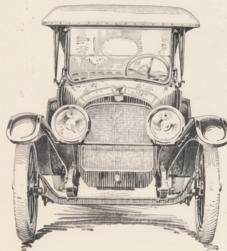


Auburn Points of Excellence

AUBURN motor cars always have and always will represent the maximum of quality, durability, dependability, service, comfort and pleasure, for the beauty of an Auburn lies as much in the consistency of its performance as in the lines and finish that delight the eye of an artist. The artistic lines, rare beauty of finish, luxurious upholstery, charming individuality, roomy driver's compartment and tonneau are all a reflection of our wonderful resources—engineering, factory and financial—backed by sixteen years' experience. Careful study of the creations of master coach designers, trend of body lines, requirements of American motorists, coupled with our matchless experience, are given full expression in Auburn cars. You get in the Auburn the appealing distinctiveness of expensive European creations.

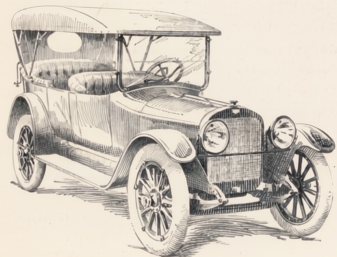
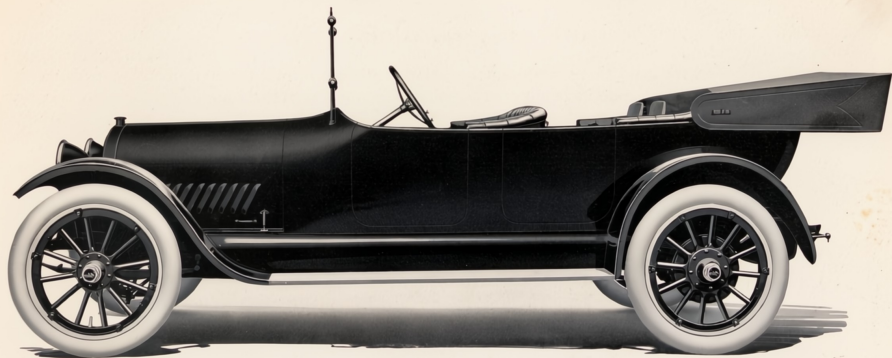
The astonishingly low prices on these new models is in conformance with our policy to give Auburn buyers "The Most for the Money." Largely increased production, and standardizing of design, backed by our financial resources, enabling us to take advantage of the material market, are responsible for these era-making prices. There has been absolutely no reduction in the quality of material used, or skimping in the manufacturing, for in the Auburn quality comes before price. Perhaps we are too enthusiastic over Auburn cars, but we know, whether viewed with the critical eyes of an artist, or subjected to the analytical inspection of an engineer, or judged by the keen business man for straight dollar for dollar value, you will find in these new Auburns a dependability, comfort, distinction and style that is unsurpassable.



Full Front View

The Body

The designing and building of an Auburn body is a work of art, and many other factors are considered aside from beauty of outline, for certain artistic standards must not be transgressed so that in spite of style changes, the design will be accepted on an equal footing with later styles. The body lines represent our idealization of the creations of the world master body artists—the streamline. Auburn designs are essentially correct—from the suggestion of a curve on the radiator with the graceful sloping hood, exquisite yachtline body to the beautiful sweep at the rear of the car, rounded edges of doors and rim of body, flowing lines of fenders and top so in harmony with



Model 6-40A Seven-Passenger Touring Car

Full side and three quarter front view
with top up. Plan view and detailed
specifications and prices on page 21.

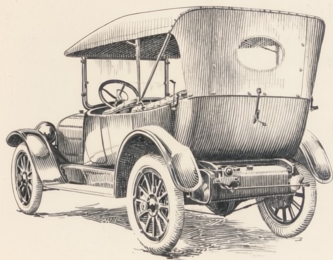
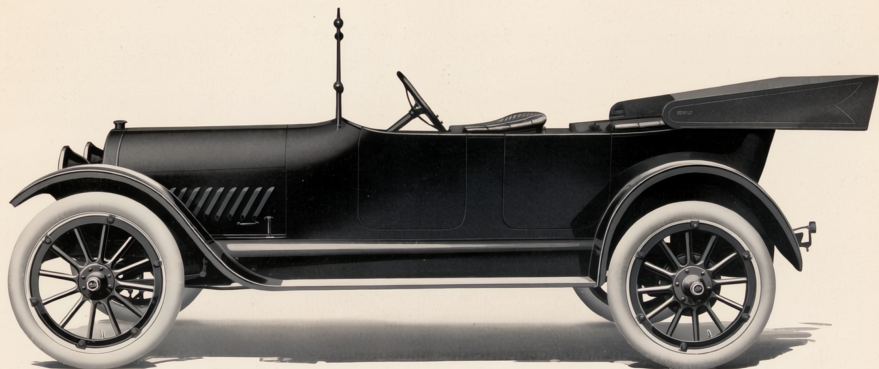
the outline of the car, and low hung body enhanced by clear running boards. The beauty of an Auburn grows on you and each time you see it new beauties unfold themselves to you. Irrespective of the angle from which you view the cars, there is absolutely nothing to break or mar their symmetry, hinges, latch handles, even molding on the doors being conspicuously absent. The actual building of the body is done with the knowledge gained from our sixteen years' experience, and the construction is such as will best withstand the constant strain to which it will be subjected.

The skeleton wood frame work is made of carefully selected stock, mortised, screwed and glued; mortised uprights insuring the doors opening and closing easily. After the skeleton frame has been properly seasoned, a close grain patent leveled, twenty gauge steel, which has been formed to shape in a die press, is applied. When this is completed the body is sent to the sand blast room where a fine sand is blown, under heavy pressure, against the metal, imparting a semi-finish to the metal so essential to secure the wonderful finish for which Auburn cars are noted. From this point to the final coat of varnish the Auburn body passes through twenty-one distinct operations, giving a gloss, finish and durability otherwise impossible to secure. Essential as these features are to mental satisfaction, bodily comfort is equally important. The careful study expended on the interior design is evidenced by the luxurious roominess of the driver's compartment and tonneau; arrangements of the robe and foot rails; harmonious blending of the carpet and upholstery in tonneau; tasteful and logical distribution of the instrument board; rake of the steering column; center control; features indispensable to the discriminating buyer.



Showing Dash Equipment, Drive
and Control Levers

The doors are unusually wide, yet in perfect harmony and permit easy entrance and exit without danger to one's clothes. The invisible hinges and inside flush latch handles not only add to the beauty of the car but facilitate easy washing of the body. The roomy elegance of the driver's compartment recommends itself to the experienced motorists. The seat, wider than usual, gives plenty of elbow room. The left hand drive and center control (directly over transmission) are of course retained so that the front seat passengers may alight onto the curb; entrance or exit from the left side being easily made. Each part of the control system of the Auburn is within easy reach of the driver. Switches, levers, everything reached without hardly bending from the

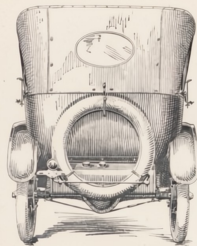


Model 6-38 Five-Passenger Touring Car

Full side and three quarter rear view
with top up. Plan view and detailed
specifications and prices on page 22

driver's seat. Important as are all these features, we have always kept in mind that comfort and ease of operation are equally essential with beauty of design and finish. Auburn cars give you a roominess quite in contrast perhaps with your experience with other cars. The upholstery is luxurious and of the best quality, the cushions being all of the open dust-shedding type, with deep springs, and curled hair stuffing covered with carefully selected stock. It is so shaped and tilted as to give a most restful position, greatly augmenting the easy and comfortable riding qualities of the cars.

