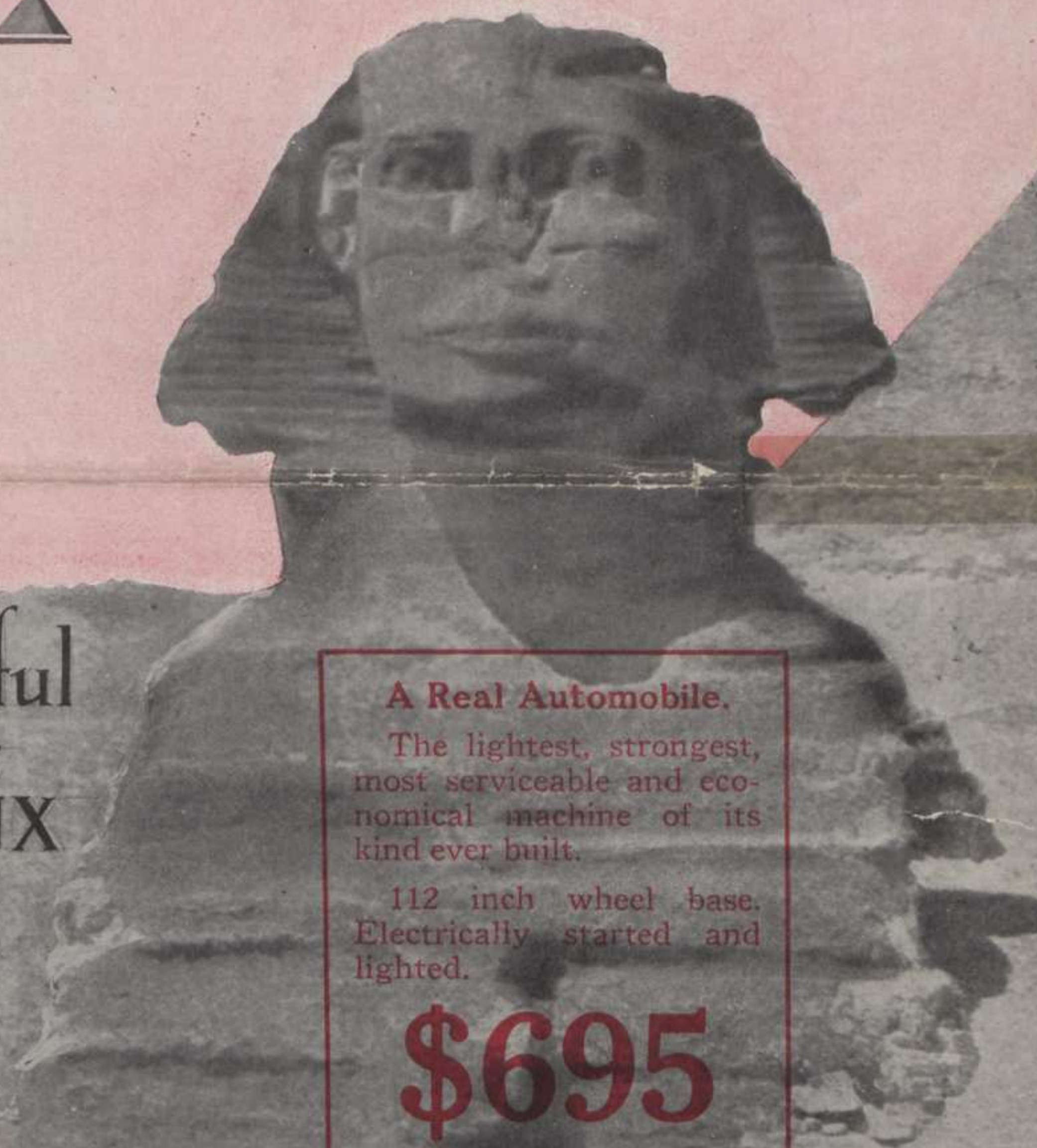




# The Powerful Silent SPHINX



### A Real Automobile.

The lightest, strongest, most serviceable and economical machine of its kind ever built.

112 inch wheel base. Electrically started and lighted.

