



Abbott  
Detroit





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# Abbott Detroit



## Motor Cars

Consolidated Car Co.  
Detroit, Michigan

# Our Policy and Our Pledge



WE are building for tomorrow as well as for today. We are striving, with all that is in us, to make each one of our owners express his satisfaction by declaring: "And my next car will be an Abbott-Detroit."

To this end, we have pledged and do pledge ourselves and every man in our organization — from those who formulate this policy and express this ideal, straight down the line to the last man in the factory.

We are in business to stay. Our hope and our future are in this company. We are building for permanency; and permanency is founded only on the solid rock of honest and generous quality for every dollar of one hundred cents our owners pay for our cars.

To realize permanency founded on one hundred per cent quality one must be wisely, yet progressively conservative — in finance, in salesmanship, in manufacture. This company is soundly financed — with ample funds but with no drains from overcapitalization or interest charges. Its selling and manufacturing policies are the results of years of experience. And its sincerity and honesty of purpose and method are, and always will be, embodied in every piece of advertising copy and literature we publish.

But beyond all this — and this is what we again pledge ourselves to — is personal responsibility. Every man connected in any way with the manufacture of Abbott-Detroit cars must put the best that is in him into these cars. Honesty and accuracy of workmanship to the highest degree must be built into them and must always be there — the best that man, material and machinery can accomplish. We demand this of ourselves and our associates; and we pledge it and guarantee it always to you.

# The New Abbott-Detroit



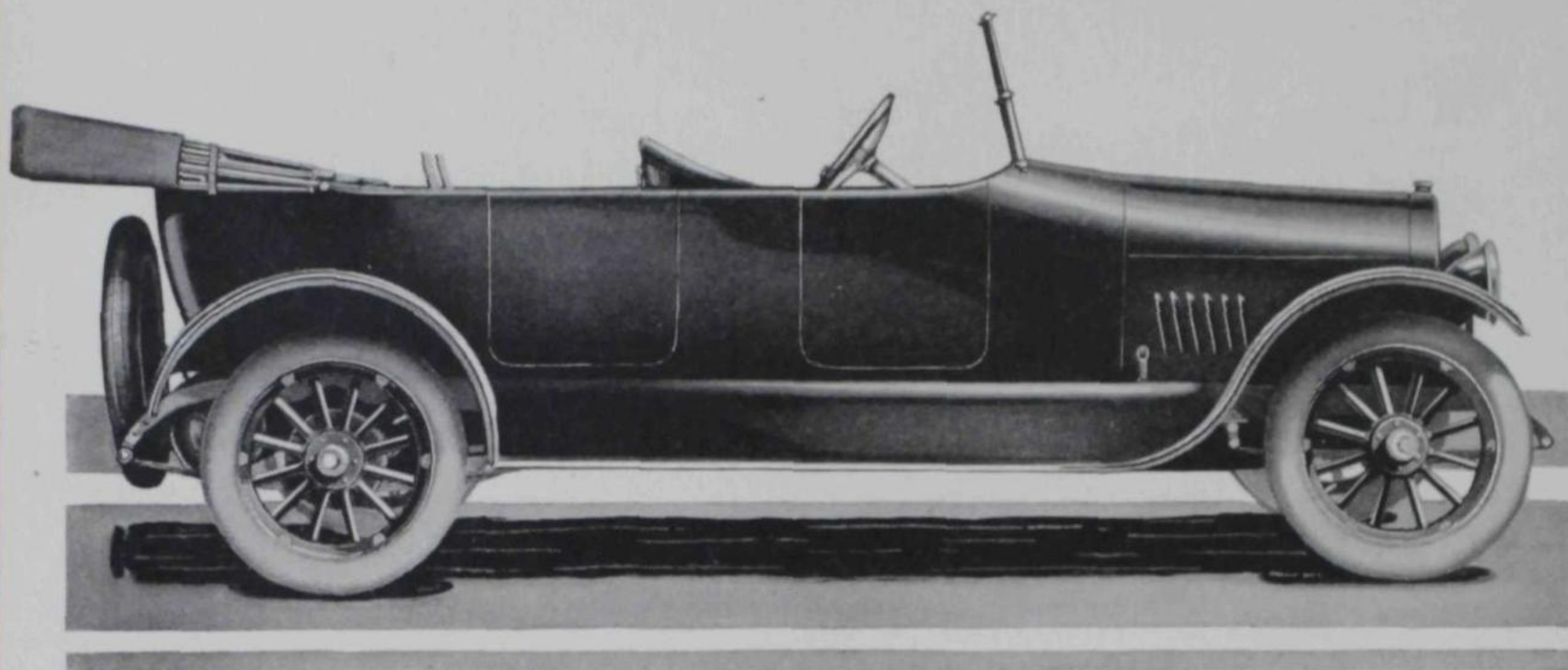
NEW member of the Abbott-Detroit royal family has arrived—the six-cylinder, 44 horse power model, the story of which it will be our privilege to tell you by word and picture in this booklet. Royal lineage, in the best democratic sense, is lineage based on service. And service in its most comprehensive sense is what Abbott-Detroit cars have been delivering their owners ever since the first car bore this nameplate years ago.

The new Abbott-Detroit six-cylinder car with its five varieties of body will live up to this royal lineage of service and prove itself worthy in every respect to be a member of the Abbott-Detroit family.

A beautiful, distinctive, easy riding and mechanically perfect six-cylinder car, it sells at a remarkably low price; and every dollar asked for it means the largest dollar's worth of comfort, value and satisfaction that Abbott-Detroit has ever offered.

Lay aside for the moment our own statements about this new six.

Look back at Abbott-Detroit past achievements; or if you do not know about them from

