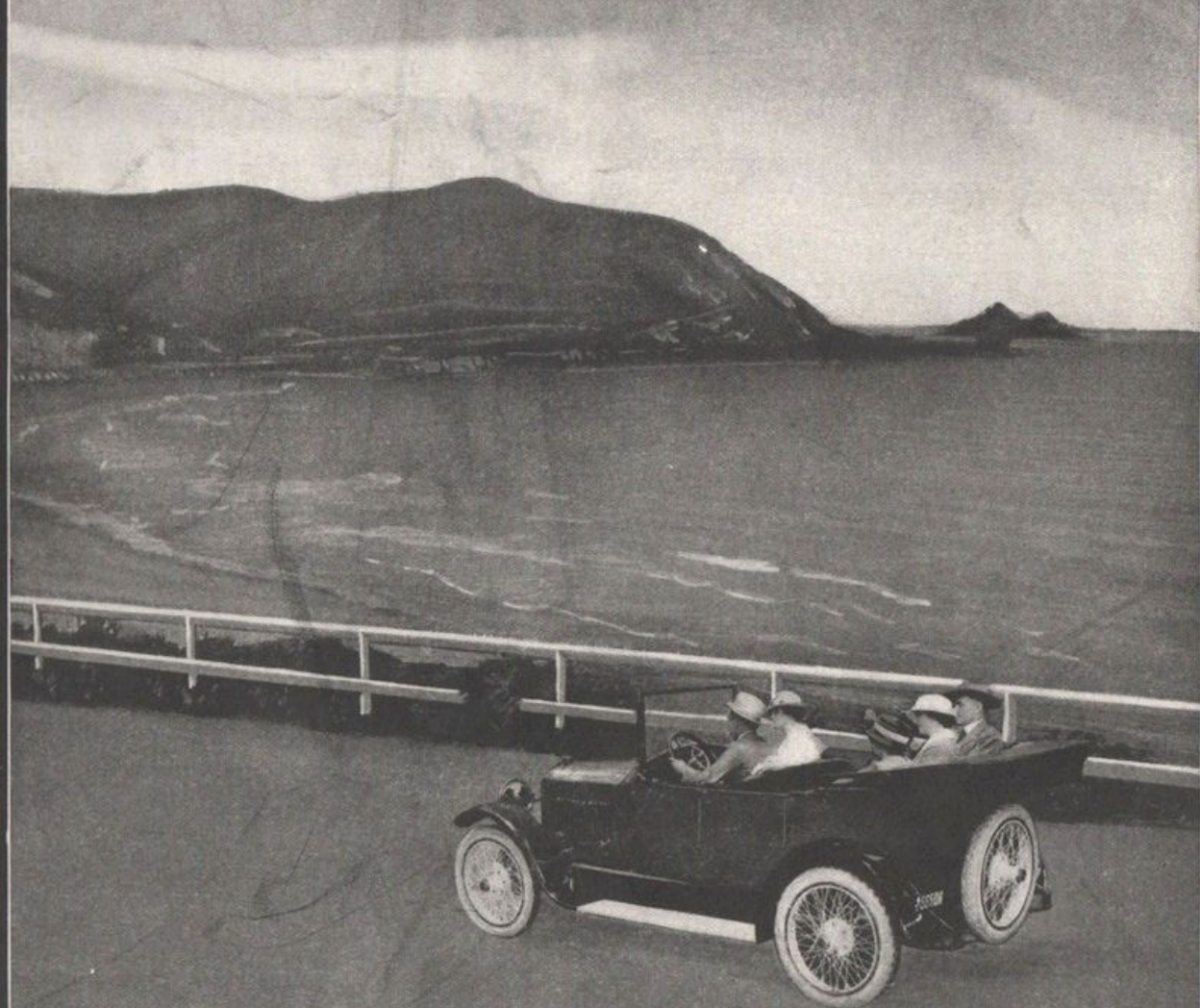


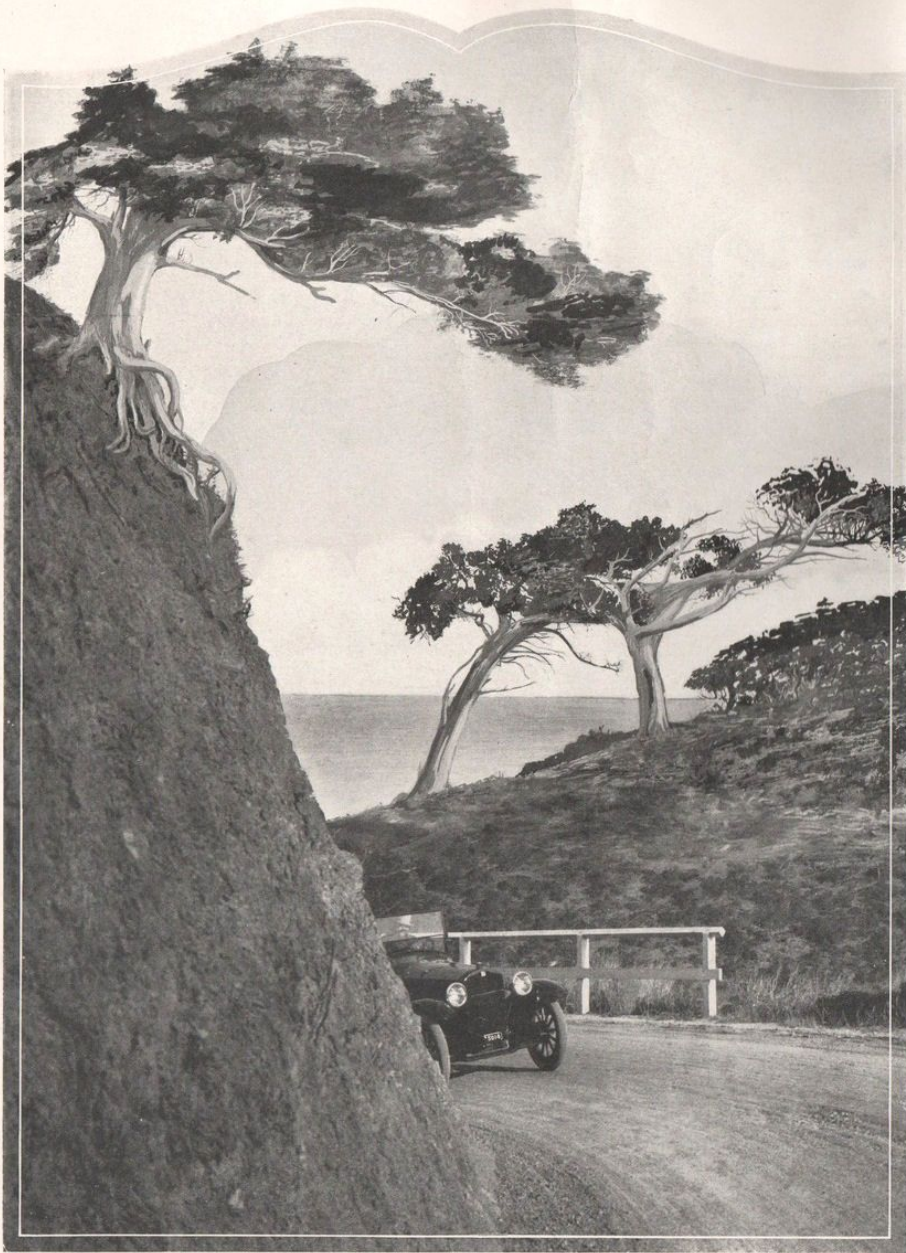


LIBERTY

MOTOR CARS



LIBERTY MOTOR CAR COMPANY
DETROIT



Climbing the highway on Mt. Pedro, California



Liberty—A Distinct Success

THE Liberty car is truly an achievement—a response to the universal demand for a high-grade, moderate size car, combining the distinction, comfort and ability which usually mark much more costly productions. This car has been built as a step in advance, with an exact knowledge of other cars, by men for years prominently and successfully associated with the manufacture of automobiles.

It is built by a company which has grown to its present recognized position of strength and permanence, due to its policy of maintaining high ideals in motor car design, construction, distribution and service.

Because of these ideals there has been developed a strong bond of owner satisfaction—sought from the start—and today the greatest asset this company and its product possess.

The Liberty is thought of as belonging to the moderate car field because of its size and price only. It has been most approved by owners of costly cars, and has met with strong approval as well by those who required a car of distinction while expecting reasonable economy.

