

Auburn





The
Satisfying
Car



Auburn
MOTOR CARS
For 1917



AUBURN AUTOMOBILE CO.
AUBURN INDIANA U S A



The Satisfying Car



OUR ability to build, year after year, motor cars of unquestioned worth, that perform as well as they look, has been a potent factor in Auburn success. It is a long span from the now odd-looking and cumbersome one-cylinder Auburn Model A of Nineteen Two to the Auburn Sixes of Seventeen, yet every step in their evolution to date is but a new expression of Auburn ideals.

Auburn cars have been very aptly termed by their owners "The Satisfying Car," for surely every Auburn owner is an Auburn enthusiast. They cannot help but be enthusiastic, for aside from the satisfaction and pleasure in owning an Auburn, they know we consider their interests and our own synonymous, and our rule, from the inception of the business, has been never to build more cars than we could build right.

The temptation to speed up production and double our volume has ever been present but we have consistently refused to deviate from our position "not how many, but how good." The prospective owner of an Auburn is thus assured that he does not buy only "surface looks" but "service" as well and that he will find in the Auburn dependability, comfort, distinction and style that are unsurpassable.

As in the past, we will continue to maintain the high standard of Auburn ideals and at all times, through genuine personal interest and service, merit a continuation of the confidence of the discriminating motor buying public.

AUBURN AUTOMOBILE COMPANY

Models 6-39, 6-39C and 6-39M

Of all the models we have ever built these new Light Sixes are unquestionably the most popular cars. In these models we have succeeded most admirably in combining roomy bodies and beautiful lines with a well-nigh perfect car balance. The Five-Passenger Touring Car, Four-Passenger Roadster and Two-Passenger Roadsters are all built on the same chassis, giving a diversity of choice that is gratifying to the discriminating buyer. Each style of body receives exactly the same care, attention to detail and inspection, and in their respective classes offer values difficult to duplicate.

The graceful, symmetrical and flowing stream-lines of the body, perfect curve of the fenders, harmonizing of the top with general lines of the car, all eloquently express the indelible stamp of the hand of a master designer. Bodily comfort, however, has not been sacrificed to any artistic ideals, for we've combined both in an inimitable manner.

The invisible hinges and inside flush latch handles not only add to the general beauty of the cars but greatly facilitate easy washing of the body. There is a roomy elegance conspicuous in the Auburn that adds measurably to one's material comfort. This, combined with luxurious upholstery of the best quality, open dust shedding type cushions, deep springs, curled hair stuffing and ten feet of wheel base on a perfectly balanced chassis, make every long tour a restful pleasure.

You cannot help being delighted with the "tout ensemble," as the French aptly put it, of the car and you are certain to be equally delighted over how we have provided for your comfort and the roominess of the interior. Open the doors and see how easily one may enter or leave the car even when burdened with overcoat and wraps. Place yourself back of the driver's wheel, how naturally your hands and feet fall into position!

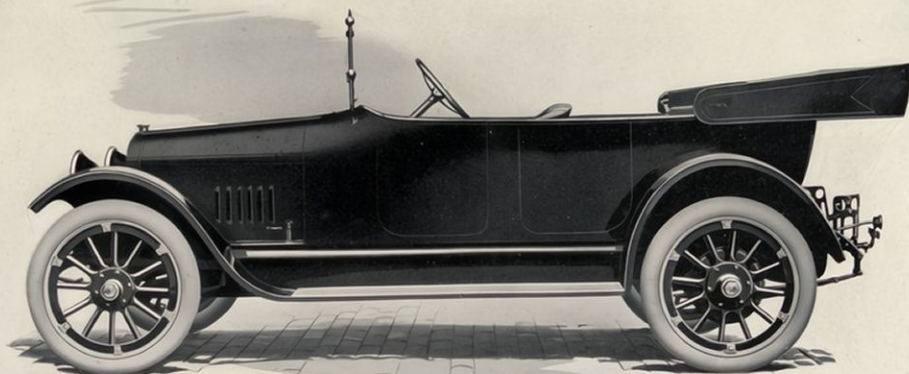
The dash and control levers couldn't be in a handier place and yet entirely out of the way; and don't overlook how readily you can get in and out from either side of the driver's compartment. The rake we give the steering wheel, position of control levers and unusual roominess of the compartment do not begin to show the amount of thought and study expended on them.

The tonneau will prove equally satisfying, for here one can ride arm chair comfort with plenty of room to spare. The seat is wider than it was last year and many refinements incorporated that will be appreciated. The cushions and back are so shaped and tilted as to give a most restful position, thus greatly augmenting the easy and comfortable riding qualities of the cars.

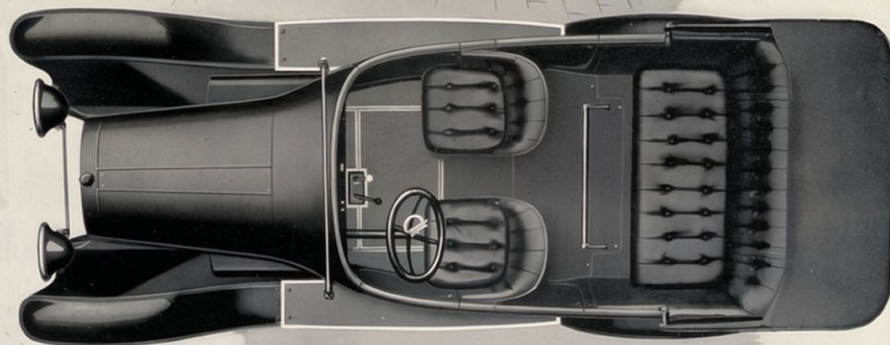
The Four-Passenger Roadster describes itself. This type of body lends itself ideally to



