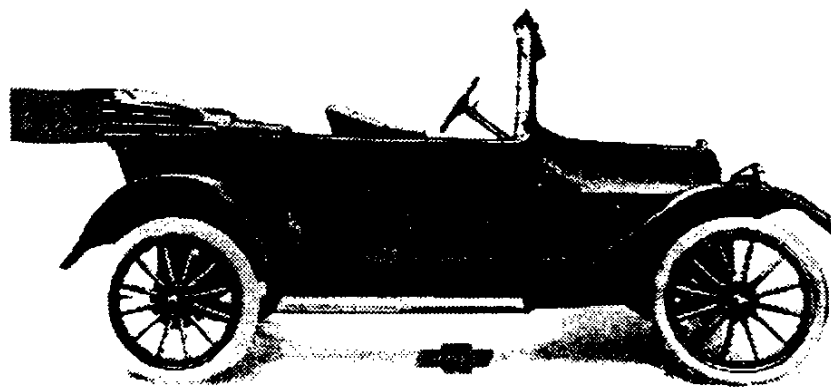




CHEVROLET



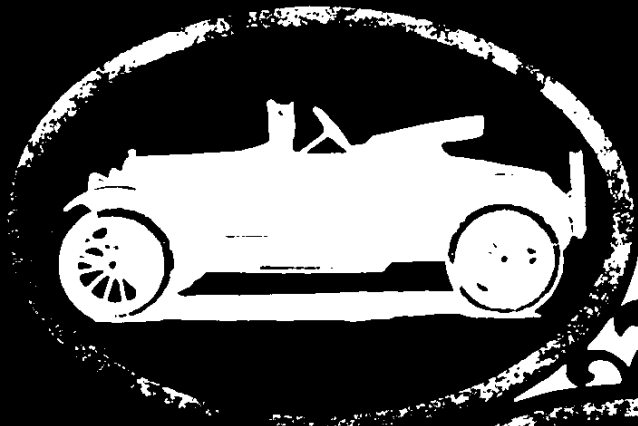
1916 Chevrolet, Series Four-Ninety, touring, HAC

1916

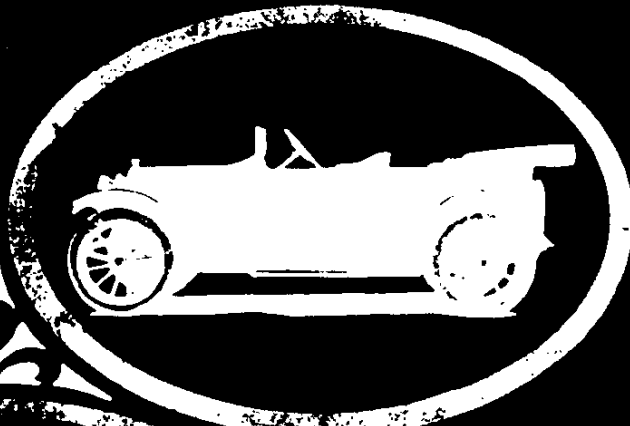


"The Product of Experience"

1916



Royal Mail Roadster



Baby Grand Touring



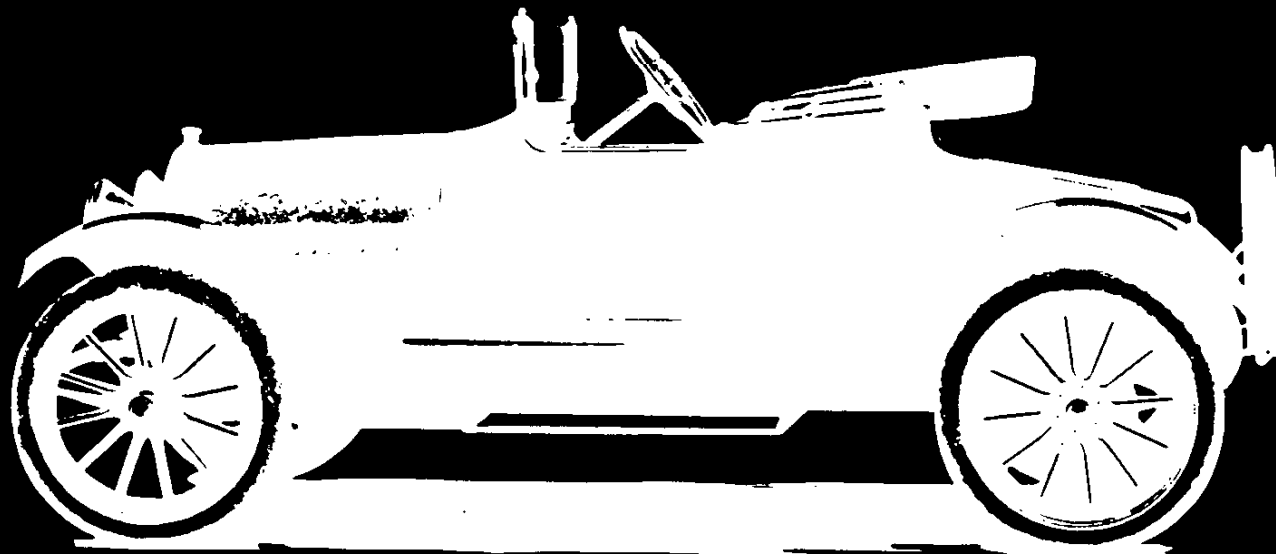
Chevrolet Valve-In-The-Head Motor

CHEVROLET MOTOR CO. OF MICHIGAN
FLINT, MICH., U. S. A.

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CHEVROLET

"The Product of Experience"



H-2 1/2 Royal Mail Roadster

Torpedo Body. Complete with Electric Starter and Lights, \$750
f.o.b. Flint, Mich.

A Touring Roadster for Those Whose Carrying Requirements Are Not Over Two Passengers—A Utility Car for Both Business and Pleasure. Body Is Unusually Roomy. Entrance Through Either Door. Control Lever Conveniently Placed, a Water-tight Compartment for Luggage, Gasoline Tank at the Rear.

starting and lighting system, electric horn, top, side curtains, windshield, demountable rims, speedometer and tire carrier—which is all the equipment necessary to start the new owner on a cross-country trip.

Moreover, Chevrolet cars are absolutely silent and their operation is extremely simple. This fact is of great importance to a busy man. He does not keep his attention focussed on his car constantly, but acts automatically, and devotes himself to exhilarating pleasure or to thoughts of business affairs. Likewise a Chevrolet car is a delight to ladies because of the ease in starting, driving and stopping.

The Chevrolet is an economical car. The Chevrolet valve-in-the-head motor gives greater mileage per gallon of gasoline than any other type of equal piston displacement. The power is delivered to the rear wheels with minimum loss because of the use of high-grade anti-friction bearings. Oil is used over and over again in the motor. Tires are ample in size for the weight of car and passengers.

On the following pages you will find a description in detail of cars offering you unusual value and sold under our positive guarantee. We have full confidence in saying that they will give you extraordinary satisfaction in service.

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REALIZING that most modern cars are reliable and efficient, and that Power, Skilful Designing, Expert Engineering and Right Price must decide the most successful car of to-day, we are determined that the Chevrolet will outclass all other cars in the combination of these three essentials.

These Aristocrats of moderate priced cars—the Royal Mail Roadster and the Baby Grand Touring—must please the most exacting buyer. Truly the Chevrolet is a car that the man of moderate means can afford to buy and maintain and the wealthier man is proud to own.

The Chevrolet Roadster and Touring Car have been designed by our engineers to give abundant power, flexibility, easy riding qualities and surpassing style that can not be found in any other car anywhere near its price.

If you will consider Chevrolet specifications, details of mechanism, appearance and finish you will find them according to standards accepted by the most critical buyers as Best. If you compare them with other automobiles, neglecting price, you will see that all high-grade cars include some types of Chevrolet features, but thorough investigation does not reveal another car with them all.

Chevrolet cars are manufactured complete in our own factories, being among the largest in the motor car industry. The best of materials are bought, the great factories are equipped with splendid machinery and all workmanship is subjected to constant supervision and minute inspection. And we know that this combination can and does produce

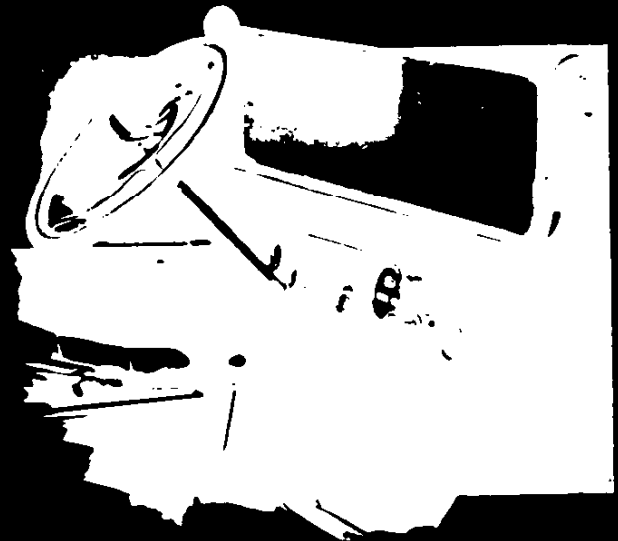
only cars which have proven correct in principle and practice.

These cars are not described extravagantly because they speak most convincingly for themselves. They are unusually pleasing in appearance, with graceful lines, well-proportioned body, hood and fenders. They are roomy and comfortable, have wide doors, deep upholstery and ample leg space.

