BODY**—Five-passenger touring type, with half height fore doors. All doors of metal.\*
- FRAME**—Pressed steel, special construction, extra strong, four-inch drop.
- SPRINGS**—Semi-elliptic front; three-quarters elliptic rear with scroll ends.
- FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.
- REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings.
- WHEELS**—Wood, artillery type, with quick detachable rims. Extra large hub flanges.
- TIRES**—34x4 inches. Option of 32x4 inches.
- WHEEL BASE**—110 inches.
- TREAD**—56 inches (60 inches special when desired).
- MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs, 4¼-inch bore, 4½-inch stroke. Three bearing crank shaft, with babbit lined bronze bearings. Exceptionally large bearing surfaces.
- COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type, with large water capacity. Fan attached to motor, running on two-cone type ball bearings.
- IGNITION**—Jump spark. Current supplied by high tension Splittdorf magneto with reserve set of dry cells.
- CARBURETOR**—Schebler, automatic, float feed.
- LUBRICATION**—Self-contained splash system, oil circulated by gear pump.
- CLUTCH**—Extra large cone, special design to prevent harsh action.
- TRANSMISSION**—Sliding gear, selective type; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel, hardened and ground, running in hard bronze bearings.
- DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty, nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interferences.
- BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Very effective and easy of operation.
- STEERING GEAR**—Semi-irreversible, split nut and worm type, fully adjustable with ball bearing thrust.
- CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Easily operated.
- FINISH**—Bulek green throughout. Upholstered in extra fine quality black leather over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards specially oil treated and linoleum covered, with heavy brass binding.
- EQUIPMENT**—Oil side lamps, oil tail lamp, gas generator, gas headlights, horn, foot rest, robe rail, complete set of tools, including jack, pump, and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's order.
- PRICE**—\$1,500 f. o. b. factory.
- EXTRAS**—Top, windshield, speedometer, tire irons, trunk rack, Prest-O-Lite equipment instead of gas generator, as an extra, if desired.
- \*NOTE**—This car is also furnished in a close coupled four-passenger type, with detachable tonneau at the same price. \$50.00 extra for single rumble seat to be used in place of detachable tonneau.

MODEL 21 BUICK





## MODEL 38

**BODY**—Two-passenger roadster type, hooded dash.

Twenty-seven gallon gasoline supply tank in rear.

**FRAME**—Pressed steel, special construction, extra strong. Four-inch drop.

**SPRINGS**—Semi-elliptic front; three-quarters elliptic rear with scroll ends.

**FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.

**REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings. Triangular braced torsion tubes, affording unusual strength.

**WHEELS**—Wood, artillery type, with quick detachable rims. Special large-hub flanges.

**TIRES**—36x4 inches. Option of 32x4½ inches.

**WHEEL BASE**—116 inches.

**TREAD**—56 inches (60 inches special when desired).

**MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs. 4¼-inch bore, 5-inch stroke. Three bearing, nickel steel, double heat treated crank shaft with babbit bearings. Exceptionally large bearing surfaces.

**COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type with large water capacity. Fan attached to motor, running on two-cone type ball bearings. Center distances of fan pulley easily adjusted to take up stretch in belt.

**IGNITION**—Jump spark. Current supplied by high tension Splitdorf magneto with reserve set of dry cells.

**CARBURETOR**—Stromberg, automatic float feed.

**LUBRICATION**—Automatic, splash system. Oil uniformly distributed. Supply maintained by positive driven slow speed plunger pump with single sight feed. Most economical system ever devised.

**CLUTCH AND TRANSMISSION UNIT**—Multiple disc clutch, our own special design, running in oil. Oil supply automatically regulated. Clutch and transmission practically noiseless in all speeds. Unit is easily removable without disturbing the body, axle or motor. Sliding gear, selective type transmission; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel, hardened and ground, running in hard bronze bearings.

**DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty, nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interference.

**BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Both equipped with equalizers. Very effective and easy of operation.

**STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.

**CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Easily operated.

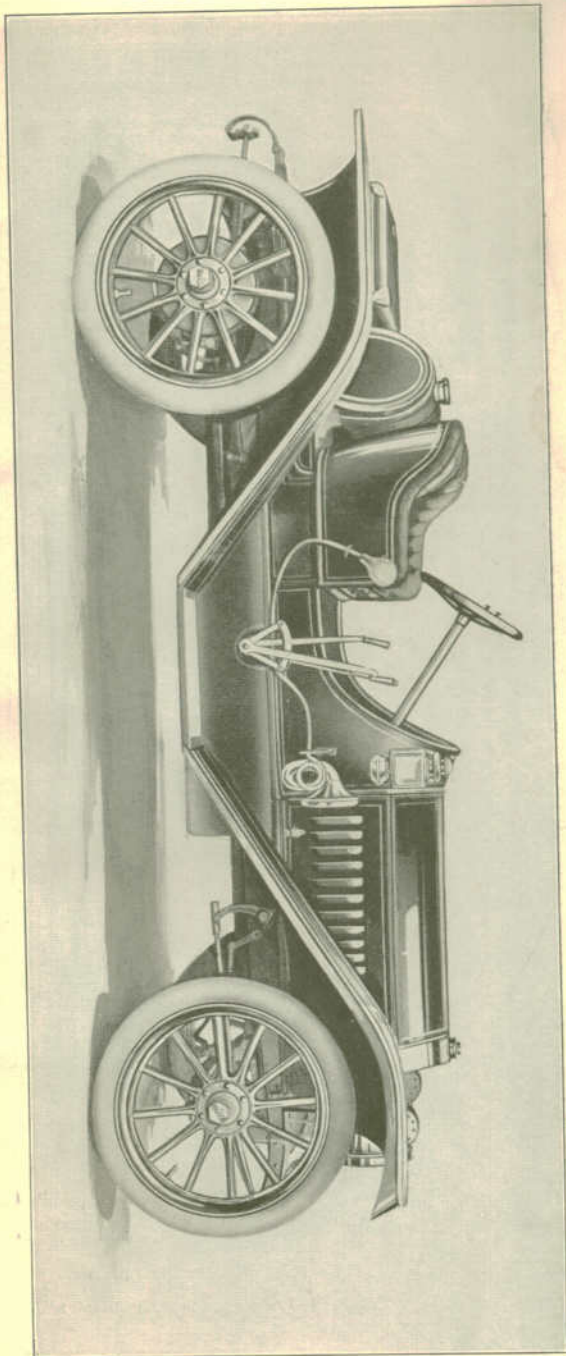
**FINISH**—Body, dark blue; gear, black; wheels, battleship gray with black striping. Upholstered in extra fine quality black leather over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards specially oil treated and linoleum covered, with heavy brass binding.

**EQUIPMENT**—Oil side lamps, oil tail lamp, Prest-O-Lite tank, gas headlights, horn, half foot rest, touring trunk, tire holders on rear, complete set of tools, including jack, pump and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's order.

**PRICE**—\$1,850.00 f. o. b. factory.

**EXTRAS**—Top, windshield, speedometer.

MODEL 38 BUICK



## MODEL 38

**BODY**—Two-passenger roadster type, hooded dash.

Twenty-seven gallon gasoline supply tank in rear.

**FRAME**—Pressed steel, special construction, extra strong. Four-inch drop.

**SPRINGS**—Semi-elliptic front; three-quarters elliptic rear with scroll ends.

**FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.

**REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings. Triangular braced torsion tubes, affording unusual strength.

**WHEELS**—Wood, artillery type, with quick detachable rims. Special large-hub flanges.

**TIRES**—36x4 inches. Option of 32x4½ inches.

**WHEEL BASE**—116 inches.

**TREAD**—56 inches (60 inches special when desired).

**MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs. 4¼-inch bore, 5-inch stroke. Three bearing, nickel steel, double heat treated crank shaft with babbit bearings. Exceptionally large bearing surfaces.

**COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type with large water capacity. Fan attached to motor, running on two-cone type ball bearings. Center distances of fan pulley easily adjusted to take up stretch in belt.

**IGNITION**—Jump spark. Current supplied by high tension Splitdorf magneto with reserve set of dry cells.

**CARBURETOR**—Stromberg, automatic float feed.

**LUBRICATION**—Automatic, splash system. Oil uniformly distributed. Supply maintained by positive driven slow speed plunger pump with single sight feed. Most economical system ever devised.

**CLUTCH AND TRANSMISSION UNIT**—Multiple disc clutch, our own special design, running in oil. Oil supply automatically regulated. Clutch and transmission practically noiseless in all speeds. Unit is easily removable without disturbing the body, axle or motor. Sliding gear, selective type transmission; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel, hardened and ground, running in hard bronze bearings.

**DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty, nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interference.

**BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Both equipped with equalizers. Very effective and easy of operation.

**STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.

**CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Easily operated.

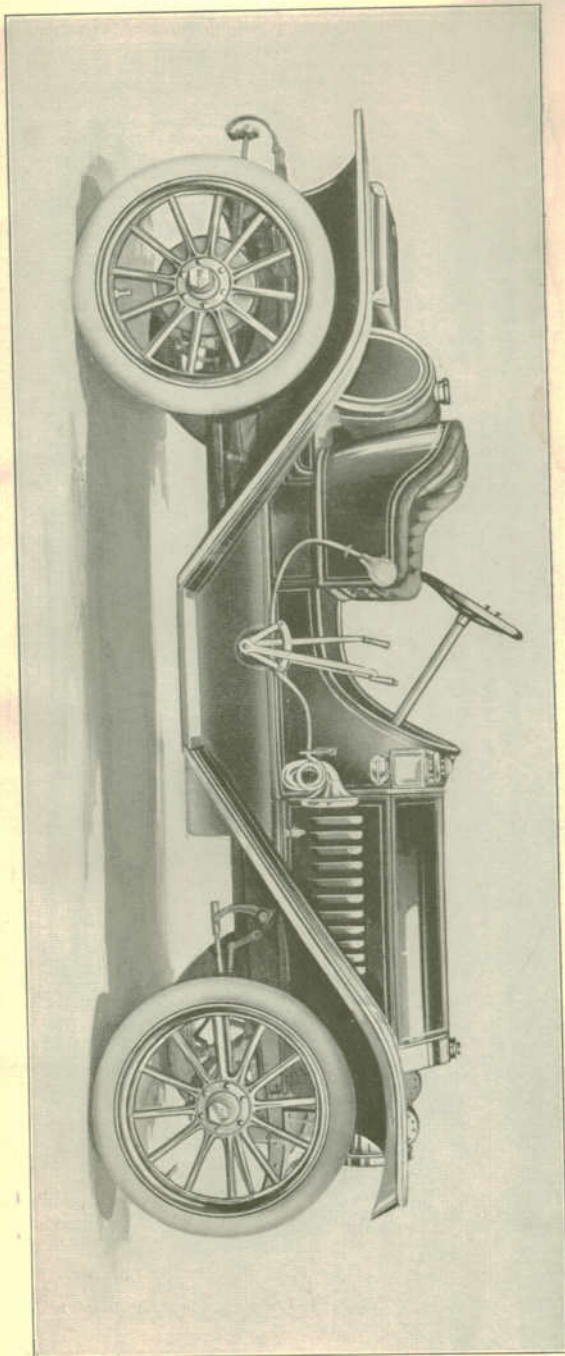
**FINISH**—Body, dark blue; gear, black; wheels, battleship gray with black striping. Upholstered in extra fine quality black leather over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards specially oil treated and linoleum covered, with heavy brass binding.

**EQUIPMENT**—Oil side lamps, oil tail lamp, Prest-O-Lite tank, gas headlights, horn, half foot rest, touring trunk, tire holders on rear, complete set of tools, including jack, pump and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's order.

