

Famous Apperson Cars





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Chicago - New York

The Famous
HAND-MADE
Apperson Cars



Book Number
Twenty - Two

Licensed under Selden patent

Apperson Bros. Automobile Company
Kokomo, Indiana



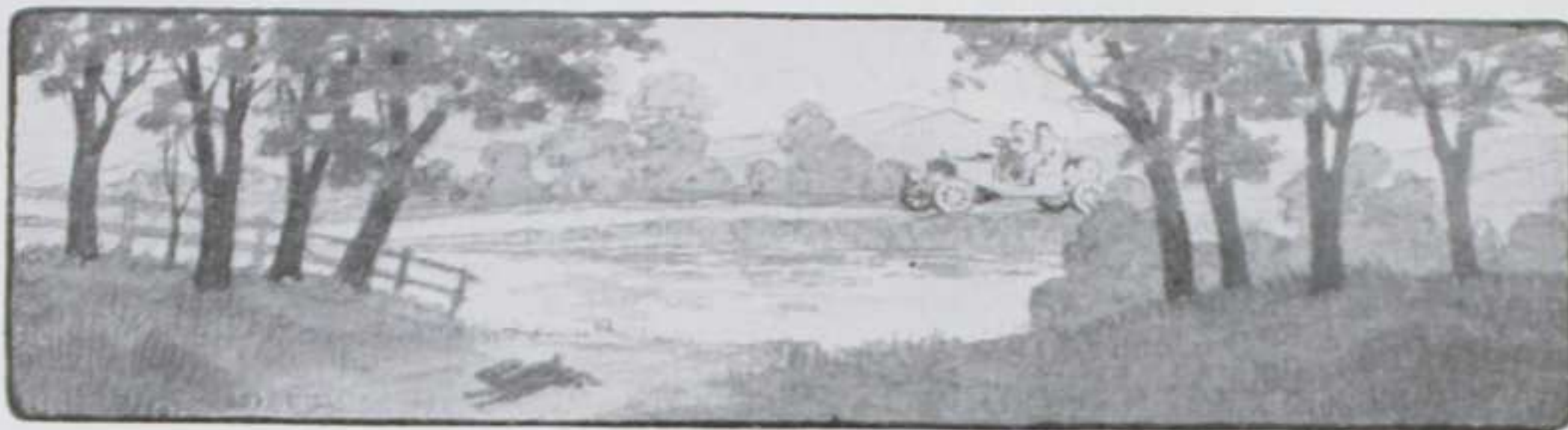
HERBERT H. LYTLE, Apperson Driver

An invitation is extended to all persons interested to visit our factory at Kokomo. We will take great pleasure in personally showing all details in connection with the construction and manufacture of the Apperson hand-made Cars.



HARRIS M. HANSHUE, Apperson Driver

I N T R O D U C T I O N



IT is generally conceded and well known among the automobile public that Apperson Brothers are the oldest regular manufacturers of automobiles in the United States; in the early Nineties we made the first gasoline automobile built in the United States, and erected the first regularly equipped Automobile Factory for the production of automobiles that was built in America.

We have designed and built more than fifty different and distinct models of motor cars since we first started manufacturing automobiles, each and every model having improvements over the earlier ones, until, at the present time, we regard our production as the very highest class procurable.

We have had more actual years of experience in building motor cars than any other manufacturer in this country; we have a stronger corps of old, experienced workmen in the manufacture of motor cars than any other concern in this country. The most of the heads of our departments have been with us since we first started in the motor car business. Some of our department managers have been with us for fifteen years or more, and they are thoroughly experienced and expert in the work that is laid out for them.

The visitor who is shown through our factory at once realizes the fact that our cars are "Strictly Hand-Made" by workmen who are thoroughly drilled on the particular part which they are building, and they become so expert on these parts that every part is perfect when turned out. Visitors to our factory who have also gone through the principal European factories state that the Apperson Factory is more like the factories in Europe, where high grade work is done by special mechanics, than is any other in this country.

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With the class of construction herein indicated it is possible to get such an unlimited mileage out of Apperson cars that the distance travelled by them, before a general overhauling is necessary, in many instances is a larger mileage than we have ever heard of being accomplished by other makes of cars. We have many cases in this country which we can refer to, where customers have run their cars from eighty thousand to a hundred thousand miles, and the cars are running perfectly at the present time.

Apperson cars are not merely assembled in a shop from a multiplicity of heterogeneous parts bought from parts makers located all over the country, as are most assembled cars, when motors are bought this year from one concern, next year from another, and the following year from some other concern, so that the purchaser of an assembled car never knows where his motor, his transmission, or his axle is made if he wants repairs. If he writes the imaginary manufacturer of his car for a part (as a motor, for example), he is obliged to depend on the parts maker, who possibly made the motor in his car three years ago, and who is not now making motors for the original assembler of his car.

Experience has proved that assemblers of this class care little or nothing about the owner or user of their cars.

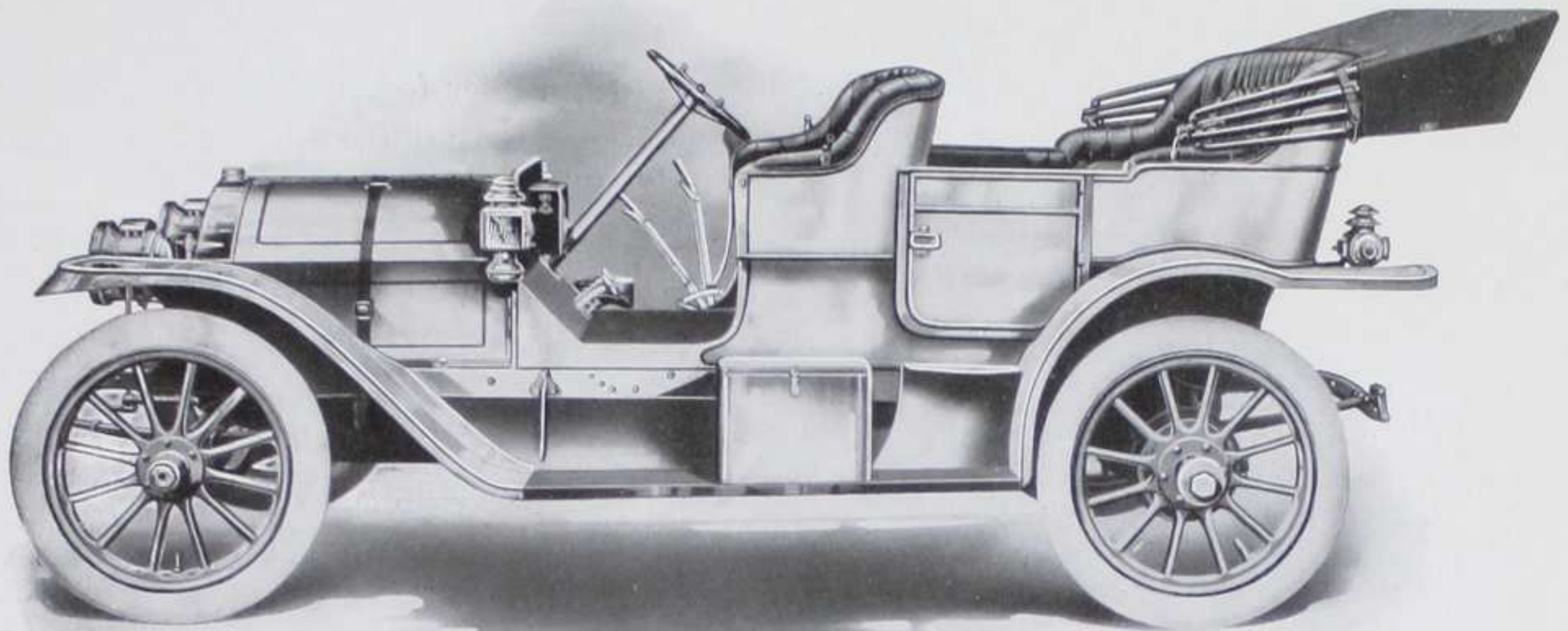
All Apperson cars are designed and built throughout in our own well-equipped factory, where we make practically everything, and all from the highest grade of material, and the general production is of an unsurpassed excellency.



We cater strictly to a high class trade, and buyers of Apperson cars will find just as good material and workmanship in one of our models as in another; that is to say, the materials and workmanship in the chassis of one of our cheaper cars is

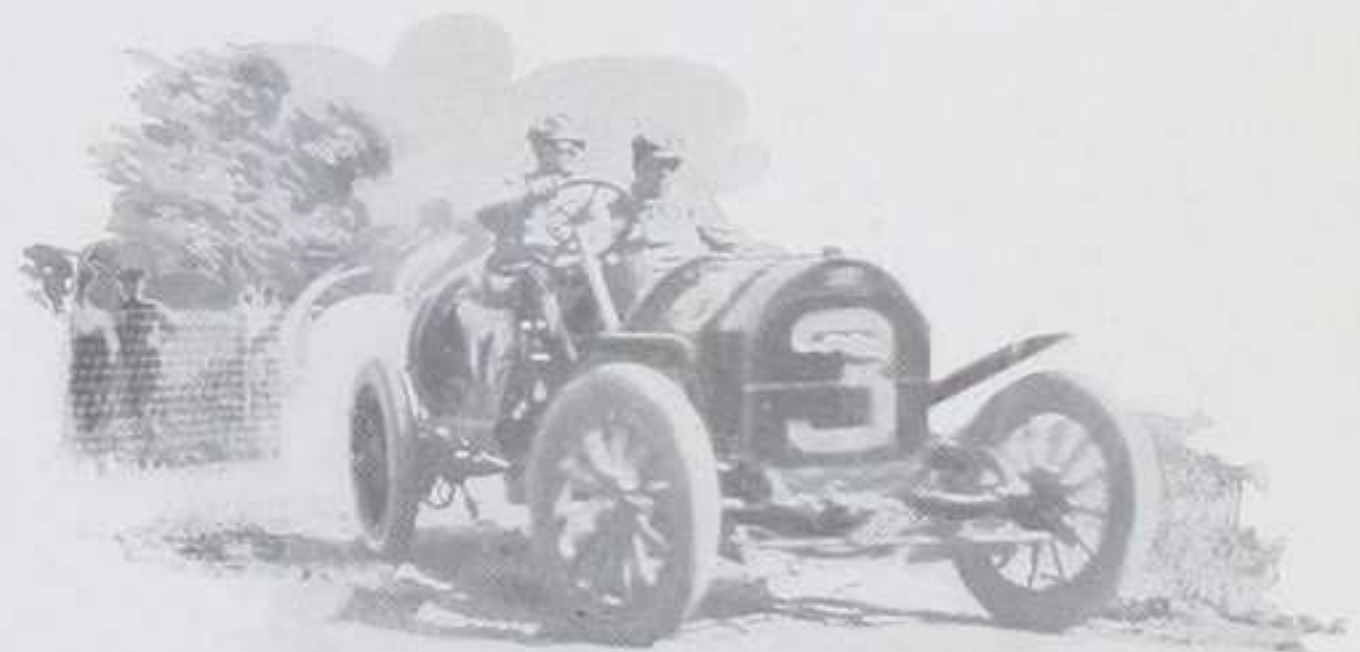
Famous Apperson Automobiles

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Four-thirty—Five-passenger
Price \$2,000

For specifications see page 24



Every Apperson car is strictly hand-made, thereby insuring an individuality and perfection not to be found in assembled cars—meaning longer life, with less trouble.

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Suggestions to Buyers

exactly the same as in the higher priced cars, the difference in cost being made up in the additional horse power, size of the machine, and its carrying capacity.

To the individual buyer of automobiles for the coming year, we say: Beware of the car built in factories that turn them out by the thousands and tens of thousands. The coming year will bring forth a large number of models, many of which will be brought out by makers who have had little or no experience in building motor cars, and who are equipping their plants to turn out assembled cars from parts bought here and there, thus preparing to turn them out by the thousands and tens of thousands, put together in the same manner as harvesting machinery is made in reaper and mower plants.

A high priced car, well built by a reliable maker, is always the cheapest and best car to buy.

We do not hesitate to offer our product to the most exacting and critical buyer.