To some the outstanding feature of the Liberty is its distinction—its grace and beauty of line. With others the dominant note is the amazing ease in handling and its unusual comfort in travel. The appeal to a third group may be its efficiency—power smooth and sure, combined with extreme economy of fuel and tires.

But whatever it is that first wins the individual to the Liberty, the conclusion in all cases is the same. There is a unity of opinion that the Liberty fills a niche of its own in a class car of moderate size. Its quality is never doubted or debated, either by those who buy cars or by those who design and build them.



In the five-passenger touring car, the unusual comfort and ready control permit driving for hours without fatigue. Motoring takes on a new meaning to the Liberty owner. Relief from strain—perfect relaxation—is obtained even under conditions not naturally adapted to smooth riding. Women drivers enthuse over the remarkable comfort, convenience and safety of the Liberty. It is a moderate size car—therefore economical—with features usually found only in the largest and most expensive motor vehicles.

The
**TOURING
CAR**



The
ROADSTER

Business and professional men, women drivers—in fact, all who desire a car in which the seating arrangement permits four to ride in perfect comfort, yet which does not isolate the passengers in the rear seat—have given this four-passenger roadster an unprecedented welcome. Compactness and comfort are perfectly combined. Used as a small family car, the children may be seated in the rear with the assurance that they are safe and always within reach. The driver's seat is separate and adjustable.



Perfectly preserving the traditions of this type of vehicle—always the carriage of gentle folk—the Liberty Shopping Brougham has been recognized as being correct by a clientele accustomed to the world's most finished luxuries. It finally and completely meets a demand for this exclusive type of vehicle hitherto satisfied only by importation. A "smart" enclosed car of smaller size, it is ideal for city traffic conditions. It has the square-cornered tailored effect—distinctly Liberty—is luxuriously appointed—in perfect and refined good taste—and built for those who desire an exclusive type of motor car for town use. This car is also built in the landaulet or folding top type.

The
BROUGHAM

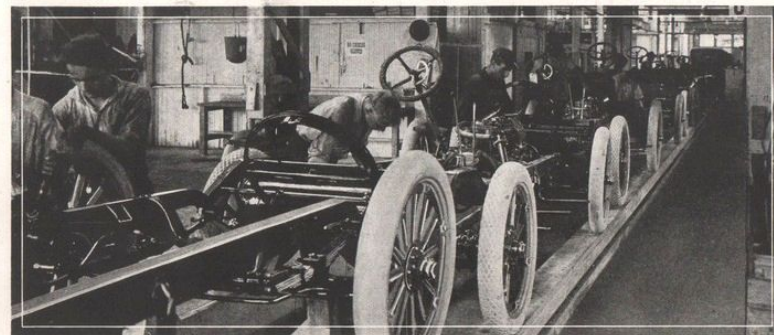


The
SEDAN

The luxuriousness of a limousine and the companionability of a family car are combined in the Liberty Sedan. The body is of another distinctive Liberty design—smart in appearance and of Liberty quality. Gray whipcord is used for the upholstery. The doors are staggered—the one on the left being forward; permitting easy entrance or egress for the driver; the one on the right opening into the tonneau. The driver's seat is adjustable to different driving positions. Windows and sash are removable, of course, transforming it, at a second's notice, from a luxurious, warm closed car for cold or rain, to a beautiful open car for "fair weather" driving.



The upper left photograph shows the Liberty four-passenger roadster equipped with detachable winter top. It is trim, neat, and of Liberty quality. The four-passenger roadster with standard summer top is seen on the right of it. The Liberty touring car with detachable top is shown in the center. This top is far better in finish and details than those ordinarily seen. The rigid roof member and sides are staunchly constructed to withstand the winds, jolts and strains of winter driving, and with windows dropped it becomes—at a second's notice—a breezy summer touring car. An interior view of the Sedan is shown at the bottom. Note the wide door—the roominess of the rear seat—the luxuriousness of the upholstery and fittings. In the lower right corner is shown the Sedan with windows and sash in place ready for winter or rainy weather driving. This Liberty Sedan has been referred to as the neatest, most clean-cut closed job on the market.