The mechanical design of Chevrolet cars has long been notable. The flexible, economical, powerful Chevrolet valve-in-the-head motor is beautifully balanced. It has no superior in hill-climbing ability, and few, at any price, exceed it in speed performance. The transmission, axles, brakes, steering gear and other parts have all been designed for Chevrolet cars, each to do its own work satisfactorily and with factors of safety.

All moving parts that enter into the construction of Chevrolet cars are made to perform quietly and effectively.

Chevrolet Royal Mail and Baby Grand cars are complete—electric



Chevrolet Instrument Board and Control Devices—Everything Accessible, Easily Reached and Understood.



ALL Chevrolet "Special Roadster"

"The Product of Experience"

STANDARD EQUIPMENT

Mohair Tailored Top, with Cover and Side Curtains

Windshield

Speedometer

Electric Horn

Complete Lamp Equipment

Auto-Lite, two-unit starting and lighting system used

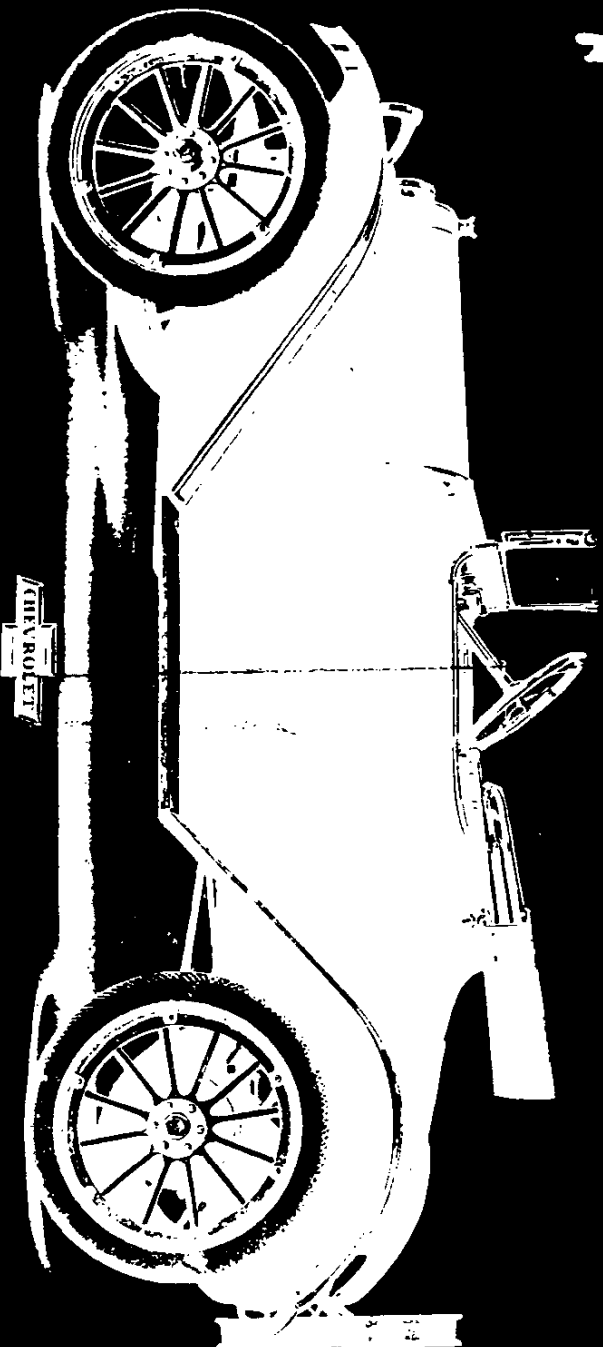
NOTE

Body Features

A detail of the body which should not be overlooked is the nicked hood ledge on the front side of the dash, providing a proper support for the hood when raised and preventing the marring or scratching of the body.

Attention is also called to the quality of the upholstery in Chevrolet models. We use high-grade buffed leather with curled Mohair, also the best springs obtainable for the cushions. This combination insures to the owner of a Chevrolet car a comfortable, easy-riding car, together with beautiful body lines and finish.

We manufacture in our own shops our tops, covers and side curtains of high-grade mohair top material. Each top and set of curtains are tailored and individually fitted.



STANDARD EQUIPMENT

Removable

tops

on Skid Tires

on Rear Wheels

on Front

on Side Brackets

Front and Rear

Complete Tool

Equipment

PRICE

Including
tax and starting
system

\$750.00

at *Mc*

The body of the "SPECIAL ROADSTER" is made of metal, with steel sills and door-posts, giving sufficient strength to the sides to withstand the pull of the top when raised and the weight and drag of the top when lowered. It allows perfect fitting doors and prevents rattles, which are so objectionable in cheaply made bodies. The doors are hung with concealed hinges.

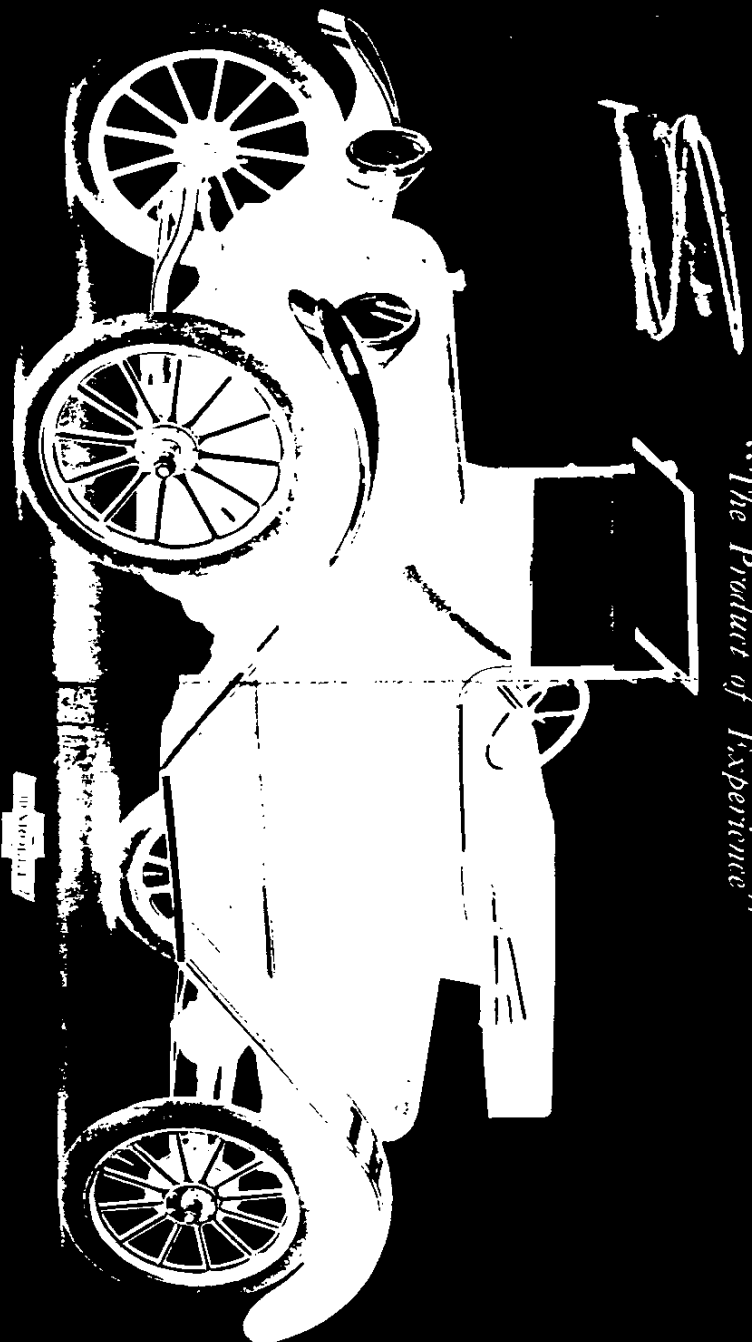
Particular attention is called to the body lines. There is something distinctly individual about the Chevrolet "SPECIAL ROADSTER" body with its very handsome Brewster-green finish, neat lines and clean-cut appearance. No expense has been spared in the design and materials used in its construction.



STANDARD EQUIPMENT

- Aluminum Painted Top
- Top Cover and Side Curtains
- Electric Horn
- Ventilating Windshield

Chevrolet "Four-Ninety" Roadster
"The Product of Experience"



STANDARD EQUIPMENT

- Practical Tank
- Complete Lamp and Tool
- Equipment, including Jack and Pump.

EXTRA

When equipped with Electric Lights and Starter

\$60.00

PRICE

of Magneto and Electric Tank

\$490.00

Model 1914

The Model "FOUR-NINETY" ROADSTER, price \$490, is equipped with electric lighting and starting system at \$20 extra. When so equipped, electric head lamps with dimming attachment and electric tail lamp are used.

We strongly recommend the purchase of the Model "FOUR-NINETY" ROADSTER with electric lighting and starting equipment, as no car today is complete without it. If you buy a car without electric lights and starter you will make a mistake. An attempt to correct the error by attaching a "make-shift" device is usually a costly and unsatisfactory experiment. Besides,

this "make-shift" device or "after thought" does not carry the car makers' warranty. With our construction, when the Model "FOUR-NINETY" ROADSTER is purchased electric lighted and started, it is built as part of the car and guaranteed.

The electric lighting and starting system used on the Model "FOUR-NINETY" ROADSTER is not the single unit motor generator type used on nearly every low or medium priced car on the market, but is the reliable two-unit Auto-Lite system with Benlix drive, of the same grade and type as used on the highest priced cars built.