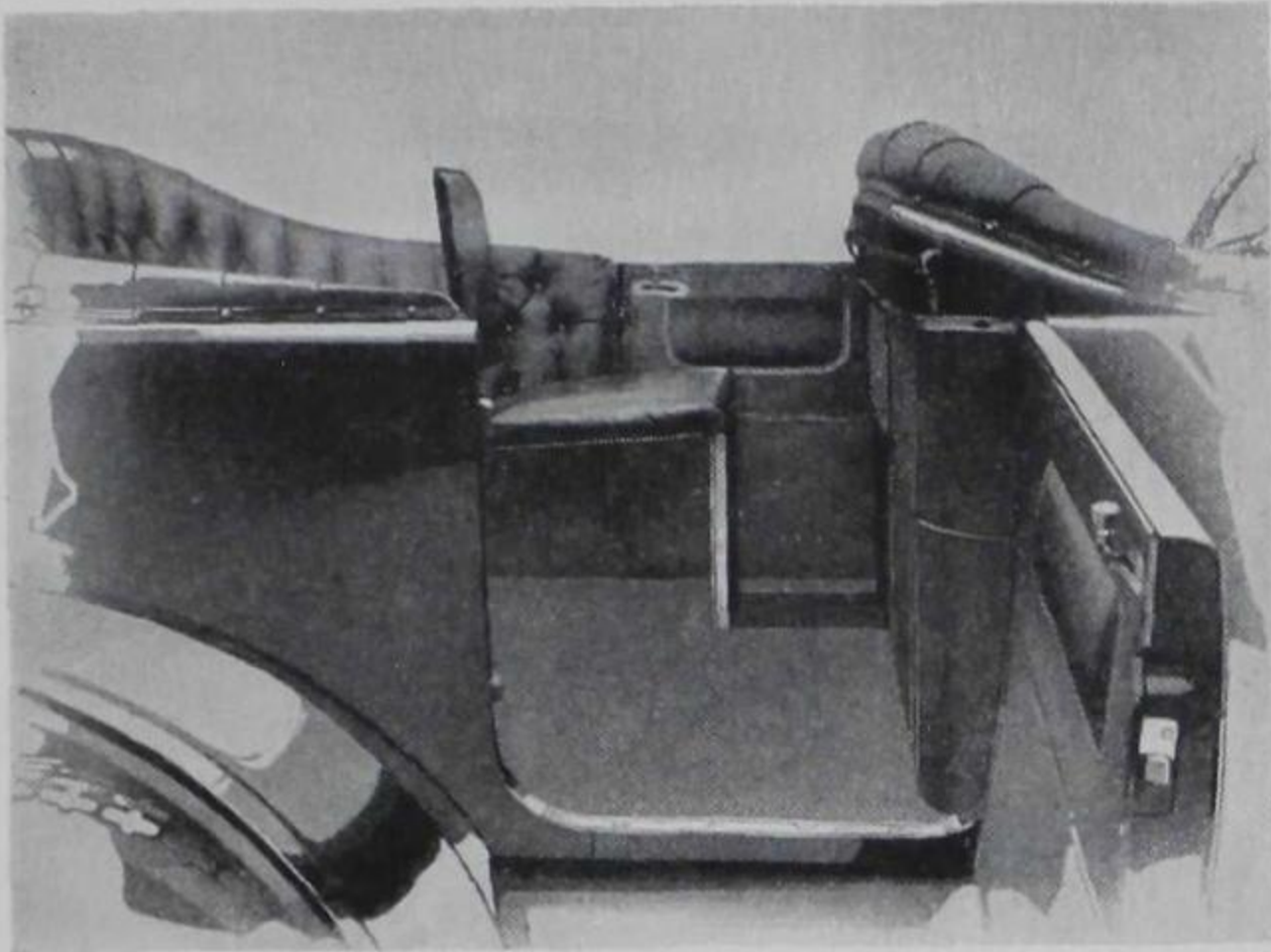


### Seven-Passenger 6-44 Touring Car

\$1195 F. O. B. Detroit

Body finished in black; cream colored wooden wheels. Regular equipment includes one-man top, top envelope, sloping windshield, speedometer, oil pressure gauge and electrical indicator mounted on instrument board; license holder tire carrier in rear, robe and foot rails; electric horn, pump, jack, and complete set of tools and repair kit. 32x4-inch tires, non-skid in rear.





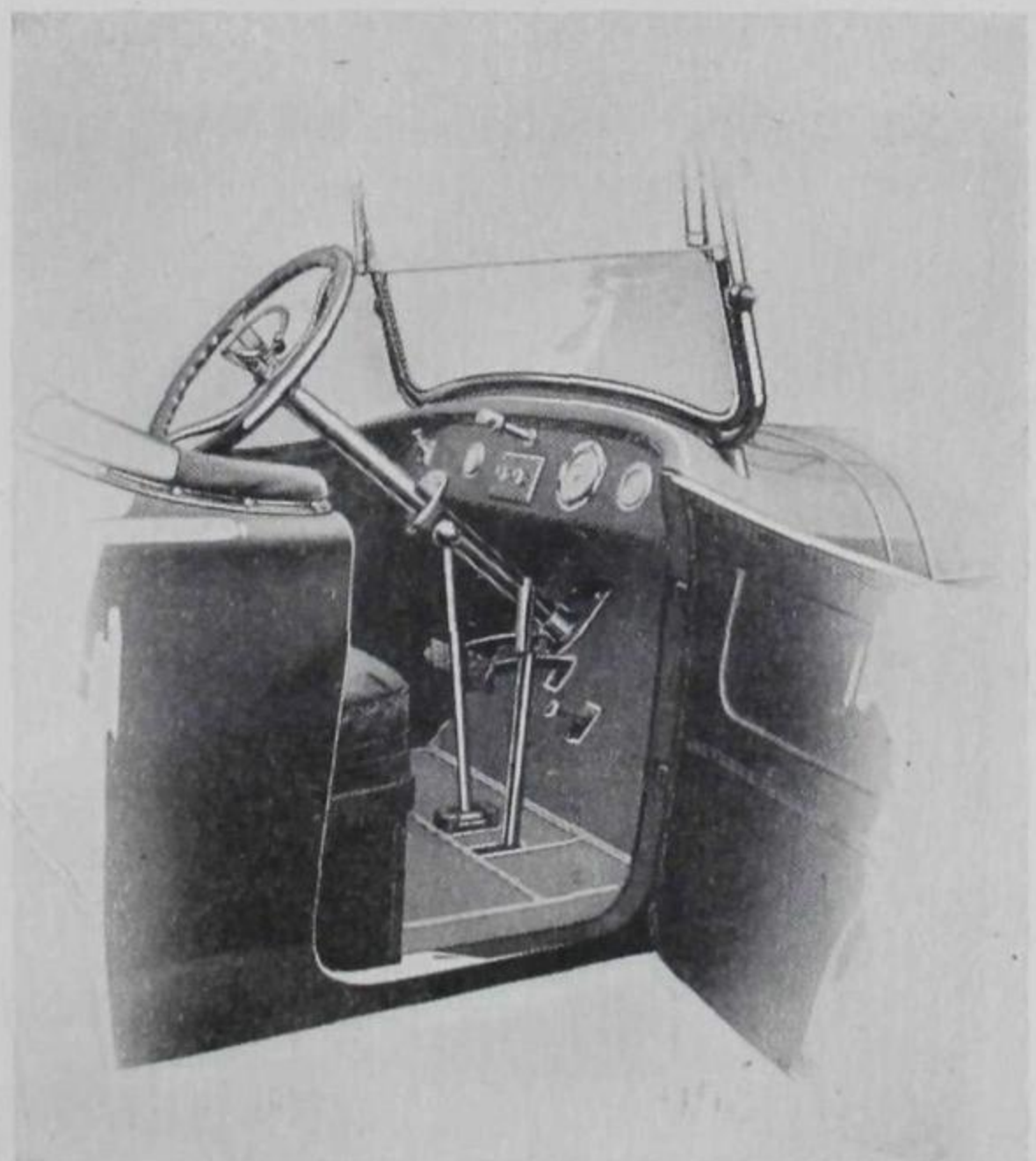
#### Auxiliary Seats

The Auxiliary Seats of the Abbott-Detroit are of our own design and are covered by patents. The above illustration shows one seat opened and ready for use. They are strongly constructed, deeply upholstered and because of their rigidity they are very comfortable riding seats.

your own knowledge, pick out an Abbott-Detroit owner and hear what he has to say about cars of this make. You will recall, or you will be told by owners, that Abbott-Detroit cars have always borne the reputa-

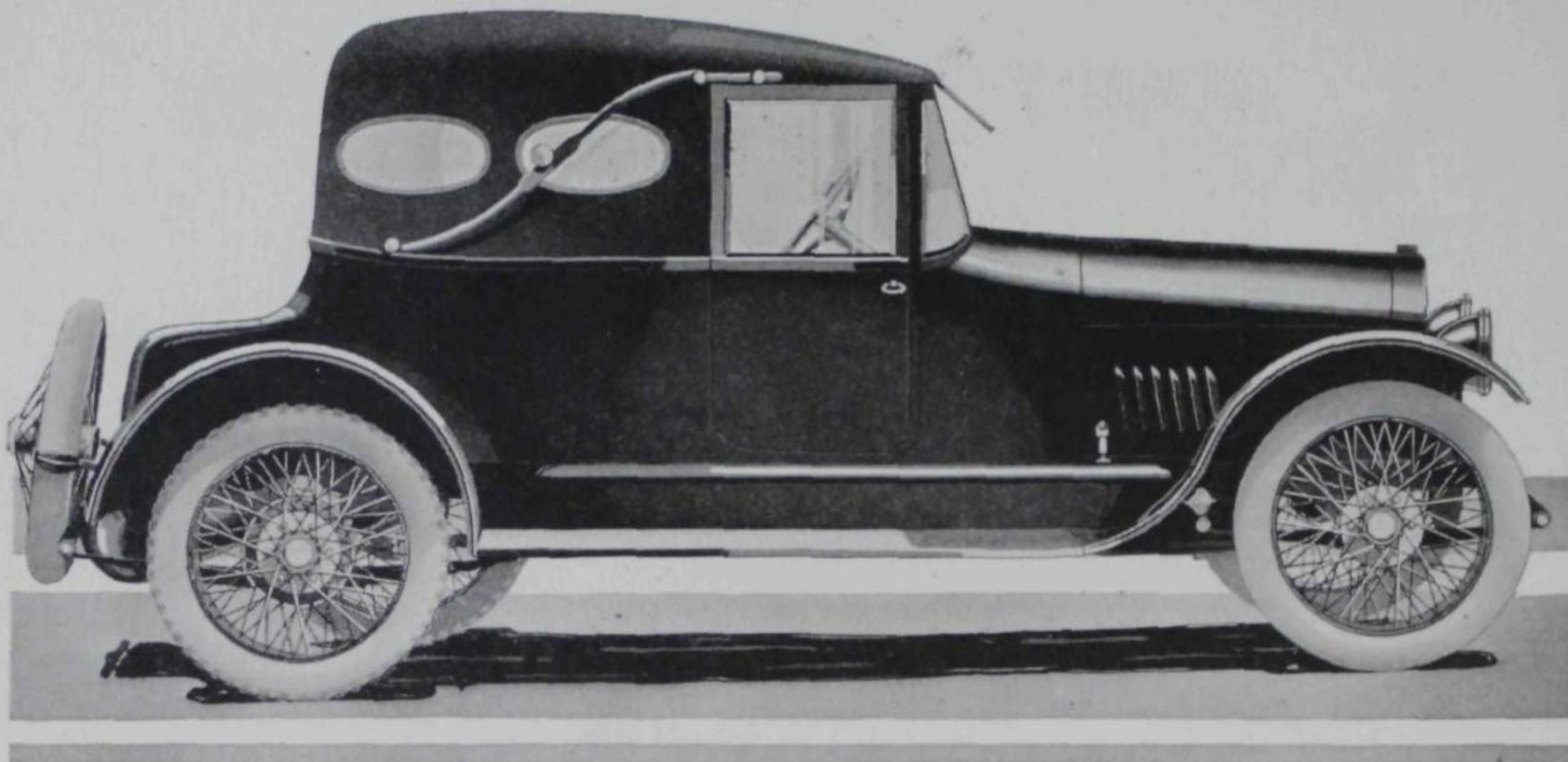
tion for good performance—consistent, satisfying performance—under give and take conditions.