Liberty Foresight

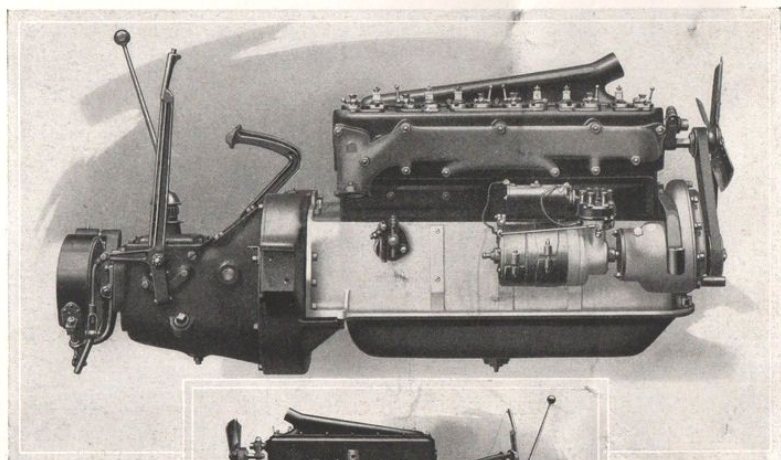
THE engineering genius of Liberty designers has produced a car of remarkable ability and rare smoothness of motion. Every known wish of the owner has been anticipated. The Liberty is powerful, easy riding, sturdy and characterized in its performance by that sense of dependability usually associated with larger cars.

Owner appreciation is universal among those who drive Libertys. "Ride in it—drive it," is our advice to those who have not experienced the pleasure and pride of Liberty ownership—and these words have never been said for mere effect.

The Liberty is distinguished by correct balance, causing it to hold the road under all conditions—unusual steering qualities—easily operated clutch—smooth and silent gear shift—an infallible emergency brake—a heavy, sturdy frame—simplicity of construction—and strength and reliability throughout the entire car.

There is that added room in the driver's seat which you have always wanted—more comfort in the rear seat due to the extremely well fitted and soft upholstery—wide doors, with correctly placed control and brake levers, permitting easy entrance and egress—a steering post in exactly the right position. Springs are so constructed that they absorb all manner of road shocks and yet powerful enough to insure absolute comfort on long tours over rough roads.

Other interesting owner features are the enclosed speedometer drive—a wind-shield that really protects from wind and rain—easily adjusted curtains that *fit*—accessible tool compartment—a reserve gasoline tank—extra storing space in the rear compartment. These and many other well-thought-out details are exclusive in Liberty construction and are of extreme interest to the prospective motor car buyer.



This motor—the most important feature of the perfected Liberty chassis—is designed and built exclusively for the Liberty car, and is positively not obtainable on any other automobile made.

It is the result of the combined experience of the engineering departments of the Liberty Motor Car Company and of the Continental Motors Corporation.

It does not represent the untried theories of one man. It is rather the practical application of the knowledge of a group of the most prominent and successful automobile engineers.

Liberty performance is the proof of their knowledge and the explanation of their success.

This special and exclusive motor—both sides of which are illustrated above—is simple in design, rugged in construction, flexible in operation and accessible in every part.

Many exclusive features apparent in this motor, making for increased power, longevity and economy of operation, illuminate the owner interest which is the keynote of Liberty design and construction.

Some of its outstanding features are: Light weight—an aluminum crank case.

The Liberty Motor

3¼" bore and 4½" stroke, developing over 40 horsepower.

Cylinders are cast en bloc, insuring rigidity and correct alignment at all times and are enclosed in a solid cylinder bloc which eliminates the possibilities of leaking gaskets, thus preventing water seeping into the combustion chambers.

Extra long connecting rods reduce wear on the cylinder walls and wrist pin bearings.

A countershaft of extra heavy design with three bearings and driven by a fabroid gear—made of thousands of layers of silk under tremendous hydraulic pressure—insures absolute quietness.

The carburetor is the simplest possible form of construction—having no auxiliary air valves or springs. It is attached directly to the cylinder wall and the intake manifold passes through the bloc.

In spite of the present-day low grade fuel, Liberty owners enjoy

an unusual economy of gas consumption through an ingenious feature of the Liberty motor.