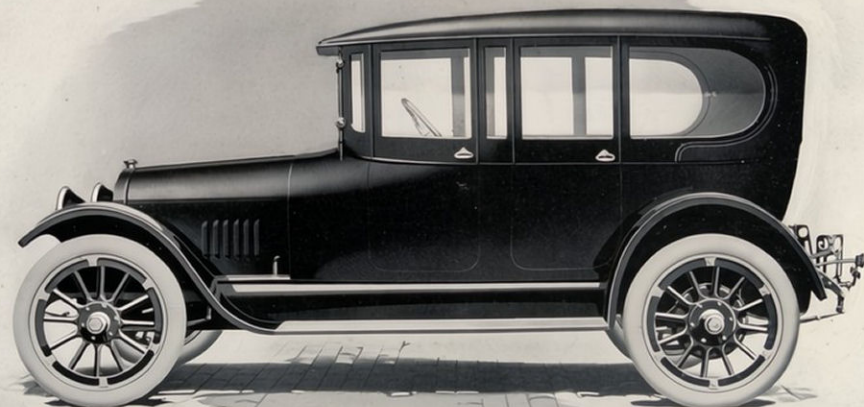
Front View, Model 6-39



Auburn Light Six Five-Passenger Touring Car, Model 6-39
\$1145, f. o. b. Auburn



Interior View Auburn Light Six, Model 6-39



Auburn 6-39, Light Six, Model 6-39, Five-Passenger Touring with Auburn detachable Sedan top, including regular summer top, and jiffy curtain. \$1320, f. o. b. Auburn

the last word in body design and you will agree we have created a body that simply beggars description. You must see the actual car to get a proper conception of its entrancing beauty. A study of the interior view will be evidence of how we've combined utility and comfort, for there is not only plenty of room in the rear seat but plenty of foot and leg room—a feature unusual in this type of car.

The divided seats and unique seating arrangements, permitting of sustained conversation between the occupants of the car without straining of voices, have placed this model high in the niche of public popularity.

The Two-Passenger Roadster body is a continuation of the previous design and seems to be the exact style of body desired by those wanting a car of this type. Certain refinements have been made, and all in all it would seem impossible to further improve it.

With the Auburn detachable Sedan top—that we can furnish at an additional cost—the new Auburn models 6-39 and 6-39C can be converted into "All Weather Cars" enabling their owner to defy weather limitations. The contour of the top harmonizes superbly with the graceful flowing curve and distinctive body, and is so fitted as to practically eliminate the detachable top appearance.

The deck of the top is neatly covered with high-grade waterproof top material. A water strip fastened above the windows and doors prevents water, from dripping down on windows or the occupants of the car when alighting. The interior of the top and sides is trimmed in heavy cloth lining.

Illumination of the interior is provided by an electric dome light located in accordance with the latest enclosed car practice. The dome is frosted cut glass rosette, giving a finishing touch of smartness to the interior and operated by a nicked push button switch.

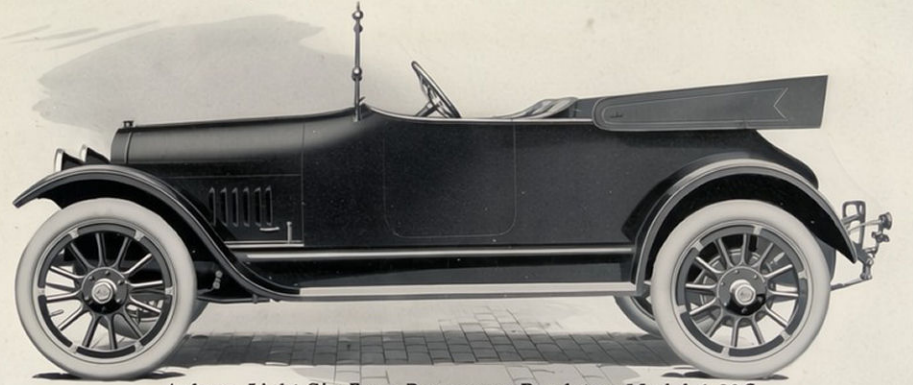


Rear View, Model 6-39C

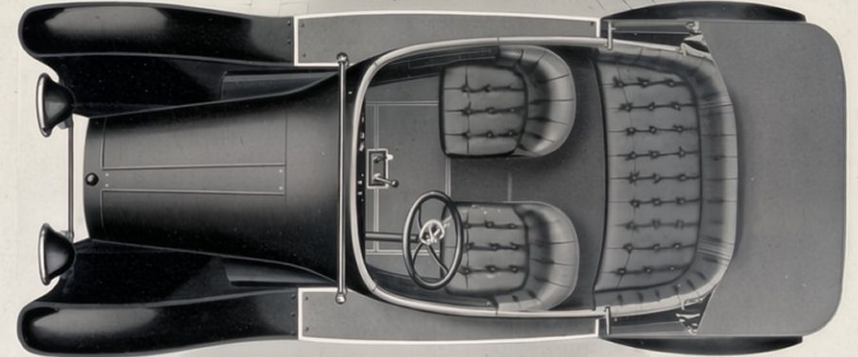
In the doors of the 6-39C and the rear doors of the 6-39 the glass is in two sections, and so arranged as to enable one to raise and lower as desired.

The car can be quickly changed into the touring type by removing the glass in the windows and doors. Jiffy curtains are carried in a concealed compartment in forward part of the top and ready for instant use in any emergency.

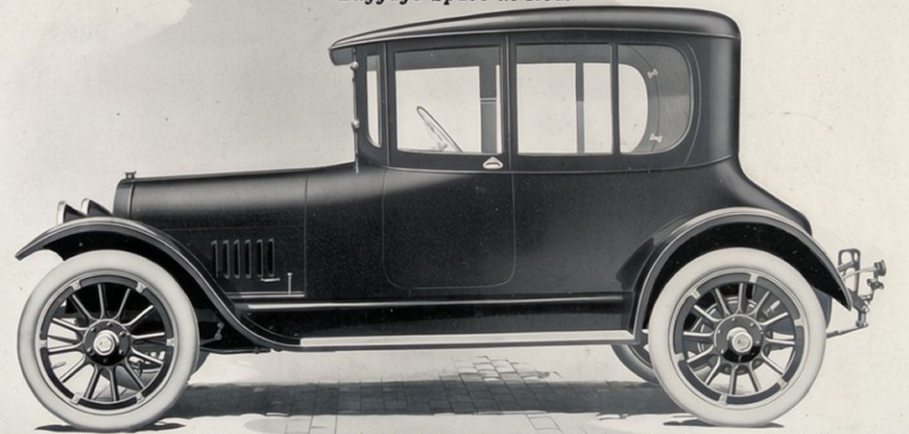
The doors on both models open full, swinging in one piece exactly like a limousine door. The tops of the doors are attached to the bottom and the enclosed car effect is further enhanced by the use of the regular limousine door handle.