Abbott-Detroit cars have always been staunch, sturdy, durable—vital virtues founded on basic quality. They have always played their part in the big achievements of the motor world. Abbott-Detroit history is a big chapter in automobile history; the important developments in the manufacture of the cars of this name are epochs in motor car history. An Abbott-Detroit was the first car made in America to carry an



#### Instrument Board

The front compartment of the Abbott-Detroit is exceptionally roomy. The controls are located in the centre. The instrument board is handsomely finished and it is very easy for the driver to reach all instruments. Compactness, accessibility and neatness are shown in every detail.



### **Four-Passenger Motor Coach**

**\$1495 F. O. B. Detroit**

Body finished in black with white enameled wire wheels. Standard trimming of black leather in upholstery and bright finished, long grain, first quality coach leather for the top. Equipment includes sloping adjustable glass front; speedometer, oil pressure gauge and electrical indicator on instrument board; license holder, electric horn, pump, jack, full set of tools and repair kit; tire carrier and one extra wheel. Headlights of the double bulb type, dome light, dash and trouble light. Tires, 33x4½ inches.

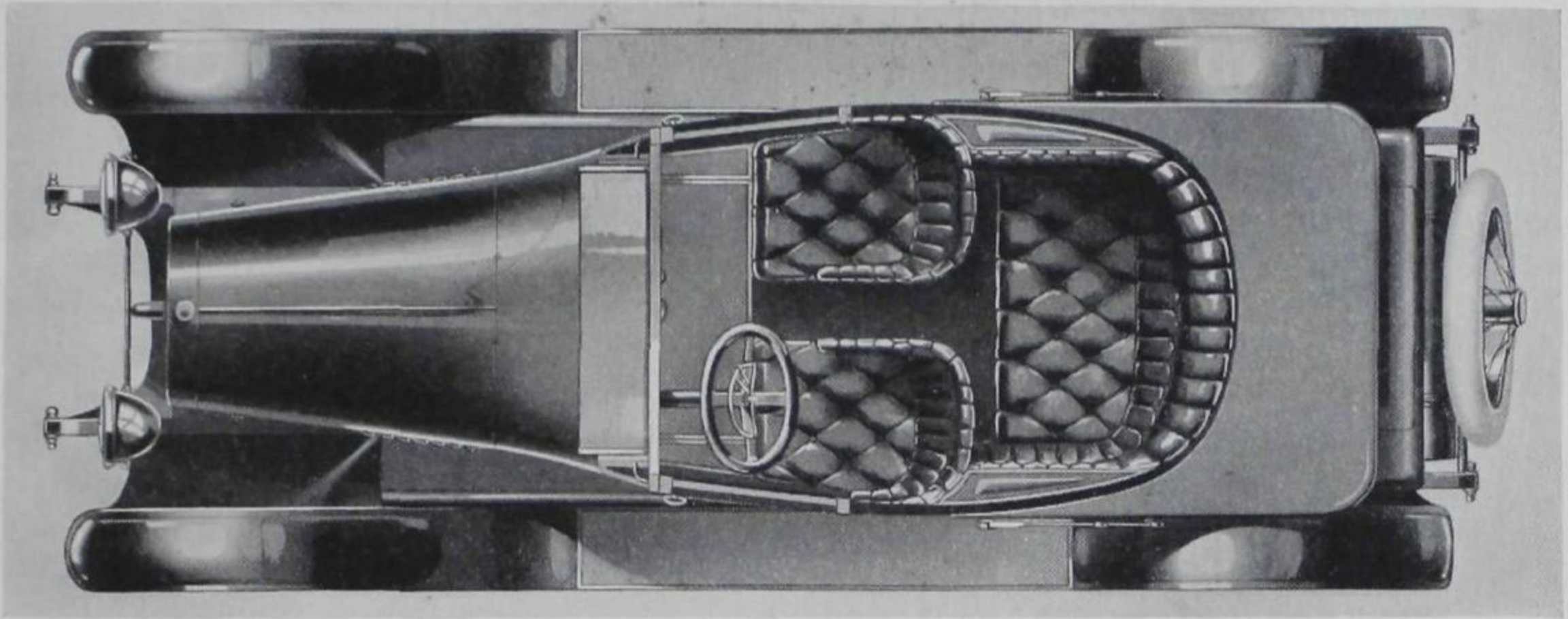
### **Four-Passenger, Open Type, Close Coupled Roadster**

**\$1250 F. O. B., Detroit**

Same specifications and equipment as the motor coach with the exception that the windshield and top are of the regular open car type, wooden wheels, 32 x 4-inch tires.







### Seating Arrangement

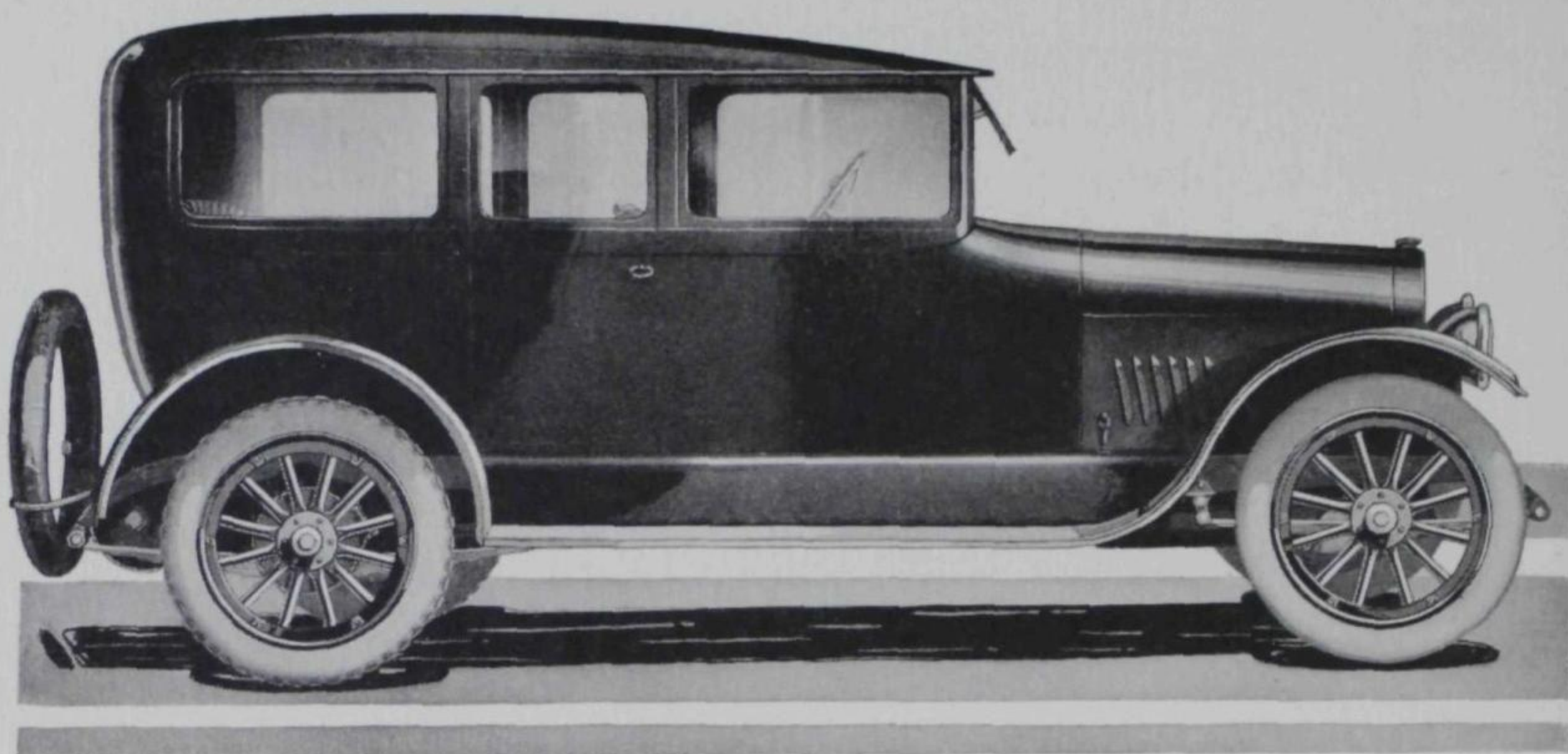
Seating arrangement of the Four-Passenger Motor Coach and the Four-Passenger Open Type Close Coupled Roadster.