The Clutch Collar

The clutch collar used on the Chevrolet is one of the greatest refinements made in automobile construction in the last ten years. This is a patented device, owned by the company, covered by eleven claims, used exclusively on the Chevrolet car. It cannot be found on any other car at any price. The clutch collar is usually the most annoying and the most expensive small part of a motor car, and has more to do with the satisfactory running than any other.

By reason of closeness of fit, constant pressure and centrifugal action, the ordinary clutch collar is almost impossible to lubricate, causing heating and burning out of the clutch collar, curving of clutch hubs, making impossible the easy shifting of gears. By the use of our internally lubricated clutch collar, the defects above mentioned are eliminated and the expense of frequent replacement is entirely done away with.

Our collar is a corbel bronze casting, holding about a cupful of oil. Through the shell at proper distances special wood plugs are inserted, extending into the oil receptacle, through which plugs the oil exudes (or seeps), delivering the oil to the center of the clutch hubs, the centrifugal motion carrying it to the outside, preventing friction, heating and curving. The collar carries sufficient oil for about two months' use and can be easily refilled through a cover in the top of the casting. *This oil itself is worth the price of the car.*

Transmission

The transmission is practically noiseless on all gears which are made of nickel steel, heat-treated. The shafts and bearings are most liberal, the shifting device positive and easy to operate. The transmission is designed to handle with a liberal factor of safety a motor developing fully 40 h-p.

Brakes

Attention is called to the size and construction of the brakes used on the "BABY GRAND" car. Rarely do you find such generous braking surface in a car of this size. A powerful car requires good and efficient brakes.



Safety first!

The steering gear is so designed, so reinforced and of such quality of material that the maximum safety of the occupant of the car is at all times assured. It will please us to have you compare our steering gear with that used in any other medium-priced automobile made in the United States.

Steering Gear

Axles

Our axles are made of the best materials—heat-treated by special process and of sufficient strength to carry 75% overload in weight and power. To convince yourself, look at the size of the pinion gears and the thickness of the ring gears in the differential and the size of the axle-shaft in the Chevrolet "BABY GRAND."

Spring Suspension

The springs of highest quality steel, are arranged to carry the load *between the axles*, with the center of gravity so well maintained that the car holds the road beautifully at all speeds, and at the same time "rides like a cradle."

The "BABY GRAND" is every inch a car, complete in every detail, of sufficient wheelbase, 100 inches, to insure perfect riding qualities. A fine, luxurious, five-passenger car of sturdy construction, *not for one year and then the scrap-heap*, but a car built for ten years of service, and economical from that standpoint. A good, substantial car cannot be built of extremely light weight. The Chevrolet has the weight necessary for continued and satisfactory service. The Chevrolet car has no superior in hill-climbing ability, and few at any price excel it in speed performance.

One of the remarkable features of the Chevrolet car is that, regardless of its size, weight and performance, the motor is not as large as in the small - - - car. This indicates that the motor design must be quite perfect and that other startling claims made by us can be substantiated.

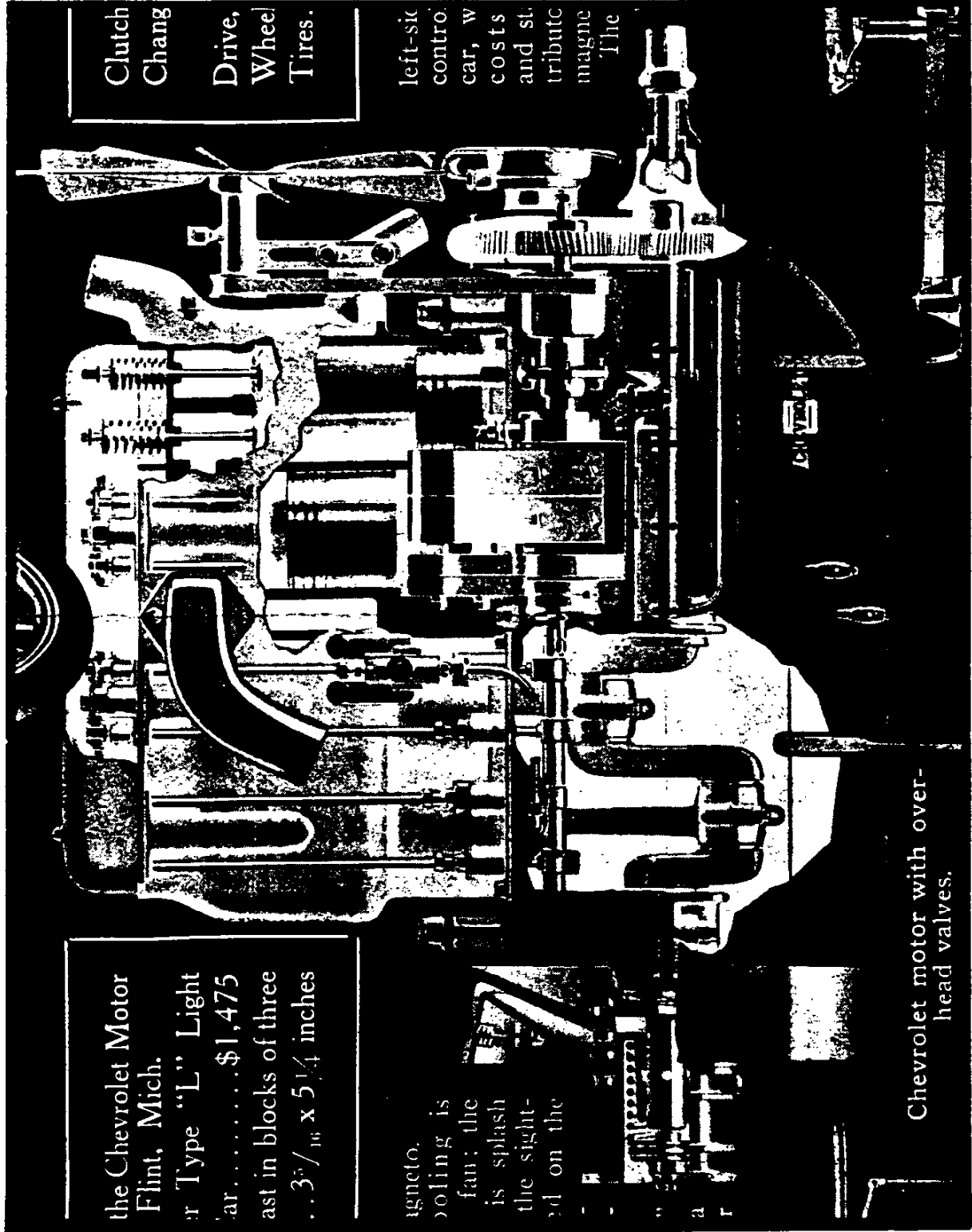
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STANDARD EQUIPMENT

- Mohair-Tailored Top
- Top Cover and Side Curtains
- Electric Horn
- Ventilating Windshield

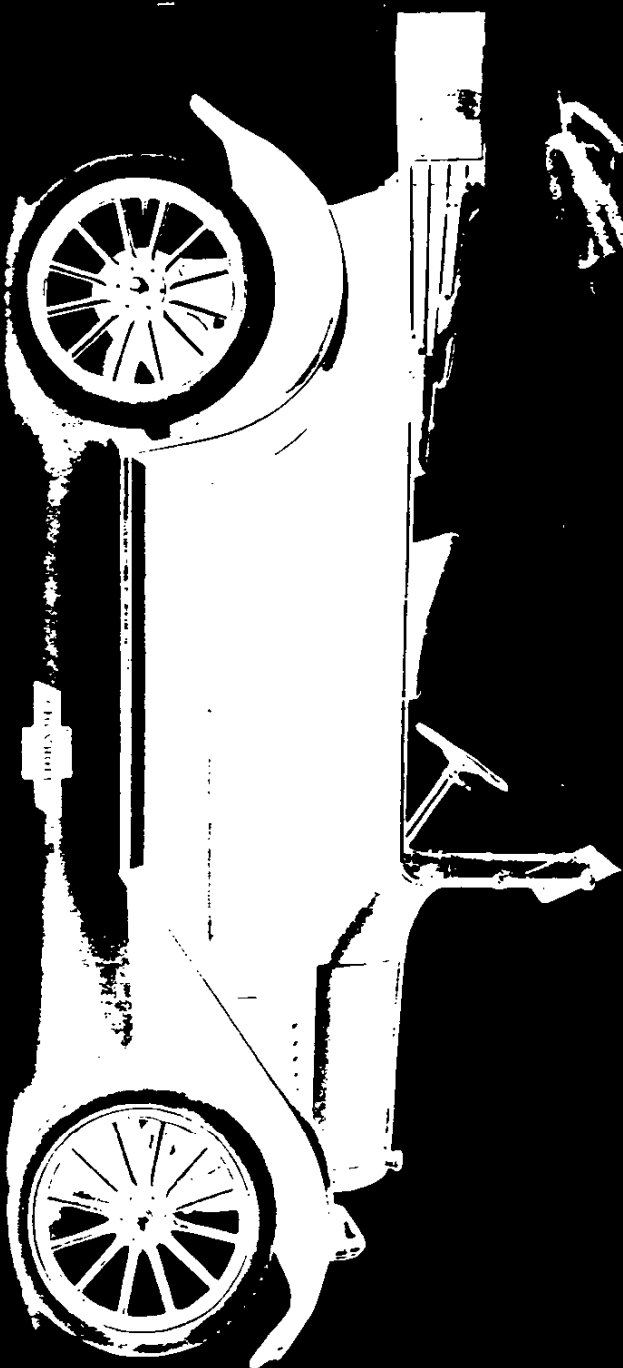
PRICE

With Magneto and Presto-lite Tank

\$490.00

As Shown

Chevrolet "Four-Ninety"
"The Product of Experience"



STANDARD EQUIPMENT

- Presto-lite Tank
- Complete Lamp and Tool Equipment, including Jack and Pump.