Auburn Light Six Four-Passenger Roadster, Model 6-39C
\$1145, f. o. b. Auburn



Interior View Auburn Light Six Four-Passenger Roadster, Model 6-39C
Luggage Space in Rear



Auburn 6-39C, Light Six, Model 6-39C, Four-Passenger Roadster with Auburn detachable Sedan top, including regular summer top. \$1320, f. o. b. Auburn

Seven Passenger Six

NOTHING has been left undone in this model to give the ultimate owner the maximum of motor car value. The most scrupulous attention to details has been exercised in designing and building this model, and after a study of the beautiful whole car, you will award it the blue ribbon of Auburn production.

The body design embodies to the highest degree the best creation of master craftsmen and coach work that surpasses any previous standard. We have not been content to build a merely beautiful car, and we believe that the ultimate owners will unanimously agree we've combined in an inimitable manner every motor car essential.

The bodies are built up according to the best coach practice and the final finishing done with an attention to detail usually given only to the highest priced cars. The body goes through twenty-one operations—from the initial sand blasting to the final coat of varnish.

The body, as will be noted from the illustration, is of the double cowl, divided front seat type, of singularly graceful design. The roominess of the interior will be evident from the interior view illustration. No crowding or tumbling over each other in the car. The driver's compartment is more comfortable than most tonneaus and we have overlooked nothing that would be conducive to ease of operation and comfort. The divided front seats facilitate changing of position in the car.

How neatly we have solved the auxiliary seat problems is apparent. The seats, when not in use, fold flush into the backs of the front seats and are covered with a drop curtain fitted with snap button fasteners. This arrangement not only gives a pleasing finish to the car but likewise keeps the dust and dirt off the seats when not in use.

Illumination of the tonneau, facilitating entrance at night is provided for by small lamp set flush in the back of each front seat, operating automatically with the opening and closing of the rear doors. This practical feature illustrates how we place the owner's comfort first.

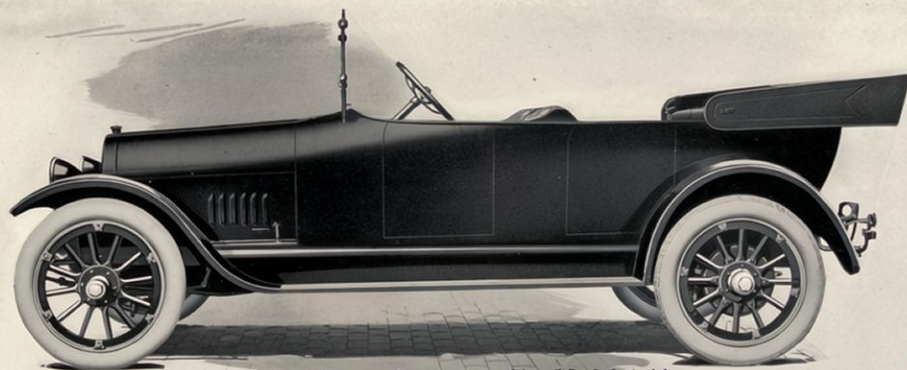
The upholstery is of the finest grade leather, properly stuffed. The cushions are of the open dust shedding type and are vital factors in bodily comfort.

We have added the finishing touch to the masterpiece of motor car builders' art by making it an "All Weather Car." The body and detachable Sedan top were designed simultaneously so that the appearance of a limousine is simulated as closely as is possible.

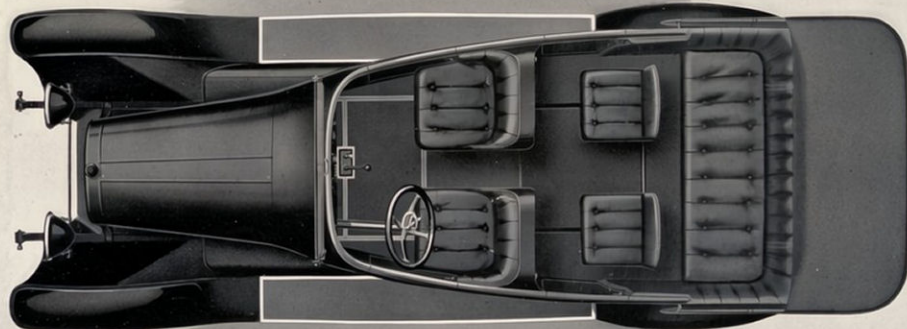
The top itself is of the same high standard as the body and may be attached or detached without difficulty. The construction is somewhat similar to that of the 6-39 model.