electric lighting system as standard equipment. It was the second car built in this country with an electric starting device as standard equipment.

It was the Abbott-Detroit "Bull Dog," with Dr. Charles G. Percival at the wheel, that startled the automobile world in 1910-11 with a cross-country tour of 100,000 miles covering completely the borders of the United States and involving exciting adventures in Mexico, the deserts of the southwest and the frozen wastes of 62 degrees north in the Yukon which have given that car an immortal place in motor car chronicles.

And while Abbott-Detroit cars were never built for speed contests they have played their part in great American motor derbys as our collection of cups and trophies will testify.

This reputation built on achievements and service is the result of the ideals of Abbott-Detroit



### Five-Passenger Touring Sedan

\$1795 F. O. B. Detroit

Body finished in black with cream colored wooden wheels. Standard tires, 33x4½ inches, non-skid in rear. Same standard equipment as the open type models; speedometer, oil pressure gauge, and electrical indicator mounted on instrument board; license holder, tire carrier in rear, robe and foot rails, electric horn, pump, jack and complete set of tools and repair outfit. Headlights of double-bulb type. Dash and trouble light.





**Head-on View**

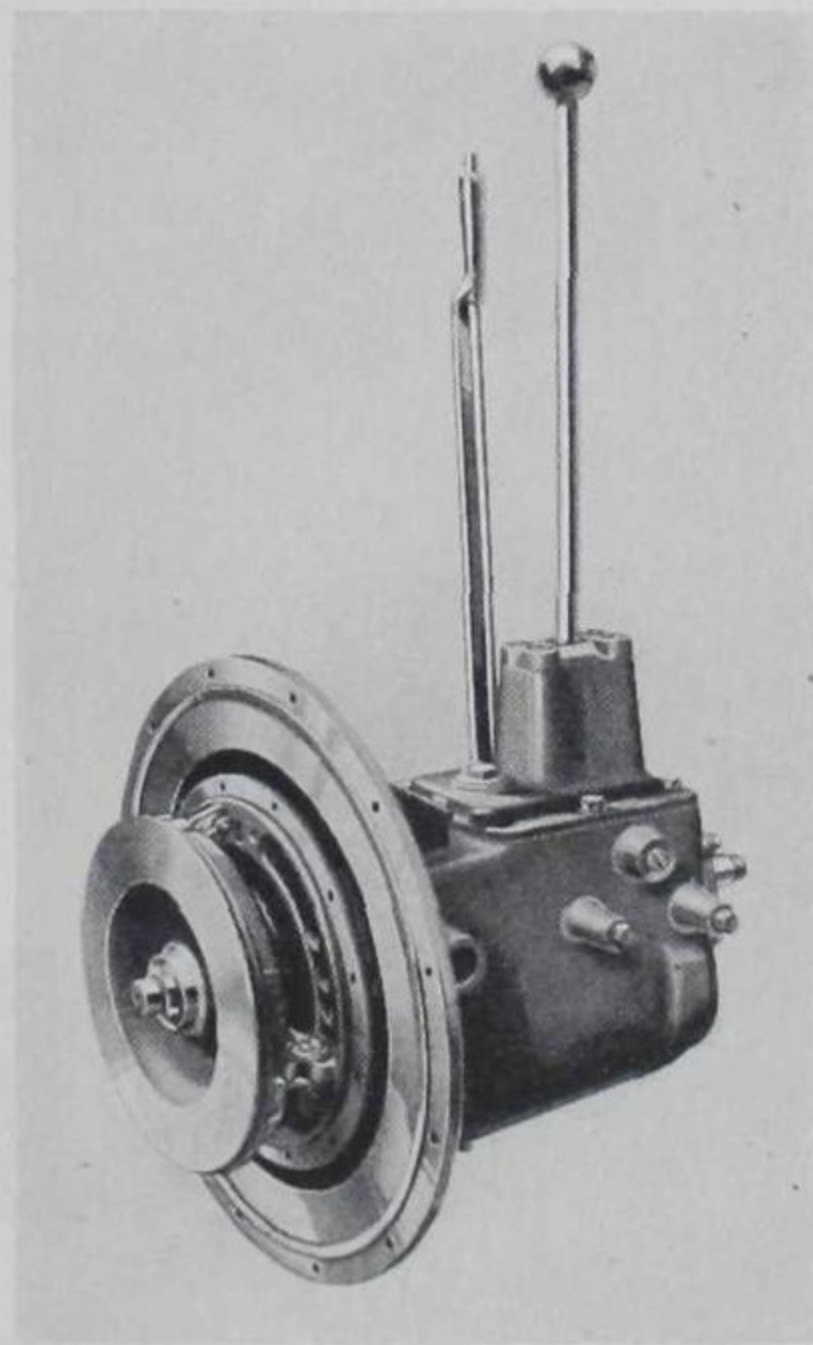
Note the liberal proportions of the splash guard below the radiator. The aprons between frame and fenders are brought well forward to provide additional protection. Note also the simple development of the body lines curved from the radiator back beyond the cowl to the sides of the body.

builders to produce a car, not for a specific price, but for quality and distinction and one that could be depended on to "come through."

Those ideals have not changed; the ambition is the same. The same men who designed the other models of the royal Abbott-Detroit line are responsible for

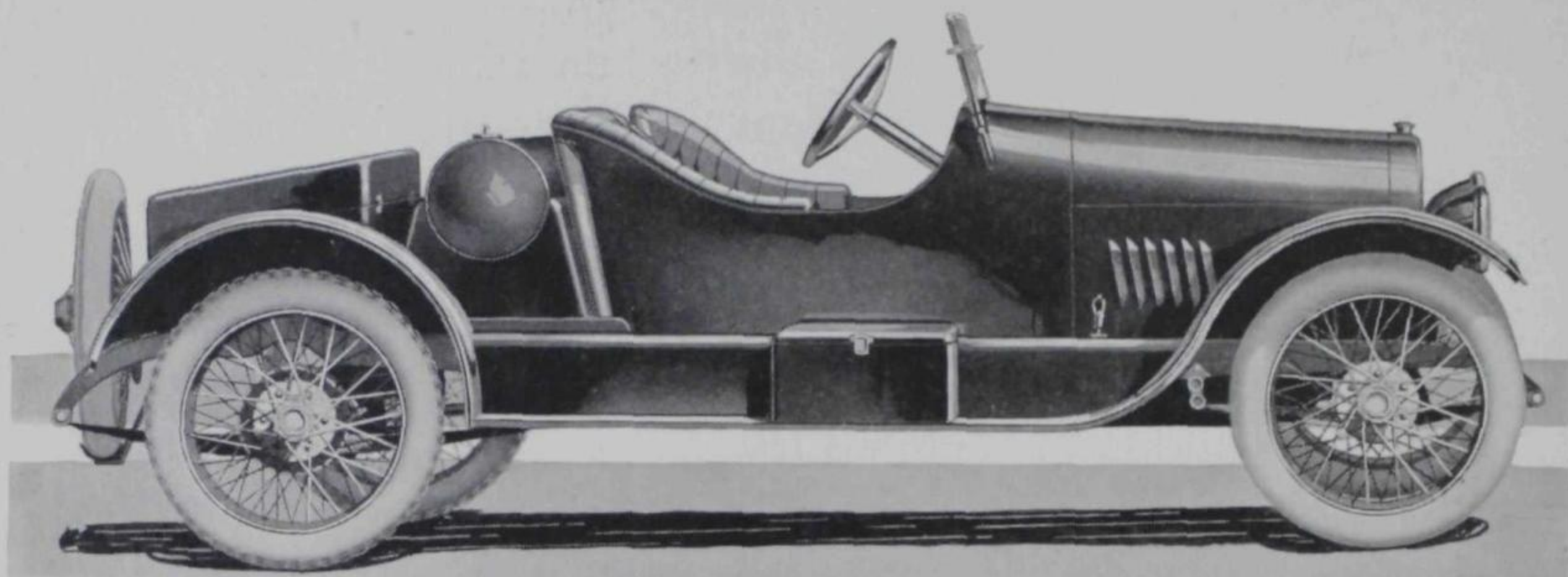
the newest model, the six-cylinder, 44 horse power car with its five body styles. These designers have progressed as the industry has progressed and in many instances they have been just a step in advance.