Technical

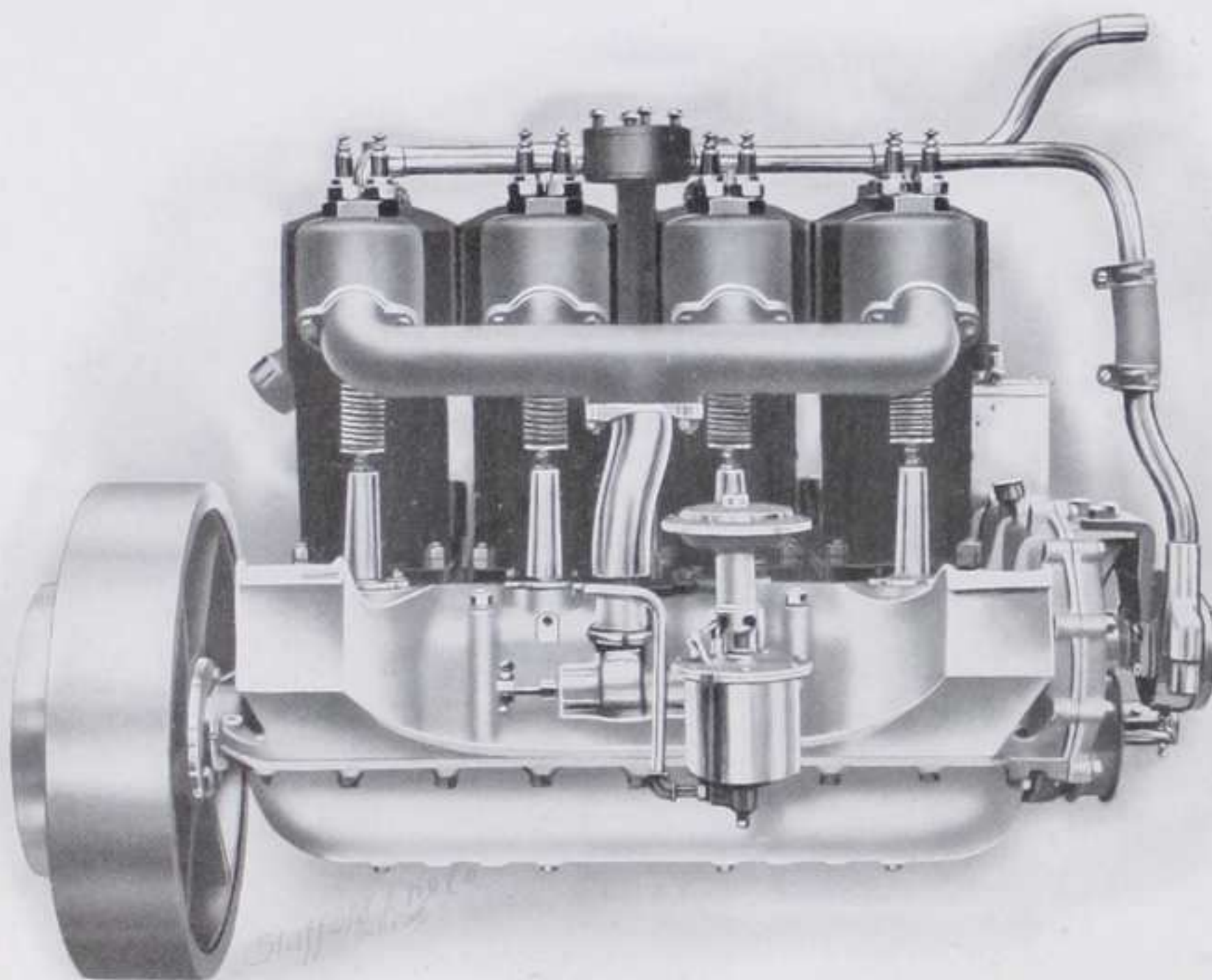
Materials Used

Tires

There are several motor car tires which are good, and, in our opinion, there is little choice between three or four of the best makes of tires. After using various makes for the last several years, we have decided on one make of tire for the coming season, which will be regular Apperson equipment. We will, however, furnish any tire desired, if the tires are bought by the user and shipped to our

factory; we will put such tires on our cars, and deduct the price which we are paying for our standard equipment.

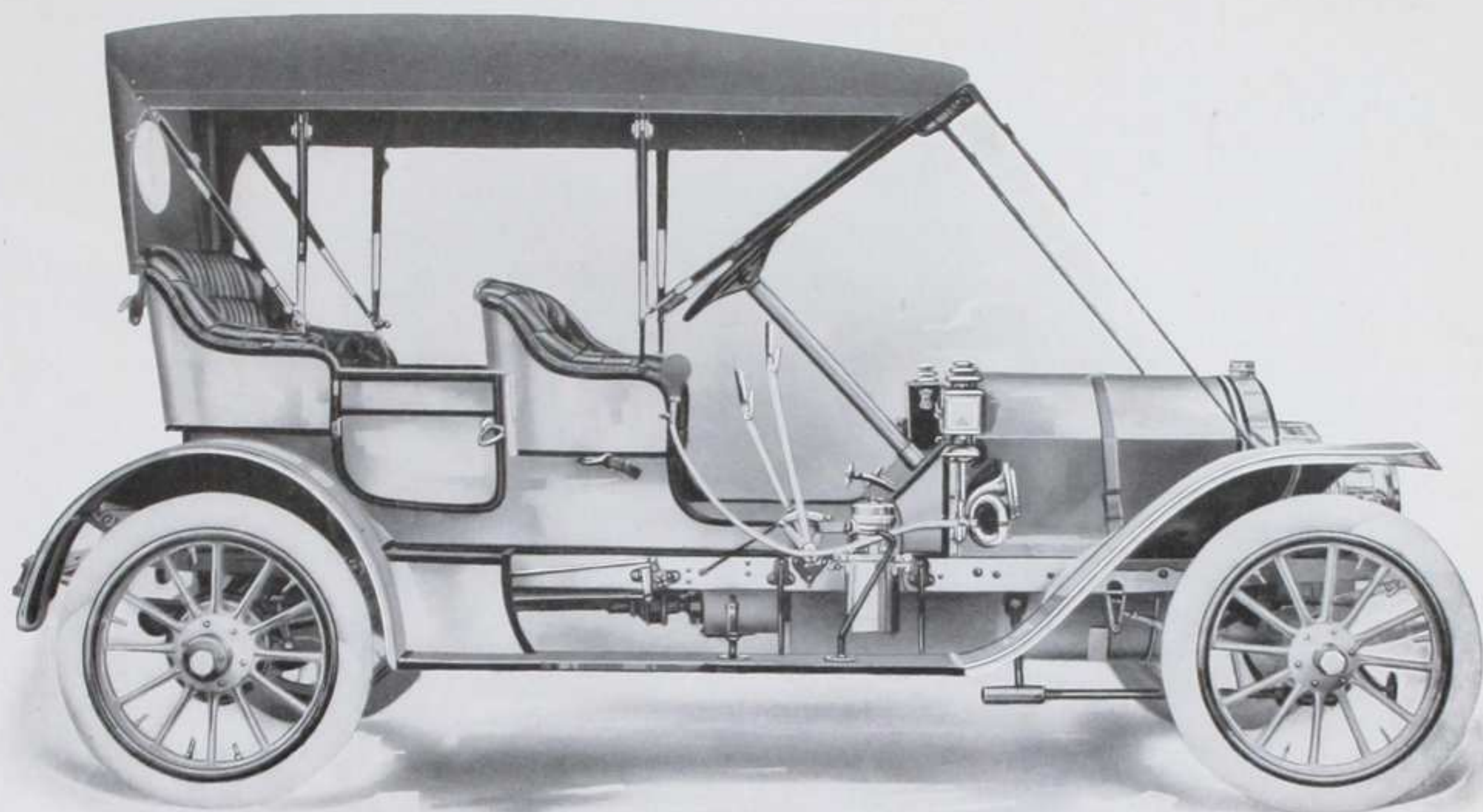
We have decided to use Diamond Tires as our regular equipment for the present season.



*Apperson Four-
Cylinder Motor*

Famous Apperson Automobiles

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Model O Baby Tonneau,
Price \$2,450

For specifications see page 25



Next to mechanical up-keep a source of expense in connection with an automobile is that of tires. Apperson cars are light on tires, some users getting as high as ten thousand miles on one set.

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Wheels

Our wheels are commonly known as the Artillery type, most of our models carrying twelve spokes in the rear and twelve spokes in the front wheels. They are amply heavy and the material is a well-selected hickory stock, thoroughly seasoned; they are put up in the best possible manner.

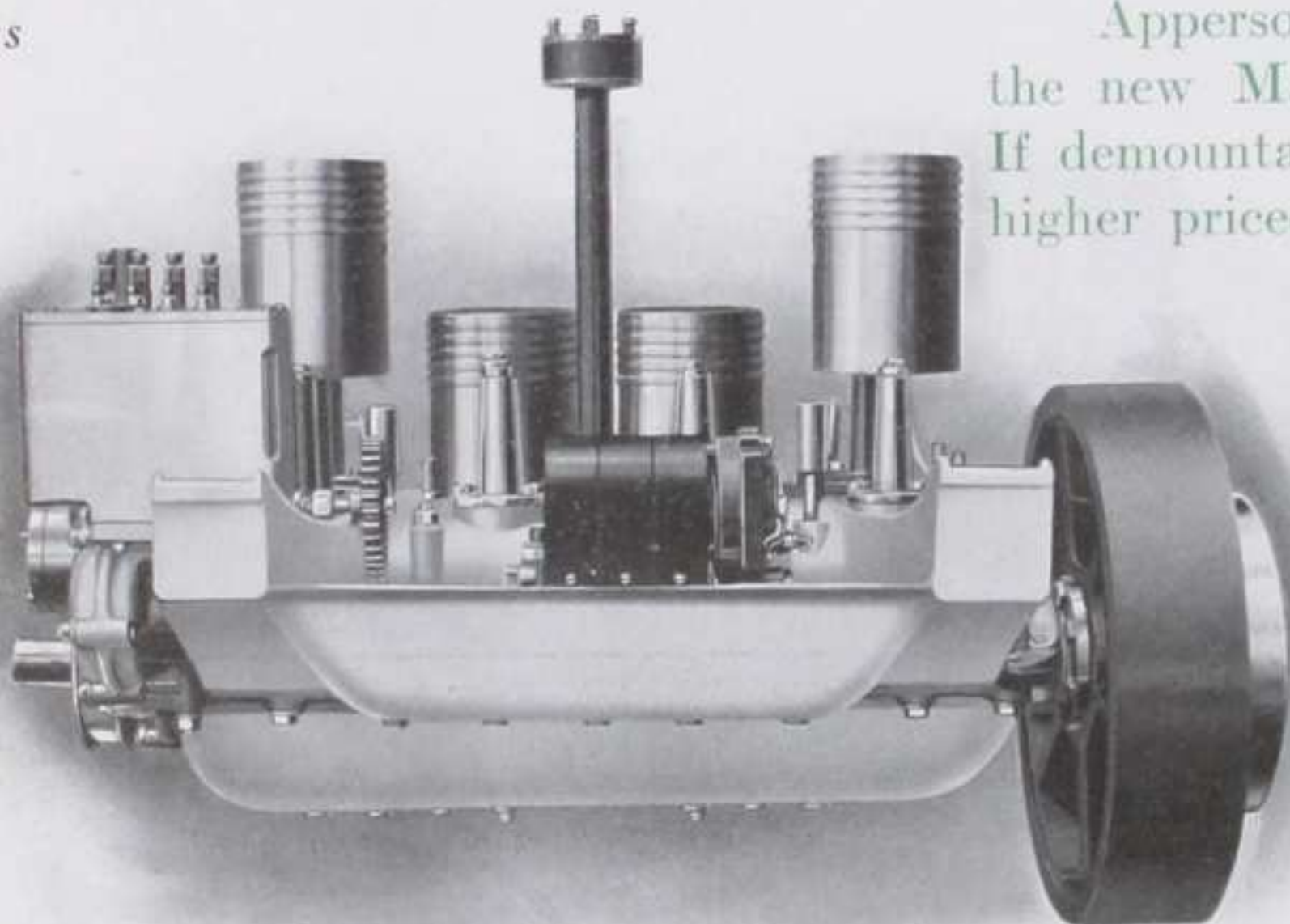
The hubs of our wheels are made in our own shop from open hearth steel castings, instead of malleable iron castings commonly used by most other builders. They are accurately machined inside and outside, and are equipped with the best known makes of ball bearings.

Bearings

Apperson cars are equipped with bearings which are interchangeable with four or five different makes of bearings. For instance, if you are using an Apperson car, you can buy standard bearings from four or five different concerns, and they will all fit your car. If you should be touring in Europe, you can find bearings anywhere that will fit Apperson cars. This is a feature that, to our knowledge, is not found in any other car. Apperson cars can be equipped with the German D. W. & F. bearings, the German F. & S. bearings, Hess-Bright either American or German, or New Departure, the latter being one of the best makes of American bearings. New Departure bearings will be found in most of our cars at present. They are made with a double row of balls, which make the bearings extremely strong as regards end thrust, and we consider these bearings to be the best wheel bearings found anywhere.