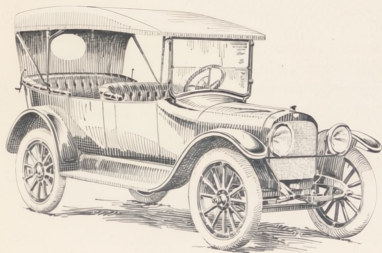
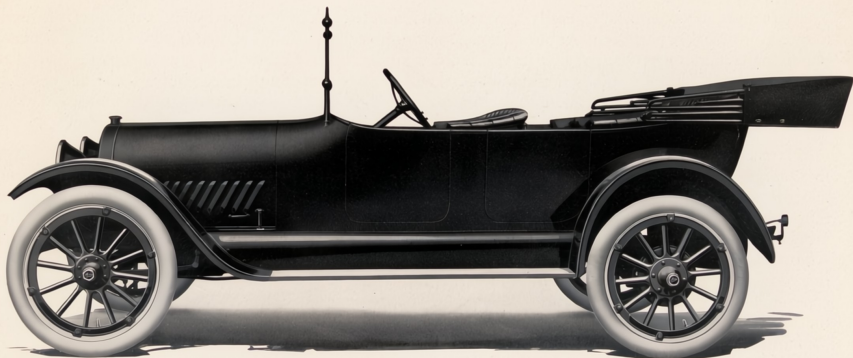
Auburn cars have always been noted for their wonderful easy-riding qualities, but the use of the cantilever springs marks an epoch even here. While this type of spring is a comparative innovation in America, it has been used with success in expensive European cars for years past. The motion imparted is utterly different from any other type. There is a complete absence of choppy riding and swaying of body, the motion being of an undulating character. However, an actual demonstration will remove every vestige of doubt that may be in your mind as to whether or not the Auburn cantilever springs are the last word in spring suspension. The crowned fender design is distinctive. They curve gracefully over the wheels and blend into the body sides by steel aprons, making them continuously enclosed, front and rear, protecting the body and occupants of car from road and wheel splash. But there are many features that are common in all models of Auburns and a complete description will be found in their respective places. To know the Auburn is to appreciate genuine dollar for dollar value, an appreciation that will remain unsatisfied until you own one.



Full Rear View

Model 6-40 A

This superb model, in the minds of many, represents the ultimate car—a car you can slow down to a walk in high gear without slipping the clutch and accelerate to sixty miles an hour if the occasion requires. A glance at the detailed specifications, a study of the harmonious blending of graceful curves so exquisitely proportioned and balanced, immediately stamps it as a masterpiece of motor car building. The long wheelbase, perfect balance of car, cantilever springs, roomy driving compartment and tonneau, the sumptuous upholstery, and deep cushions are all assurances of the acme of comfort in riding. A novel refinement is the method of taking care of the two auxiliary seats in the tonneau.



Model 4-38 Five-Passenger Touring Car

Full side and three quarter front view
with top up. Plan view and detailed
specifications and prices on page 23.

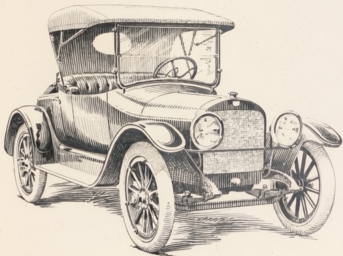
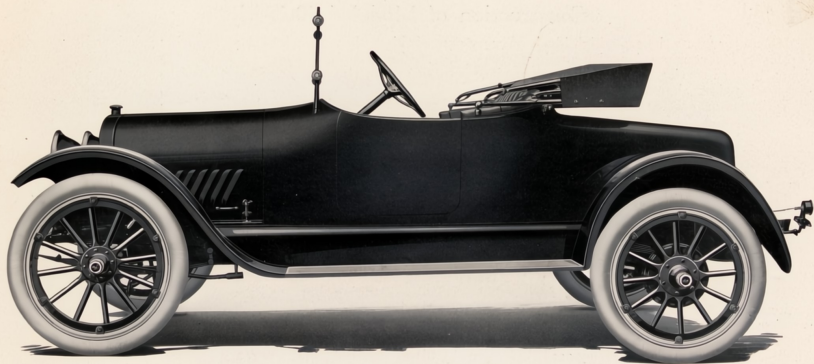
They are unusually comfortable, easily operated, and fold into back of front seats when not in use, leaving the tonneau clear. Every part of the Auburn has the same unmistakable stamp of quality, and a study of the component parts merely serves to enhance its value. Nothing has been left undone to give the prospective owner the maximum of pleasure at the minimum of cost; and the low cost of upkeep, combined with the dependability of the entire car and matchless beauty of its design and finish, is a realization of the motorist's ideals.

Model 6-38

Here is the ideal family car—a Light Six—filling a long-felt want for this type car. This beautiful five-passenger model will delight the most fastidious, as well as the most practical buyer. The same painstaking care and conscientious workmanship, sustaining in every respect the Auburn standard, characterize this model. Even a casual inspection of this new member of the Auburn family will satisfy the most critical. That we grace it with the Auburn name-plate is the best evidence of our supreme faith in this Auburn creation. Long before the final o.k. was placed thereon, every part of the car was subjected to the most rigid test and the finished car driven thousands of miles to develop faults, for we will not experiment at the expense of Auburn owners. The car sets a new standard of Auburn excellence and the astonishing flexibility of the motor, wondrously easy-riding qualities, surplus of power, ability to “smooth out hills” and “heavy going” passed even our most sanguine expectations. But read for yourself the description of the Auburn “Light Six” motor and the many other features of the epoch marking value of this really superlative car, and if you want a “Light Six” here is the car that, in point of years of service and low cost of upkeep, will prove a genuine investment.

Model 4-38

All Auburn cars are inherently good, and the satisfaction and pleasure our four cylinder models have given insure a hearty reception of this new car. The body lines, designs and other essentials follow closely those of the other two models, and the Auburn standard of excellence has been maintained throughout. Here is a four-cylinder model that has firmly entrenched itself in the heart of the motoring public solely on the merit of its intrinsic worth. The pull, smoothness of operation of the motor, and harmonious working of the car as a unit, established it as the standard by which to judge all Fours. For those who prefer a Four we place our unequivocal stamp of approval on this model, for while it is a smaller and lighter car than either of the Sixes, you get the same sturdiness and reliability of service that characterizes them and if the hearty endorsement of its predecessors is any criterion, this car will be the “Standard” Four.



Model 4-38 Roadster

Full side and three quarter front view with top up. Same body design for Models 6-40A and 6-38. Complete detailed specifications of respective Roadster models and prices on pages 21, 22 and 23.