But now they have the added advantage of a new and greater organization and greater financial and material resources; for in December, 1914, the Consolidated Car Company was organized to take over the manufacture of Abbott-Detroit cars. The company is now stronger in every way than it has ever



**Transmission and Clutch**

The clutch is made up of three discs, large in diameter and with wide friction surfaces. Transmission bearings are of the spiral roller type. The gears are made up of a chrome vanadium steel, triple heat treated.



## Two-Passenger Speedster

\$1195 F. O. B. Detroit

Body finished in bright red with white striping, and equipped with five white enameled wire wheels; 32x4-inch tires, non-skid in rear. Standard equipment includes windshield, speedometer, oil pressure gauge and electrical indicator mounted on instrument board; tire carrier in rear; electric horn, pump, jack, complete set of tools and repair kit. Dash and trouble light, motometer.

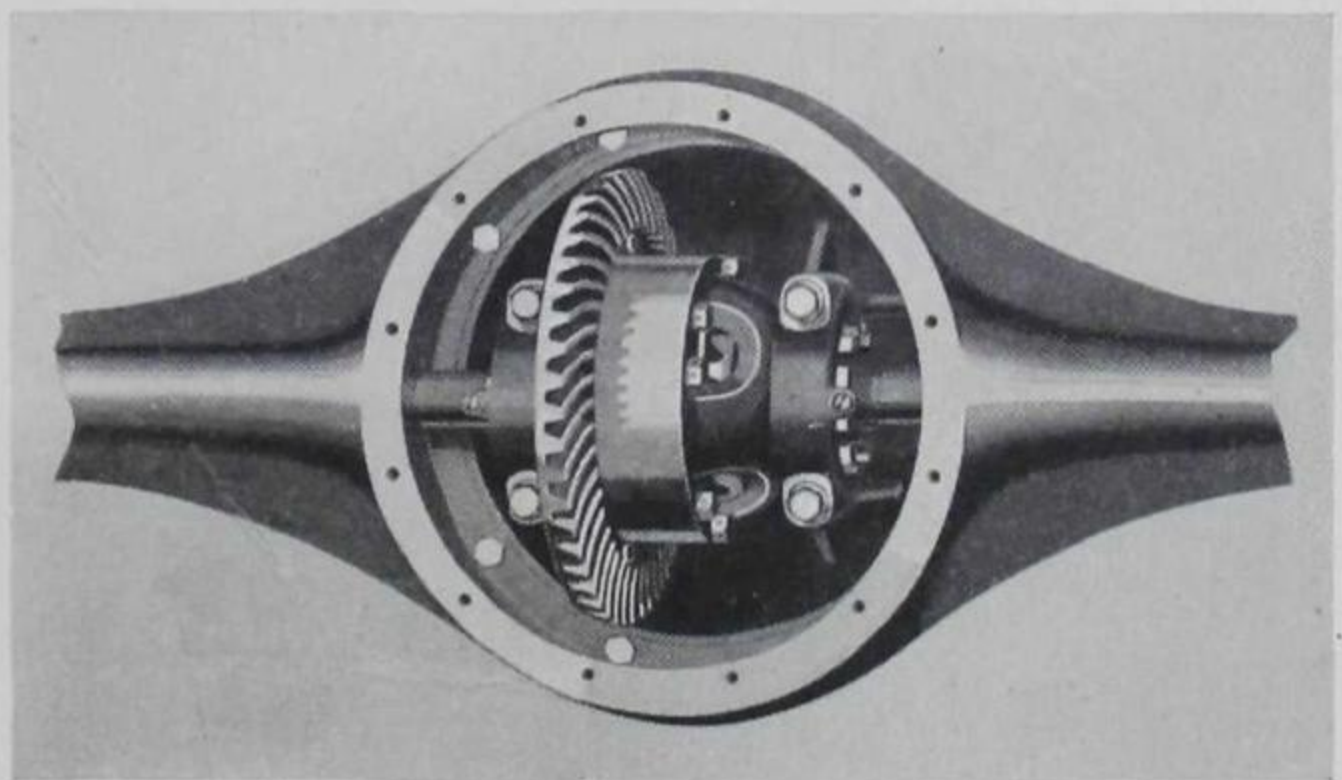


been before, having won a position in the industry impregnable from every angle.

This strength and character of the Abbott-Detroit organization is of vital importance to the automobile buyer because it insures permanency. And the success of Abbott-Detroit engineers and designers and the success in other great industrial enterprises of the men comprising the present executive organization guarantees Abbott-Detroit success.

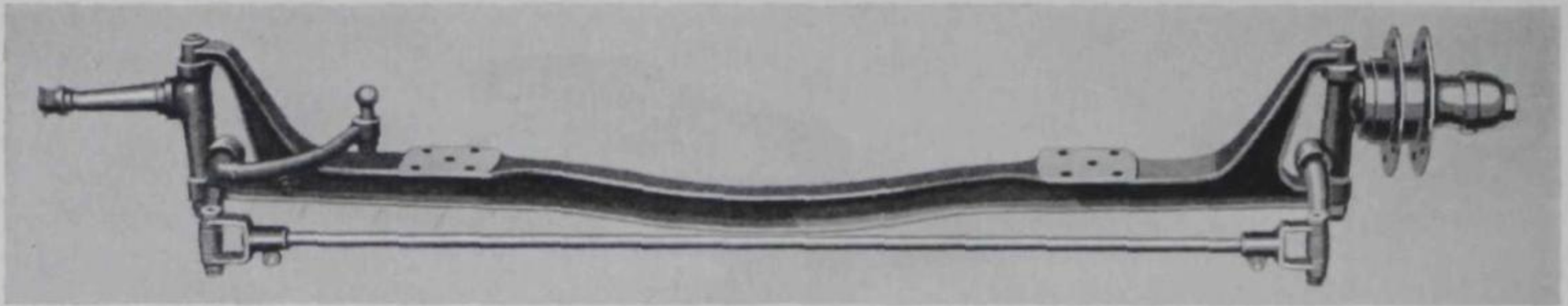
Bearing these facts in mind, now turn to the new Abbott-Detroit Six—study its specifications which you will find in detail in this booklet, consider the various body models which you will also find pictured and described herewith and then take a ride in the car. We are confident you will agree with us that the new Six is our greatest achievement. Observe also that we give a warranty, approved by the National Automobile Chamber of Commerce, Inc. A copy of it is printed in this book.

Before you make a detailed examination of Abbott-Detroit Six specifications there are some facts about this



**Differential**

The spiral bevel gears used in the Abbott-Detroit differential are noiseless. They are carried by two bearings, on the right, Bower Roller type, and on the left, annular 90% thrust type, giving proper support to the drive gear. The drive pinion shaft is carried on two sets of bearings. The supports for the differential bearings are integral with the drive pinion shaft housing, insuring absolute rigidity and perfect maintenance of the gear arrangement.