Rims

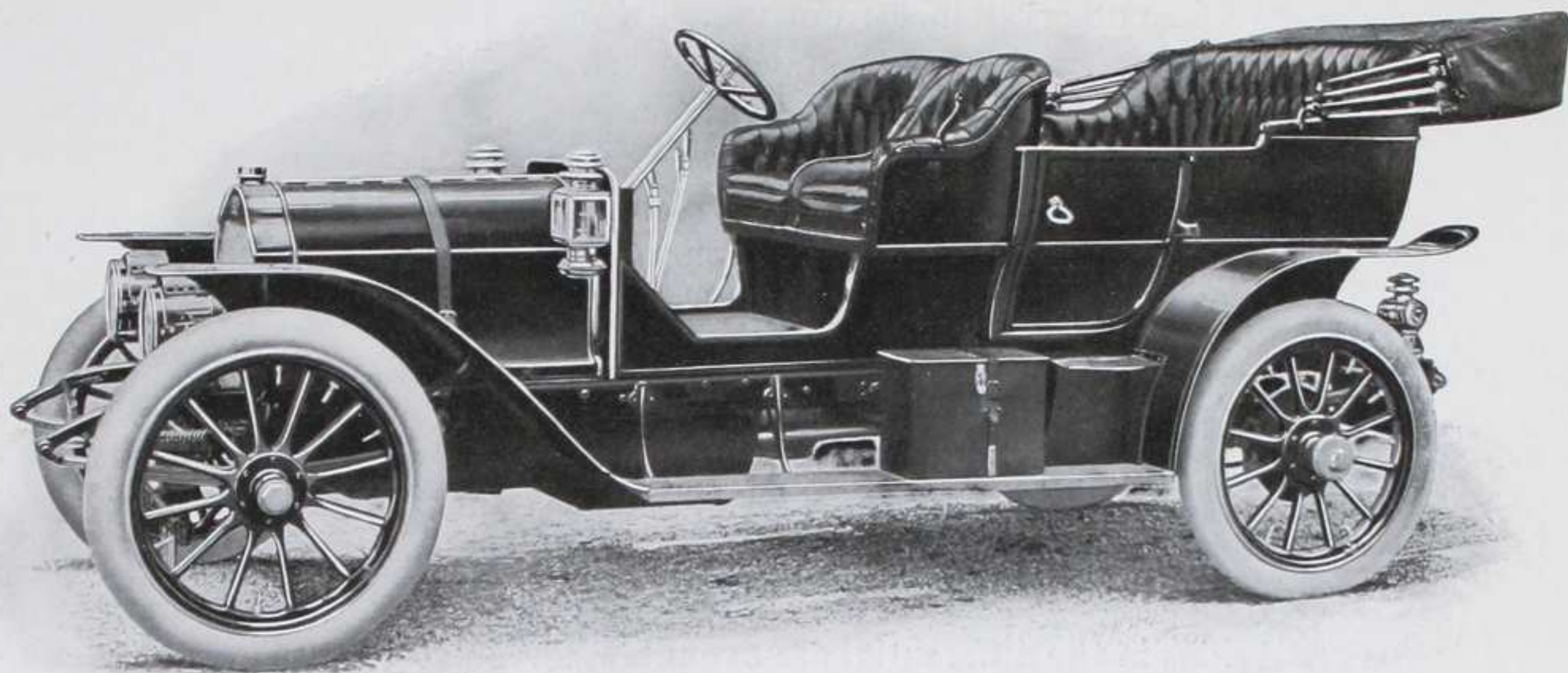
Apperson cars will be equipped with the new Marsh Quick Detachable Rim. If demountable rims are wanted on our higher priced models, we will furnish the Continental type of demountable rim at an extra charge.



Apperson Four-Cylinder Motor.

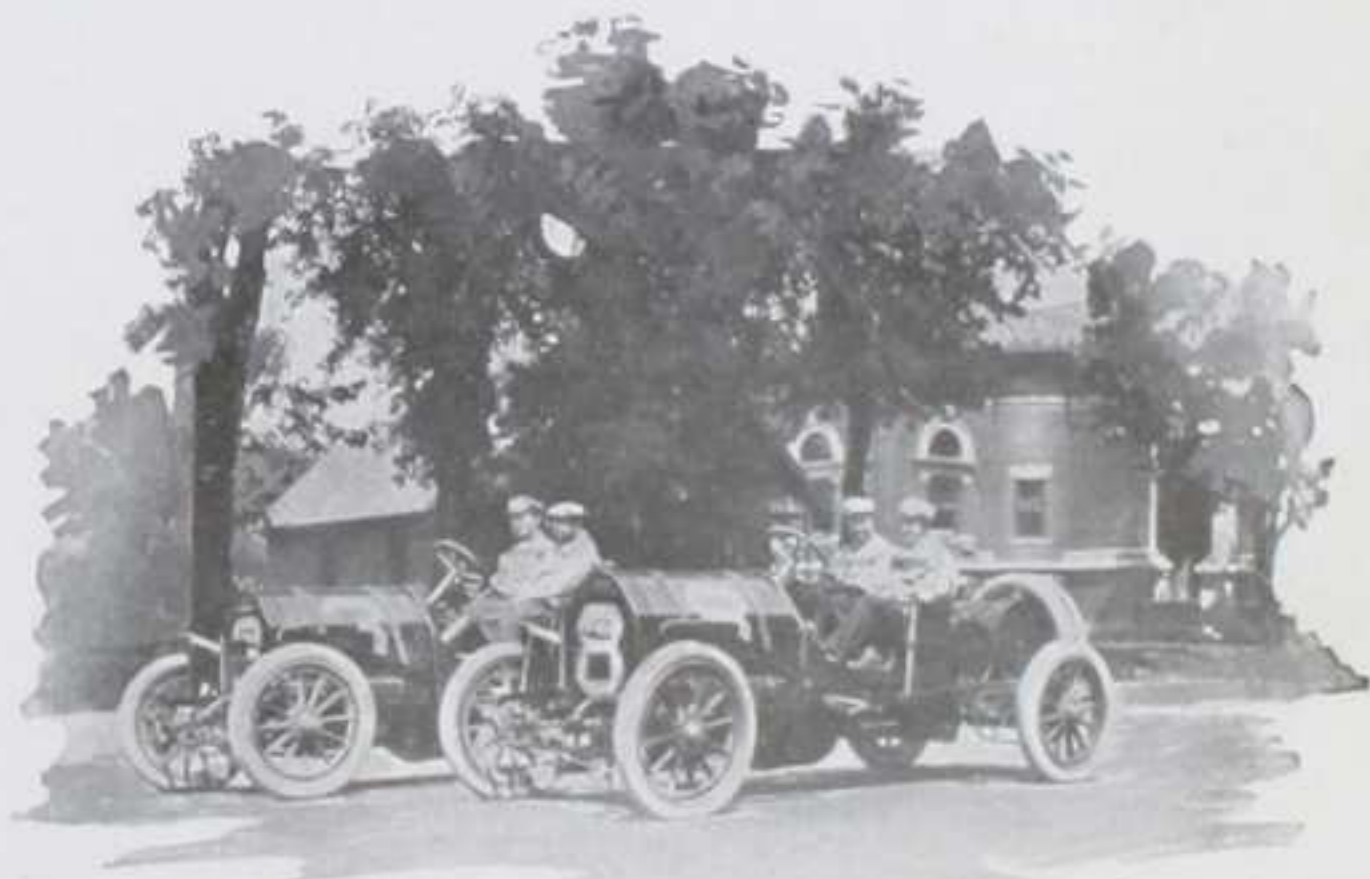
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Model O—Five-passenger
Price \$2,450

For specifications see page 26



Back of each Apperson automobile is over sixteen years of experience in the manufacture of high grade motor cars on the part of the Apperson Brothers.

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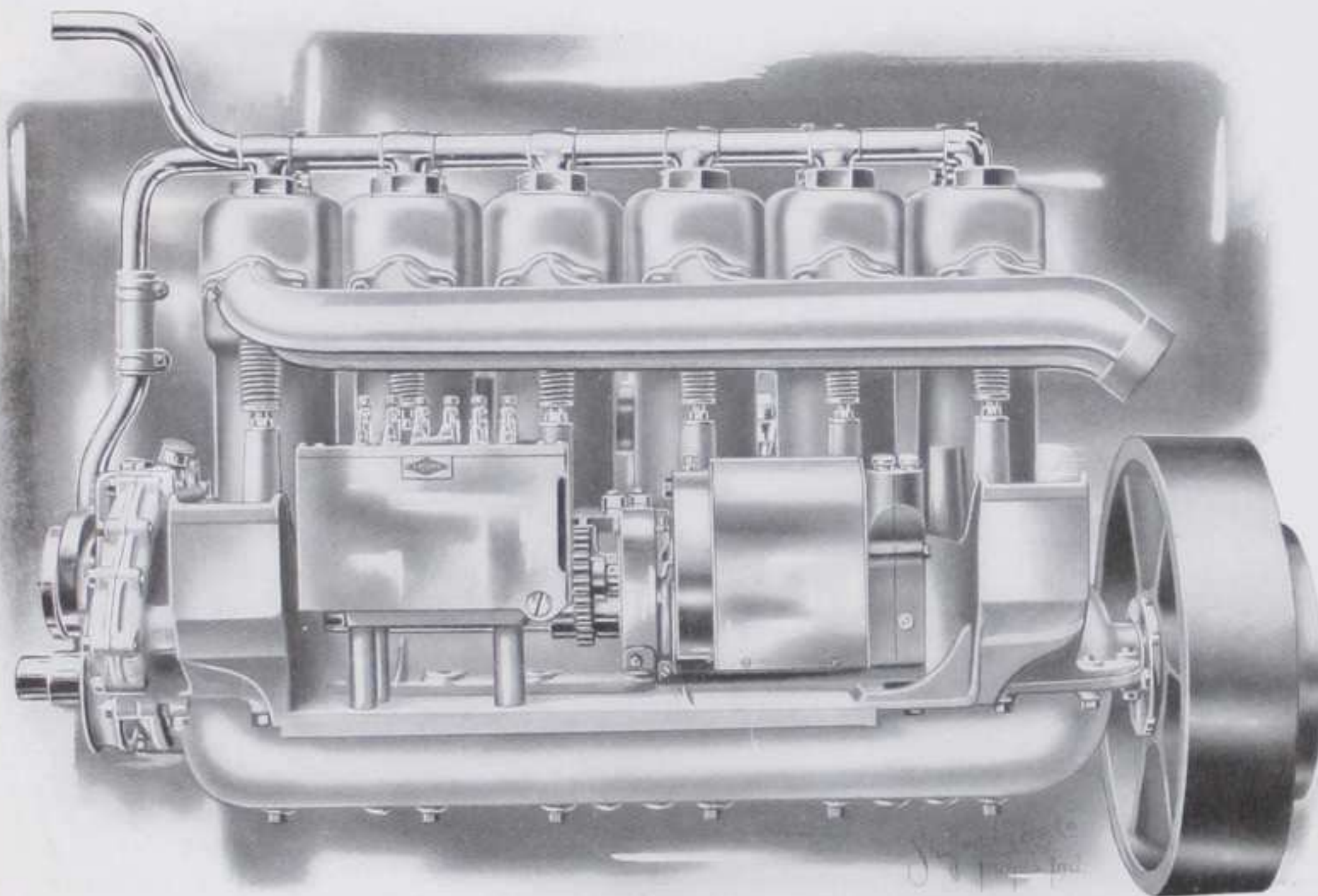


Axles

The forward axle is made from an I-Beam section solid forging, without a weld, and is made from a very high grade of material which will not crystallize from use. In our Jack Rabbit Speed Car, our Four-fifty and Six-Cylinder Models, the front axles and spindles are forged from a Chrome-Vanadium Steel, heat-treated to the very highest possible tensile strength. The tests made of this material show a tensile strength of from two hundred and twenty-five thousand to two hundred and forty thousand pounds.

The rear axle is what is known as the semi-floating type, which is now in use by the most up-to-date manufacturers and found in practically all of the highest priced cars in the country. The differential is made of high grade forgings; the gears are large and amply proportioned to stand twice or three times the horse-power that is put on them. It is known as the bevel gear type. The driving pinion and bevel wheel are made with four pitch teeth, and the smaller pinions in the differential are five pitch, making the teeth of the differential extremely strong and practically indestructible. The differential may be entirely removed from the housing of the axle by taking off the cap on top of the differential. The axle members may be removed by taking off the wheels and removing the bearing retainers in the ends of the axle housings.