Incoming gas after passing through the intake manifold is broken up, by a special design, into still smaller particles before entering the combustion chambers. This insures the

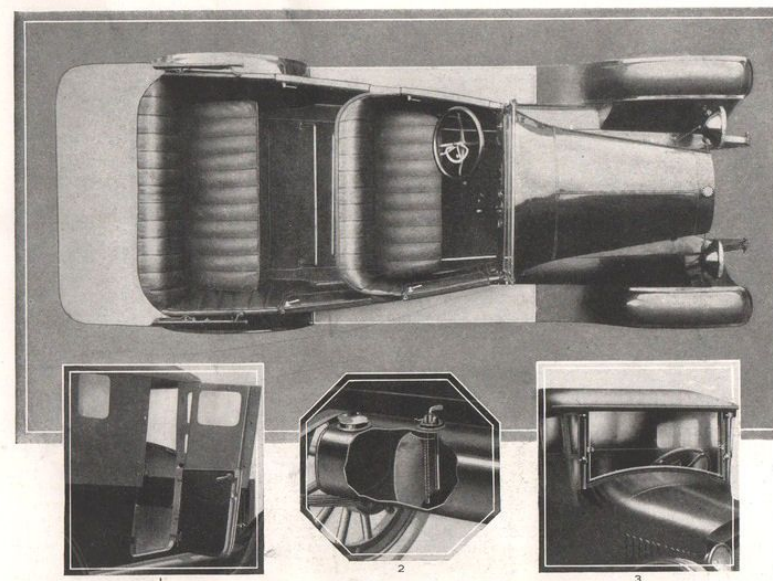
greatest possible vaporization of fuel, aiding economy and smoothness of operation.

The electrical equipment is Delco, of the two-unit type—the ignition and generation being independent of the starting motor.

The Thermo-Syphon cooling system found on the special Liberty motor has extra large circulating areas and special equipment, making a constant circulation of water under all conditions and avoiding the use of a pump with all its complications and possibilities of leaking.

The circulating splash oiling system is employed, but the main bearings are equipped with both pressure and splash lubrication, thereby giving a double assurance that they will receive adequate lubrication.

The front end gears are lubricated from a pipe connected to the pressure system, insuring a constant and adequate supply of oil at this very important point.



Finishing Touches

Someone has said that details make perfection but that perfection is no detail. It is the care and attention given to every detail of the Liberty that produces the perfect Liberty car. The minutest part expresses the careful thought, skill, and care of the men who build it.

Beginning with the front compartment there is everywhere apparent that close attention to details.

The instrument board is clean and everything is so placed that it can be easily seen or reached—as you sit in the driver's seat.

No matter what your size, you don't have to stretch, slide around in your seat, or keep constantly shifting your position when you drive a Liberty.

The correct slant of the seats, the deep, fitted upholstery and the perfected balance of the entire car, support and maintain the passengers in unprecedented comfort.

The upholstery is straight piped genuine deep buffed black leather, extremely soft. The front and rear

compartments are carpeted with haircloth and there is a special leather pad beneath the pedals to save the carpet from the wear of the driver's heel.

The rear compartment is fitted with generous pockets in the doors, strong, serviceable robe rail, foot rail and a baggage compartment under the rear cushion.

A specially constructed tool holder is conveniently located in the front compartment—accessible at a second's notice without disturbing the occupants of the car.

Another point which illustrates to what detail is carried the Liberty idea of utmost comfort, both for the driver and passengers, is the fact that perfect fitting curtains held in envelopes in the top, easily accessible without anybody being disturbed, drop instantly. On the right side they attach to the doors and swing open and shut with them. (Illustration No. 1.)

Motorists who in bad weather have experienced the annoyance and discomfort of inaccessible curtains will

appreciate the curtain arrangement of the Liberty.

The capacity of the Liberty gasoline tank is 14 gallons. Three gallons are held in reserve for emergencies as indicated in the above cut-away illustration. (No. 2.)

A quarter turn of the small cock on the top of the tank is all that is necessary to bring the reserve tank into action.

All through the Liberty car are found thoughts of owner interest and comfort.

Notice the square lines of the windshield in the photograph above (No. 3) and that there are no openings at the sides between the shield and its supports. In these spaces are rubber guard strips which absolutely prevent wind, snow or rain coming through to cause discomfort—a special Liberty feature.