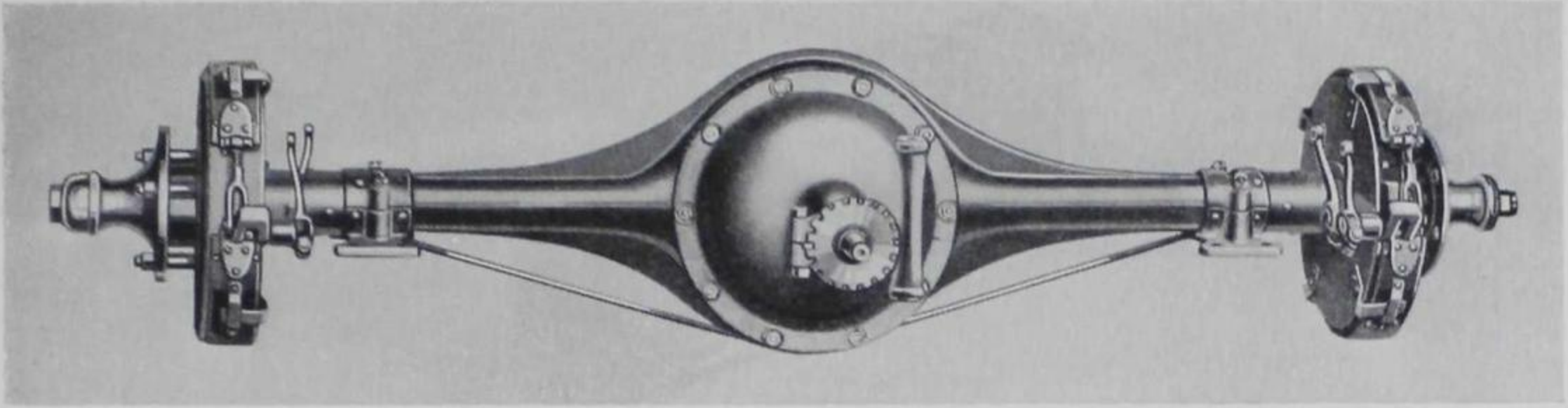
#### Front Axle

The front axle of the 6-44 is an "I" section, drop forged from open hearth steel. Liberal proportions are to be found in the layout of the king pin, steering knuckle and all parts.

splendid car we wish to call to your attention. First, note that with its stunning lines, its deep rich black body and cream-colored wheels, it is a car of real beauty and distinction. Comfort and luxury are found in the fittings and equipment, such as the deep upholstery of real leather and the numerous mechanical conveniences.

We believe that the Abbott-Detroit six-cylinder Continental engine is just about the last word in power and flexibility—smoothness of running and ease of operation. Moreover, we believe, in certain points of construction, such as the new method of spring suspension, we have made a distinct advance along the road of comfort and easy riding.

But in considering our new Six from a mechanical standpoint we wish to call your particular attention to certain matters relating to the important feature of accessibility. For example, it is very easy to remove the top of the cylinder bloc



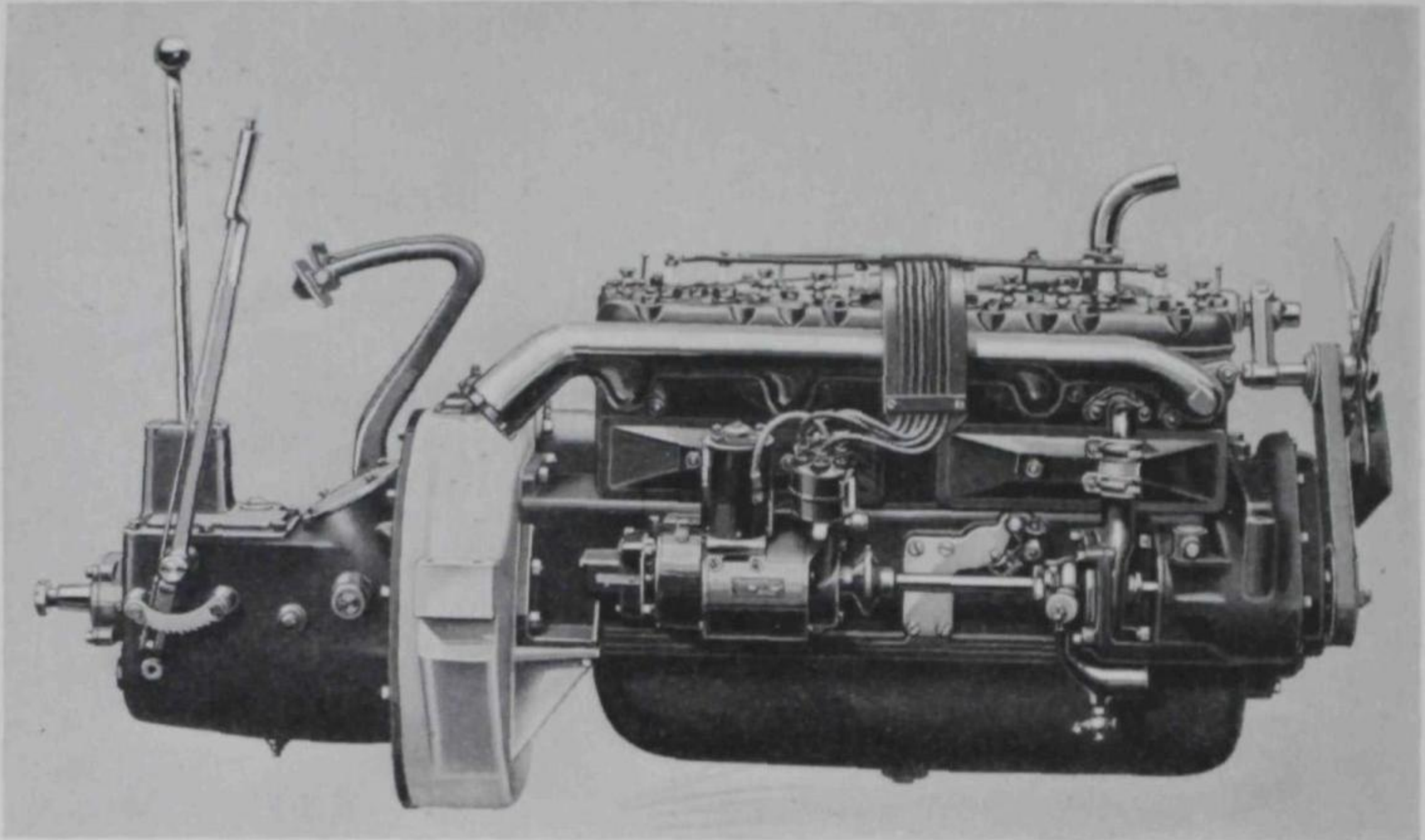
### Rear Axle

The general layout of the rear assembly is shown here with wheels removed. The differential is carried in a pressed steel type of housing, properly trussed, insuring a maximum of strength for a given weight. The internal and external expanding and contracting brakes on both rear wheels are powerful and infallible. The drive shafts used are made up of a very fine grade of chrome Vanadium steel, multiple heat treated.

to get at the valves and pistons without disturbing any other part of the motor. You can also take down the oil pan on the bottom of the motor to get at the main bearings, crank shaft and connecting rods without disturbing any other part of the motor. Likewise the fly wheel housing may be removed with the same ease and freedom from complications.

The Ignition (Remy) is absolutely "fool-proof." Every wire is in a metal conduit; every terminal is a soldered terminal; every wire is of a different color; everything is in plain view when the hood is opened. The distributor and coil are mounted integral with the generator, making three units in one and thus can be removed without disturbing any other part of the chassis.