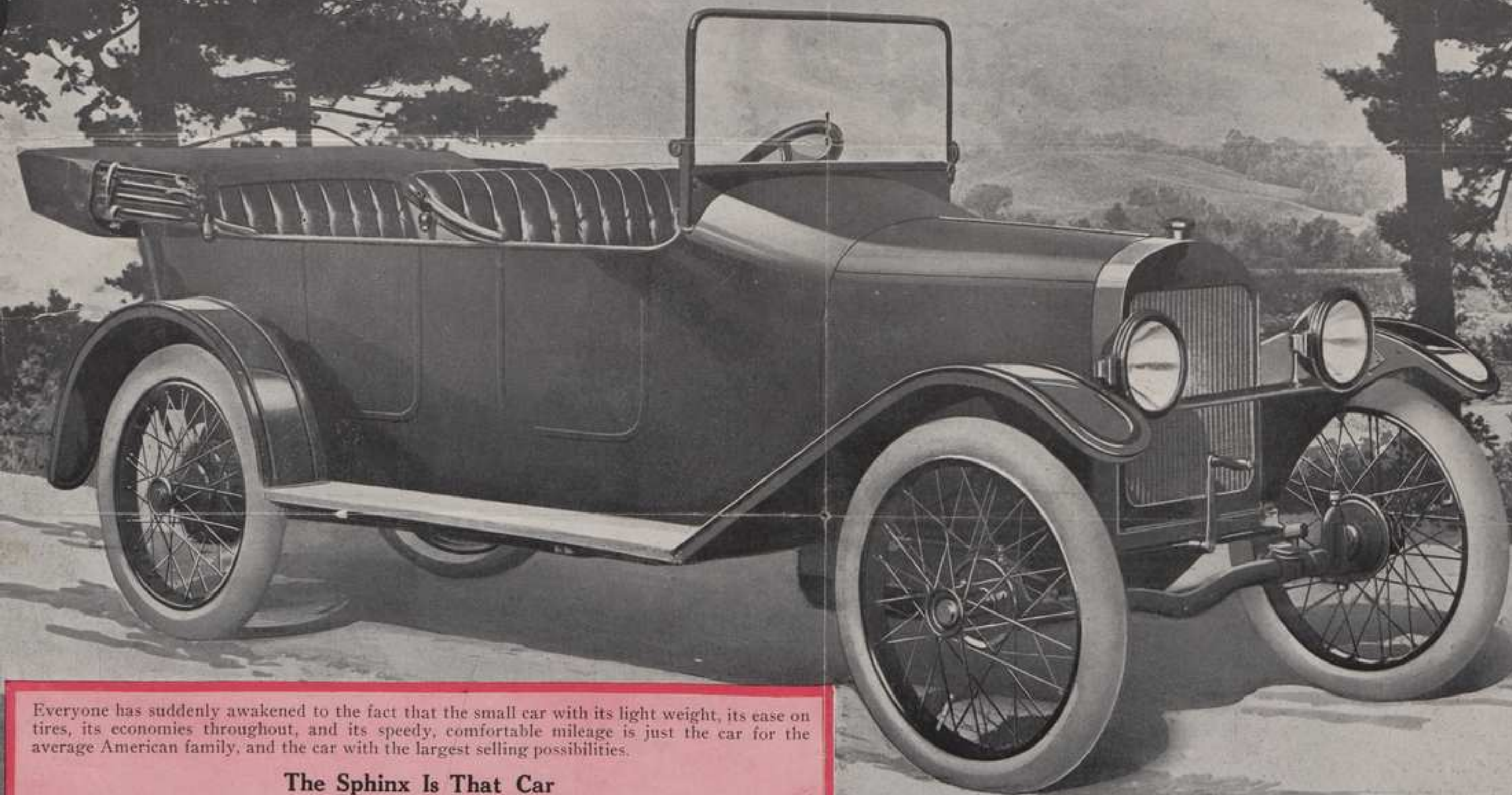
# \$695





**\$695**

**SPHINX**



Everyone has suddenly awakened to the fact that the small car with its light weight, its ease on tires, its economies throughout, and its speedy, comfortable mileage is just the car for the average American family, and the car with the largest selling possibilities.

**The Sphinx Is That Car**

Sturdy, silent, powerful, capable of long sustained effort, as much a touring car as any car made, fast, economical, durable and stylish—that describes the Sphinx.



**W**HEN you look over this 112 inch wheel base car with its four-cylinder Monobloc motor, delivering 28 horsepower, you will be impressed with the fact that here is an automobile provided with a generous amount of power and unlimited reliability.

No parts furnish more uniform excellence or have gained for their makers wider reputations than used in the Sphinx car: the Weston-Mott Axle, Covert Transmission, Spicer Joint, Demountable Rims, etc.

The riding comfort is assured by the Cantilever springs and the pride of ownership is cared for by a handsome Streamline body of excellent design and finish.

### SPECIFICATIONS

**MOTOR**—Four cylinder, four cycle,  $3\frac{3}{8} \times 5$ " cast en bloc, L type, detachable head, integral cam shaft, helical time gears, valve enclosed, aluminum crank case split through center, three point suspension.