Starter

\$60.00

The Model "FOUR-NINETY" price \$490. is equipped with electric lighting and starting system at \$60 extra. When so equipped, electric head lamps with dimming attachment and electric tail lamp are used.

We strongly recommend the purchase of the Model "FOUR-NINETY" with electric lighting and starting equipment, as no car today is complete without it. If you buy a car without electric lights and starter you will make a mistake. An attempt to correct the error by attaching a "make-shift" device is usually a costly and unsatisfactory experiment. Besides, this "make-shift" device or

"after thought" does not carry the car makers warranty. With our construction, when the Model "FOUR-NINETY" is purchased electric lighted and started, it is built as part of the car and guaranteed.

The electric lighting and starting system used on the Model "FOUR-NINETY" is not the single unit, motor generator type used on nearly every low or medium priced car on the market, but is the reliable two-unit Auto-Lite system with Bendix drive, of the same grade and type as used on the highest priced cars built.



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Specifications Chevrolet "Four-Ninety"

MOTOR—Four cylinder, valve-in-head, 3 1/2" bore, 4" stroke. Head detachable.

CYLINDERS—Cast on block, with upper half of crank case. Head VALVES—1 1/4" diameter.

CONNECTING ROD BEARINGS—1 1/2" x 1 1/2".

CRANK SHAFT BEARINGS—Front 2 1/2" x 1 1/2", center 1 1/2" x 1 1/2", rear 2 1/2" x 1 1/2". Center bearing is bronze back, hubbitt lined.

CAM SHAFT BEARINGS—Front 2 3/8" x 1 1/8", center 1 1/4" x 1 1/2", rear 1 1/2" x 1 1/4".

OILING SYSTEM—Splash with positive plunger pump, individual oil pockets.

CAKIN MOTOR—Zenith improved double jet.

IGNITION—Stimms high tension magnetos. Where electrically equipped, Connecticut Automatic Ignition is used.

CLUTCH—Cone.

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

COOLING—Thermo-syphon system, cellular radiator of extra size with large overhanging tank carrying head of water over valves at all times.

REAR AXLE—Three quarter floating, wheel bearing is carried on the wheel-hub and in axle housing. The hub is carried on axle housing and not on axle shaft. (Patent pending). Nickel steel shafts and knees. Hypoid roller bearings. Ratio 3 1/2 to 1.

FRONT AXLE—Drop forward. I-beam with internal sockets of special steel, double heat-treated; the rod ends, steering spindles and arms of Chrome Vanadium steel, heat-treated. Wheels fitted with cup and cone ball bearings.

BRAKES—Emergency, internal expanding; service, external contract-hub; 10" brake drums (patent pending).

WHEELS—Wood, artillery type, clincher tires, large hub flanges.

TIRES—Front 30" x 3 1/2", rear 30" x 3 1/2".

DRIVE—Left side, center control, spark and throttle underneath steering wheel. Foot accelerator.

SPEEDING GEAR—Compound spur and sector—adjustable for wear. (Patent pending). 1 1/2" steering wheel.

SPRINGS—Front quadruple, lateral, quarter elliptic shock absorbing. Made of Chrome Vanadium steel. (Patent pending). Rear, long, cantilever type.

BODY—Five passenger touring type, streamline with deep cowl and dash. Extra wide doors with concealed hinges.

FINISH—Black.

WHEELBASE—One hundred and two inches.

EQUIPMENT—Aluminum tailored top, top cover and side curtains, windshield, electric horn, complete tool equipment, leveling pump and jack, complete lamp equipment, Prestolite tank. Where electrically equipped the single wire lighting system is used.

CHEVROLET MOTOR COMPANY

OF MICHIGAN
FLINT, MICHIGAN

P. R. F. 8042.03.03

CHEVROLET

Model
"Four-Ninety"

CHEVROLET MOTOR COMPANY

OF MICHIGAN
FLINT, MICHIGAN



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STANDARD EQUIPMENT

Mohair Tailored Top
Top Cover and Side Curtains
Electric Horn
Ventilating Windshield

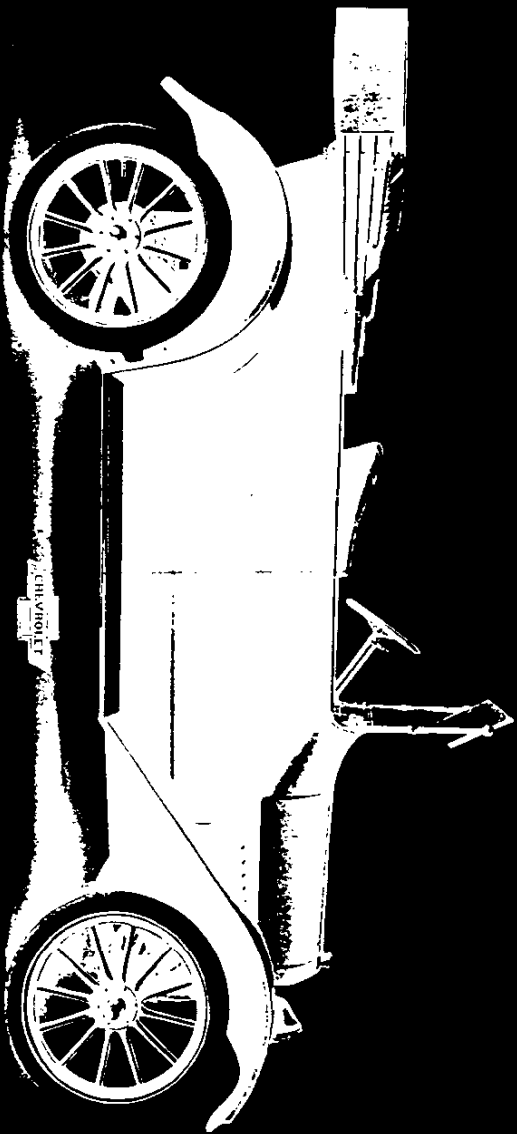
PRICE

With Magneto and Presto-lite Tank

\$490.00

a. b. Flint, Mich.

Chevrolet "Four-Ninety"
"The Product of Experience"



STANDARD EQUIPMENT

Presto-lite Tank
Complete Lamp and Tool Equipment, including Jack and Lamp.

EXTRA

When equipped with Electric Lights and Starter

\$60.00

The Model "FOUR-NINETY", as its name suggests, sells for \$490 with complete equipment, including magneto and Presto-Co-Lite tank.

Most purchasers will want the addition of an electric starter and electric lighting system. These we provide as an extra, building them into the car at the factory, and we strongly recommend the purchase of a Chevrolet "FOUR-NINETY" with this added electrical equipment.

No car is really complete today without an electric starter and lighting system. It is a mistake not to have them. An attempt to correct the error by attaching a "make shift" device is usually a costly and unsatisfactory experiment. Besides, this "make shift" device or "after thought" does not carry the car makers'

warranty. When the Model "FOUR-NINETY" is purchased with electric lighting and starter, this equipment is built as part of the car and guaranteed.

The electric lighting and starting system used on the Model "FOUR-NINETY" is not the single unit, motor generator type, used on nearly every low or medium priced car on the market. On the other hand it is the reliable, two-unit, Auto-Lite system with headlights drive, of the same grade and type that is used on the highest priced cars built.

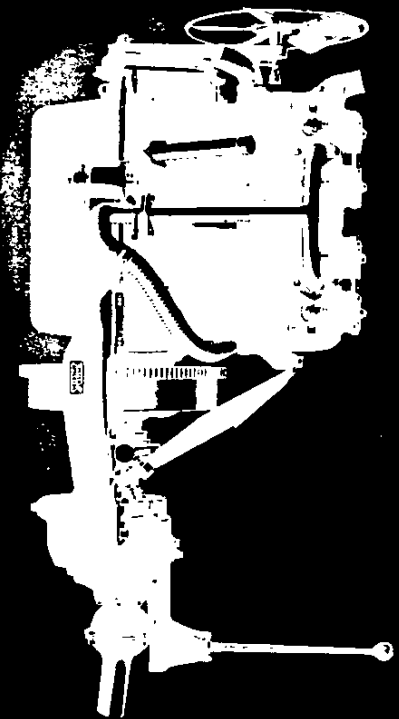
This extra equipment includes electric head lamps with dimming attachment and electric tail lamp, and it is provided for only \$60 extra.



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To build a satisfactory car to sell for \$1,000.00 is not a difficult task. To build a satisfactory car to sell for \$490.00 is quite an undertaking. Cars ordinarily sold for \$300.00 are not satisfactory because they are built in enormous quantities and under great pressure, lacking refinement of detail, which, regardless of price, is now required in every automobile.—H. C. DURANT.



Front-side view of the famous Chevrolet Motor front-cylinder, valve-in-head (V-type). The most powerful motor (size considered) in the world. Also showing front power plant carrying transmission on open brackets (Patent Pending).

The car has the following exclusive features, and differs in many respects from all other automobiles, irrespective of price:

It has shock absorbing, duplex front springs (patent pending) and is the easiest riding car for its size in the world.

It has a self-lubricating clutch collar, eliminating clutch collar troubles, such as friction, heating and wear (patent pending).