Construction of Model 6-40 A Motor

THE motor meets the same high ideals of every part of this truly wonderful car and has been designed to provide economy of fuel consumption with ample reserve power, flexibility to meet every requirement and ability to withstand continuously hard service. Aside from many minor improvements, the motor is identical with our 1915 model which met with such universal success.

Cylinders are cast en bloc from a special grade of reverberatory air furnace iron, having a bore of $3\frac{1}{2}$ -inch and a stroke of 5 inches, S. A. E. formula H. P. rating of 29.4 and dynamometer test of 48. After being rough bored and given a rigid test under water pressure, and set aside for aging to eliminate distortion from machining strains, they are later carefully ground to a mirror finish. The water-jacket heads are cast separately, being retained by screws. Crank case and oil pan are separate, the former being an aluminum casting. All bearings are carried in the crank case and are easily accessible by removing the oil pan.

The enclosed valves are of generous size and mechanically operated on one side of motor by a single cam shaft. Inlet and exhaust valves are interchangeable and have nickel steel heads electrically welded to carbon steel stems, seats being accurately ground to size. The valves are fitted with oil tempered springs.

The pistons are cast from the same grade of metal as used in the cylinders. They are accurately ground to correct size so as to insure a perfect fit in the cylinders. Each piston is fitted with three diagonally split concentric expansion rings. Oil grooves are turned on outside of piston for collecting and distributing the oil splash on the inside of the cylinder.

The piston pin is made of No. 3 annealed special steel tubing, hardened and accurately ground to size. It is held stationary in the piston bosses by means of a simple locking device and has its bearing in a large bronze bushing which is pressed into the connecting rod. Ample lubrication is obtained through an opening in the upper end of the connecting rod, in which oil from the splash is trapped. Connecting rods are "I" beam construction, drop forged and heat treated, which insure great stiffness. They are held in place by nickel steel bolts and secured by a locking device.

The cam shaft is drop forged from a single piece of low carbon steel, the same being integral with the shaft. This shaft runs in long white bronze bearings and is lubricated by the oil that collects in the oil pockets which are cast in crank case for this purpose. The push rods are of the mushroom type and are made of special steel with heads and stems ground to size. They are operated by the cam shaft.

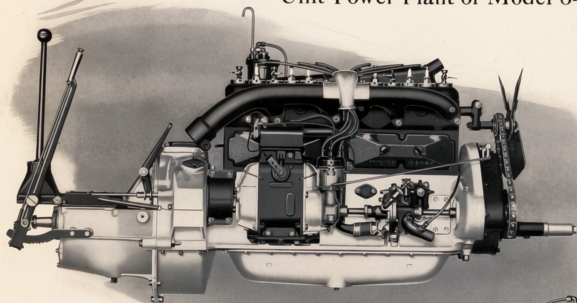
The crank shaft of this motor is of the three-bearing type, with well proportioned and liberal sized bearings. It is made of a special crank shaft steel, drop forged and heat treated. Flanges are provided on both ends of the center bearing to take any end thrust which may be imparted from the clutch or some outside mechanism.

All timing gears are helically cut on automatic hobbing machines. Each set is comprised of a crank, a cam, a pump shaft gear and auxiliary gear on cam shaft, and is housed in the usual gear case on the front of the motor. The gears are practically noiseless at all speeds.

The crank and connecting rod bearings are made of the highest grade of nickel babbitt, backed with bronze. After fitting they are carefully burnished, giving the maximum of bearing surface. The intake and exhaust manifolds are carried on the valve side of the motor. The design of the exhaust manifold is such as to allow adjustment of the valve, valve springs, etc. without necessitating its removal. The flywheel, which is of ample size, is attached to a drop forged flange, and held in place by six large steel bolts.

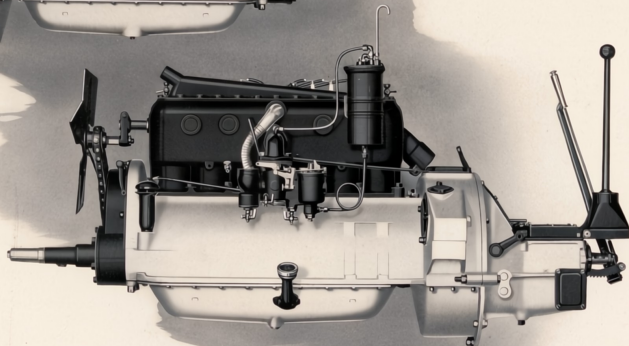
Cooling is by circulation of water through honeycomb type radiator and centrifugal pump of the double bearing type, with large stuffing boxes and fitted with drain cock. The pump is gear driven and fan is operated by linked "V" belt. Lubrication is combination force feed and splash system.

Unit Power Plant of Model 6-40A



Right side of motor
showing mounting of
starting motor, ignition
system, water and oil
pumps.

Left side of motor
showing auxiliary
gasoline tank, carburetor
and oil gauge.



Construction of Model 6-38 Motor

THIS "Light Six" motor is a splendid example of motor construction and has a flexibility, reserve power, and quietness of operation that leaves nothing to be desired. It embodies the highest grade material and workmanship, and has met with extraordinary success. From the production of the castings to the final inspection of the assembled motor, the Auburn standard is rigidly maintained.

The cylinders are cast en bloc. The bore is 3 inches and stroke 5 inches, S. A. E. H.-P. rating 21.6, dynamometer test 40, with piston displacement of 212 cubic inches. The power plant is a unit, and suspension three point. The superiority of this construction will be apparent even to the novice. The motor and transmission are so enclosed as to be practically dust proof.

The cylinders and upper crank case casting are milled, rough bored, hydraulically tested and then aged, and the cores finished by grinding. The lower crank case is made of pressed steel, serving as an oil retainer, with a capacity of $1\frac{1}{2}$ gallons.

The crank shaft is drop forged 45 per cent carbon open hearth steel, heat treated and ground. The pins and journals are $1\frac{3}{4}$ inches in diameter and the rods proportionally heavy and rigid. The shaft is accurately balanced, both with and without flywheel in place.

The cam shaft is drop forged from 20 per cent carbon open hearth steel with cams integral. Shafts are hardened and ground and are carried in long plain bearing at front and center and in a double row, self-aligning ball thrust at rear end. The shaft can be withdrawn on removing of gear cover.

Pistons are cast from closely grained iron of same grade as cylinders, and are exceptionally light. The pistons are annealed and finished by grinding, the inside of the barrels being bored out to insure equal weight. Three rings of the peened concentric type are used. The piston pin is secured in piston by set screw and cotter pin.

Valves. Special alloy steel valves used on exhaust side and $3\frac{1}{2}$ per cent nickel head of same size on intake side. Clear diameter $1\frac{1}{16}$ inches, lift $\frac{5}{16}$. Valves work in conjunction with mushroom type lifter, which are hardened and ground. The lifters are carried in two brackets bolted to side of case and have screw adjustment. Valve brackets with lifter mechanism can be removed from motor by lifting hood and removing stud nuts that hold them in place.

The lubrication is constant level combination force and splash system and is operated by pump driven direct from front end of cam shaft, which draws oil through a detachable filler in the base and delivers to troughs under each connecting rod and to gears. The main bearings are supplied with ducts cast in wall of upper case. The oil leads are external except the one lead to six connecting rod troughs. The breather pipe and oil gauge are located on left side of motor.