Notice, too, how snugly the Liberty curtains fit. No matter how hard it rains—no matter how disagreeable the weather—you are supremely comfortable in the Liberty.



Roomy Front Compartment

Such room is provided that you slip in and out of the driver's seat in the Liberty with scarcely any more effort than if you were sliding into a big easy chair.

From either side—right or left—in or out—it doesn't matter, there is nothing in your way. No rods or levers to obstruct and hinder you, no "close fitting" steering wheel to squeeze under.

Note the space from the front of the cushion to the side of door—plenty of room.

The steering wheel is correctly placed, leaving ample and easy clearance for the largest driver.

The control rod and emergency brake lever are well away from the front cushion, located where your hand naturally falls when you wish to use them.

The clutch and brake pedals are just where your feet reach them easiest. In fact, the entire front compartment is laid out just as you would have planned it, had you designed and built the car yourself.

Here again, does the Liberty owner benefit by the long years of actual automobile building and selling experience of the men at the head of the company—years which have taught what the discriminating owner wanted and appreciated most in an automobile.

Easy to Care For

Designed as the Liberty is, primarily for the owner's comfort, and in his interest, all parts of the Liberty car are easily accessible with the minimum of effort.

The oil cup has been preferred in Liberty design because of the absolute certainty of continuous lubrication, as compared with the faulty operation of the grease cup ordinarily used on most cars. There is no Liberty oil cup which is not easily reached.

The entire Liberty car is designed so that minor adjustments which may be necessary after months of service, are most easily and effectively made.

Nothing like the Liberty has ever been constructed before, because never before has the owner's interest been the sole aim of expert designers and experienced manufacturers.

It is the close attention to these details of convenience that sets the Liberty off as a car apart from any other car made.

The Liberty—built for the owner—is a car of perfected details.

Freedom from Driving Fatigue

The Liberty car has put out of fashion difficulty in driving.

The Liberty clutch pedal almost yields to the weight of your foot, but this same apparently gentle control engages with the tremendous pressure of over a ton without a slip, surely, smoothly, silently.

Think how much fatigue this prevents in a day's motoring. You cannot realize what this means until you drive the Liberty. Then the realization comes to you that here at last is a car built for the owner's comfort, and driving gains new attraction.

Freedom from effort is imperative to true driving pleasure. The popularity of the Liberty among women drivers is conclusive proof of its ease of operation.

The easily applied, but powerful acting Liberty clutch is only one of the many exclusive Liberty features of engineering designed for the owner's benefit.

Its peculiar superiorities are only evident in demonstration, and are most evident in actual comparison with other cars.

Ride in it—drive it. Compare it with every other car on the market—without regard for price. It will meet your ideal of a motor car in a manner you did not believe possible.



Infallible Emergency Brake

The lever of the Liberty emergency brake is life insurance for you and for your family.

You can pull this brake lever with scarcely any effort and it stops the car instantly—without a doubt—every time.

Consider what this infallible brake means to you and your family—while driving.

The secret of the effectiveness of the Liberty emergency is that the braking force is applied to the propeller shaft—rather than to the rear wheels—a feature found on the high quality foreign cars.

This gives the driver the advantage of the differential drive reduction which multiplies the braking effectiveness more than four times.

An easy pull on the Liberty brake lever results in the application of a tremendous braking force.

Compare this with other so-called "emergency brakes" you know. Find out first of all, how much strength it requires to apply them; and, second, what is the effect of their application when the car is running at full speed.

The thought given the Liberty emergency brake is only one detail of correct engineering design for the owner's benefit.

It is one of many exclusive features which make this car stand out from every other car made.

The Car of Easy Control

The Liberty perhaps more than any other car on the market has made possible the vogue of motor driving among women.

Engineering for the owner's benefit has accomplished the construction of a car peculiarly suited to the special demands of women.

The Liberty control is a combination of a clutch pedal which almost yields to the weight of your foot, but which engages at a ton pressure; a gear shift so smooth and flexible that through all changes and at all speeds there is no clash and the gears mesh smoothly and surely; an infallible emergency brake, almost effortless in its operation; and absolute ease of steering.

All these features make the Liberty car respond to mere touches of hand and foot—requiring no exertion to control and safe invariably.

Ideal for the woman who drives, ideal for crowded city traffic conditions, it strikes a new note in driving ease and riding comfort. This is the basis of Liberty design.