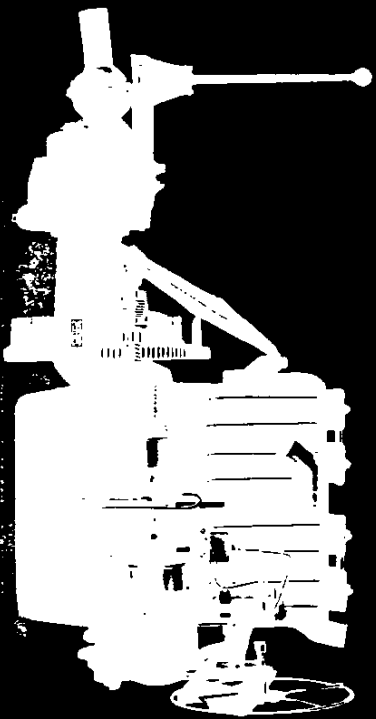
It has the rear wheel bearing carried *on the axle hub*, just the reverse of the ordinary construction, the bearing being three times the size used in ordinary axles. This extra large bearing carried in the axle housing takes the load—the axle shaft carries no load.

It has a compound steering gear, composed of spur gears and sector, attached to body, simplest and safest ever invented. It is adjustable to wear. (Patent pending).

It has a unit power plant carrying transmission on open brackets (patent pending) which gives accessibility to clutch and allows removal of transmission, if necessary, in twenty minutes.

It has a special brake arrangement (patent pending), which insures powerful, quick acting and smooth brakes. Emergency brake internal expanding. Service brake external contracting.

It does not have a single hinge joint to squeak or a spring shackle to rattle and only six grease cups will be found on the entire car.



Rear-side view of Chevrolet Motor, showing the method of attaching electric generator, distributor and starting motor. Also accessibility of clutch and transmission.



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The Motor

Is of the celebrated valve-in-head type.

Is DIFFERENT from ordinary valve-in-head motors. It has a detachable head which contains all the valve mechanism that can be easily disconnected, permitting the grinding of valves and removal of carbon at the bench.

Is DIFFERENT from ordinary valve-in-head motors in design, balance, proportions and accuracy of timing, resulting in a motor which produces more power for its size and weight than any other motor in the world.

Is DIFFERENT from the ordinary valve-in-head motor in that it has a very much smaller cylinder bore; but with proper port areas, perfect vaporizing of fuel, and our peculiar method of vacuum exhaust, we obtain an average of better than twenty-five miles per gallon of gasoline.

Is DIFFERENT from the ordinary valve-in-head motor in that it has the utmost accessibility to all parts and is very simple.

Body

The body is of the streamline type with deep cowl, extra wide doors, flush sides, concealed hinges. Has wide seats and spacious leg room.

Fenders

Crown, fully enclosed at front and rear between wheels and body, joined by running board. Running boards covered with Inolucan and aluminum bonnet.

Transmission

Is of the selective type, three speeds forward and reverse. Is practically noiseless. All gears are made of nickel steel, heat-treated in oil. Shafts and bearings are very liberal, the shifting device positive, and easy to operate. The transmission is designed to handle the car with a liberal factor of safety. *This type and grade of transmission is not usually found in this price car.*

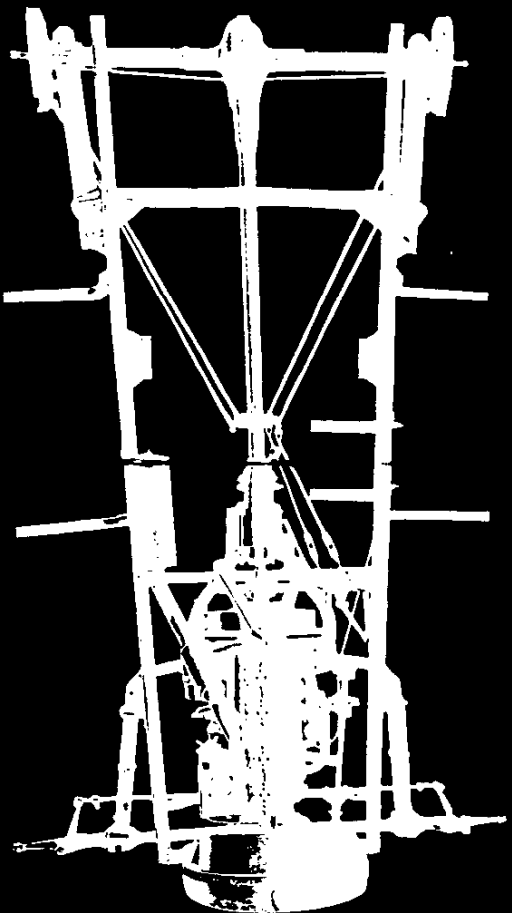
Springs

In addition to easy riding and comfort, proper spring suspension also means economy. If your car has proper spring suspension it is easy on tires and means that with proper care you will get the tire mileage you are entitled to. Our spring suspension does this; it has been designed to give comfort and to be easy on tires. The front springs are duplex and are shock absorbing; they are made of Chrome Vanadium steel. The rear springs are very long and are of the cantilever suspension or quarter elliptic type.

The spring suspension does away with the tendency to throw or swing the car when going over rough roads or around corners.

Axles

The axle shafts are made of the best chrome nickel steel, properly heat-treated. The same can also be said of the bevel ring and pinion. We have allowed a very liberal margin of safety in these important items. Compare them with other cars selling at the same price, or higher.





A COMMERCIAL body to do the work required of it, must be built with a complete understanding of what a commercial vehicle is called upon to do. The dependable body must be correct in design, and be simple in construction. It must be sturdily built of durable material to withstand its loaded capacity, and be able to withstand the daily shocks and strains it must endure.

In the design and building of our bodies we have sought reliability and service at low cost. To this end we have incorporated only those mechanical principles which have proven their worth in the hardest kind of service. All the materials used in the construction of our bodies are of the highest quality.

Our experience means a knowledge of conditions as applied to the market requirements of New York and vicinity, and a knowledge of what to build and how to build it, and offers practical information that is of REAL value to the user of motor truck equipment, with the added assurance of a high grade body, built by a company with an organization of skilled mechanics, who have long been identified with the manufacture of transportation equipment, and a factory fully equipped with the most modern machinery, and an established reputation to guard the future of your purchase.

When you buy a commercial body you make an important investment.

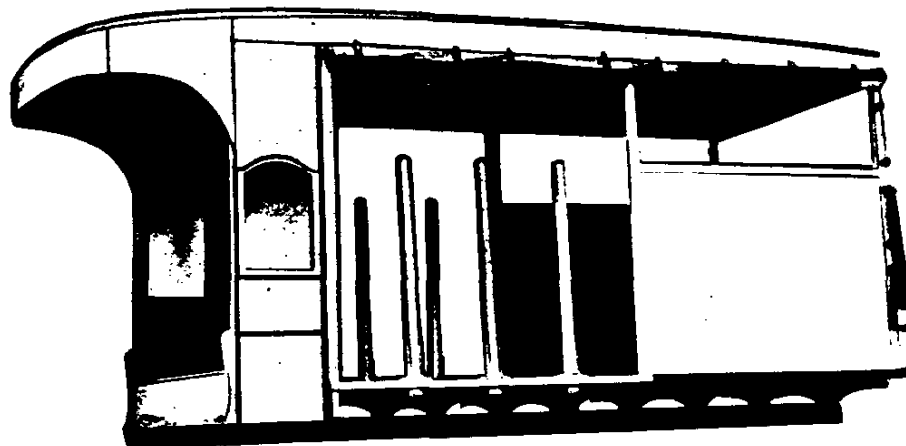
BUY CAREFULLY. KNOW THE COMPANY THAT MAKES IT.

BROOKLYN COMMERCIAL BODY CO.

INCORPORATED

East 35th Street and Avenue "H." Brooklyn, N. Y.

Telephone 4293 Kenmore



STYLE 100. FURNITURE BODY.

DESCRIPTION

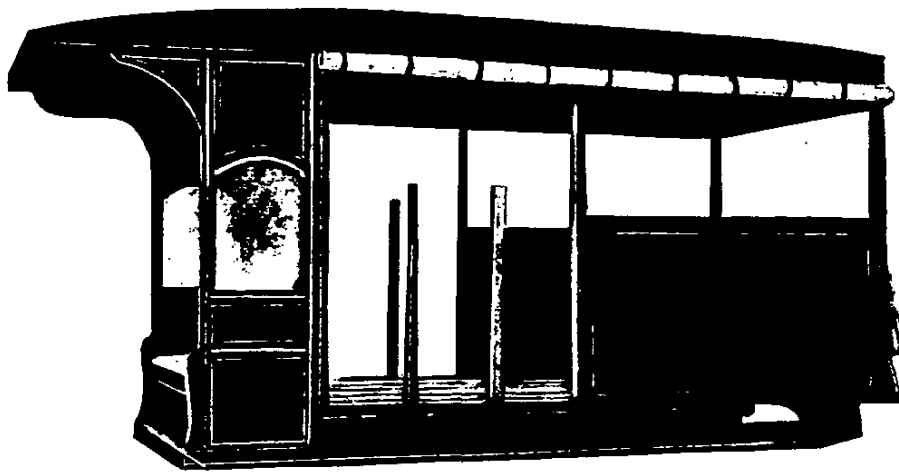
Swelled peak with equipment compartment built in. Solid enclosure back of drivers seat. Glass at drivers seat. Built in windshield. Tailgate and heavy chains with roll up curtains at rear, also storm and side curtains of Black Oil Duck. Double framed Cushion and Lazy back of imitation leather.

Sills and frame work of thoroughly seasoned first quality Ash or Oak. All panel work of first quality Whitewood. Hardwood floor with iron floor plates. All draw and angle irons of soft steel hand smithed.