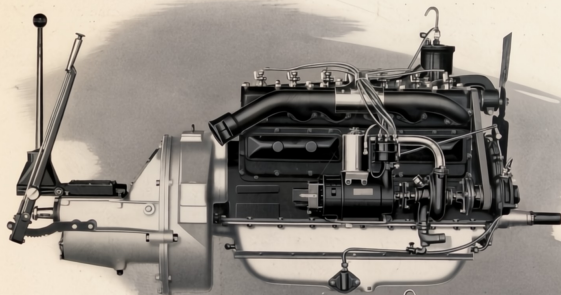
The intake and exhaust manifold are carried on valve side of motor. The design of the exhaust manifold permits the adjustment of valve, valve springs, etc. without its removal. The flywheel is of the proper size and is securely attached to a drop forged flange. The exhaust manifold is subjected to a special process, being heated a cherry red, then painted with fish oil which burns itself in leaving a smooth, dark finish, which lasts the entire life of the motor.

Cooling is by circulation of water through honeycomb type radiator and centrifugal pump. The pump, located on valve side and driven in line with generator, insures proper circulation of water. The fan is two blade, pressed steel, run on ball bearings and has eccentric adjustment of belt stretch.

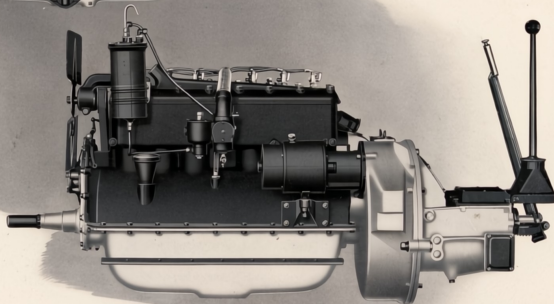
The motor when completely assembled and has passed the final inspection, receives a second coat of battleship grey enamel paint—a feature sure to be appreciated by the discriminating buyer.

The timing gears are helically cut, insuring a quietness of operation impossible to otherwise secure.

Unit Power Plant of Model 6-38



Right side of motor showing mounting of ignition system and water pump.



Left side of motor showing mounting of auxiliary gasoline tank, carburetor, oil gauge and starting motor.

Construction of Model 4-38 Motor

THE motor is of barrel type, unit power plant and three-point suspension, and is substantially the same as the 1915 aside from a slightly increased bore and the refinements incorporated. The motor runs with unusual smoothness, has ample power, and has proven its superiority to similar types.

The cylinders are cast en bloc, having a bore of $3\frac{3}{8}$ inches and a stroke of 5 inches, giving a stroke bore ratio of 1.29. Under S. A. E. formula the H. P. rating is 24.03 and dynamometer test 38.

The valves are unusually large, being $2\frac{1}{8}$ inches outside diameter, which gives an open port diameter of 2 inches. All valves are interchangeable and are provided with cast-iron heads electrically welded on nickel steel stems, and operated by adjustable tappets which are case-hardened and accurately ground to size.

To insure perfect carburetion, the intake manifold passes through the cylinder block which completely jackets it with hot water and locates the carburetor, which is automatic, on right side of motor.

The light and ignition unit is driven by the pump and fan pulley shaft, a storage battery of ample capacity being a part of the electrical equipment. The starting unit is located on the right side of motor just ahead of the flywheel housing, starting the motor through the flywheel, which is provided with a hardened gear ring.

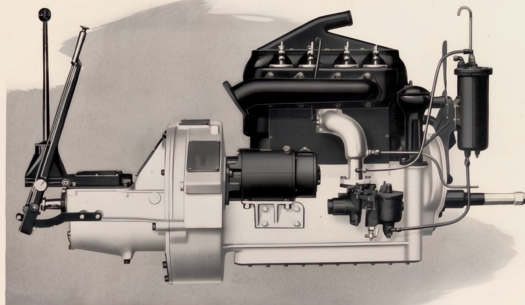
A centrifugal water pump is located in front of the gear case.

The motor is provided with a three-bearing crank shaft, the cam shaft with three large bearings. The cam shaft is of the built-up type, made from a special alloy steel. The cylinders, pistons and piston rings are cast from a special grade of iron and are accurately ground to size. Each piston is fitted with three eccentric rings, each $\frac{1}{16}$ of an inch in width. The piston pins are made of chrome nickel steel, hardened and ground. The connecting rods and crank shaft are drop forged carbon steel.

The lubrication is by the patented splash system. This consists of two overflow basins located in the lower part of the crank case. The lower ends of the connecting rods passing through this oil, keeps a given amount in circulation and directs the excess to the oil reservoir around and below the pans.

In addition to this there is cast integral with the upper half of crank case, an oil pocket directly over each main bearing that is at all times filled to overflowing, which assures perfectly lubricated crank shaft bearings. The oil supply is replenished through a breather pipe located at the front end of the motor just to the rear of the gear housing, and incorporated in breather pipe is the oil float indicator, which at a glance designates the level of the oil in the crank case.

The timing gears are helically cut.



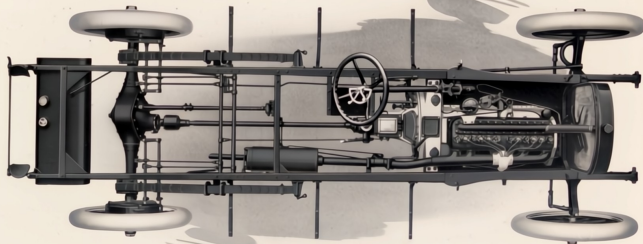
Transmission and Motor, Model 4-38

Plan View Auburn Chassis

A STUDY of the Auburn instantly impresses you with the fact its beauty is more than surface deep, and its clean-cut design the study and care expended. While surface looks are worth striving for, sturdily, substantial construction is vitally essential.

The chassis is scientifically proportioned and balanced, and its staunchness, stability and compactness of design insure the maximum of service. The frame is pressed steel channel section; inswep; well braced with reinforced cross-members and hot riveted. The power plant (motor-clutch-gearset) is a unit, three-point suspension, and enclosed in a dirt and dust proof aluminum cover.

The starting, lighting and ignition system is the best money could buy and has withstood the most rigid tests. It insures the Auburn



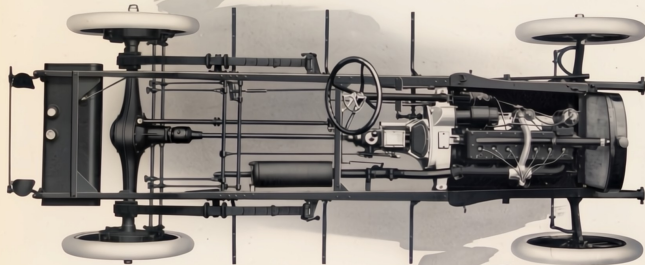
Model 6-40A

owner a sense of security and perfect motoring satisfaction at all times. The electrical unit is mounted on side of motor, being driven by the front gears when operating as a generator. As a starter the gears mesh into a gear ring on rim of flywheel. The ignition distribution is a unit with generator.

The drive in Model 6-40A is through universal joints to rear axle, torsional strain being provided for by use of double tube torque arm. The wheels are 34-inch, heavy artillery type having twelve spokes, front and rear.