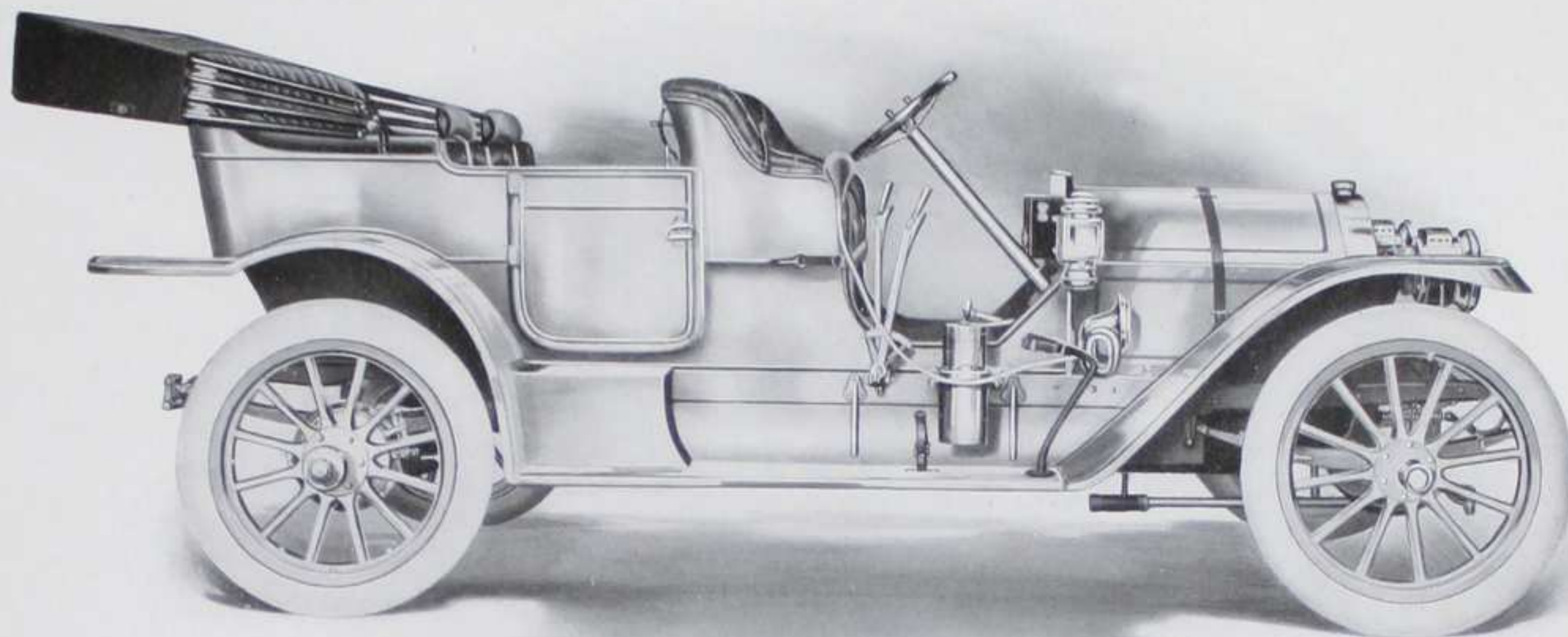
The axle members themselves are made of an alloy of nickel and vanadium, which makes the axles extremely strong and not subject to crystallization. The axle housings are made of large and liberal



Apperson Six-Cylinder Motor

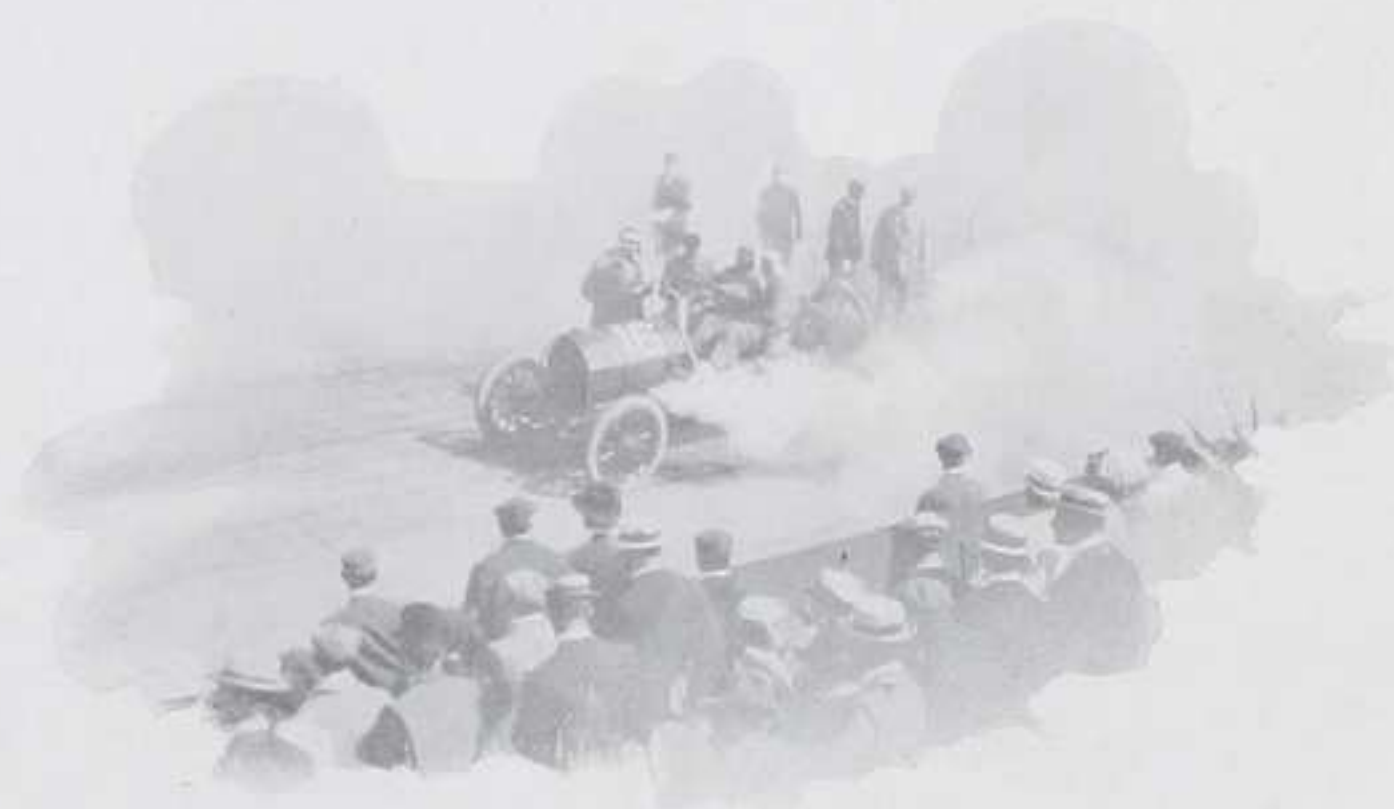
Famous Apperson Automobiles

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Four-forty—Seven-passenger
Price \$3,000

For specifications see page 27



Comfort and luxury are ear-marks of all famous Apperson cars. Spring suspension is a most important feature in automobile construction. Apperson spring suspension is designed for safety, as well as for easy riding.

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proportion, so that "sagging" of the rear axle is out of the question. The hubs are fastened to the members of the rear axle by means of a square being made on the end of the axle and are not fastened on with keys, which would work loose sooner or later.

Brakes

The brakes used on the present Apperson models are designed in accordance with the most modern and up-to-date practice. Both the service and hand brakes are located on large steel drums on the rear wheels. The hand brakes are internal-expanding and are made of steel, so that the wear and adjustment are very limited. The service brakes are applied on the outside of the drum on the rear wheels, and are of steel lined with a composition material such as Thermoid or Raybestos.

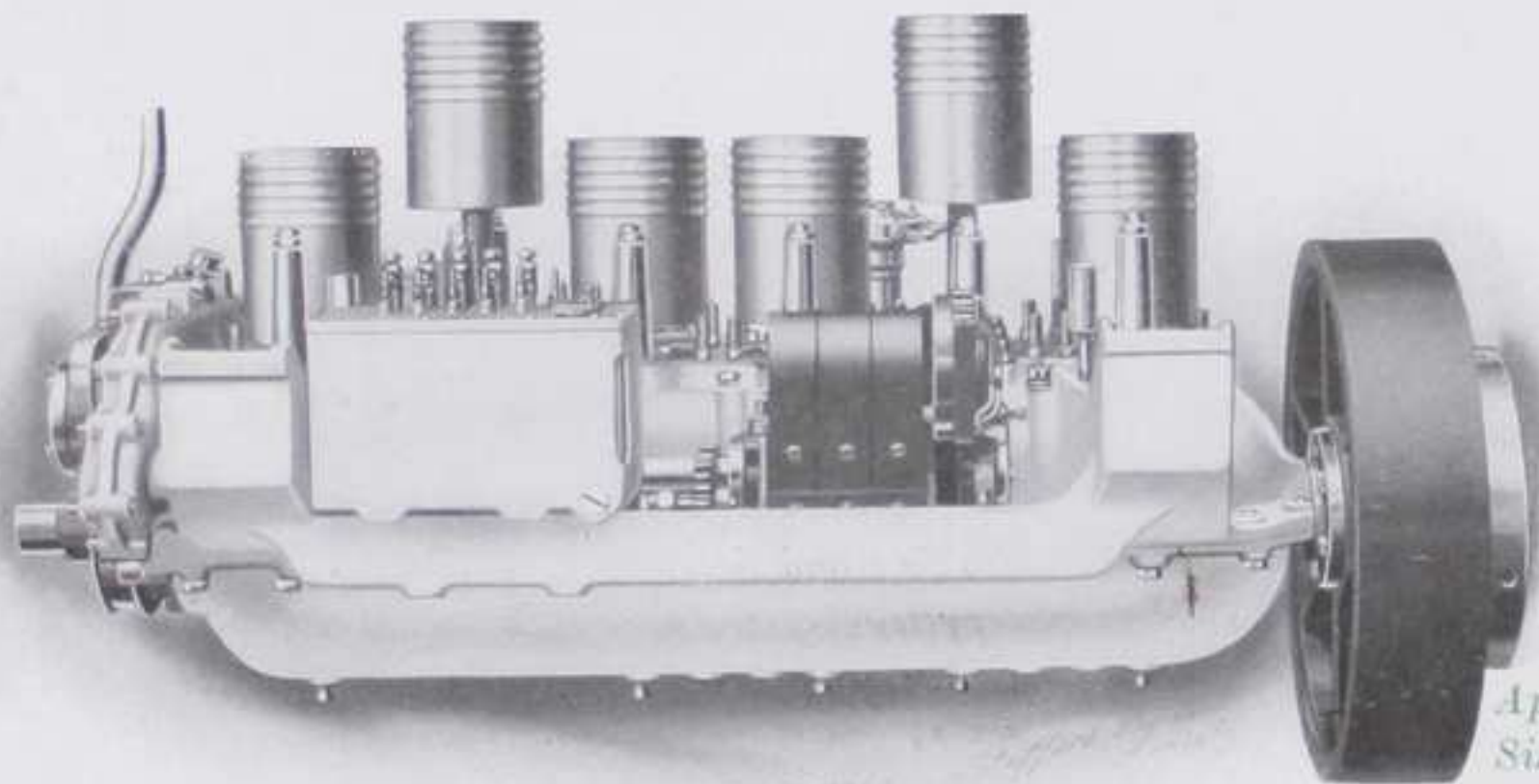
The adjustment of brakes is easily and quickly accomplished by turn buckles and adjusting bolts, and the brake action on the car is smooth and effective.

Spring

The spring suspension on Apperson cars is the result of long experience, and the result is that Apperson cars ride easier and are steadier and truer to drive than any other cars found on the market.

Our long experience in the racing of cars has taught us that the spring suspension of a car has a great deal to do with its steadiness on the road, and has as much to do with the pleasure of driving as it does with the ease of riding.

An examination of the springs of Apperson cars will show quite a deviation from regular practice, especially in the construction of our front springs, where steadiness and resiliency in fast, high powered cars are required. The rear springs are long and straight, being very flexible and soft.