Painted. Green, Maroon or Red.

NOTE. For dimensions, see Price List.

HALF-VAN same style with side panel extending full length of body, style 100-V.



STYLE 101. LIGHT FURNITURE BODY.

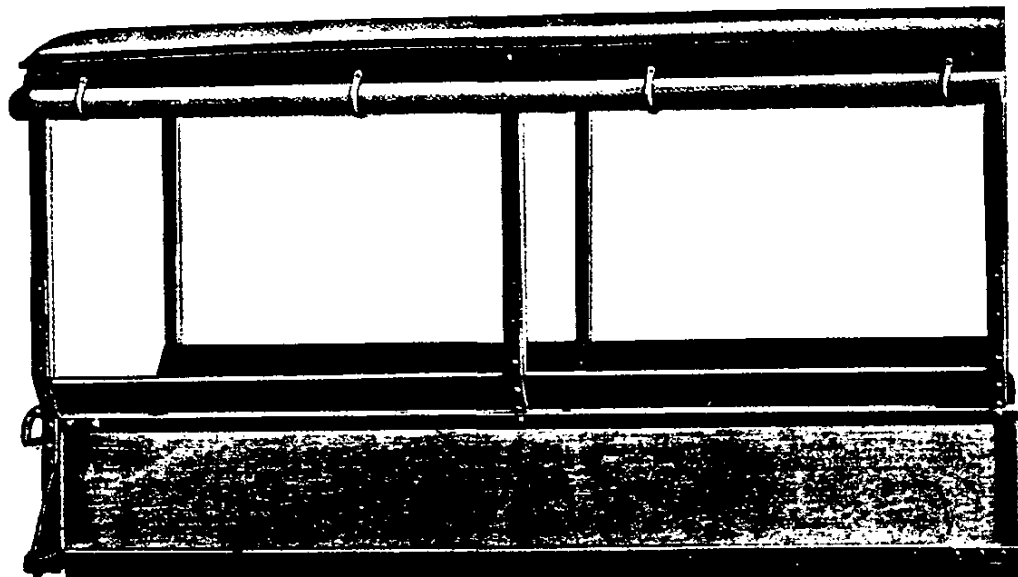
DESCRIPTION

Bolster Construction. Three piece side panel. Glass at drivers seat. Tailgate and chains with roll up curtains at rear. Curtains at sides. No storm curtains. Cushion and Lazy back of imitation leather. Built in windshield.

Painted - Green, Maroon or Red.

HALF-VAN same style with side panel extending full length of body, style 101-V-. This body is also furnished as a heavy **EXPRESS** with full side panel as Half-Van type and slatted above panel to roof with 2 $\frac{1}{2}$ " strips spaced 6" apart, style 101-VE-.

NOTE. For dimensions see Price List.



STYLE 103. LOOSE SIX POST EXPRESS.

DESCRIPTION

WOODWORK. Sills and frame work of thoroughly seasoned first quality Ash or Oak. Panel work of first quality White-wood. Hardwood floor screwed to sills.

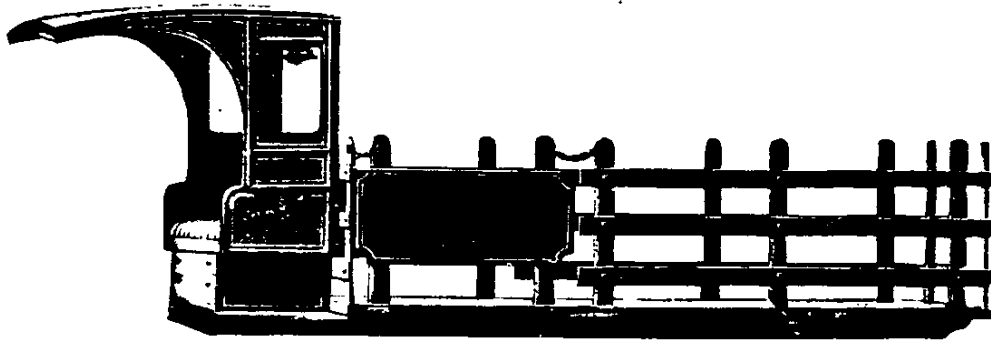
IRONWORK. Posts supported on flareboard by heavy outside bars of soft steel hand smithed. Triple roof supports hand smithed. Tailgate strongly ironed with short chains leather covered. Bolts used exclusively in the assembling.

TRIMMING. Curtains at sides and rear of Black Oil Duck held in place by heavy straps. Roof covered with heavy enamel duck. Cushions and lazy back upholstered with imitation leather.

PAINTING. Green, Maroon or Red.

NOTE. For dimensions see price list.

For cab and extra parts see other page of catalogue.



STYLE 105. STAKE BODY. CAB 200

Bodies of this type are subjected to harder usage than any other kind, being generally used for transporting heavy and bulky materials, crates or barrels.

It has been our aim to construct a custom made body built to carry a 50% overload in excess of chassis carrying capacity and at the same time give the user our job without adding materially to the cost of the factory stock product.

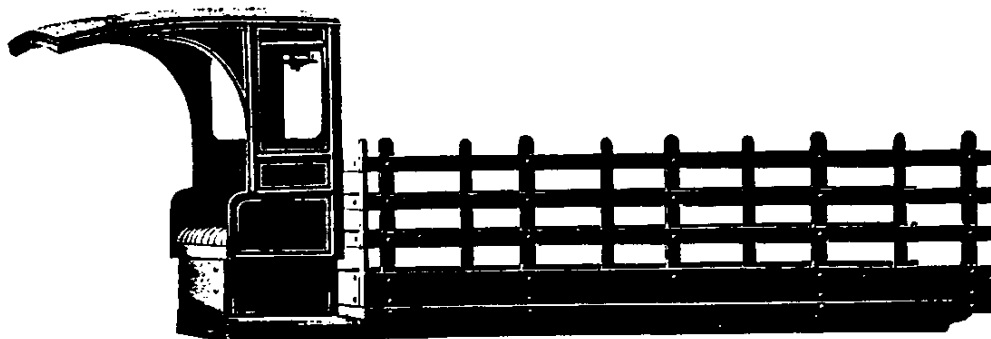
This body has a heavy platform of hardwood protected by iron floor plates. Sills, Bolsters, Sub-sills and stakes of thoroughly seasoned first quality Ash or Oak. Racks removable.

All iron work most substantial of soft steel hand smithed.

Painted - Green, Maroon or Red.

NOTE. For dimensions see price list.

For Cab and extra parts see Price List.



STYLE 107. RACK STAKE BODY. CAB 200

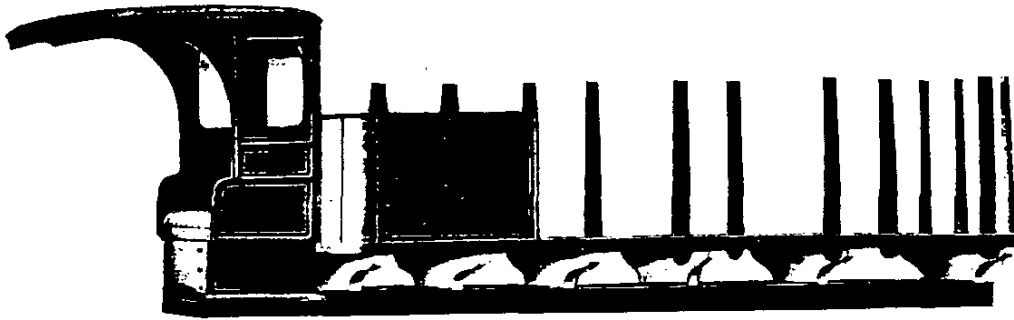
DESCRIPTION

This style of body is similar in construction to style 105. The special feature in this style is the rack side extending the full length of body with 6" lower panel, all removable.

Painted - Green, Maroon or Red.

NOTE. For dimensions see Price List.

For Cab and Extra parts see Price List.



STYLE 109. PLATFORM RACK STAKE BODY. CAB 200.

DESCRIPTION

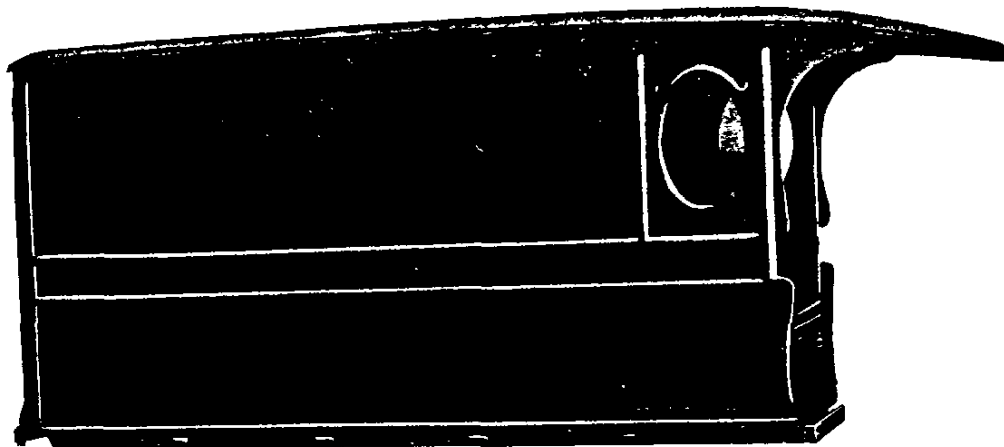
This body has a heavy platform of hardwood protected by iron floor plates. Sills, Bolsters, Sub-sills and stakes of thoroughly seasoned first quality Ash or Oak. Front section solid with heavy stakes sides and rear. Letter board on front section protected with band iron on bottom.