The mounting of the springs, which consist of semi-elliptic front and cantilever rear, is such as to give the lowest center of gravity. The unique method of attaching the cantilever spring is worthy of special notice, a description of this being given later.

Features in the Auburn are many, and as a judge of motor car construction and value, you will appreciate why the Auburn occupies such an enviable position in the motor car world.



Model 6-38

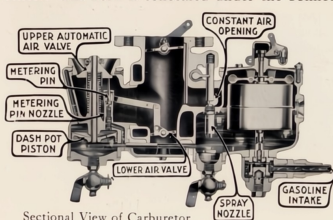
Some Construalional Details

AUBURN Motor Cars, whether viewed in their entirety or component parts, bear the indelible stamp of quality. You get supreme satisfaction in driving an Auburn for you know the right materials have been used and that the cars have sixteen years' experience built into them. The accessibility to each and every part of an Auburn bespeaks the consideration and study, backed by long experience, given to every detail. You will be surprised and delighted to see how we have anticipated the good things of motordom from the latest and most practical headlight to the gasoline tank on the rear.

The headlights, while a small item in themselves, are vitally important to your safety. The Auburn is of parabolic design, the body and door roll being made of a single, seamless heavy metal shell. The reflector is silver-plated and securely seated in the body, the lamp being dust and moisture proof. The auxiliary bulb is of course out of focus and provides a glareless light.

The utility of the Auburn windshield is only equaled by its beauty and ease of operation. It has the usual ventilating rain vision features, which permit driving in any weather, the various adjustments being easily and quickly made. The supports are rigidly attached and the blending of the windshield into the dash enhances the general beauty of the lines of the car. No matter how perfect the cooling system provided for the motor, may be, unless the radiator properly performs its work, trouble will ensue. The new type radiator is not only of pleasing design but essentially practical because it facilitates easy repair in case of accident. The Auburn radiator properly performs its functions at all times and "boiling water" is a difficulty unknown to Auburn owners.

In designing the steering gear, ease of operation, as well as strength, was a factor. It is of the worm and gear non-reversible type with ball joint connected to steering knuckle and is fully adjustable. The hand wheel is 18 inches in diameter, with safety grip, the spider being enameled. The throttle and ignition control are substantially mounted at lower end of steering column. Spark and throttle control levers are on top of steering post with push button for electric horn in the center. The horn is concealed under the bonnet to preserve the clean cut body lines.



Sectional View of Carburetor

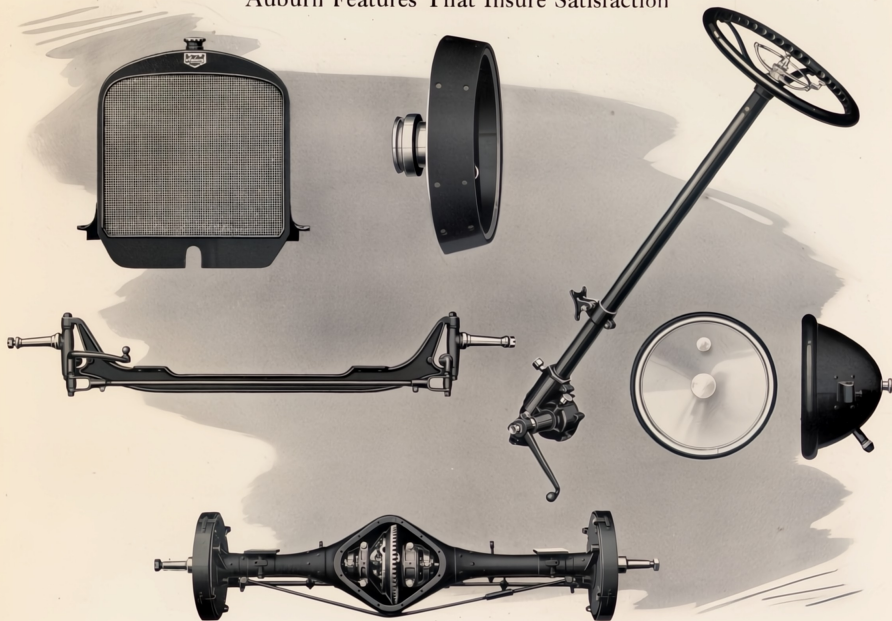


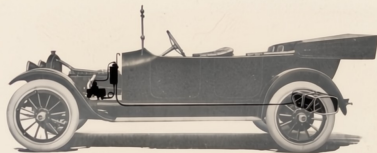
Auburn
Transmission
and Clutch

The front axle is drop forged "I" beam section, heat treated with integral yokes and drop forged steering spindles. This axle is practically incapable of being fractured, giving a security of freedom from accident, knowledge that adds considerably to your pleasure.

The gear shift is securely bolted to engine crank case and is of the selective type, three speeds forward and one reverse with direct drive on high gear. The gears are drop forged from nickel steel giving the maximum of rigidity and stiffness. Annular ball bearings are used throughout. The ease and quietness of operation of this shift is a revelation making the car an exceptionally easy one for a woman to operate. The speedometer drive is taken care of through a flexible shaft from gears mounted on the drive shaft in the rear of transmission. The

Auburn Features That Insure Satisfaction





Phantom View of Gasoline Feed

The brakes are two in number, service and emergency. Their surfaces are asbestos fabric against pressed steel drums which are securely attached to hubs of wheels. The service brake is equipped with an equalizer, so that even slight application results in brakes setting evenly on both wheels.

Among the many features of the Auburn the vacuum system of gasoline supply is noteworthy. The cut illustrates how the gasoline is conveyed from tank in rear to auxiliary tank attached to motor. The side frame members are extended in rear and slightly arched beneath, to which the tank is securely fastened with steel leather faced staples. These side members also carry the holder for carrying an extra tire iron.

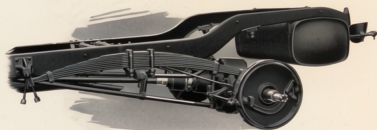
The carburetor problem on Auburn cars has been most satisfactorily solved. The simplicity of its construction is apparent and this minimizes chances of trouble. The carburetor will develop great speed, is economical, throttles low, has a quick pick-up, and affords easy starting, all of which is another way of saying it is in keeping with Auburn standards.

Last, but not least, the illustration graphically shows just how the Auburn cantilever spring is attached. The springs are generous in size and permit applying them in a flat or horizontal position, thus insuring the maximum of comfort and velvety riding qualities. The springs are floating on rear axle, pivoted to frame at center and "linked" on the front. This type of spring suspension combined with the perfect balance and luxuriously deep upholstery of the car, guarantees a riding pleasure impossible to otherwise secure.

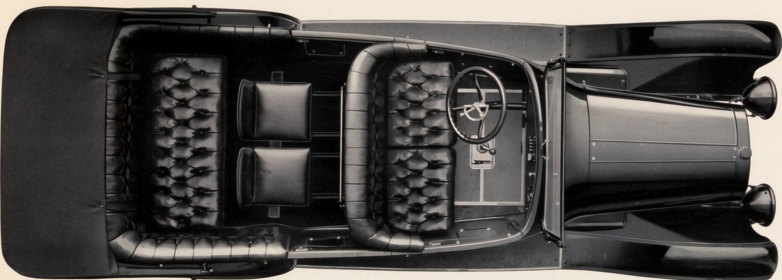
It is almost needless to say ample provision has been made for lubrication requirements. Grease cups are conveniently and accessibly located, which, in conjunction with oiling chart furnished, is the owner's insurance against neglect of this very important factor—the proper and regular lubrication of the car.

advantage of this over the formerly exposed position of gears and the flexible shaft will recommend itself. The clutch is a leather faced cone operating in flywheel of motor and because of its simplicity of structure, freedom from trouble and efficiency has been widely adopted. It takes hold smoothly and positively and is easily adjusted. Springs under leather prevent harsh action and the inserts facilitate quick adjustments.