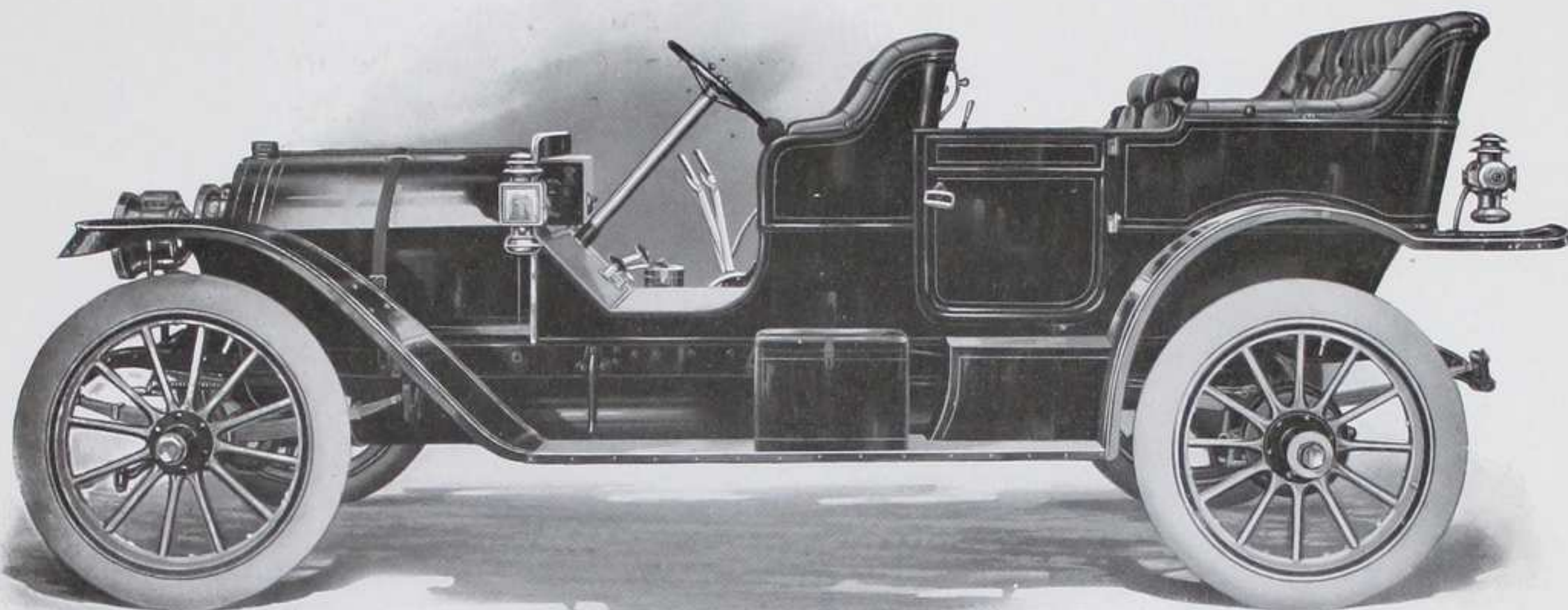


*Apperson
Six-Cylinder Motor*

From our experience with high powered, high speed touring cars, we have found that all of what we regard as experiments, such as

Famous Apperson Automobiles

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Four-fifty—Seven-passenger
Price \$4,200

For specifications see page 38



Famous Apperson cars are for sale in all the principal cities of the United States from Coast to Coast.

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platform, triple acting, and three-quarter elliptic springs, are very unsatisfactory for producing steady running and a smooth riding car. The regular semi-elliptic type of ample proportions makes the easiest riding car and the steadiest driving car that can be produced. Many wrecks of high speed touring cars are directly traceable to spring suspension, which allows the rolling and swaying of the body when going at high speed under a heavy load.

Take this advice from us and do not buy a car of high speed and high power which is so suspended that the body will have a side rolling motion. It will probably get you into trouble.

Frames

The frame of our cars is commonly known as of the pressed steel type and is well riveted together and rigid. The section and thickness of our frame is ample for the load it has to carry, and will not be found to be unnecessarily heavy. It is made of steel, which has been proven to be the best for this purpose, and is pressed by frame makers who have had long experience in producing pressed steel frames.

Radiator

The Radiator is what is distinctly known as the "Apperson type" of vertical tubular construction. The water is pumped by a sliding vein pump from the bottom of the radiator and forced to the water jackets of the motor and then back into the top of the radiator. It settles through the vertical tubes and goes back to the bottom.

The vertical tubes are covered with aluminum fins which have a large radiating surface. In our opinion, the "Apperson Radiator" is the most economical and substantial type that is made. It is a distinctive feature of the Apperson car and will not be found duplicated on any other machine; it is extremely easy to repair should it become damaged, and, in our opinion, is much the easiest radiator to repair that is made.

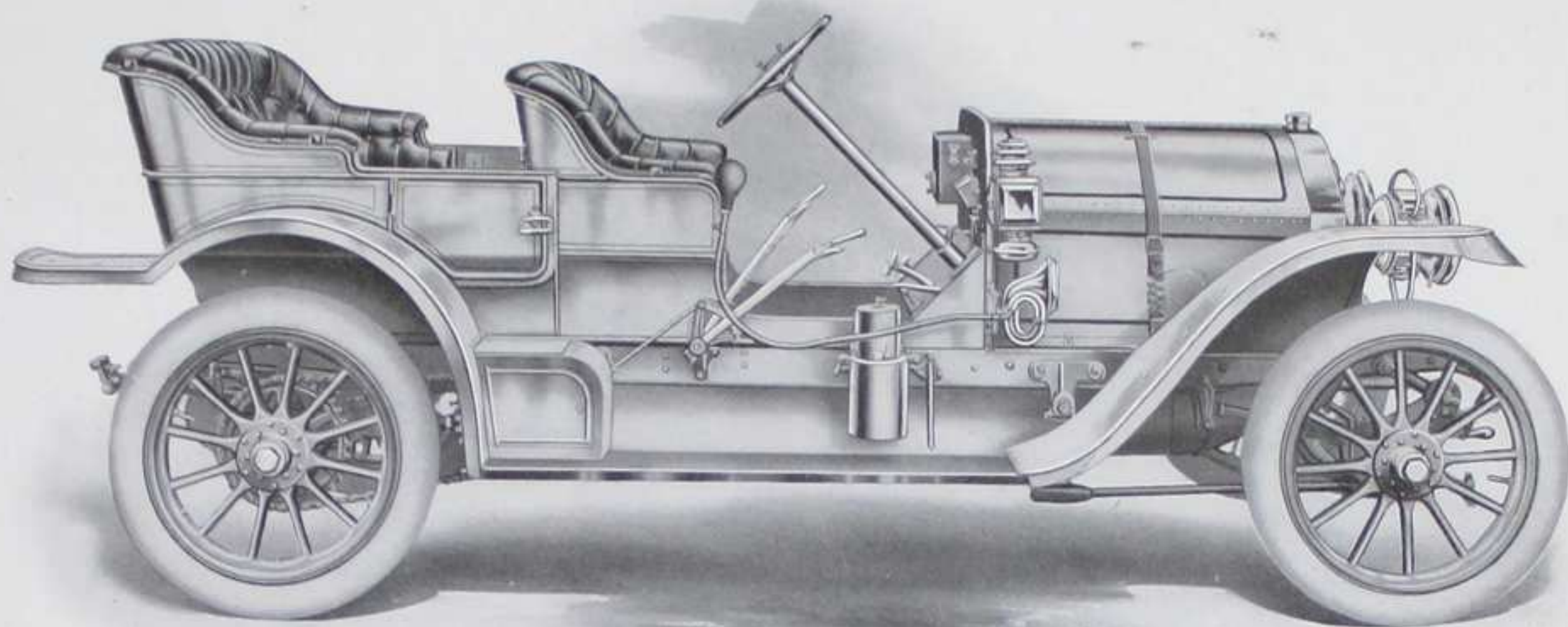
The Motor, which is really the heart of the motor car and the most



*Apperson Six-Cylinder
Crank Shaft*

Famous Apperson Automobiles

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**"Jack Rabbit" Baby Tonneau,
Price \$4,000**

For specifications see page 30



Every component part of the famous Apperson car is designed and built within the Apperson factory, insuring a homogeneous and well-balanced product.

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Motor

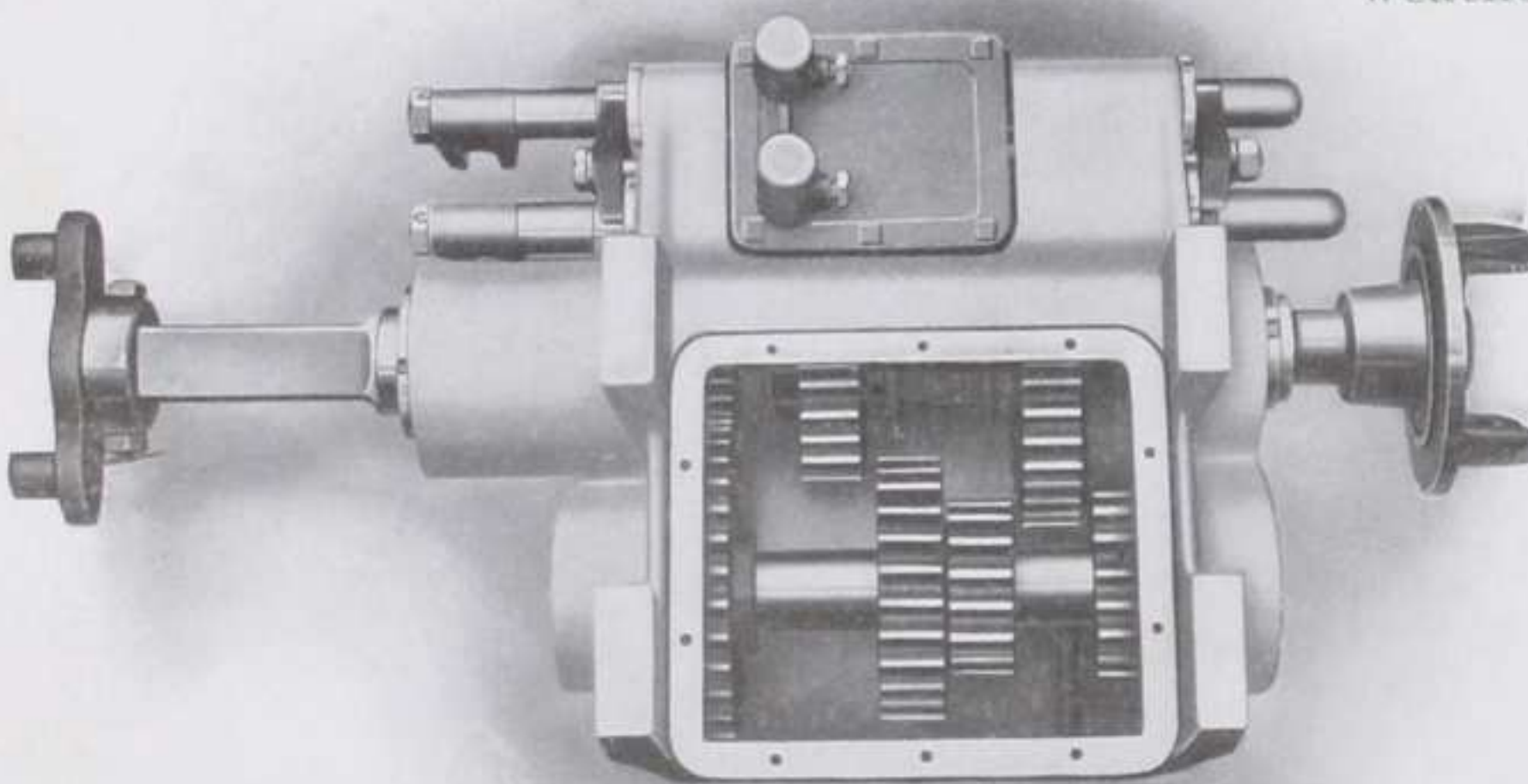
important individual piece of machinery connected with the motor car, is an original Apperson design. We do not hesitate to state at the outset, before describing the motor further, that it is pronounced by all leading, practical experts to be one of the best designed, if not the best, and most practical motors that is made in America or in any other country. It is simple throughout, made of strong material, and its wearing qualities are excellent. The workmanship on the fitting of the pistons and rings is of the very highest grade. Every part of the motor is made to accurate micrometer measurements, and every part is guaranteed to be absolutely interchangeable. Our mechanical force which assembles and tests these motors is composed of the very highest grade of workmen, who have been in our employ for years, and who are capable of producing the highest grade of workmanship that is possible in this class of work.