The clutch and brake pedals are supported directly by means of a shaft projecting through the housing. The pedals are self-contained with



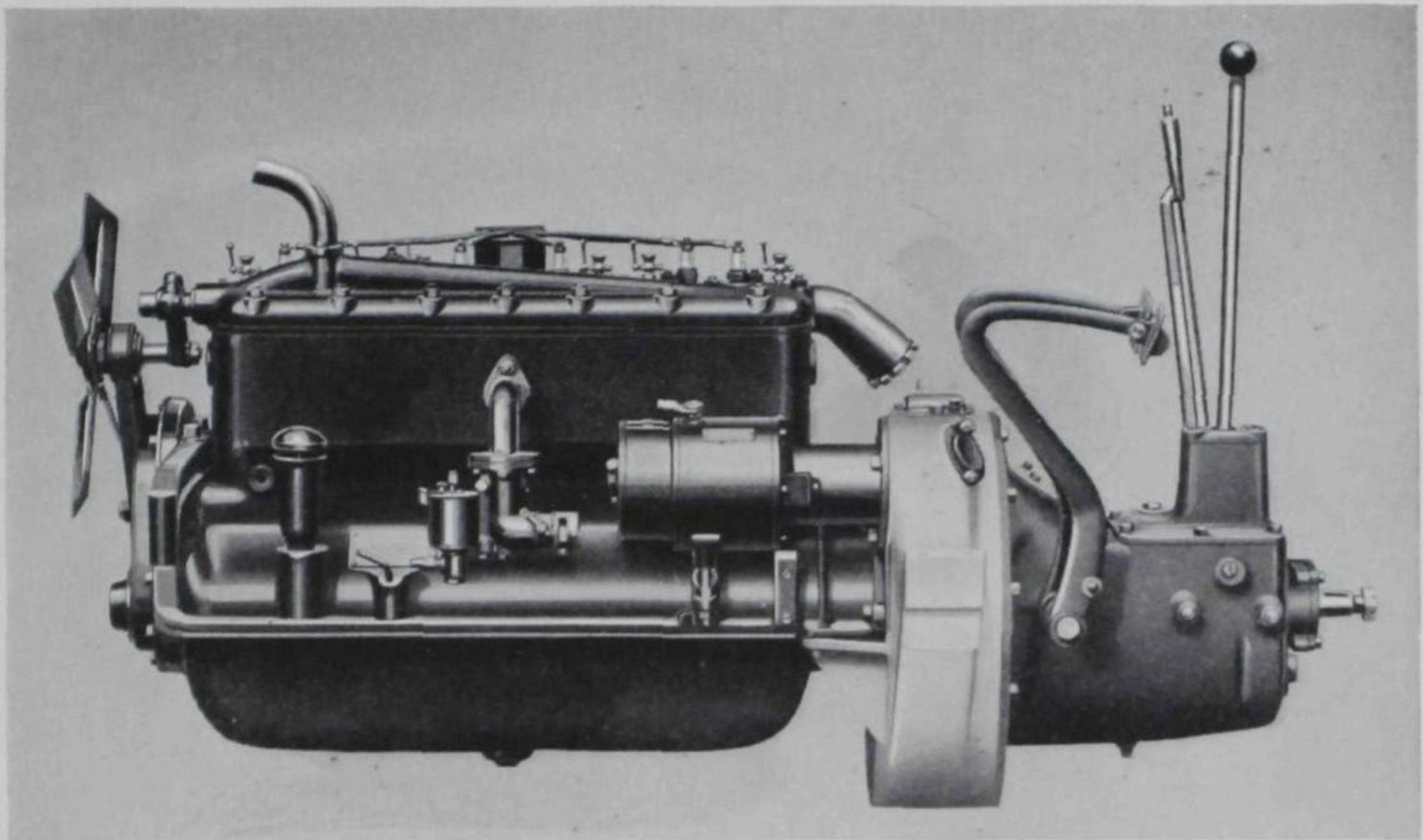
**Right Side of Motor**

This illustration shows the right-hand side of the power plant. Note the extremely simple layout of the combined units. The generator is self contained and carries on its frame the regulator, the coil and the distributors. These four assemblies are mounted as one unit and connected to the driving shaft by means of a universal coupling. The terminals are carried from the distributor to the spark plugs over a fibre shield that gives them proper support, and assures good insulation.

the transmission and there is therefore no necessity to align them with the frame.

A new principle of construction is disclosed in the design of the rear springs. The drive is taken through the rear springs to the frame, the rear half of the springs serving as draw bars. As an indication of simplicity it is interesting to note that this design and construction requires 84 less parts in the rear end of the chassis than on the last Abbott-Detroit model.



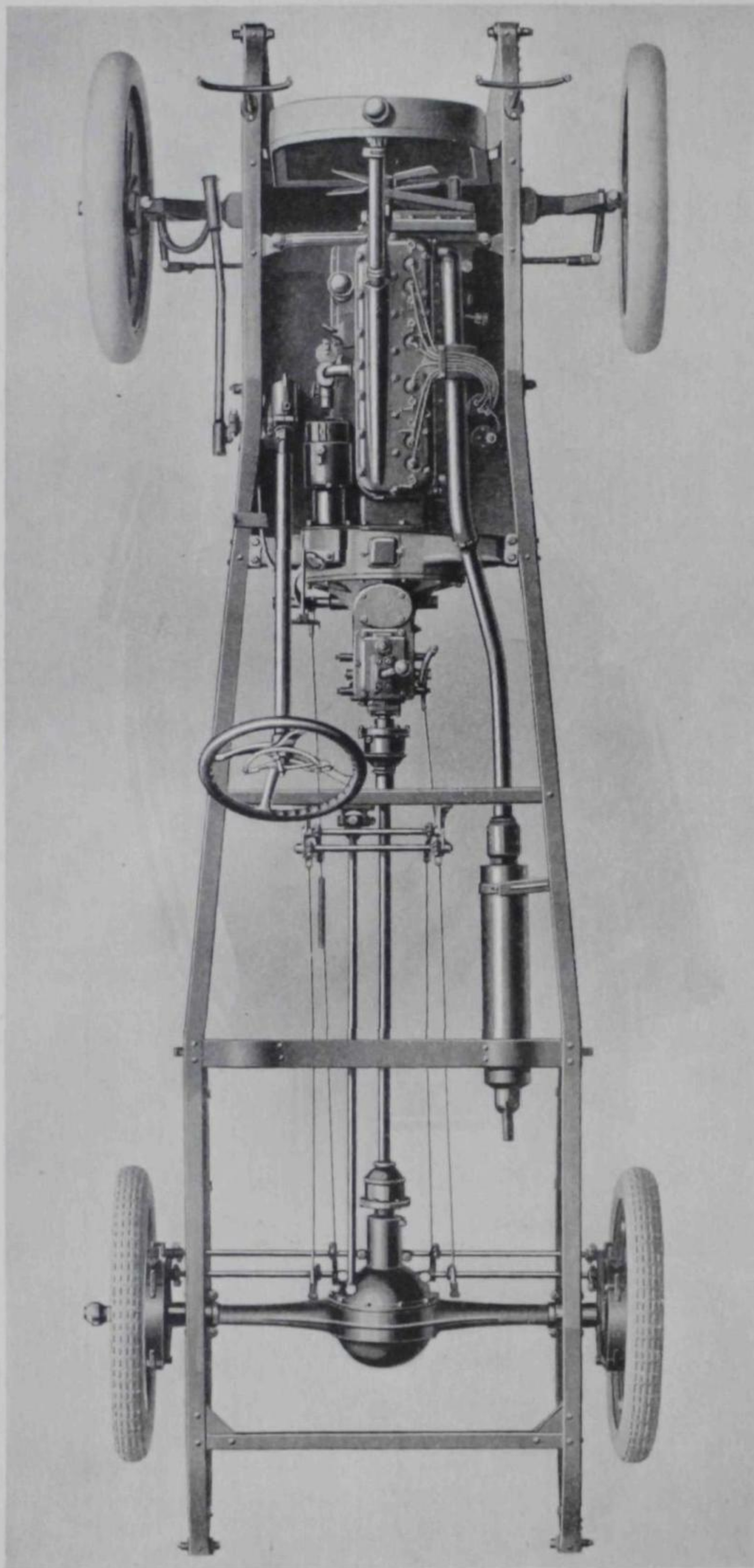


Left Side of Motor

The extreme simplicity of the 6-44 power plant is well illustrated here. This single unit contains the whole of the motor, the clutch, transmission, control and brake levers and the set of foot pedals. It also shows the self starting motor in place, connected directly with fly wheel housing. Note the accessibility of the cylinders. The entire block of cylinders is easy of access by simply removing the cover casting, which forms the cylinder heads, water jacket and water manifold. The crank shaft bearings are reached by the removal of the oil pan from the frame of the motor.