All ironwork most substantial of hand forged soft steel.

Painted - Green, Maroon or Red.

NOTE. For dimensions see Price List.

For Cab and extra parts see Price List.



STYLE 113. PANEL BODY.

DESCRIPTION

WOODWORK Sill and frame work of thoroughly seasoned first quality Ash or Oak. Hardwood floor screwed to sills and protected by iron floor plates. The roof is solid slatted with a covering of oil duck.

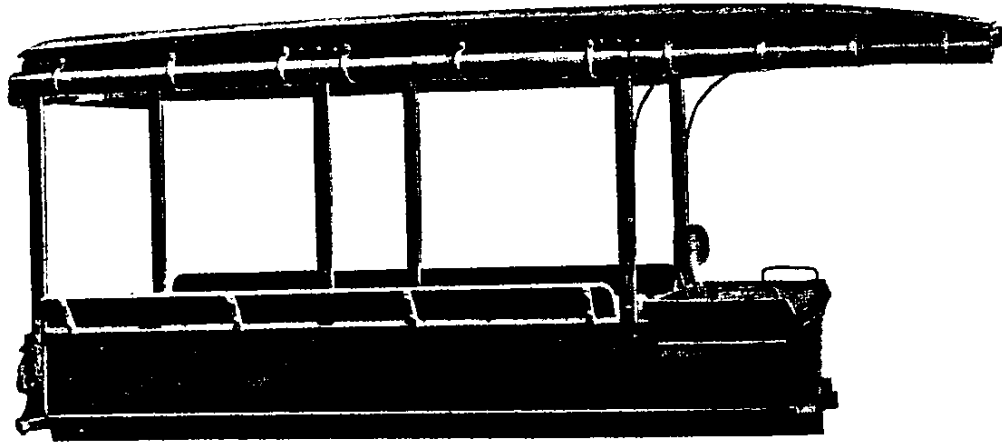
PANELS. Lower side panels of thoroughly seasoned first quality Whitewood. Upper panels constructed with Vehisote to overcome the objectionable feature of splitting and warping that is found in wide wood panels.

IRONWORK. All ironwork most substantial of hand forged soft steel.

PAINTING Green, Maroon or Red.

EQUIPMENT. Glass at drivers seat. Double doors in rear with heavy glass in upper panels. Cushions and Lazy back upholstered with imitation leather.

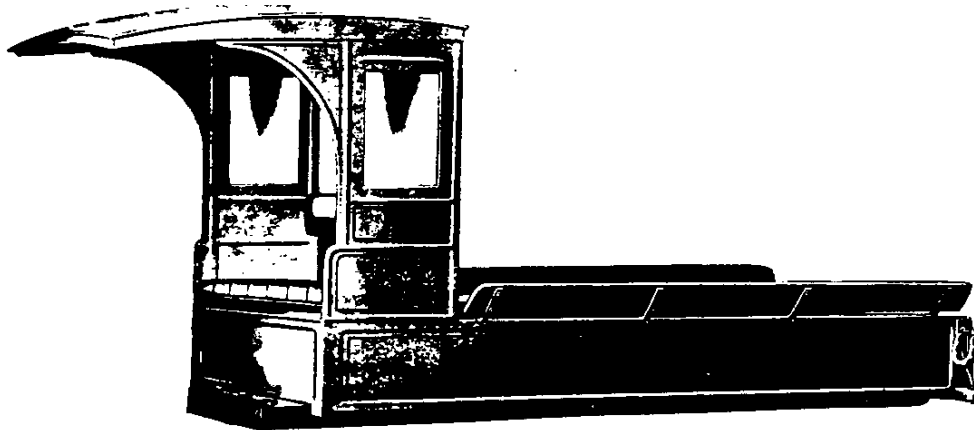
NOTE. For dimensions and extra parts see Price List.



STYLE 115. SIX POST EXPRESS.

DESCRIPTION

- WOODWORK.** Sills and frame work of thoroughly seasoned first quality Ash or Oak. Panel work of first quality Whitewood. Hardwood floor screwed to sills.
- IRONWORK.** All draw and angle irons of soft steel hand smithed. Flareboard faced with band iron. Posts supporting roof all heavily ironed with hand smithed triple supports. Tailgate strongly ironed with short chains leather covered. Bolts used exclusively in the assembling.
- TRIMMING** Curtains of Black Oil Duck of best quality held in place by heavy straps. Roof covered with heavy enamel duck. Cushions and lazy back upholstered with Imitation Leather.
- PAINTING.** Green, Maroon or Red.
- NOTE.** For dimensions see Price List.



STYLE 119. CABIN EXPRESS BODY.

DESCRIPTION

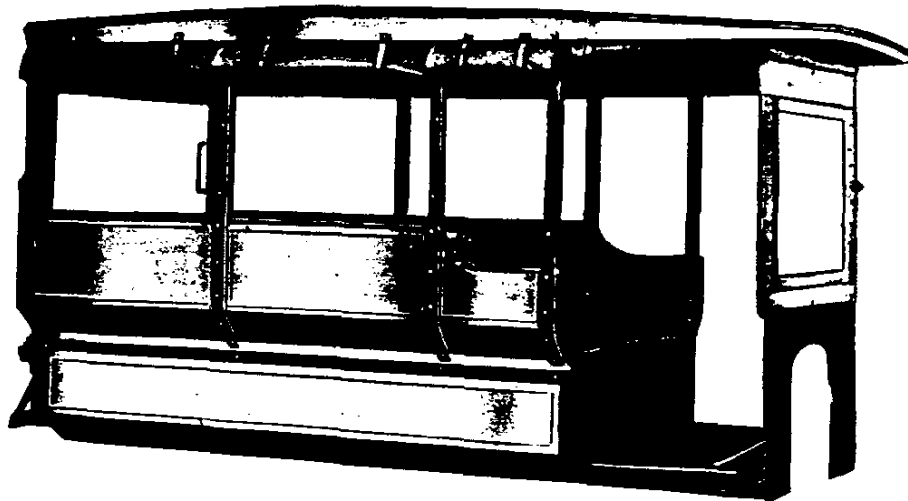
Cab top over seat. glass at sides. Storm curtains front side, roll up curtains rear. Drop tailgate with short chains leather covered.

This body has a heavy platform of hardwood protected by iron floor plates. Sills, Sub-sills and frame work of thoroughly seasoned first quality Ash or Oak. Panels of first quality Whitewood. Flareboard faced with band iron.

The iron work on this body is most substantial, being all hand smithed of soft steel.

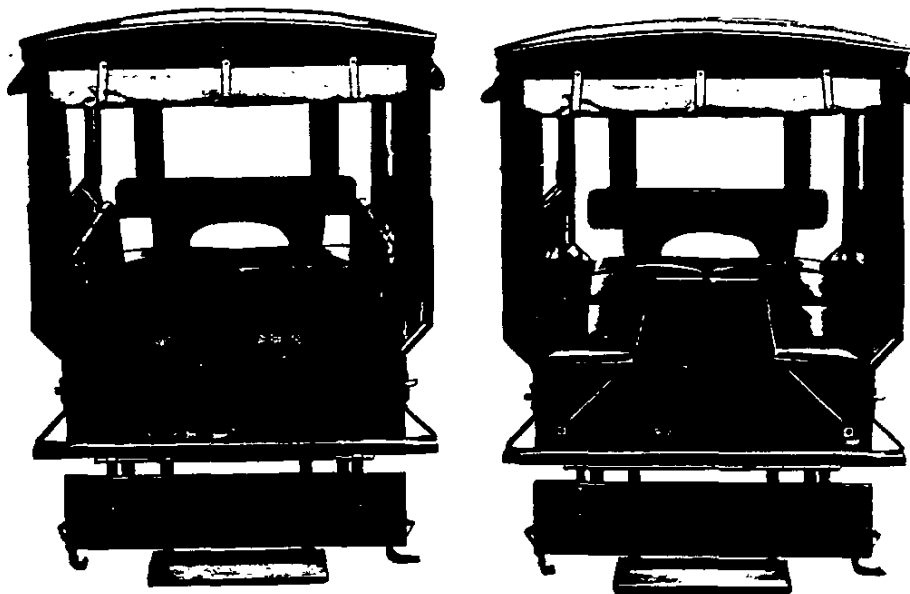
Painted - Green, Maroon or Red.

NOTE. For dimensions see Price List.

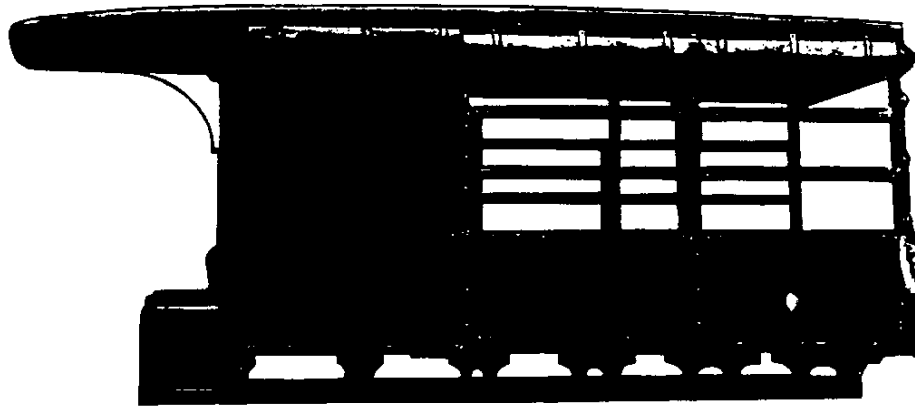


STYLE 120. COMBINATION PASSENGER EXPRESS.