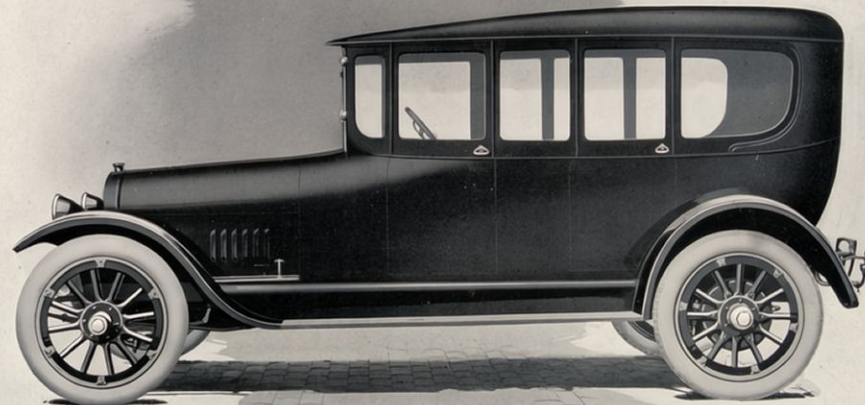
Front View Model 6-44



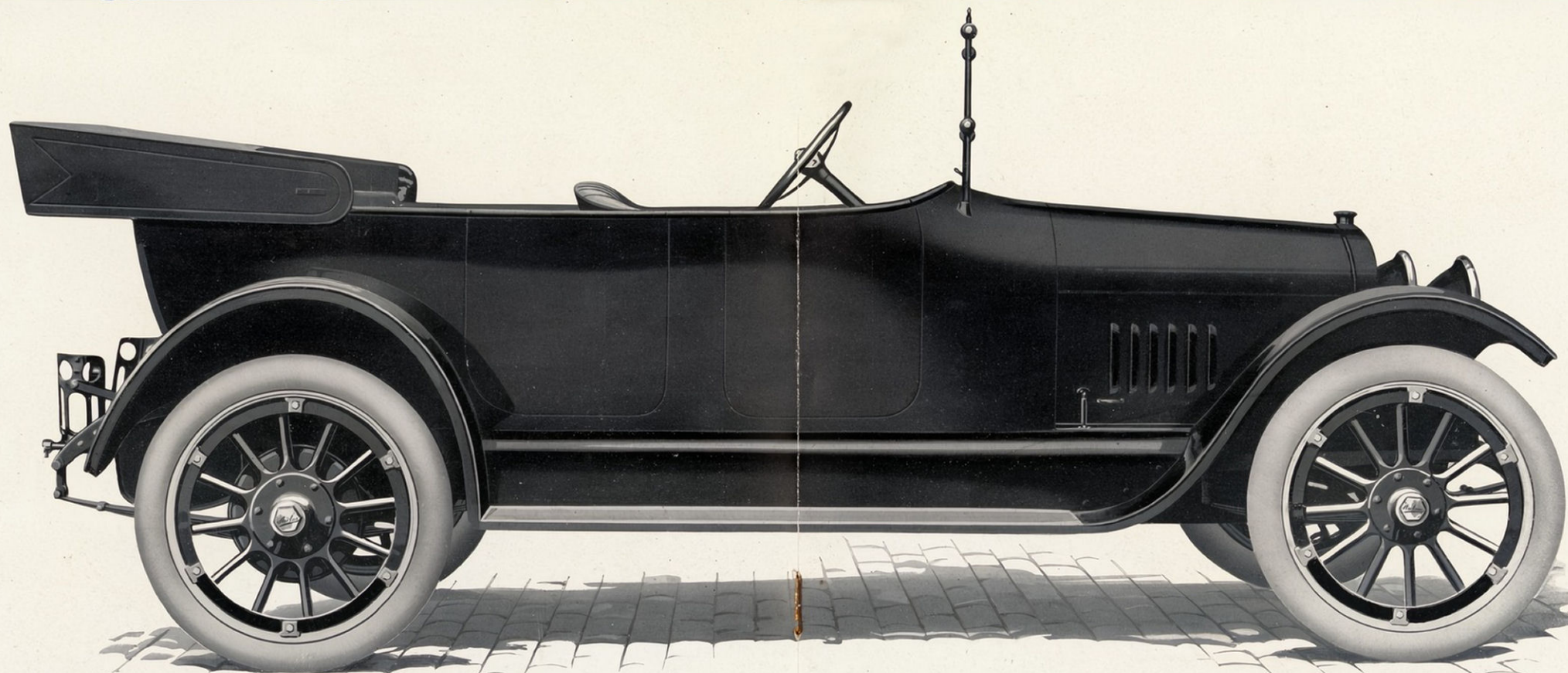
Auburn Seven-Passenger Six, Model 6-44
\$1535, f. o. b. Auburn



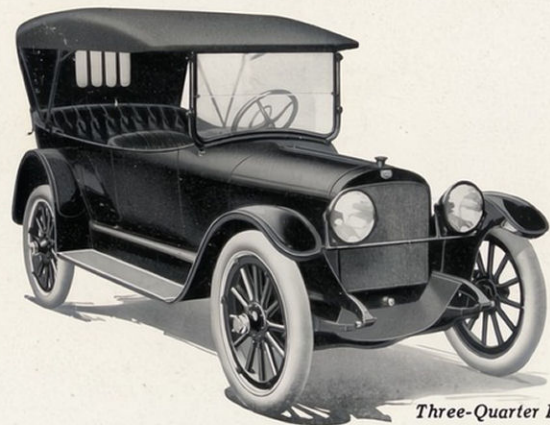
Interior View of Auburn Seven-Passenger Six, Model 6-44



Auburn 6-44, Seven-Passenger Touring with Auburn detachable Sedan top,
including regular summer top, and jiffy curtain. \$1785, f. o. b. Auburn



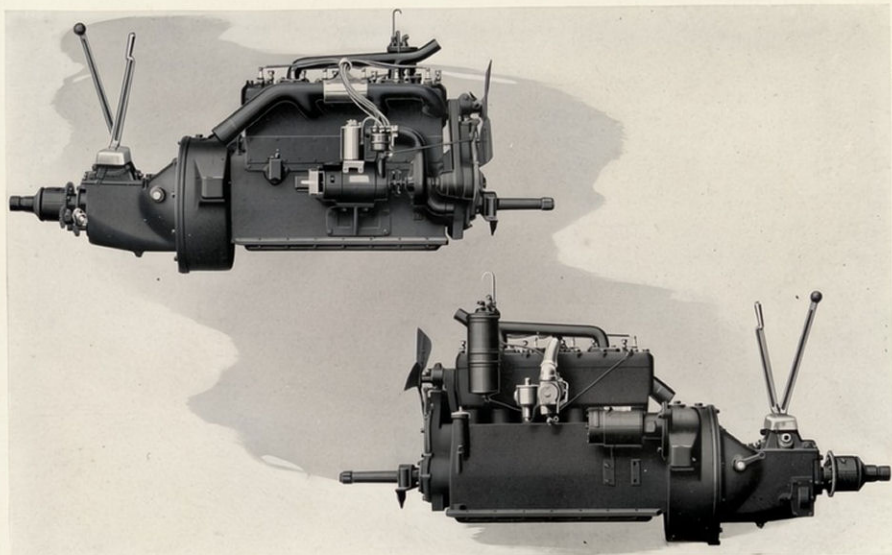
*Auburn Light Six Five-Passenger Touring Car, Model 6-39
Complete Specifications and Bird's-Eye View of Chassis, Page 18*



Three-Quarter Front View Model 6-39



Three-Quarter Rear View Model 6-39



Construction of Model 6-39 Motor

THE cylinders are cast en bloc. The motor is an "L" head type, six cylinders. The bore is $3\frac{3}{8}$ inches and a stroke of 5 inches. Dynamometer test of 39 H. P.

The cylinder heads are cast separately and in two parts, each being retained by ten studs. This insures a perfect joint at the head gasket.