The rear axle is of the floating type and so designed that the entire weight of car is carried by the axle housing. The latter is of pressed steel giving a combination of great strength with the minimum weight. The differential is readily accessible through a cover in the rear.



Spring Suspension, Gasoline Tank and Tire Carrier



Plan View and Specifications Model 6-40A

MOTOR—Six cylinders cast en bloc. Bore 3½ inches. Stroke 5 inches. Drop forged crank shaft and cam shaft. Three-point suspension. Unit power plant.

CLUTCH—Cone leather faced operating in flywheel of motor. Takes hold smoothly and positively and is easily adjusted. Springs under leather prevent harsh action and inserts facilitate quick adjustments. Our past success with this type warrants its continuance.

TRANSMISSION—Selective type, sliding gear; three speeds forward and one reverse; direct drive on high gear. Gears drop forged from nickel steel. Annular ball bearings throughout.

CONTROL—Left hand drive. Change gear and emergency levers in center (right hand) and directly over transmission.

CARBURETOR—Automatic float feed and placed on opposite side of valves. It is hot air piped and hot water jacketed, insuring easy starting in cold weather or on low test gasoline. Dash adjustment for priming. Carburetor operated mechanically by lever on steering column and foot accelerator.

ELECTRICAL SYSTEM—Combined generator, ignition and starter. One unit, six volt system providing current for starting, lighting, ignition, insuring safety, economy and reliability. There is always ample current which keeps battery charged for operation of starting motor, electric head and cowl lights, etc. The large output of current at all times when running permits of the full lamp load when car is operated at low speed.

LUBRICATION—Constant level force feed and splash system with oil gauge conveniently located on motor. Transmission and rear axles run in a semi-diluted lubricant. Grease cups are located on all springs and where essential.

COOLING—Gear driven, centrifugal pump bolted to crank case. Cylinders are water jacketed with inlet and outlet manifolds to honeycomb type radiator. Fan driven by laminated linked "V" belt from pump shaft with adjustable fan bracket. The water capacity is ample and insures proper cooling of motor under all conditions.

FRAME—Pressed steel channel section—all thoroughly braced and hot riveted, insuring. Single kick-up in rear allowing low suspension of body and motor.

STEERING GEAR—Worm and gear non-reversible. Ball joint connections to steering knuckle. Fully adjustable. 18-inch safety grip, hand wheel with enamelled spindles. Column held rigid by support to dash. Spark and throttle control on top steering post, inside of wheel, and electric horn button in center of top of steering column.

DRIVE—From transmission to rear axle is by propeller shaft through double universal joints. Torisional strain is obviated by use of double tube torque arm. This construction produces a very capable unit with the proper flexibility to withstand the driving strains and vibrations.

SPRINGS—High quality carefully selected alloy steel, triple heat treated. Front springs are of the standard semi-elliptic type. The rear springs are of improved cantilever design. Insures easy riding under all conditions and eliminates twist and swaying when driving fast over rough roads.

AXLES—Front drop forged "I" beam section, heat treated with integral yokes. Drop forged steering spindles. Rear, floating. No load on axle shaft, the car weight being carried by the "axle tube". The adoption of this type enabled us to reduce the unsprung weight on the rear wheels considerably.

BRAKES—They are located at driver's right and are four in number, two external and two internal. The external or contracting are the service brakes and the internal or expanding, the emergency. Brake equalizer. The internal and external are equipped with springs to prevent dragging. The brakes adjust easily and when in operation hold in either direction.

GASOLINE TANK—Oval shaped, heavy gauge, three pass open hearth terne plate steel with gasoline gauge on top of tank in plain view. Suspended to extended frame members at rear of car. Vacuum feed to carburetor, insuring a steady even flow. Capacity 20 gallons.

FENDERS—Crowned. Extra heavy gauge rolled patent flattened steel. Electrically welded. Continuously enclosed front and rear, protecting body from road wheel splash. The running boards are of ample length supported on three hangers at proper height, covered with linoleum and bound with heavy gauge corrugated aluminum.

WHEELS—Twelve spokes front and rear, 34-inch heavy artillery type. The rims are quick demountable and equipped with 35 x 4½-inch Goodrich straight side tires.

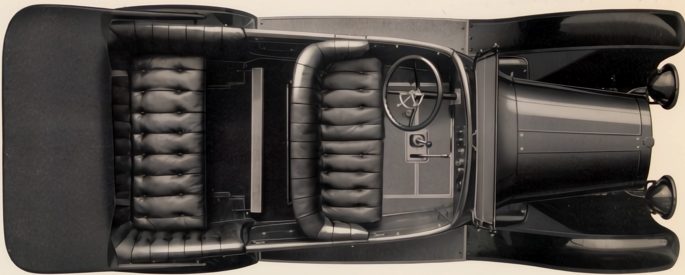
WHEEL BASE—126 inches with standard tread of 56 inches. Clearance 10½ inches.

TYPE OF BODY—Touring car large enough to accommodate seven average passengers. Four full "U" doors all flush with invisible hinges, bringing out to perfection the pure streamline body. Latch handles flush with inside of door. Two auxiliary seats in tonneau. The seats fold into back of front seats and floor, leaving the body and floor of the tonneau perfectly clear. Tonneau equipped with collapsible robe and foot rail. Floor carpeted. Driving compartment covered with linoleum, aluminum trimmed. The style of the body, luxurious upholstery and deep cushions insure the maximum of ease and comfort. Pockets are located in all four doors. Roomy roadster that will accommodate three average size persons. The rear deck is sloping with door on right side fitted with lock. In the rear of the deck is provided additional storage space with door to permit easy access.

COLOR—Royal blue. Fenders, hood and flashings, black enamel.

EQUIPMENT—New style electric headlight with small auxiliary light, useful in city driving. Cowl and tail light electric. All lamps enamelled black and nickel trimmed. Electric horn concealed under hood. New style two-piece, clear vision, ventilating windshield. Magnetic type speedometer, tire iron, Mohair one-man top and hood, and complete kit of tools, including jack, pump and tire repair outfit.

Price Seven-Passenger Touring Roadster \$1375



Plan View and Specifications Model 6-38

MOTOR—Six cylinders cast in bloc. Bore 3 inches. Stroke 5 inches. Drop forged crank shaft and cam shaft.

Three-point suspension. Unit power plant.

CLUTCH—Cone leather faced operating in flywheel of motor. Takes hold smoothly and positively and is easily adjusted. Springs under leather prevent harsh action and inserts facilitate quick adjustments. Our past success with this type warrants its continuance.

TRANSMISSION—Selective type, sliding gear; three speeds forward and one reverse; direct drive on high gear. Gears drop forged from nickel steel. Annular ball bearings throughout.