**HORSE POWER**—Twenty-eight horse power—light reciprocating parts produce power at high speed without vibration.

**VALVES**— $1\frac{5}{8}$ " diameter,  $45^\circ$  seats, cast iron electrically welded head to high carbon stem;  $1\frac{3}{8}$ " free gas opening.

**SHAFTS**—Crank shaft 40-50 carbon steel alloy double heat treated drop forging. Front crank shaft bearing  $3\frac{1}{8} \times 1\frac{3}{4}$ . Rear crank shaft bearing  $4\frac{1}{8} \times 1\frac{3}{4}$ . Connecting rod bearing  $2\frac{3}{8} \times 1\frac{3}{4}$ . **Cam shaft**—Diameter one inch case hardened and ground at bearing and cams.

**IGNITION**—High tension vertical worm driven distributor.

**LIGHTING AND STARTING**—Motor generator completely housed, silent chain driven, chain enclosed in time gear case, and lubricated by circulating oil. High grade storage battery, six volt, eighty ampere hour, automatic cut out fuse box.

**LUBRICATION**—Constant level splash system. Cam driven oil pump on cam shaft.

**CARBURETOR**—One inch size, S. A. E. standard float feed. Starting shut-off valve, warm air intake.

**COOLING**—Thermo-syphon. Big circulating section,  $2\frac{1}{4}$ " inside diameter water hose. High grade radiator with ample overhead tank.

**FRAME**—Pressed steel heat treated channel section. Front and rear spring brackets integral.

**UNIVERSAL JOINTS**—Spicer, between clutch and torque tube.

**DRIVE**—Straight line drive, propeller shaft protected by tubular torque member, and sliding into the transmission.

**REAR AXLE**—Weston Mott. Mounted on Hyatt roller bearings. Gears and shafts of alloy steel.

**FRONT AXLE**—Tubular type, minimum unsprung weight. Cup and cone ball bearings in hubs.

**TRANSMISSION**—Covert on rear axle, three forward speeds and one reverse,  $\frac{3}{4}$  face gears,  $3\frac{1}{2}\%$  nickel steel. Drive shaft, counter shaft and dog clutch mounted on roller bearings.

**CLUTCH**—Special SPHINX design, cone  $12\frac{1}{2}$  degrees angle. Chrome leather facing with spring and plunger inserts for gradual engagement.

**WHEELS**—Wood artillery type,  $30 \times 3\frac{1}{2}$  clincher rims, quick detachable and demountable. Spare rim furnished, carried on rear of body by special supports.

**TIRES**— $30 \times 3\frac{1}{2}$  clincher, plain tread.

**SPRINGS**—Cantilever front and rear, oil treated carbon steel. Front 2" wide, 28" long. Rear 2" wide, 36" long.

**STEERING GEAR**—High grade worm and sector type, adjustable in all directions of wear.

**WHEEL BASE**—112 inches.

**TREAD**—~~54~~ inches. *56 inches*

**CONTROL**—Center gear shift lever. Spark control on steering wheel. Accelerator pedal for throttle. Clutch and service brake on left pedal. Emergency brake on right pedal.

**ROAD CLEARANCE**—10 inches.

**BODY**—Streamline. Sheet metal and wooden frame. Gasoline tank in cowl. Instrument board. Front seats 44" wide, rear seats 48" wide,  $28\frac{1}{2}$ " leg room at front, 25" leg room at rear. Front seats 19" deep. Rear seats  $21\frac{1}{2}$ " deep.

**COLOR**—Body and chassis enameled black.

**WEIGHT COMPLETE**—1,800 pounds.

**GASOLINE CAPACITY**—Eight gallons.

**GASOLINE MILEAGE**—Twenty-five miles per gallon.

**OIL MILEAGE**—Two hundred and fifty miles per quart.

**STANDARD EQUIPMENT**—Electric generator and starter, storage battery, electric horn, top, top envelope, windshield, electric headlights with double bulbs, electric tail light, spare rim, pump, jack, tool kit and tire repair kit. Wire wheels \$25.00 extra.

**PRICE**—\$695.00 f. o. b. York, Pa.

The dealer that gets the agency for the Sphinx car in any district or territory has unusual money-making possibilities. Thousands of buyers everywhere are awaiting today the passage of that transitional stage in light cars from which must come a really beautiful, comfortable and serviceable light car. The Sphinx is that ideal car.

We would be pleased to have the opportunity of showing this most remarkable motor car. Write us or telegraph us concerning your territorial wishes.

**Sphinx Motor Car Company, York, Pa.**