The valves, both intake and exhaust, are interchangeable, the heads of which are cast iron, electrically welded to nickel steel stems. They have a diameter of $1\frac{1}{8}$ inches and a lift of $\frac{1}{8}$ of an inch. At the lower end of the valve stems are located the adjustable nut and their locking members.

To keep the weight of the reciprocating parts low the valves are operated by small light lever arms which are carried on a shaft provided for same, and this shaft mounted to a plate which forms a part of the valve housing cover. The lower side of the lever arm rides on the cam at the end opposite the supporting shaft, while the lower end of the valve stem rides on the upper side of the arms.

This construction also allows perfect lubrication for the entire valve mechanism, as there are no walls between the crank case and the valve housing.

The pistons are of cast iron and fitted with ample rings, the skirt of each piston is also recessed in such a manner as to act as a scraper ring so as to prohibit an excessive amount of oil reaching the combustion chamber.

The wrist pins are 1 inch in diameter, tubular and made from special drawn piston pin stock. These pins are retained in a fixed position in the connecting rods by a clamp bolt. The wrist pin is also recessed at the center to admit clamp bolt and to provide against scoring cylinder walls should the bolt become loosened. This construction provides more bearing surface for the pin than when the pin is fixed to the bosses in the piston.

The cam shaft is drop forged, heat treated, hardened and ground and the cams integral with the shaft. The bearings are three in number and of liberal size.

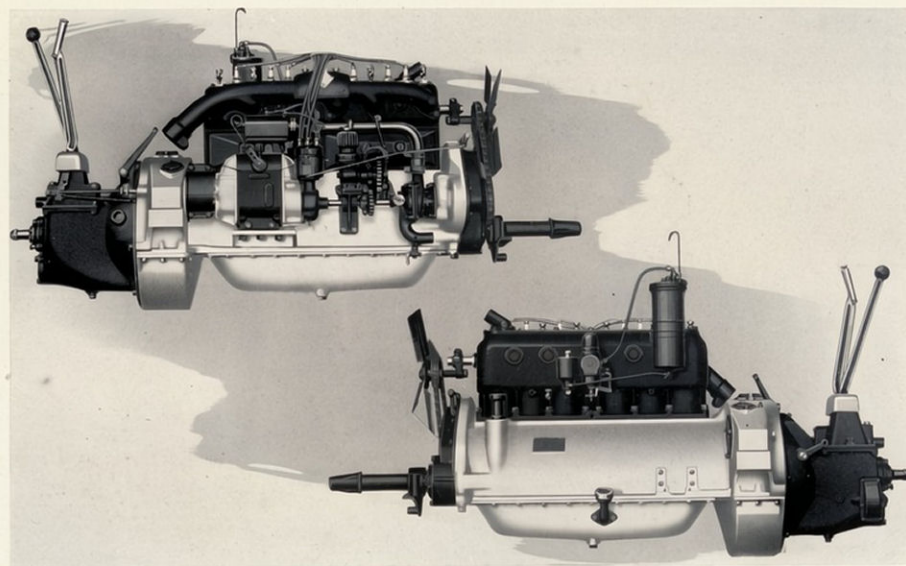
Crank shaft, cam shaft and connecting rods are of drop-forged carbon steel. The crank shaft is of the three-bearing type with large sized bearings.

Crank shaft, cam shaft, and connecting-rod bearings are made from the highest grade babbit, die cast and carefully fitted to give the maximum bearing surface.

Timing gears are helically cut. Each set is comprised of a crank, a cam, and a pump shaft gear, and is housed in the usual gear case on the front of motor.

Lubrication is the constant level combination force feed and splash system.

Cooling is by circulation of water pump, cellular type radiator and centrifugal pump. Both radiator and pump fitted with drain cocks. Pump is gear driven and fan operated by belt.



Construction of Model 6-44 Motor

CYLINDERS are cast en bloc from a special grade of reverberatory air furnace iron, having a bore of $3\frac{1}{2}$ inches and a stroke of $5\frac{1}{4}$ inches. Dynamometer test of 48 H. P.

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. 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 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. 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. 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 carbon steel, the cams 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 is made of a special crank-shaft steel, drop forged and heat treated, and is of the three-bearing type, with liberal sized bearings. Flanges are provided on both ends of the center bearing to take any end thrusts.

The crank and connecting rod bearings are nickel babbit, backed with bronze, fitted and 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 allows adjustment of the valve, valve springs, etc., without its removal. The flywheel is attached to a drop forged flange and held in place by six large steel bolts.

All timing gears are helically cut. Each set is comprised of a crank, a cam, and a pump shaft gear, and is housed in the usual gear case on the front of the motor.

Lubrication is combination force feed and splash system.

Cooling is by circulation of water through honeycomb type radiator and centrifugal pump of the double-bearing type, with large stuffing boxes. Radiator and pump are fitted with drain cocks. The pump is gear driven and fan is operated by linked "V" belt.

Some Constructional Details

VALUE received we believe is the keystone of business success so we build into each car every dollar of value possible, giving the maximum of value at the minimum of cost. This will be apparent to even the most casual buyer, and to bring this fact home the more forcibly we have illustrated a few of the many Auburn constructional features.

In the finished car the chassis may not be seen but nevertheless it is worthy of your careful consideration. Study the Auburn chassis and you will instantly realize why you are certain to get genuine service from your car.

The chassis is scientifically proportioned and balanced, and its substantial construction insures long life and freedom from motoring troubles.

The frame impresses you with its compactness and sturdy strength, and the suspension of the power plant (enclosed motor, clutch, gearset) three-point, appeals to your mechanical instinct.

The radiator is suspended at two points and secured by two flat coil springs. The stamped steel shell which surrounds it affords protection. Radiator trouble on the Auburn is practically unknown.