CONTROL—Left hand drive. Change gear and emergency levers in center (right hand) and directly over transmission.

CARBURETOR—Automatic float feed and placed on opposite side of valves. It is hot air piped, insuring easy starting in cold weather or on low test gasoline. Dash adjustment for priming. Carburetor operated mechanically by lever on steering column and foot accelerator.

ELECTRICAL SYSTEM—Two units combined generator and ignition. Six volt system providing current for starting, lighting, ignition, insuring safety, economy and reliability. There is always ample current which keeps battery charged for operation of starting motor, electric head and cowl lights, etc. The large output of current at all times when running permits of the full lamp load when car is operated at low speed.

LUBRICATION—Constant level combination force feed and splash system with oil gauge conveniently located on motor. Transmission and rear axles run in a semi-fluid lubricant. Grease cups are located on all springs and where essential.

COOLING—Gear driven, centrifugal pump. Cylinders water jacketed with inlet and outlet manifolds to honeycomb type radiator. Belt driven fan. The water capacity is ample and insures proper cooling of motor under all conditions.

FRAME—Pressed steel channel section—all thoroughly braced and hot riveted; inweld. Single kick-up in rear allowing low suspension of body.

STEERING GEAR—Worm and gear non-reversible. Ball joint connections to steering knuckle. Fully adjustable. 18-inch safety grip, hand wheel with enamelled spoked. Column held rigid by support to dash. Spark and throttle control on top steering post, inside of wheel, and electric horn buttons in center of top of steering column.

DRIVE—From transmission to rear axle is by propeller shaft through universal joints.

SPRINGS—High quality carefully selected alloy steel, triple heat treated. Front springs are of the standard semi-elliptic type. The rear springs are of improved cantilever design. Insures easy riding under all conditions and eliminates twist and sway when driving fast over rough roads.

AXLES—Front drop forged "I" beam section, heat treated with integral yokes. Drop forged steering spindles. Rear, floating. No load on axle shaft, the car weight being carried by the "axle tube". The adoption of this type enabled us to reduce the unsprung weight on the rear wheels considerably.

BRAKES—They are located at driver's right and are four in number, two external and two internal. The external or contracting are the service brakes and the internal or expanding, the emergency. Brake equalizer. The internal and external are equipped with springs to prevent dragging. The brakes adjust easily and when in operation hold in either direction.

GASOLINE TANK—Oval shaped, heavy gauge, three pass open hearth terns plate steel with gasoline gauge on top of tank in plain view. Suspended to extended frame members at rear of car. Vacuum feed to carburetor, insuring a steady, even flow. Capacity 20 gallons.

FENDERS—Crowned. Extra heavy gauge rolled patent flattened steel. Electrically welded. Continuously enclosed front and rear, protecting body from road wheel splash. The running boards are of ample length supported on three hangers at proper height, covered with linoleum and bound with heavy gauge corrugated aluminum.

WHEELS—Twelve spokes front and rear, 34-inch heavy artillery type. The rims are quick detachable and equipped with 34 x 4-inch Goodrich straight side tires.

WHEEL BASE—120 inches with standard tread of 56 inches. Clearance 10½ inches.

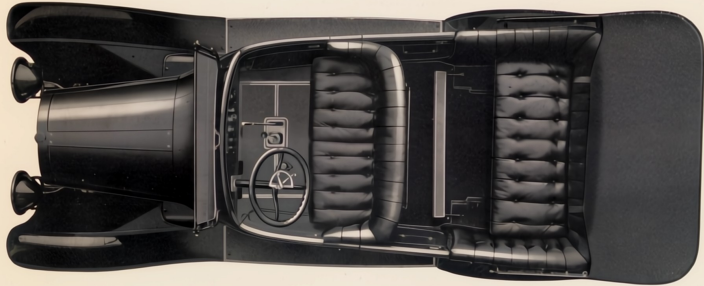
TYPE OF BODY—Touring car. Seats comfortably five passengers. Four full "I" doors all flush with invisible hinges, bringing out to perfection the pure streamline body. Latch handles flush with inside of door. Tonneau equipped with collapsible robe and foot rails. Floor carpeted. Driving compartment covered with linoleum, aluminum trimmed. The style of the body, luxurious upholstery and drop cushions insure the maximum of ease and comfort. Pockets are located in rear door.

Roomy roadster that will accommodate three average size persons. The rear deck is sloping with door on right side fitted with lock. In the rear of the deck is provided additional storage space with door to permit easy access.

COLOR—Royal blue. Fenders, hood and flashings, black enamel.

EQUIPMENT—New style electric headlight with small auxiliary light, useful in city driving. Cowl and tail light electric. All lamps enamelled black and nickel trimmed. Electric horn concealed under hood. New style two-piece, clear vision, ventilating windshield. Magnetic type speedometer, tire iron, Mohair one-man top and hood, complete kit of tools, including jack, pump and tire repair outfit.

Price	Five-Passenger Touring		\$1050
	Roadster		



Plan View and Specifications Model 4-38

MOTOR—Four cylinders "T" head, cast en bloc. Bore $3\frac{1}{4}$ inches. Stroke 5 inches. Extra large bearing on crank shaft; cam shaft and connecting rods. Valves have a diameter of 2 inches in the clear and a lift of $\frac{1}{4}$ -inch. Three-point suspension. Unit power plant.

CLUTCH—Cone leather faced operating in flywheel of motor. Takes hold smoothly and positively. Spring inserts facilitate easy adjustment.

TRANSMISSION—Selective type, sliding gear; three speeds forward and one reverse; direct drive on high gear. Gears drop forged from nickel steel. Annular ball bearings throughout.

CONTROL—Left hand drive. Change gear and emergency levers in center (right hand) and directly over transmission.

CARBURETOR—Automatic float feed. It is hot air piped and manifold hot water jacketed, insuring easy starting in cold weather or on low test gasoline. Dash adjustment for priming. Carburetor operated mechanically by lever on steering column and foot accelerator.

ELECTRICAL SYSTEM—Two units combined generator and ignition. Six volt system providing current for starting, lighting, ignition. The large output of current at all times when running permits of the full lamp load when car is operated at low speed.

LUBRICATION—Constant level splash system with oil gauge conveniently located on motor. Transmission and rear axles run in a semi-fluid lubricant. Grease cups are located on all springs and where essential.

COOLING—Gear driven, centrifugal pump, honeycomb type radiator. Belt driven fan. Cylinders water jacketed with inlet and outlet manifolds to frame.

FRAME—Pressed steel channel section—all thoroughly braced and hot riveted; inwarp. Single kick-up in rear allowing low suspension of body and motor.

STEERING GEAR—Worm and gear non-reversible. Ball joint connections to steering knuckle. Fully adjustable. $\frac{1}{8}$ -inch safety grip, hand wheel. Spark and throttle control on top of steering post, inside of wheel, and electric horn button in center of top of steering column.

DRIVE—From transmission to rear axles is by propeller shaft through torque tube and universal joint.

SPRINGS—High quality, carefully selected alloy steel, triple heat treated. Front springs are of the standard semi-elliptic type. The rear springs are of improved cantilever design.