- WOODWORK.** Sills and frame work of thoroughly seasoned first quality Ash or Oak. Panel work of first quality White-wood. *Hardwood floor screwed to sills*
- IRONWORK.** All draw and angle irons of soft steel hand forged. Posts supporting roof heavily ironed with hand forged triple supports. Tailgate strongly ironed with short chains leather covered. Bolts used exclusively in the assembling.
- TRIMMING.** Curtains of waterproofed Enamel Duck of first quality held in place by heavy straps. Roof covered with heavy Black Enamel Duck. Cushions and Lazy backs upholstered with Imitation leather.
- PAINTING** Green, Maroon or Russet Brown.
- NOTE.** Four inside collapsible seats made to operate independently. Capacity, 10 Passengers for 5'10" and 12 Passengers for 7'6" body. For full dimensions see Price List.
For interior views see next page.

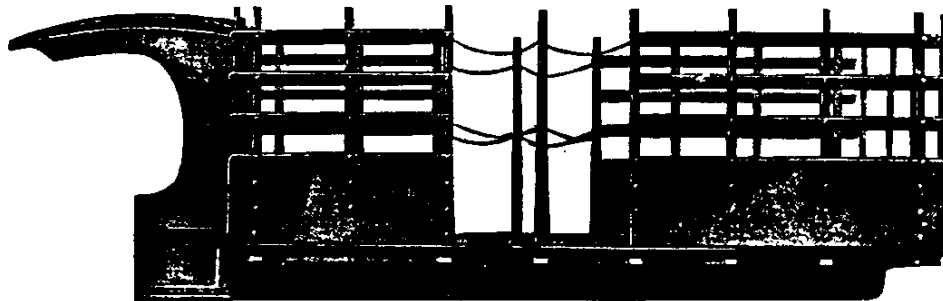


STYLE 120. INTERIOR.



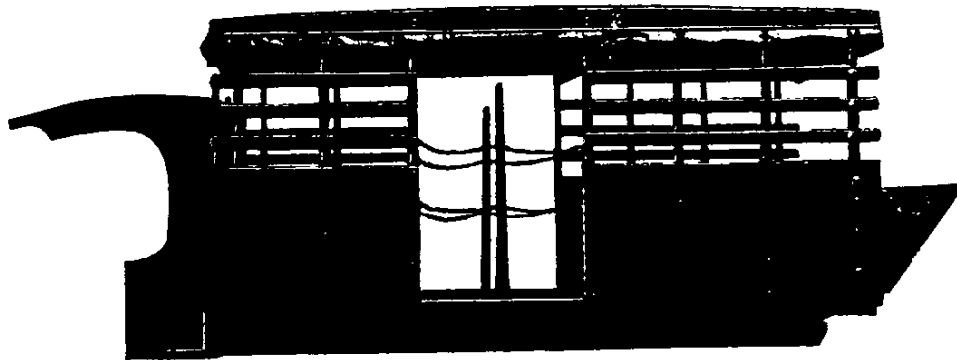
STYLE 123. WHOLESALE GROCER'S BODY.

- WOODWORK.** Bolster Construction. Sills, Bolsters, Sub-sills, and frame work of thoroughly seasoned first quality Ash or Oak. Panels of first quality Whitewood. Heavy Hardwood floor screwed to sills and protected by iron floor plates.
- IRONWORK.** All draw and angle irons of soft steel hand forged. Posts supporting roof all heavily ironed with hand forged triple supports. The side entrance doors are heavily ironed; hand forged hinges and latch. Doors hinged to lift off if desired. Skid irons at sides and rear entrance. Tailgate strongly ironed with chains leather covered. Bolts used exclusively in the assembling.
- TRIMMING.** Curtains of Black Oil Duck of best quality held in place by heavy straps. Roof covered with heavy enamel duck. Cushions and Lazy back upholstered in imitation leather.
- PAINTING.** Green, Maroon or Red.
- NOTE.** For dimensions see Price List.



STYLE 125. SIDE ENTRANCE SOLID RACK. CAB 200-P.

- WOODWORK.** Bolster Construction. Sills, Bolsters, Sub-sills, Stakes and Frame work of thoroughly seasoned first quality Ash or Oak. Panels of first quality Whitewood. Heavy Hardwood floor screwed to sills and protected by iron floor plates.
- IRONWORK.** All draw and angle irons of soft steel hand forged. Stakes in rear and side entrance heavily ironed and equipped with loops and chains. Skid irons at side entrance and rear. Bolts used exclusively in the assembling.
- PAINTING.** Green, Maroon or Red.
- NOTE.** For dimensions see Price List.
For Cab and extra parts see Price List.



STYLE 127. CANOPY TOP RACK. CAB 200-P.

- WOODWORK.** Bolster Construction. Sills, Bolsters, Sub-sills, Stakes and Frame work of thoroughly seasoned first quality Ash or Oak. Panels of first quality Whitewood. Heavy Hardwood floor screwed to sills and protected by iron floor plates.
- IRONWORK.** All draw and angle irons of soft steel hand forged. Posts supporting roof all heavily ironed with hand forged triple supports. Stakes in side entrance heavily ironed and equipped with loops and chains. Skid irons at side entrance and rear. Tailgate strongly ironed with chains leather covered. Bolts used exclusively in the assembling.
- TRIMMING.** Curtains at sides and rear of Black Oil Duck of best quality held in place by heavy straps. Roof covered with heavy enamel duck.
- PAINTING.** Green, Maroon or Red.
- NOTE.** For dimensions see Price List.
For Cab and extra parts see Price List.

CHEVROLETCustomer
Assistance
Center

	1916 "490" TOURING CAR	1916 Baby Grand TOURING CAR
Wheelbase (in.)	102	106
Dry Weight (lb.)	1830	2375
Max. Horsepower	24	24
Tire Size (in.)	30 x 3-1/2	32 x 3-1/2
Passengers	5	5
Chassis Frame	Ladder frame; channel-section members; riveted construction.	Ladder frame; channel-section members; riveted construction.
Suspension	I-beam front axle; 1/4 elliptic leaf spring front and rear.	I-beam front axle; semi-elliptic leaf spring front and rear.
Engine	4-cyl. valve-in-head engine; updraft carburation; vacuum gasoline feed; pump and splash lubrica- tion; thermo-syphon cooling; solid engine mounting.	4-cyl. valve-in-head engine; updraft carburation; vacuum gasoline feed; pump and splash lubrica- tion; thermo-syphon cooling; solid engine mounting.
Clutch	Exposed cone type with leather facings.	Exposed cone type with leather facings.
Transmission	3-speed sliding gear type.	3-speed sliding gear type.
Drive System	Single steel propeller shaft and universal joint; bevel gear rear axle.	Single steel pro- peller shaft and universal joint; bevel gear rear axle.

Brakes	Exposed mechanically operated bend brakes -- at rear wheels only. 10-inch diameter pressed steel drums.	Exposed mechanically operated band brakes -- at rear wheels only. 12-inch diameter pressed steel drums.
Wheels	Permanently mounted wooden spoke wheels; detachable rims.	Permanently mounted wooden spoke wheels; detachable rims.
Tires	Four high-pressure tires with separate tubes. Opt. spare tire on exposed carrier at rear.	Four high-pressure tires with separate tubes. Opt. Spare tire on exposed carrier at rear.
Steering	Planetary spur-tooth steering gear. 15-inch wooden steering wheel with four metal spokes.	Worm and worm-wheel steering gear. 17-inch wooden steering wheel with four metal spokes.
Chassis Lubrication	Grease cups	Grease cups
Driving Lights	6-volt electrical system: two headlights with parking bulbs; one taillight -- all separate exposed units.	6-volt electrical system: two headlights with parking bulbs; one taillight -- all separate exposed units.
Driving controls and Instruments	Electric starter; accelerator; spark, throttle and choke controls; steering wheel; horn button; floor-mounted gear shift lever; inter-connected clutch and service brake pedal, emergency brake pedal. Headlight dimmer. Directly lighted speedometer, ammeter, oil gauge. Dip-stick gasoline measurement.	Electric starter; accelerator; spark, throttle and choke controls; steering wheel; horn button; floor-mounted gear shift lever; inter-connected clutch and service brake pedal, emergency brake pedal. Headlight dimmer, Directly lighted speedometer, ammeter, oil gauge. Dip-stick gasoline measurement.



Body Construction	Steel on wooden frame-work. Solid mounting to chassis frame.	Steel on wooden frame-work. Solid mounting to chassis frame.
Top	Manually folded fabric top with detachable side curtains.	Manually folded fabric top with detachable side curtains.
Windshield	Vertical folding two-piece plate glass windshield.	Vertical folding two-piece plate glass windshield
Windows and Ventilation	Celluloid windows in fabric top.	Celluliod windows in fabric top.
Seats	2-passenger front seat; 3-passenger rear seat. Wooden seat frames, coil springs, hair paddings, black leather upholstery. Floor carpets. Four-door access to seats.	2-passenger front seat; 3-passenger rear seat. Wooden seat frames, coil springs, hair padding, black leather upholstery. Floor carpets. Four-door access to seats.
Interior Conveniences	None	Rear seat folding footrest and steel robe rail.
Trunk	None	None
Locks	Ignition Lock	Ignition Lock



Styling

Separate units;
lights, exposed
radiator, side-
opening hood,
body, fenders,
running boards; some
nickel-plated trim.

Separate units;
lights, exposed
radiator, side-
opening hood,
body, fenders,
running boards; some
nickel-plated trim.

Finish

Black enamel

Brewster Green
enamel