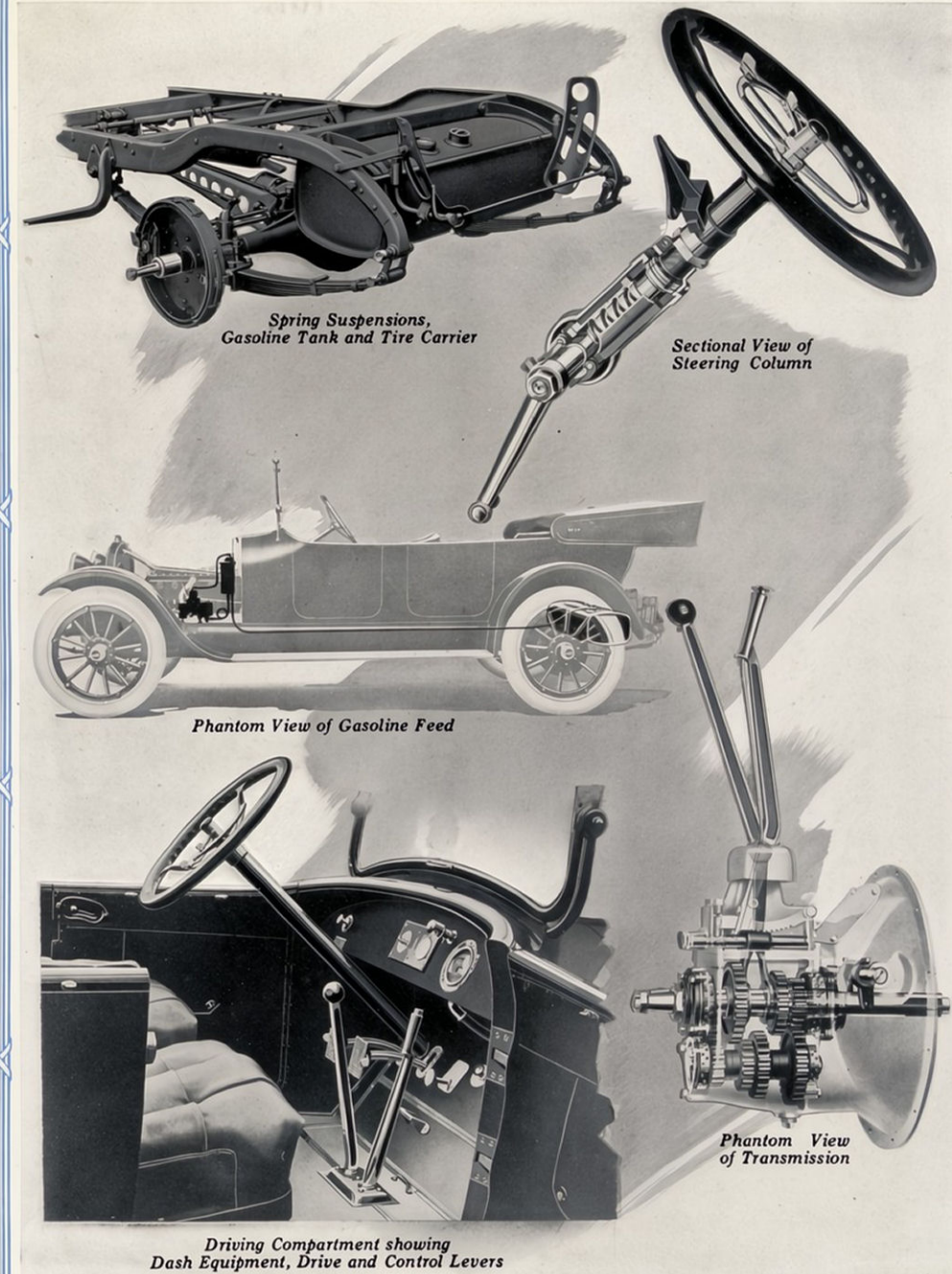
The starting, lighting and ignition system is time tested, and gives you a sense of security that adds appreciably to your motoring pleasures. The electrical unit is mounted on side of motor, being driven by the front gears when operating as a generator. As a starter the gears mesh into a gear ring or rim of flywheel. The ignition is a unit with generator.

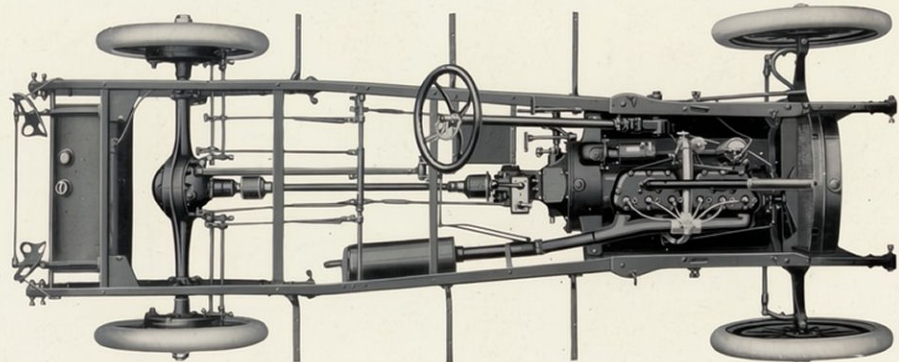
The drive is through double universal joints. A steel torque arm placed on left side of drive shaft takes care of the rear axle torque. This construction likewise reduces the tendency of the car to "heel over" when the power is suddenly applied.

The mounting of the springs is such as to give the lowest center of gravity. The conventional semi-elliptic springs are used on the front in both models.

The rear spring suspension is, however, different, in the two chassis owing to the style and weight of the models. The semi-elliptic underslung is used on the 6-39, and cantilever on the 6-44. Exhaustive tests under every conceivable condition were necessary before we finally adopted each type of spring suspension as the only satisfactory kind for the model intended.

The two illustrations show how effectively we have solved the gas tank problem. The tank is carried at the rear of the car and operated by a vacuum system that is almost infallible.





Complete Specifications of Model 6-39

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. Dynamometer test 39 H. P.

CLUTCH—Disk. Takes hold smoothly and positively and is easily adjusted. A mechanically reliable clutch.

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. Hot air piped. Dash adjustment for priming. Carburetor operated mechanically by lever on steering column and foot accelerator.

ELECTRIC 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, cowl and tail lights. The large output of current at all times when running permits of the full lamp load when car is operated at low speed.

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

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 at rear of car. Vacuum feed to carburetor. Capacity 18 gallons.

FENDERS—Crowned. Extra heavy gauge rolled patent flattened steel. Ribbon rolled in. 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 34 x 4-inch Goodrich straight side tires.

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

COOLING—Gear driven, centrifugal pump. Cylinders water jacketed with inlet and outlet manifolds to cellular 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; inswep. Single kick-up in rear, allowing low suspension of body.