AXLES—Front drop forged "I" beam section, heat treated with integral yokes. Drop forged steering spindles. Rear, floating. No load on axle shaft, the car weight being carried by the "axle tube". The adoption of this type enabled us to reduce the unsprung weight on the rear wheels considerably.

BRAKES—Located at driver's right. The two external or contracting are the service and the two internal or expanding, the emergency. Brake equalizer. The internal and external equipped with springs to prevent dragging. Brakes adjust easily and hold in either direction.

GASOLINE TANK—Oval shaped, heavy gauge, three pane open hearth terne plate steel with gasoline gauge on top of tank in plain view. Suspended to extended frame members at rear of car. Vacuum feed to carburetor. Capacity 20 gallons.

FENDERS—Crowned. Extra heavy gauge rolled patent flattened steel. Electrically welded. Continuously enclosed front and rear, protecting body from road wheel splash. The running boards are covered with linoleum and bound with heavy gauge corrugated aluminum.

WHEELS—Twelve spokes front and rear, $\frac{3}{4}$ -inch heavy artillery type. Rims quick demountable and equipped with 34×6 -inch Goodrich straight side tires.

WHEEL BASE—114 inches with standard tread of 56 inches. Clearance 10 $\frac{1}{2}$ inches.

TYPE OF BODY—Touring car. Seats comfortably five passengers. Four full "U" doors all with invisible hinges, enhancing the beauty of streamline body. Latch handles flush with inside of door. Tonneau equipped with collapsible robe and foot rails. Floor carpeted. Driving compartment covered with linoleum, aluminum trimmed. Pockets are located in rear doors. The ease and smoothness with which this car rides will prove a revelation.

Roomy radiator that will accommodate three average size persons. The rear deck is sloping with door on right side fitted with lock. In the rear of the deck is provided additional storage space and wide door to permit easy access.

COLOR—Royal blue. Fenders, hood and fashings, black enamel.

EQUIPMENT—New style electric headlight with small auxiliary light, useful in city driving. Cowl and tail lights electric. All lamps enameled black and nickel trimmed. Electric horn concealed under hood. New style two-piece, clear-vision, ventilated windshield. Magnetic type speedometer, tire iron, Mohair one-man top and hood, and complete kit of tools, including jack, pump and tire repair outfit.

Price	Five-Passenger Touring	\$985
	Roadster	

Standard Warranty

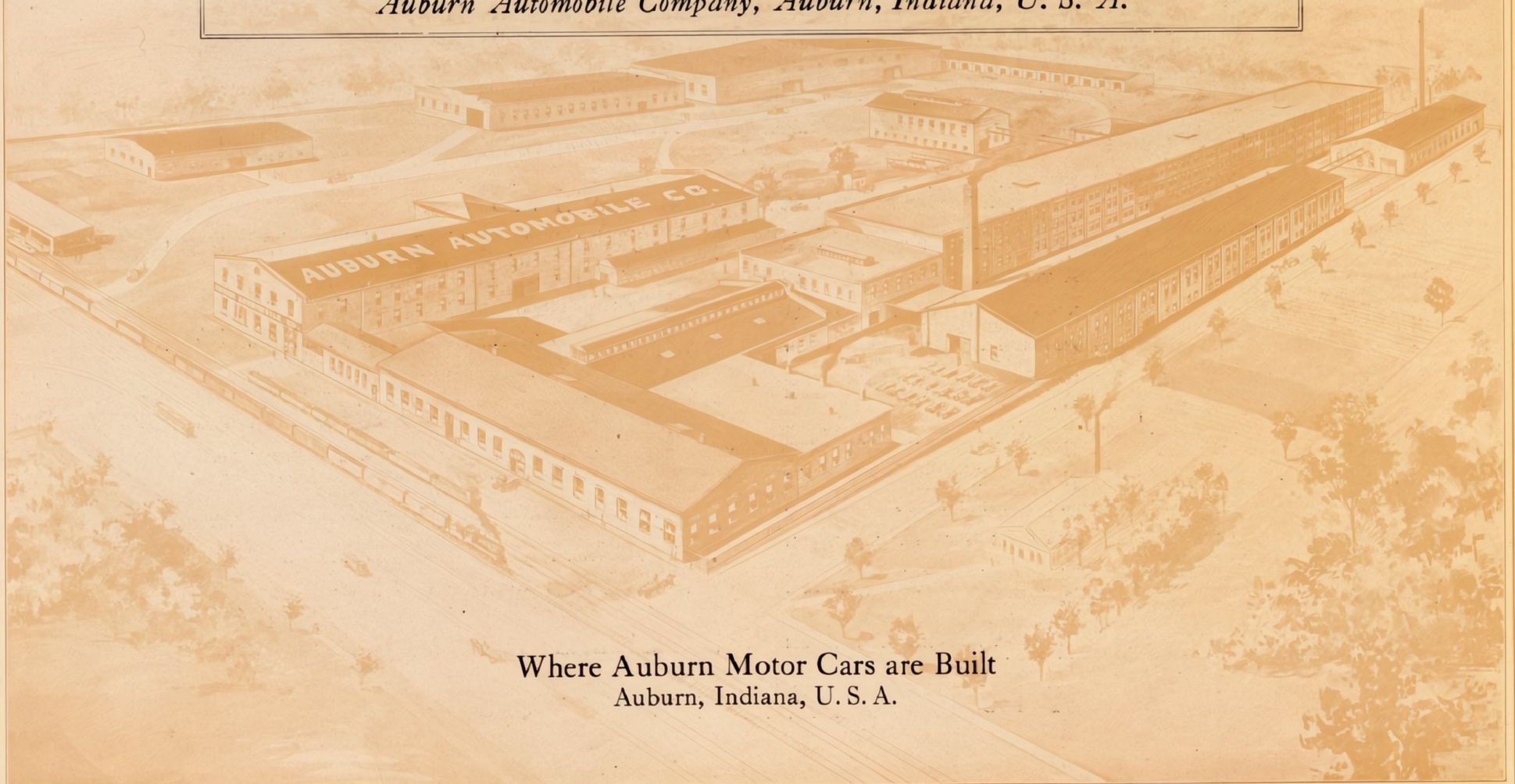
SHOULD the parts of any new automobile manufactured by us prove defective in workmanship or material, under normal use, within ninety days after the shipment thereof from our factory, and such defective part be returned to us at our factory in Auburn, Indiana, within said time, transportation charges paid, we will deliver to the purchaser, f. o. b. Auburn, Indiana, a new part in lieu of such returned part, provided the returned part be determined by us to have been defective in material or workmanship.

We make no warranty with respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers, or other trade accessories, or with respect to used or second hand cars, nor are we responsible for any warranties or agreements made by our dealers.

In no case will we pay any bills for repairs made outside of our factory, nor shall the above agreements apply to any automobile which may be in any way altered or repaired outside of our factory, nor to any defects developed by misuse, negligence or accident.

Except as above expressly provided, no warranty or guaranty of the quality of any automobiles manufactured by us, or the parts thereof, or of any parts, accessories or repairs, or of the other materials or workmanship therein, or of the suitableness thereof for the purpose intended, or the freedom thereof from defects, latent or patent, is made or given, nor shall any such warranty or guaranty ever arise by implication of law or otherwise.

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Where Auburn Motor Cars are Built
Auburn, Indiana, U. S. A.