The oiling of the motor is accomplished through a force feed oiler located on the engine crank case and gear driven from the magneto shaft. This oiling device is provided with sight feeds and can be hand regulated to suit any amount of oil desired. The carburetor is automatic and self-adjusting, and needs little or no attention except to keep it clean from sediment, and the amount of gasoline may be varied a little as the changes of the season occur. For instance, in

cold weather, a car will use a little more gasoline than it will in hot weather.

The carburetor is provided with adjustments for the amount of gasoline necessary but should not be tampered with by inexperienced persons.

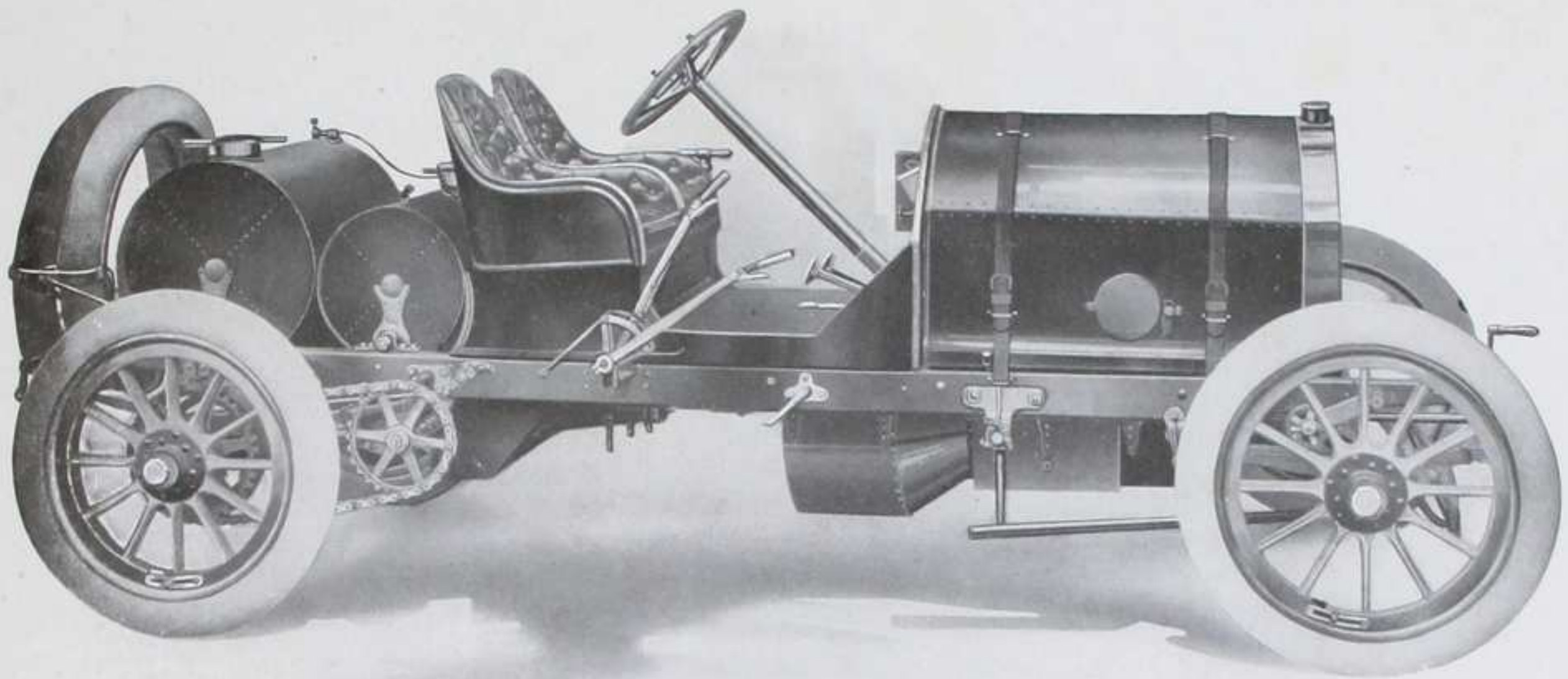
Our motors are either equipped with Bosch or Eisemann magnetos.



*Apperson Shaft
Drive Transmission*

Famous Apperson Automobiles

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"Jack Rabbit" Roadster
Price \$4,250

For specifications see page 31



Automobiles merely assembled from a multiplicity of heterogeneous parts purchased from many parts makers in many different localities cannot of necessity be the well-balanced car that can be produced in a factory like that of the Apperson Brothers.

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Ignition

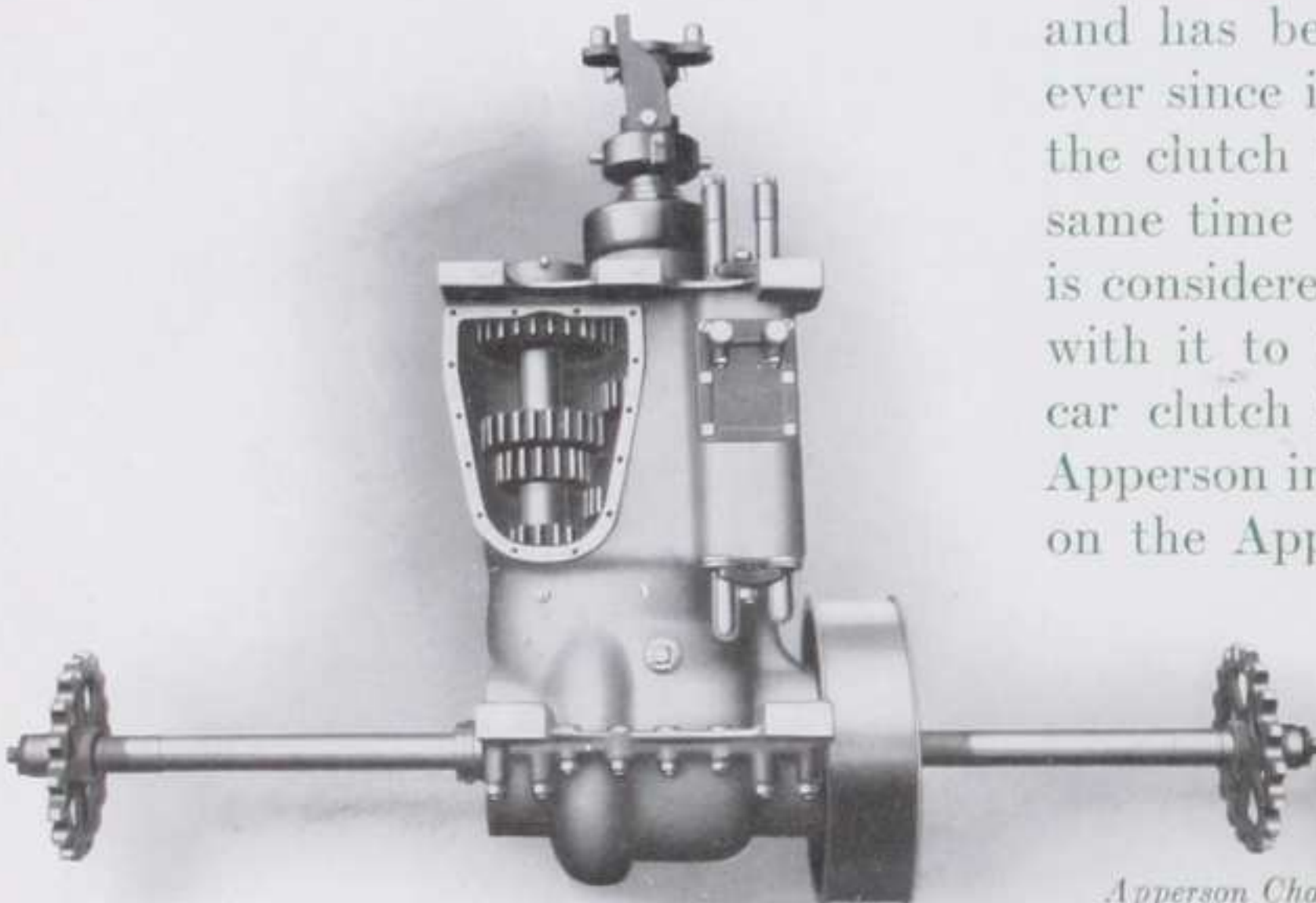
We own and operate what is commonly known as the strictly Double Ignition system. Apperson Brothers were the first to invent and use a complete Double Ignition system, and now own and control extremely strong patents on the use of Double Ignition systems which operate two or more spark plugs in each cylinder. Any manufacturer of motor cars using two independent ignition systems connected to two spark plugs in the same cylinder is infringing our patents, and proceedings against such manufacturers will be taken in the near future.

We equip all Apperson cars with this Double Ignition system, using a high grade Magneto, while the battery current is furnished from a complete system of storage batteries.

The motor can be operated independently with either of these systems. If one system is out of commission, the motor will operate just as well with the other. This is one of the greatest features found on any automobile, and any makeshift or dodge to avoid infringement of our patents has so far proven a failure, as the complete double and independent system is the only desirable one on a good, high grade motor car. The extreme flexibility of Apperson motors is incomparable with any other motor on the market. The pleasure in operating our motors is enjoyed most by those who know them best.

Clutch

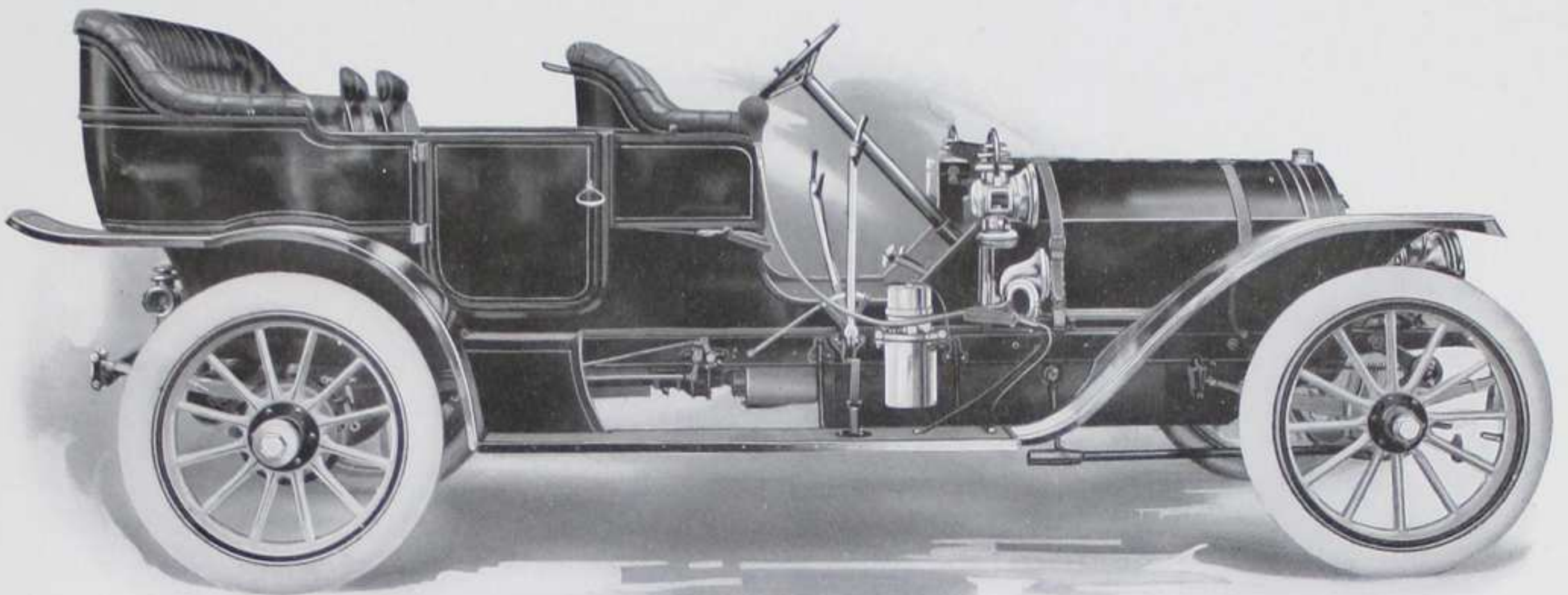
The Clutch used on Apperson cars is commonly known as the Contracting Band type. It is a clutch invented and patented by Haynes & Apperson in the early Nineties and has been in constant use on our cars ever since its invention. The operation of the clutch is smooth and soft and at the same time very positive and effective. It is considered by those who are acquainted with it to be the most satisfactory motor car clutch in existence. It is strictly an Apperson invention and will be found only on the Apperson and Haynes cars. The



Apperson Chain Drive Transmission

Famous Apperson Automobiles

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Six-Forty—Seven-passenger
Price \$4,200

For specifications see page 29



The Apperson "Jack Rabbit" for its rated horse power is the fastest strictly stock car built in the world. The Apperson "Jack Rabbit" holds the 200-mile American road record for stock cars.