STEERING GEAR—Worm and nut type; semi-reversible. Ball joint connections to steering knuckle. Fully adjustable. 18-inch safety grip hand wheel with enameled spiders. 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 axles is by propeller shaft through double 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 semi-elliptic design. Insure easy riding under all conditions.

AXLES—Front drop-forged "I" beam section, heat treated with integral yokes. Drop forged steering spindles. Rear, floating. All the weight carried on the housing and not on driving mechanism.

TYPES OF BODIES—Touring car. Seats comfortably five 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. Tonneau equipped with robe and foot rails. 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 rear doors.

Four-passenger roadster with divided front seats. Cosy, comfortable and unique. In rear of body ample luggage space is provided.

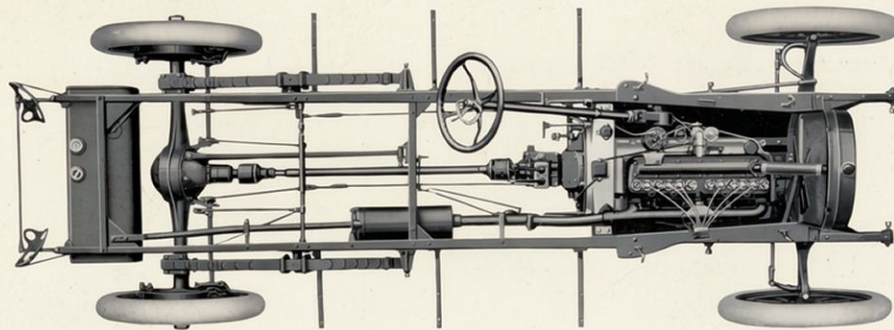
Two-passenger roadster. The rear deck is sloping with door on right side fitted with lock. In the rear of the deck is provided additional storage space.

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

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

Five-Passenger Touring . . .
 Price Four-Passenger Roadster . . . **\$1145, f. o. b. Auburn**
 Two-Passenger Roadster . . .

Five or Four Passenger models with Auburn detachable Sedan top, including regular summer top and jiffy curtains. \$1320, f. o. b. Auburn



Complete Specifications of Model 6-44

MOTOR—Six cylinders cast en bloc. Bore 3½ inches. Stroke 5¼ inches. Drop-forged crank shaft and cam shaft. Three-point suspension. Unit power plant. Dynamometer test 48 H. P.

CLUTCH—Disk. Takes hold smoothly and positively. Easily adjusted. A mechanically reliable clutch.

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. Hot air piped and hot water jacketed. 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 with oil gauge conveniently located on motor. Transmission and rear axles run in a semi-fluid lubricant. Grease cups 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 cellular radiator. Fan driven by laminated linked "V" belt from pump shaft with adjustable fan bracket.

FRAME—Pressed steel channel section—all thoroughly braced and hot riveted; inswep. Single kick-up in rear.

STEERING GEAR—Worm and nut type; semi-reversible. Ball joint connections to steering knuckle. Full adjustable 18-inch safety grip hand wheel with enameled spiders. 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 axles is by propeller shaft through double universal joints. Torsional strain is obviated by use of steel torque arm. A very capable unit with the proper flexibility to withstand driving strains and vibrations.

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

BRAKES—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 equalizers. 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 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. Ribbon rolled in. 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. Non-skid on rear.

WHEEL BASE—131 inches with standard tread of 56 inches. Clearance 10½ inches.

TYPES OF BODIES—Touring car accommodates comfortably seven passengers. Four doors, all flush, and double cowl bring out to perfection the singularly graceful body lines. Latch handles flush with inside of door. The front seats are divided and the spare seats fold into back of them when not in use, leaving the body and floor of the tonneau perfectly clear.

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 deep cushions insure the maximum of ease and comfort. Pockets are located in all four doors.

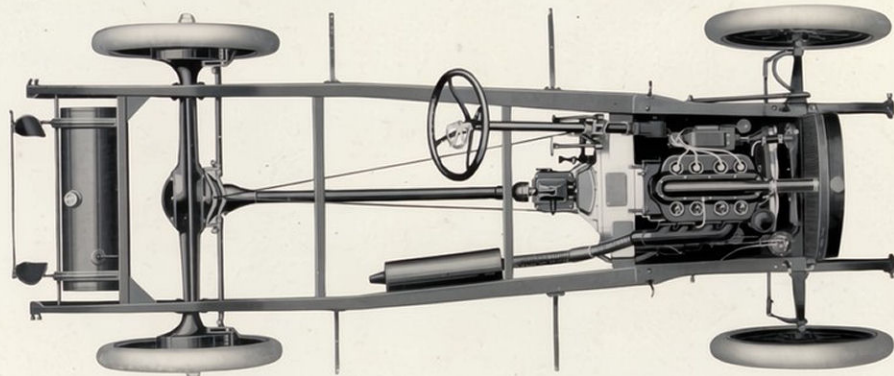
Four-passenger roadster with divided front seats. Cosy, comfortable and unique. In rear of body ample luggage space is provided.

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

EQUIPMENT—New style Duplex electric headlight. Electric cowl and tail light. All lamps enameled black and nickel trimmed. Electric horn concealed under hood. Engine driven tire pump. New style two-piece, clear vision, ventilating windshield. Magnetic type speedometer, tire iron, one-man top and hood, and complete kit of tools, including jack, pump and tire repair outfit.

Seven-Passenger Touring . . .
 Price Four-Passenger Roadster . . . **\$1535, f. o. b. Auburn**

Either model with Auburn detachable Sedan top, including regular summer top and jiffy curtains. \$1785, f. o. b. Auburn



Model 4-36 U Five-Passenger Touring Car—Specifications

MOTOR—Four cylinder "T" head, cast en bloc. Bore 3 $\frac{3}{4}$ inches. Stroke 5 inches. Extra large bearing on crank shaft, cam shaft and connecting rods. Three-point suspension. Unit power plant.

CLUTCH—Dry plate disc. Positive and easily adjusted.

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 lever in center (right hand) and directly over transmission.

CARBURETOR—Automatic float feed. It is hot air piped and manifold hot water jacketed. Dash adjustment for priming.

ELECTRICAL SYSTEM—Two units combined generator and ignition. Six volt system.

LUBRICATION—Constant level splash system with oil gauge conveniently located on motor.