Get into a Liberty today. Ride in it—drive it—and find out what this effortless control means to you—to your wife—in comfort, pleasure and safety.

You will find a new degree of riding comfort and driving ease in this sturdy, powerful, distinguished looking car.

Genuine Riding Comfort

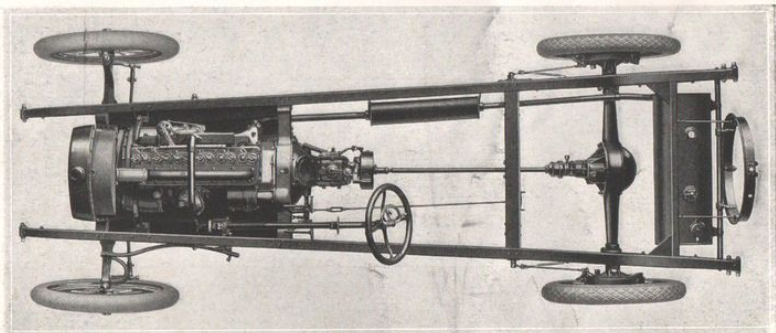
The riding comfort of the Liberty is unequalled in any other car of moderate size.

A combination of a deep body, soft fitted upholstery, and an unusual spring construction makes the Liberty car the easiest riding moderate sized car made—and we say that unreservedly.

A big factor that enters into the makeup of this easy riding quality is the spring construction. Liberty engineers have given the spring construction special study and the easy riding of the Liberty car is one of its marked qualities.

And don't overlook the effect this balanced spring action has upon the driving ease. The Liberty steering wheel is always steady—never has to be "gripped" to keep the car on the road.

The car is constructed so you will travel over any road with any load of from one to five passengers in perfect comfort.



Liberty Chassis

The Liberty chassis is the result of studied engineering to produce a final design which, by its simplicity and quality, will mark it as being of the most advanced type.

It is clean-cut, sturdy—compact, and as one prominent engineer remarked, "It represents the next three years' development in chassis engineering."

It is accepted among engineers that almost anyone can add to a chassis, but it requires a great deal of study and experience to simplify design and leave the mechanism efficient and reliable.

Working in conjunction with engineers and manufacturers of recognized standing, the Liberty designers have built a remarkably sturdy chassis, and the application of correct engineering principles has made possible the elimination of many parts heretofore regarded as necessary.

The frame has straight tapering side bars—the sturdiest and most simplified construction possible. These side bars are 5 inches deep, which insures the strength and rigidity of the whole car's construction.

The clutch is of the single plate dry disc type. Adjusted in a moment and extremely smooth in action.

The transmission gears are of high carbon $3\frac{1}{2}\%$ nickel steel. The clutch connection shaft is supported in an annular ball bearing and the drive shaft in a double row annular ball bearing at the rear to take care of the

thrust. The countershaft gears are bronze bushed.

The hand brake lever is connected to a band operating on a drum at the rear of the transmission. By this arrangement the benefit of the rear axle gear reduction is obtained, making a powerful and absolutely reliable emergency brake together with a cleaner and more compact design.

The steering gear is of the worm and full gear type and has a ball thrust bearing on each side of the worm.

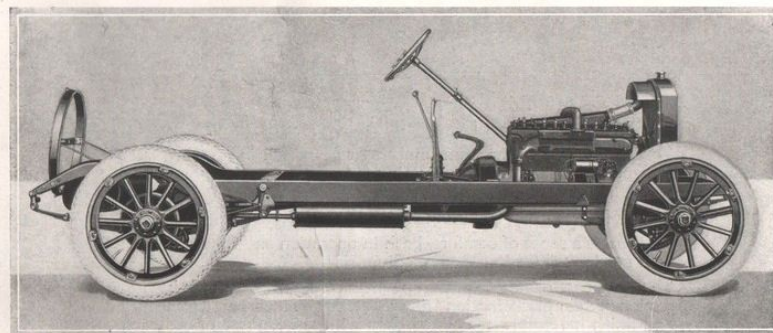
The axles and their bearings are Timken, the rear axle being of the fixed hub or semi-floating type. The differential is of the four spider, two pinion type and the drive shafts can be easily removed without disturbing anything in the differential carrier.