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Steering Gear

adjustment is extremely simple, and the life of the clutch is practically perpetual.

The Steering Gear on the Apperson when examined carefully by mechanical experts will be found to be the most thoroughly up-to-date and the strongest construction of any steering gear made. It is what is commonly known as the irreversible worm and segment type. The worm is made from a solid hammered forging, and the worm wheel likewise is made from a solid steel forging. There are no keys in the worm for keying it to the shaft, so that it cannot constantly work loose.

The material in these forgings is of a special grade of steel suitable for hardening for this purpose. After these parts are made, they are ground true to gauge. The worm wheel shaft is equipped with eccentric bushings for adjusting the mesh of the thread, and the worm shaft is adjustable with ball bearings forward and aft for taking up all end motion. In fact, every bearing in the steering gear is made of steel, hardened and ground.

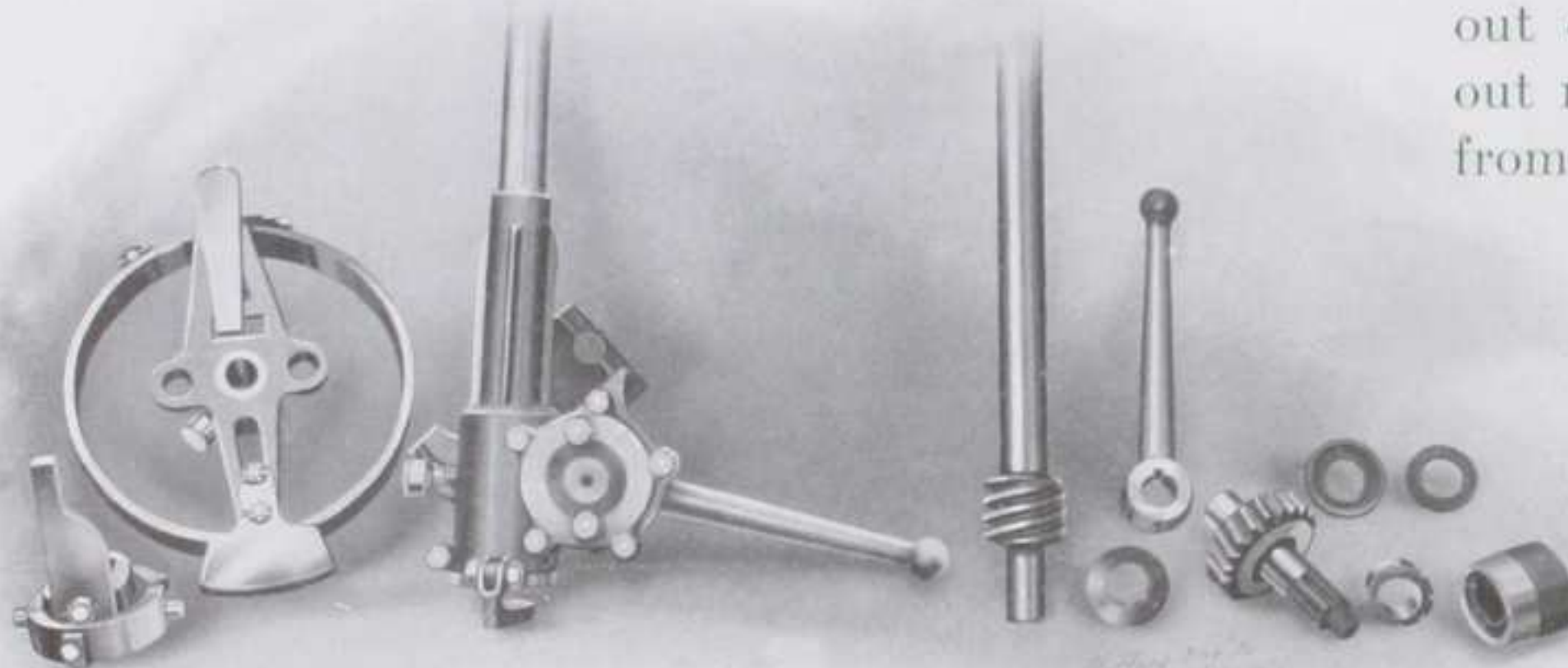
The control of the carburetor and magneto is placed on top of the steering wheel with hand levers easily operated.

Transmission

The various models of Apperson cars are equipped with sliding gear transmissions, the shafting of which is mounted on heavy ball bearings. The transmission cases for cars using three speeds forward and reverse are made with solid housings, and the shafting where it enters the transmission case is nicely packed with stuffing boxes to retain the oil for the gears.

The shafting and gears of the transmission cases can all be taken out of the cases without removing the case from the car.

The gears are made of a very high grade of



*Apperson Clutch and
Steering Gear Parts*

Famous Apperson Automobiles

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Krupp's Chrome-Nickel Steel; this is the highest grade material known in automobile construction for use in the manufacture of transmission gears. The transmission shafting is also made of a similar grade of material, and the material used in Apperson cars in all their models is of the highest grade known for the purpose.



All gears after being properly machined are hardened and tempered by expert mechanics, who operate furnaces and hardening materials under the most scientific conditions.

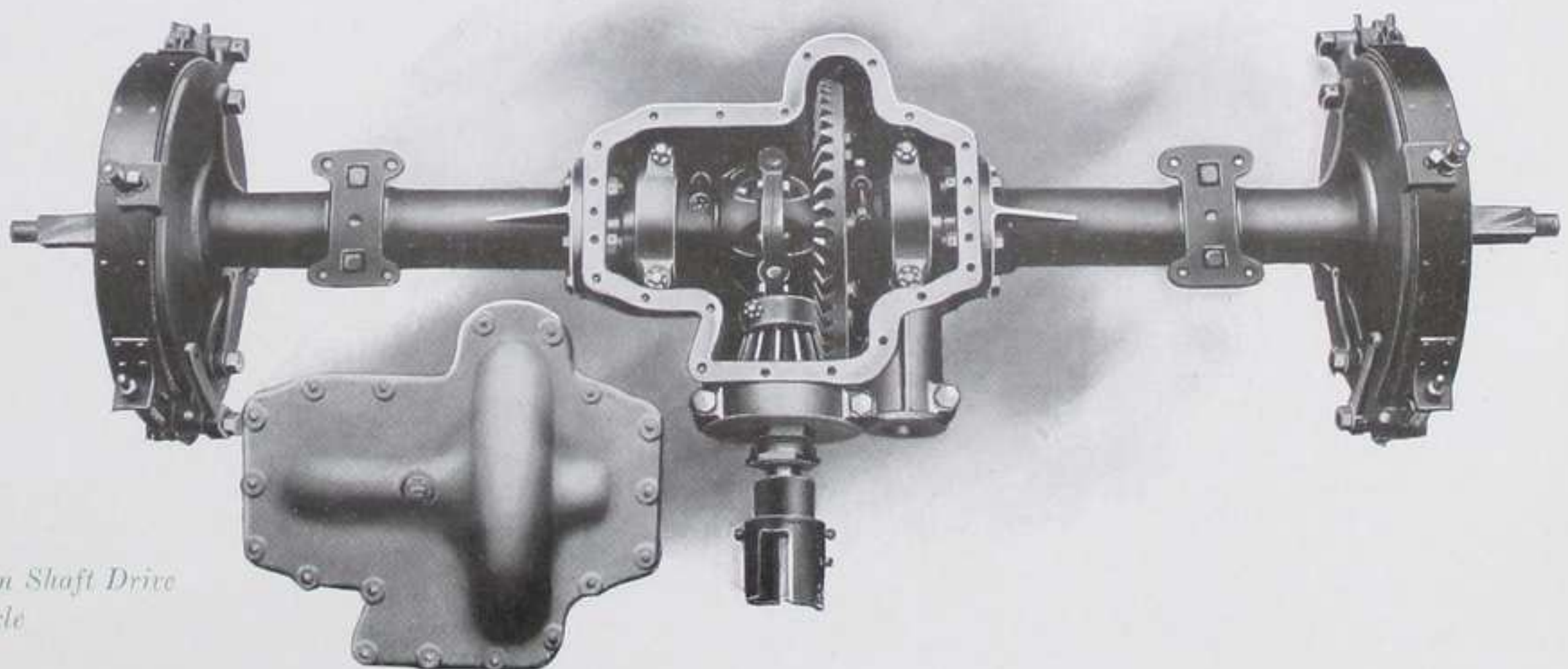
The transmission bearings are just as interchangeable with different makes of bearings as are the road wheel bearings of our cars. Almost any standard make of ball bearings will fit them.

The general lines of Apperson cars will be found as beautiful as is possible to make on any high grade touring car or roadster. The lines of our fenders, hoods, and dashes are as graceful as will be found on any high grade car.

General Finish and Appearance

The painting and upholstering is of the highest possible degree of excellence. The upholstering of our cars is done in our own factory, and under the charge of one of the most expert trimmers in the country. Our cushions are stuffed with the highest grade of curled hair, and the leather is of excellent quality. We use cushion springs specially made for Apperson cars, and the riding qualities cannot be improved upon. The comfortable design of our upholstery will be appreciated by those who want a luxurious car.

The running boards and floors of our cars are trimmed with an imported linoleum, specially made for automobile work, all of which



*Apperson Shaft Drive
Rear Axle*

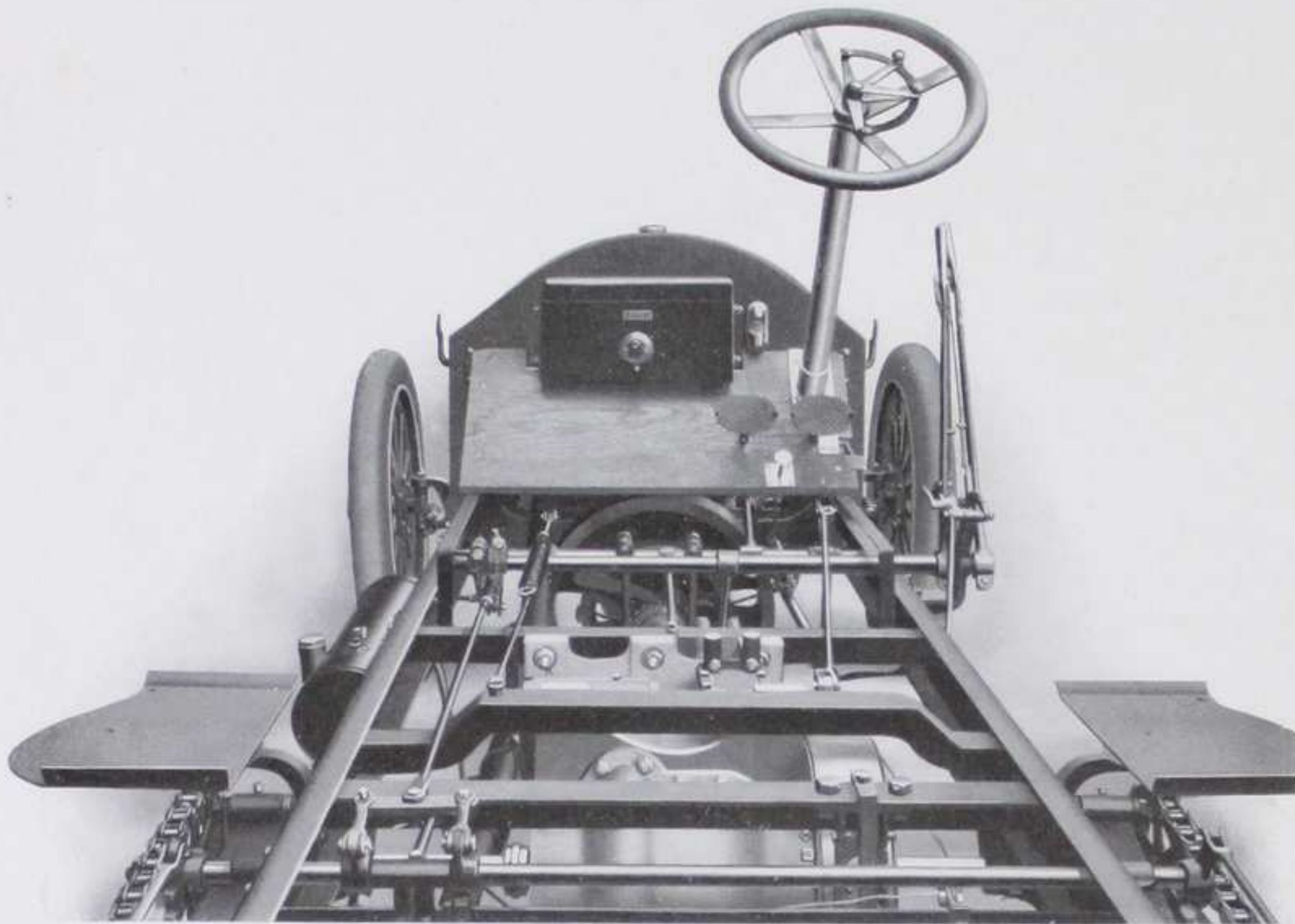
Famous Apperson Automobiles

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are neatly brass-bound and finished, and will be found to be much more easily kept clean than rubber covered floors and running boards. The color of the linoleum is selected to suit the color of the painting. Metal shields are used to fill in between the running boards and frame of the car, so that it is impossible to soil the painting on the body and upper parts of the car from the splashing of water or mud.