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

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

STEERING GEAR—Worm and nut non-reversible. Ball joint connections to steering knuckle. 18-inch safety grip hand wheel. Spark and throttle control on top of steering post, inside of wheel.

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

SPRINGS—High quality, carefully selected alloy steel, triple heat treated. Front semi-elliptic, rear semi-elliptic unslung.

AXLES—Front drop forged "I" beam section, heat treated with integral yokes. Drop forged steering spindles. Rear, floating.

BRAKES—Located at driver's right. Service contracting; emergency expanding. Brake equalizer.

GASOLINE TANK—Oval shaped. Gasoline gauge on top of tank. Suspended at rear of car. Vacuum feed to carburetor. Capacity 20 gallons.

FENDERS—Crowned. Electrically welded. The running boards are covered with linoleum and bound with heavy gauge corrugated aluminum.

WHEELS—Artillery type. Rims quick demountable. Equipped with 33 x 4-inch straight side tires.

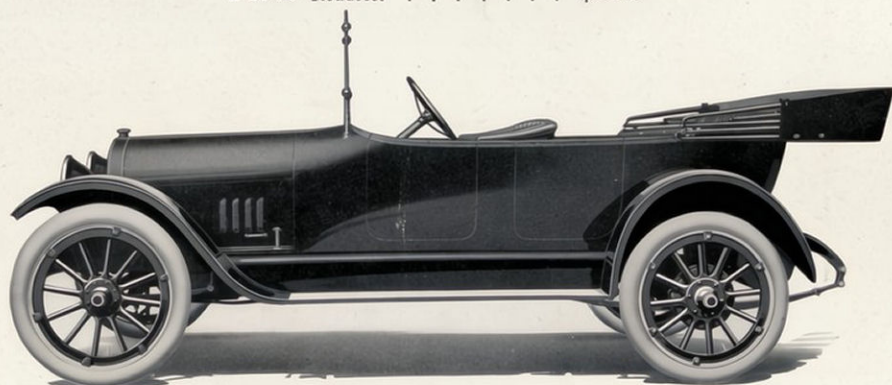
WHEEL-BASE—114 inches with standard tread of 56 inches. Clearance 10 $\frac{1}{2}$ inches.

TYPES OF BODIES—Touring car. Seats comfortably five passengers. Roomy roadster that will accommodate three average sized persons.

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

EQUIPMENT—Electric starter, electric lights, electric horn, windshield, speedometer, tire irons, kit tools, one man top and hood.

Price Five-Passenger Touring . . . \$895
 Roadster



A Final Word

WE have devoted our entire resources and long manufacturing experience to make these new models motor cars of sterling worth, merit and unusual value, and we believe they do offer a greater dollar for dollar value than any similarly priced cars. Building motor cars is more than a matter of a beautiful exterior, a wonderful motor or the hundred-and-one items so frequently featured.

No chain is stronger than its weakest link, and we contend that no automobile is better than its poorest part. You must have a good whole car if you want consistent performance and plenty of stamina. The Auburns have these vital essentials to the highest degree, for performance and stamina are time-tested and proven Auburn qualities.

No detail of manufacturing is too small to receive our careful attention, and our interest in Auburn cars doesn't cease with its sale. You cannot perhaps appreciate these facts until you own one, and we're sure ownership of an Auburn will bring you greater motoring pleasure and satisfaction than perhaps you ever dreamed of.

Each model has been designed and built to fill a definite demand of an appreciative motor-buying public. The several types of body offer a variety that enables you to select the car best suited to your personal requirements, yet have the car express your individuality. For all Auburn motor cars have that elusive, intangible quality that makes them distinctively charming and charmingly distinctive.

Auburn motor cars are never built down to a price, and were it not for our standardizing of designs and careful buying, backed by our unlimited resources, it would be utterly impossible to price these beautiful models so low.

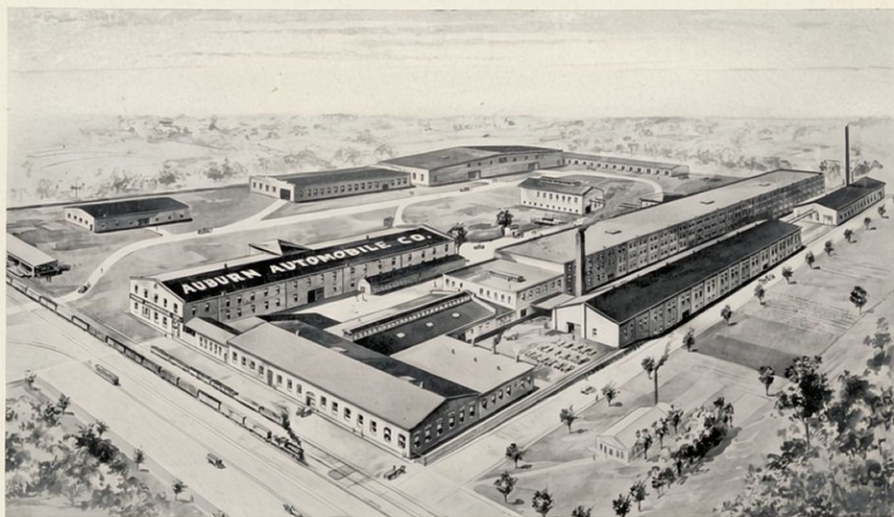
The illustrations graphically show how successfully we've blended the trend of motor car designing in the Auburn bodies. Observe the Auburn from any point of view and nothing but a symphony of curves, exquisitely blending into a harmonious whole, greets your eyes.

You can't realize the actual size of the car except by comparison and until you've seated yourself therein, for the whole car is so perfectly proportioned and superbly balanced that it's impossible to gauge it as other cars.

The several models have been described as briefly as is consistent with perspicuity and this, in conjunction with the numerous illustrations and detailed specifications, will enable you to get a pretty comprehensive idea as to what Auburn motor cars represent.

Any Auburn dealer will welcome the opportunity to demonstrate to you in a most convincing fashion why you should buy an Auburn and why Auburn owners, who are always Auburn enthusiasts, call it

"The Satisfying Car"



WHERE AUBURN MOTOR CARS ARE BUILT, AUBURN, INDIANA, U. S. A.

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 suitability 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.

We reserve the right to change specifications without notice, or to use equipment other than that specified in this catalog.

Auburn Automobile Company, Auburn, Indiana, U. S. A.