**PRICE**—\$1,850.00 f. o. b. factory.

**EXTRAS**—Top, windshield, speedometer.

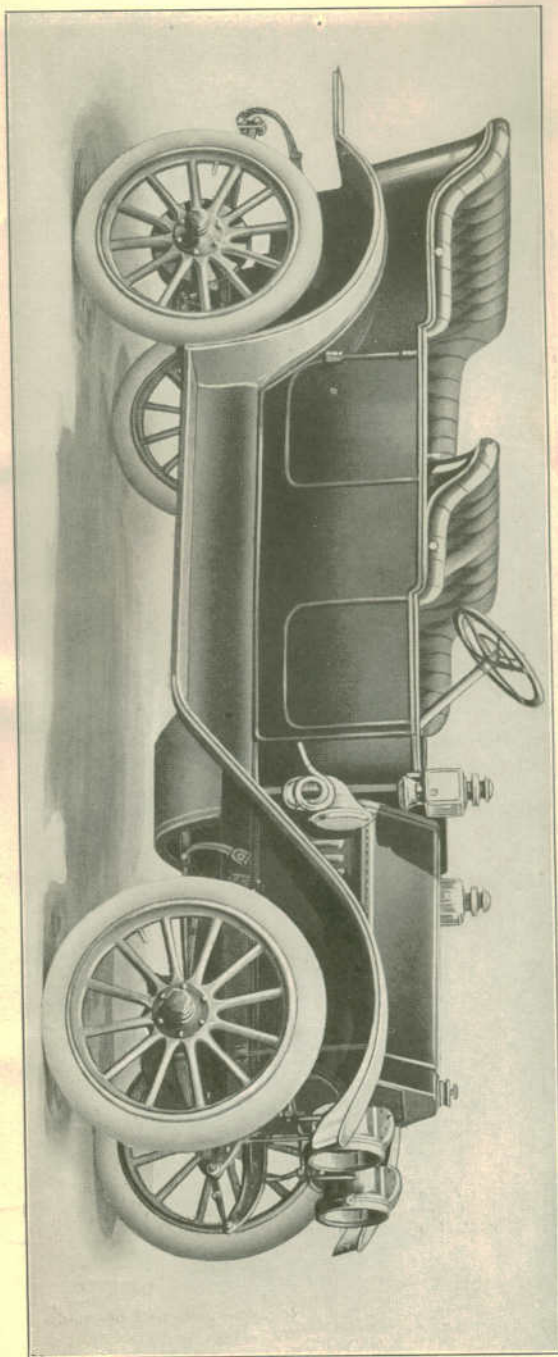
MODEL 38 BUICK



### MODEL 39

- BODY**—Five-passenger touring type with fore doors. All doors of metal.
- FRAME**—Pressed steel, special construction, extra strong, four-inch drop.
- SPRINGS**—Semi-elliptic front; three-quarters elliptic rear with scroll ends.
- FRONT AXLE**—Drop forged I beam section with drop forged yokes, spring perches, tie rod ends and steering spindles. Front wheels fitted with extra large cup and cone ball bearings.
- REAR AXLE**—Semi-floating type; special alloy steel axle shafts, special high duty Hyatt roller bearings. Triangular braced torsion tubes, affording unusual strength.
- WHEELS**—Wood, artillery type, with quick detachable rims. Special large hub flanges.
- TIRES**—36 x 4 inches.
- WHEEL BASE**—116 inches.
- TREAD**—56 inches (60 inches special when desired).
- MOTOR**—Four-cylinder, four-cycle, valve in the head construction. Cylinders cast in pairs.  $4\frac{1}{4}$ -inch bore, 5-inch stroke. Three bearing nickel steel, double heat treated crank shaft with babbit bearings. Exceptionally large bearing surfaces.
- COOLING**—Water, circulated by gear driven centrifugal pump. Brass inlet and outlet water manifold. Radiator, vertical tube and plate type with large water capacity. Fan attached to motor, running on two-cone type ball bearings. Center distances of fan pulley easily adjusted to take up stretch in belt.
- IGNITION**—Jump spark. Current supplied by high tension Splitdorf magneto with reserve set of dry cells.
- CARBURETOR**—Stromberg, automatic float feed.
- LUBRICATION**—Automatic, splash system. Oil uniformly distributed. Supply maintained by positive driven slow speed plunger pump with single sight feed. Most economical system ever devised.
- CLUTCH AND TRANSMISSION UNIT**—Multiple disc clutch, our own special design, running in oil. Oil supply automatically regulated. Clutch and transmission practically noiseless in all speeds. Unit is easily removable without disturbing the body, axle or motor. Sliding gear, selective type transmission; three speeds forward and reverse. Nickel steel transmission shaft and gears, specially heat treated, hardened and ground. Clutch shaft running on annular ball bearings. Jack shaft, nickel steel, hardened and ground, running in hard bronze bearings.
- DRIVE**—Direct shaft to bevel gears in differential. Drive shaft carried on Hyatt, high duty, nickel steel roller bearings. Differential gears, nickel steel, specially heat treated and hardened. Teeth, corrected form, insuring uniform strength in both pinion and bevel gears without tooth interference.
- BRAKES**—Two, internal expanding and external contracting on rear wheel hubs. Both equipped with equalizers. Very effective and easy of operation.
- STEERING GEAR**—Semi-irreversible, split nut and worm type. Fully adjustable with ball bearing thrust.
- CONTROL**—Spark and throttle levers on top of steering wheel. Independent foot accelerator. Pedals for service brake and clutch; side levers for change gear and emergency brake. Both side levers inside of body. Easily operated.
- FINISH**—Body, dark blue; gear, black; wheels, battleship gray with black striping. Upholstered in extra fine quality black leather, over genuine curled hair and deep coil springs. Dash, three-ply veneer, walnut finish. Running boards and front floor boards specially oil treated and linoleum covered, with heavy brass binding.
- EQUIPMENT**—Oil side lamps, oil tail lamp, Prest-O-Lite tank, gas headlights, horn, foot rest, robe rail, complete set of tools including jack, pump and tire repair kit. No allowance will be made for any part of standard equipment omitted by customer's request.
- PRICE**—\$1,850.00 f. o. b. factory.
- EXTRAS**—Top, windshield, speedometer, tire irons, trunk rack.

MODEL 39 BUICK



## GUARANTY

In order to avoid misunderstanding, we desire our patrons to clearly understand that our guarantee is in respect of defective material only. It is limited to twelve months from the date of the delivery of the car, and though we supply, free of charge, the necessary replacements, the time, labor and other expenditure incurred are, in all cases, charged for. We do not assume any contingent liability, nor do we accept any responsibility in connection with tires, ignition apparatus, and trade accessories, such as lamps, gas generators, speedometers, etc., which are guaranteed by the manufacturers of same. Where claims are made in respect to faulty material, the parts complained of must be returned to us, charges prepaid, for our inspection.

Customers' cars are driven by our employees at customer's own risk.

**BUICK MOTOR COMPANY.**

*V. Bissell, Agt*  
*Montreal*  
*P.*