The hood is of the folding type and very artistically designed, and is so constructed that it will not rattle. It is equipped with brass joints and beautifully finished.



Apperson Chain Driven Chassis

Specifications

*On the following pages will be
found specifications of all models*



The Oakland-Portola Cup

Won by Apperson "Jack Rabbit" October 23, 1909

Leon T. Shettler, owner; Harris M. Hanshue, driver

Famous Apperson Automobiles

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Model 4-30

PRICE: \$2,000, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Four-cylinder, 30.4 A.L.A.M. rating; bore $4\frac{3}{8}$ in., stroke 5 in.

TRANSMISSION—Sliding gear, three speeds ahead and reverse.

WHEEL BASE—112 in.

WHEEL TREAD—56 in.

CLUTCH—Regular “Apperson” type compression band.

BRAKES—Internal expanding and external contracting; internal steel against steel and external composition lined.

WHEELS—34 x 4 in. with quick detachable rims and tires.

IGNITION—“Apperson” complete double system with two sets of spark plugs by storage battery and imported magneto.

AXLES—Solid forged front axle I-beam section, “Apperson” shaft drive rear axle.

BODY—Five-passenger touring type.

TRIMMING—High grade leather, black semi-bright finish.

PAINTING—Dark blue body and cream gear.

EQUIPMENT—Two acetylene headlights and generator, three oil lamps, horn and set of tools.

Top with side curtains	\$ 100.00
Glass front	45.00
Speedometer	45.00
Chassis only	1,800.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.



Model O Baby Tonneau

PRICE: \$2,450, F. O. B. cars Kokomo, Ind.

- | | | |
|--|---|------------------------------|
| <p>MOTOR—Four-cylinder, 30.4 A.L.A.M. rating; bore 4 3-8 in., stroke 5 in.</p> <p>TRANSMISSION—Three speeds forward and reverse sliding gear.</p> <p>WHEEL BASE—119 in.</p> <p>CLUTCH—Regular “Apperson” type compression band.</p> <p>BRAKES—Internal expanding metal; external compression raybestos lined.</p> <p>WHEELS—34 x 4 in. with quick detachable rims and tires.</p> <p>PAINTING—Dark blue body and cream gear.</p> | <p>EQUIPMENT—Two acetylene head lamps and generator, three oil lamps, horn and set of tools.</p> <p>WHEEL TREAD—56 in.</p> <p>IGNITION—“Apperson” complete double system with two sets of spark plugs by storage battery and imported magneto.</p> <p>AXLES—Solid forged I-beam section front and “Apperson” shaft drive rear axle.</p> <p>BODY—Short coupled or toy tonneau for four passengers.</p> <p>TRIMMING—High grade, black semi-bright finish.</p> | <p><i>Specifications</i></p> |
|--|---|------------------------------|

Top with side curtains	\$ 100.00
Glass front or shield	45.00
Speedometer	45.00
Chassis only	2,225.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.



Model O Five-Passenger Touring Car

PRICE: \$2,450, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Four-cylinder, 30.4 A. L. A. M. rating; bore 4 3/8 in., stroke 5 in.	WHEELS—34 x 4 in. with quick detachable rims and tires.
TRANSMISSION—Three speeds forward and reverse sliding gear.	IGNITION—“Apperson” complete double system with two sets of spark plugs by storage battery and imported magneto.
WHEEL BASE—119 in.	AXLES—Solid forged I-beam section front, and “Apperson” shaft drive rear axle.
CLUTCH—Regular “Apperson” compression band.	BODY—Large, roomy, five-passenger body.
BRAKES—Internal expanding metal; external compression raybestos lined.	TRIMMING—High grade, black semi-bright finish.
EQUIPMENT—Two acetylene headlights and generator, three oil lamps, horn and set of tools.	PAINTING—Dark blue body and cream gear.
WHEEL TREAD—56 in.	

Top with side curtains	\$ 100.00
Glass front or shield	45.00
Speedometer	45.00
Chassis only	2,225.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.



Model 4-40 Seven-Passenger Touring Car

PRICE: \$3,000, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Four-cylinder, 40 H. P., 4¾ in. bore, 5 in. stroke.

IGNITION—"Apperson" complete double system with two sets of spark plugs by storage battery and imported magneto.

TRANSMISSION—Sliding gear, three speeds forward and reverse.

AXLES—Solid forged I-beam front and "Apperson" shaft drive rear axle.

WHEEL TREAD—56 in.

WHEEL BASE—122 in.

BODY—Large, roomy, seven-passenger touring body.

CLUTCH—"Apperson" compression band.

TRIMMING—Strictly high grade leather and workmanship; black semi-bright finish.

BRAKES—Large internal expanding metal; large external compression raybestos lined.

EQUIPMENT—Two acetylene headlights and generator, or Presto-Lite tank, three oil lamps, horn, set of tools, coat rail, foot rail.

WHEELS—36 x 4½ in. rear, 36 x 4 in. front, quick detachable rims and tires.

Top	\$ 135.00
Glass shield	45.00
Speedometer	45.00
Chassis only	2,750.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.

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Model 4-50 Seven-Passenger Touring Car

The Highest Grade Car in the World

PRICE: \$4,200, F. O. B. Kokomo, Ind.

Specifications

MOTOR—Exquisitely finished four-cylinder, 50 H.P., bore 5½ in., stroke 5 in.

WHEEL TREAD—56 in.

TRANSMISSION—Heavy, high grade sliding gear, four forward speeds and reverse.

CLUTCH—“Apperson” compression type.

BRAKES—Large, powerful, internal expansion and external compression.

WHEELS—Extra heavy, 36 x 4½ in. rear and 36 x 4 in. front, with quick detachable rims and tires.

TRIMMING—Extra fine *hand buffed* leather and curled hair stuffing; black semi-bright finish.

IGNITION—“Apperson” complete double system with two sets of spark plugs with storage battery and imported magneto.

AXLES—Special heavy I-beam front axle of Chrome-Vanadium Steel and “Apperson” shaft drive rear.

WHEEL BASE—128 in.

BODY—Extra large, roomy, seven-passenger touring body.

EQUIPMENT—Two special acetylene headlights with generator or Presto-Lite tank, three oil lamps, horn, complete set of tools, coat rail, foot rail, goggles, boxes, pockets, etc., shock absorbers and tire carrier.

Mohair or pantasote top	\$ 150.00
Glass wind shield	65.00
Combination speedometer and clock	125.00
Chassis only	3,900.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.



Model 6-40

PRICE: \$4,200, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Six-cylinder; cylinders cast separately; 4½ in. bore and 5 in. stroke.

TRANSMISSION—Heavy sliding gear type, three speeds forward and reverse.

BODY—Large seven-passenger touring body.

WHEEL TREAD—56 in.

CLUTCH—“Apperson” compression type.

IGNITION—“Apperson” complete double system with two sets of spark plugs with storage battery and imported magneto.

AXLES—I-beam front axle, shaft drive rear.

WHEELS—36 x 4½ in. rear and 36 x 4 in. front, quick detachable rims and tires.

WHEEL BASE—128 in.

TRIMMING—Two acetylene head-lights with generator or Presto-Lite tank, three oil lamps, horn, complete set of tools, coat rail, foot rail, leather pockets in the trimming, shock absorbers and tire carrier.

BRAKES—Large, powerful, internal expansion and external compression.

Mohair or pantasote top	\$ 150.00
Glass wind shield	65.00
Combination speedometer and clock	125.00
Chassis only	3,900.00

Prices subject to change without notice.

A chassis includes the running gear and machinery of the car, together with front fenders and running boards, but does not include the gasoline tank. All chassis are shipped in priming coat.



“Jack Rabbit” with Baby Tonneau

PRICE: \$4,000, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Powerful four-cylinder motor, beautifully finished.

WHEEL BASE—116 in.

CLUTCH—“Apperson” compression type.

BRAKES—Large compression bands on rear wheels and compression band lined brakes on Jack shaft.

WHEELS—Extra heavy racing type 36 x 4½ in. and 36 x 4 in., with quick detachable rims and tires.

IGNITION—“Apperson” complete double system with two sets of spark plugs, storage battery, and imported magneto.

AXLES—Heavy I-beam front axles of Chrome - Vanadium steel, I-beam rear axles of same material, double chain drive.

WHEEL TREAD—56 in.

BODY—Very stylish body; tonneau made for four passengers.

TRIMMING—Extra fine *hand buffed* leather and curled hair stuffing, black semi-bright finish.

EQUIPMENT—Two special acetylene head lights with generator or Presto-Lite tank, three oil lamps, horn, complete set of tools, coat rail, shock absorbers, tire carriers.

Mohair or pantasote top	\$ 125.00
Glass wind shield	65.00
Ninety-mile combination speedometer and clock	125.00
34 x 4½ in. and 34 x 4 in. wheels with quick demountable rims extra	175.00
Where racing equipment is desired with regular Baby Tonneau car net extra	500.00

Chassis not for sale.

Prices subject to change without notice.



“Jack Rabbit” Roadster

PRICE: \$4,250, F. O. B. cars, Kokomo, Ind.

Specifications

MOTOR—Powerful four-cylinder motor, beautifully finished.

WHEEL BASE—116 in.

CLUTCH—“Apperson” compression type.

BRAKES—Large compression bands on rear wheels and compression band lined brakes on Jack shaft.

WHEELS—Extra heavy racing type 36 x 4½ in. and 36 x 4 in., with quick detachable rims and tires.

IGNITION—“Apperson” complete double system with two sets of spark plugs, storage battery, and imported magneto.

AXLES—Heavy I-beam front axles of Chrome - Vanadium steel, I-beam rear axles of same material, double chain drive.

WHEEL TREAD—56 in.

BODY—Very stylish body; roadster type made for two passengers.

TRIMMING—Extra fine *hand buffed* leather and curled hair stuffing, black semi-bright finish.

EQUIPMENT—Two special acetylene head-lights with generator or Presto-Lite tank, three oil lamps, horn, complete set of tools, coat rail, shock absorbers, tire carriers.

Racing wheels and rims, net extra . . . \$175.00

Chassis not for sale.

Prices subject to change without notice.

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Lytle



Hanshue

The Dick Ferris Trophy, won by Apperson "Jack Rabbit" at Santa Monica, California, July 10th, 1909: distance 202 miles; time 188 minutes and 3 seconds; average speed 64.45 miles per hour. Leon T. Shettler, owner; Harris M. Hanshue, driver.



Warranty

WE WARRANT the motor vehicles manufactured by us for ninety days after the date of shipment, this warranty being limited to the furnishing at our factory of such parts of the motor vehicle as shall, under normal use and service, appear to us to have been defective in material or workmanship.

This warranty is limited to the shipment to the purchaser, without charge, except for transportation, of the part or parts intended to replace the part or parts claimed to have been defective, and which, upon their return to us at our factory for inspection, we shall have determined were defective, and provided the transportation charges for the parts so returned have been prepaid.

We make no warranty whatever in respect of tires, rims, magneto, coils, batteries, or parts not manufactured by us.

The condition of this warranty is such that if the motor vehicle to which it applies is altered or repaired outside of our factory, our liability under this warranty shall cease.

Twenty per cent (20%) of the purchase price to accompany the order; balance payable sight draft attached to Bill of Lading.

Copy of List of Parts and instruction book for Apperson cars will be mailed to Apperson owners upon request.

APPERSON BROS. AUTOMOBILE COMPANY.