Spicer universal joints and propeller shafts are used.

The gasoline tank, of heavy gauge, is suspended at the rear of the chassis. It has a capacity of 14 gallons. Three gallons are held in reserve for emergencies—your insurance against annoyance while touring.

The tire carrier, suspended on the rear tubular cross member, is stiff and staunch—eliminating rattles and vibrations.

Each part of the Liberty chassis, however insignificant it may appear to be, is designed, after careful study of its individual functions, to fit and operate perfectly and thus share in the perfection of the whole car.



Liberty Specifications

Axle—Front. Liberty-Timken, single piece drop-forging; I-beam section, heat-treated. Timken bearings.

Axle—Rear. Liberty-Timken, semi-floating; spiral bevel driving gears; accessible from rear. Timken bearings.

Brakes—Service, external contracting on rear wheel; 12 inches in diameter, 2 inches wide; with equalizer. Emergency, external contracting on transmission; 8 inches in diameter, $2\frac{1}{2}$ inches wide.

Carburetor. Float feed, automatic type. Intake manifold, hot water jacketed; intake air heated.

Clutch. Single 10-inch dry plate; extra light movement and easy adjustment.

Control. Left side drive; center control; horn button in center of steering wheel.

Cooling. Thermo-syphon system; cellular radiator, especially designed for the Liberty.

Drive. Hotchkiss; two Spicer universal joints and tubular propeller shaft.

Electrical Equipment. Delco starting, lighting and ignition system, two unit.

Equipment. Liberty one-man top with top cover and quick adjustable interior fastening side curtains; Collin's irons for right side doors; Liberty rain vision, ventilating wind and rain-proof windshield; speedometer; motor-driven horn; headlights with auxiliary bulbs; dash and tail lamp; special robe carrier; foot rail; clothes brush; pump; jack;

tool kit in special pocket; tire repair outfit; special tire carrier at rear; ignition lock; demountable rims with one extra rim.

Finish. Liberty Touring Car, Roadster and Sedan, Liberty Blue; Brougham—special.

Frame. Pressed steel channel section; 5 inches deep, $2\frac{1}{4}$ inches wide and $\frac{1}{8}$ inch thick.

Gasoline Feed. Vacuum system. 14-gallon tank in rear, 3-gallon reserve tank.

Lubrication. Forced feed and splash system. Pressure indicator on instrument board; gauge on crank case.

Motor. Liberty Special Continental— $3\frac{1}{4} \times 4\frac{1}{2}$ —L-head—six-cylinder en bloc—aluminum crank case—unit power plant.

Springs. Semi-elliptic; front 38 inches long, $1\frac{3}{4}$ inches wide; rear 50 inches long, 2 inches wide, underslung; suspended directly under frame. Top leaves chrome vanadium steel.

Steering Gear. Worm and full gear; irreversible.

Tires. 32 x 4 inches.

Transmission. Selective sliding gears; three speeds forward and reverse; nickel steel gears; special alloy steel shafts.

Upholstering. Straight piped, fitted upholstery of genuine deep buffed black leather.

Weight. 2500 pounds shipping weight; road weight with full tanks, 2645 pounds.

Wheelbase. 115 inches.

Our Purpose

To Build a car primarily and exclusively for the owner's benefit.

To Liberate the owner from unnecessary exertion in steering, gear shifting, brake and clutch operating.

To Insure owners, through the perfect co-ordination of working parts, of a perfectly operating car at all speeds.

To Provide a sense of comfort, both in operation and in travel, such as is not looked for in cars of medium size.

To Create that pride of ownership which comes always with the possession of a car of distinction and aristocracy by incorporating beauty and finish heretofore associated only with the highest priced cars.

To Encourage women to become drivers by providing for them a car which they can operate with ease and ride in with comfort.

To Have every motorist sit in the car—ride in it—drive it—so as to be judge and jury of every claim that is made for it.

To Give to the world a car endowed with rugged strength, honesty and reliability.

To Maintain the Liberty standards by refusing to use any money-saving makeshifts or any unworthy cheapening of details which spoil the car for the man of good taste.

To Keep the ideal of superiority uppermost, building cars which, by their performance, impress the full meaning of that ideal wherever they go.

Liberty Motor Car Company, Detroit