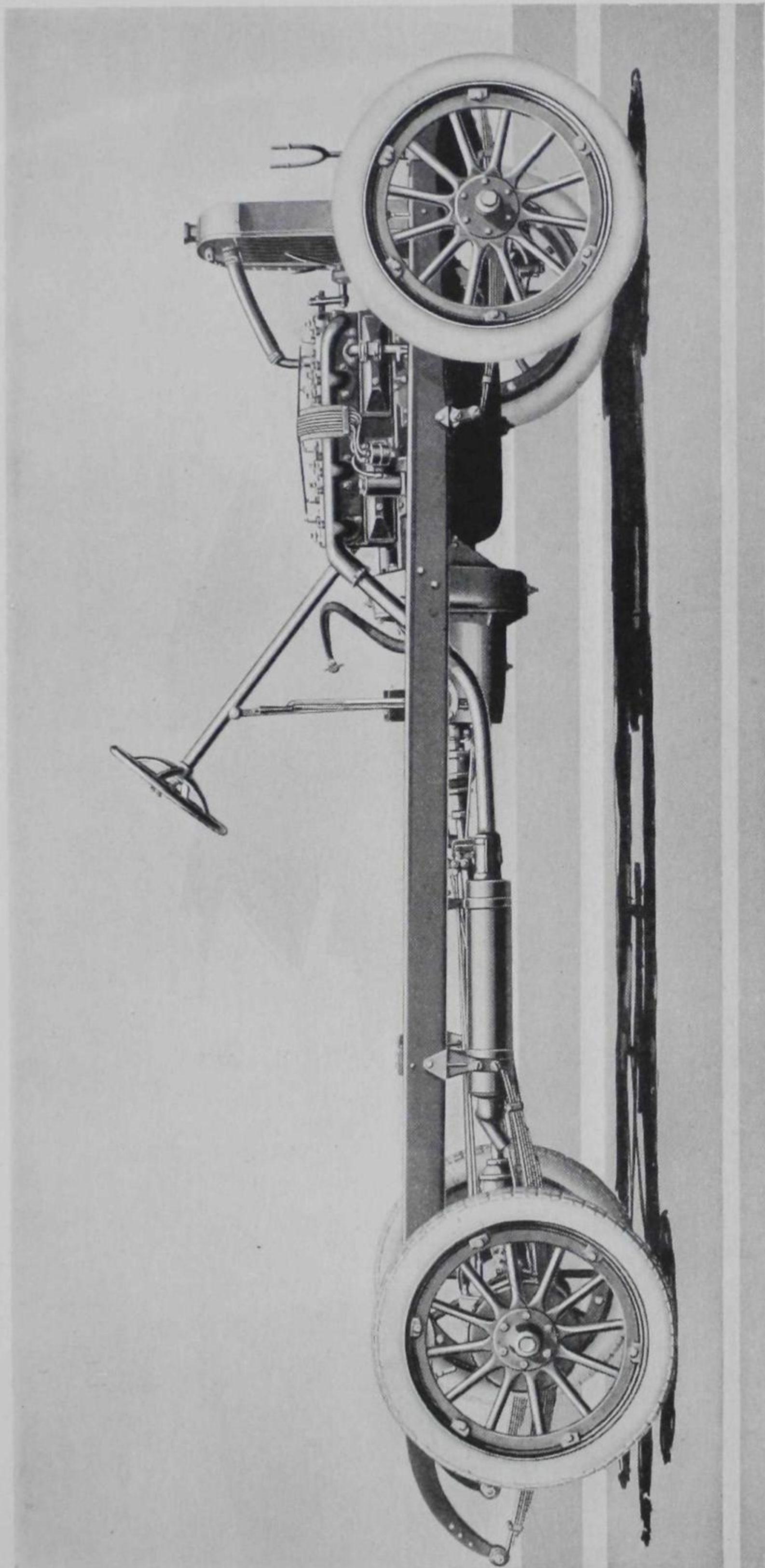
Finally, observe that our new Six is big and commodious — the wheelbase is 122 inches; and that, while embodying the well-known Abbott-Detroit qualities of staunchness and sturdiness, the car is exceptionally light.

We know that you can pin your faith to this Abbott-Detroit Six and to the men back of it; and that a thorough consideration of all its points and characteristics will make you eager to join the royal family of Abbott-Detroit owners.



**Plan View of the 6-44 Chassis**

This plan view of the 6-44 chassis shows its extreme simplicity. The weight of the Abbott-Detroit is considerably less than the weight of the average high grade car in this price class and of the same size. At the rear end, the frame is widened out so that the spring bearings are much closer to the wheels than in the ordinary standard chassis. This enables the use of a much lighter rear axle assembly than could be employed with safety otherwise. The rails of the frame are sufficiently close together at the front to enable a shorter turning radius. Throughout the frame construction there is a liberal use of cross members and struts and the employment of large size sections all the way through, making the walls of the various members comparatively thin. This arrangement gives a maximum strength for a given weight, Abbott-Detroit frames are made from a special grade of highly refined, low carbon steel.



#### Side View of the 6-44 Chassis

This side view of the chassis shows the clean, simple layout of the entire power generating and transmission equipment, mounted on the running gear. This illustration shows to good advantage the arrangement of the celebrated draw bar spring construction used exclusively on Abbott-Detroit cars, which makes possible the extremely easy riding qualities of the Abbott-Detroit, and the smooth traction conditions, which add greatly to the life of the driving tires. The springs are long, and under a normal load are nearly straight. The rear springs hinge at the rear end, and are shackled free at the front ends. The rear half of the rear springs serve as draw bars, the drive of the car being taken through the rear halves acting in tension and by this arrangement the car is pulled forward, instead of pushed through the springs as in the case of most cars. This accounts in a large measure for the extremely smooth motion and smooth traction conditions experienced by the driver and passengers of the Abbott-Detroit 6-44.

# Specifications

**Motor:** Continental Motor Co.  $3\frac{1}{4}$ -inch bore x  $4\frac{1}{2}$ -inch stroke. The six cylinders and upper half of crank case are cast en bloc.

**Ignition:** High tension battery system. Starting and lighting: Two unit, six-volt system; starting motor equipped with Benedix inertia gear.

**Transmission:** Selective, sliding gear type; three speeds forward and reverse. Chrome nickel steel gears and nickel steel shafts throughout. Spiral roller bearings throughout.

**Clutch:** Dry plate type, three discs of light weight, and equipped with automatic brake, assuring noiseless and easy shifting of gears.

**Lubrication:** A horizontal plunger pump driven by eccentric from cam shaft, forces oil through copper tubes direct to timing gears and main bearings. The oil then drains back in the oil pan, thus maintaining a proper level for the combined splash and force feed system.

**Springs:** Extra long semi-elliptic, nearly straight, both front and rear. Front springs, 38 inches long; rear springs, 57 inches long. The drive is taken through the rear springs to the frame, the rear halves of the rear springs serving as draw bars.

**Frame:**  $4\frac{1}{2}$ -inch x 2-inch pressed steel channel section with kick-up over rear axle.

**Painting:** Standard color body and chassis, black. Wheels, cream.

**Wheel Base:** 122 inches.

**Wheels:** Genuine second growth hickory, artillery type. Demountable rims, 4-inch tires.

**Axle — Front:** Drop forged, one piece, "I" beam section.

**Axle — Rear:** Full floating type, pressed steel housing, equipped with spiral bevel gears. Brake drums: 12 inches x 2 inches. Nickel alloy steel used in drive shafts and drive pinion. Axle equipped with Bower Roller Bearings.

**Cooling:** Water circulated by centrifugal pump operated by gear-driven shaft.

**Regular Equipment:** Windshield, speedometer, license holder, tire carrier in rear, robe and foot rails, electric horn, pump, jack, full set of tools and repair outfit. Standard.

More complete specifications given under cuts of the several types.



### **Evidence of Abbott-Detroit Triumphs**

Abbott-Detroit cars, although never built especially for racing events or contests of any kind, have frequently proved their stamina and speed in competition with the world's best. Here are reproductions of a few of the trophies won. One of these represents the Abbott-Detroit victory in 1911 in the Algonquin Hill Climb of the Chicago Motor Club. Another is the Nelson House Cup of the South Jersey Motor Club race meet, won September 4, 1911, at Salem, N. J. Another is the Aurora Trophy won in a 135-mile road race. The fourth is the Philadelphia Trophy won in 1910 in the 200-mile road race in Fairmount Park.

# Warranty

Approved by the National Automobile Chamber of Commerce, Inc.

*THIS IS TO CERTIFY THAT we, the CONSOLIDATED CAR CO., of Detroit, Michigan, warrant each new motor vehicle manufactured by us, whether passenger car or commercial vehicle, to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within ninety days (90) after delivery of such vehicle to the original purchaser, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.*

*This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident, nor to any commercial vehicle made by us which shall have been operated at a speed exceeding the factory rated speed, or loaded beyond the factory rated load capacity.*

*We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.*

**CONSOLIDATED CAR CO.,  
Detroit, Mich.**



