

The American Six

The American six, made by the American Motors Corp., Plainfield, N. J., is a car of strong distinctiveness produced under the supervision of Louis Chevrolet. As a driver of many years' standing, Chevrolet is well able to appreciate the many things that go to providing the owner of a car with real contentment; he knows just what gives annoyance when neglected, and the car itself is proof of the extreme practicalness of its engineer.

The price of \$1,285 is sufficient to enable great care to be given to detail in addition to providing the best of main chassis units; it permits the body to be nicely furnished, well upholstered, and thoroughly comfortable; most of all, it allows the engineers to make their own designs wherever they feel that they cannot purchase a stock article as good as they could make it.

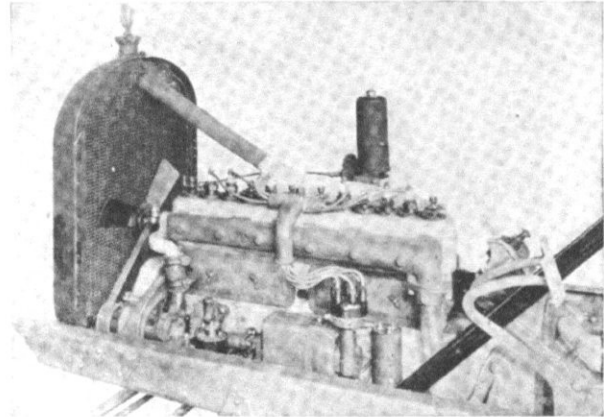
As an example, the engine is specially designed for the car, though the gearset and the axles are stock products. The frame is one of the strongest and most rigid of any car in its class, and all the brackets, spring hangers, etc., are secured with particular care. It is a car which ought never to rattle or squeak and should be almost as good after a year's hard use as when it was first turned out of the factory. Weight has been studied also, and it is stated that the finished car is very light for its power.

The engine has the popular dimensions of 3 x 5 in., and is an L-head type without a detachable head, there being large valve caps, those over each exhaust valve having a substantial priming cock. As an example of detail, it is noteworthy that the cylinder which carries the pressure connection for the Carter fuel feed has a tee fitted in the valve cap so that the advantage of a cock is not lost even on one cylinder. The accessories, such as the Gray & Davis generator, ignition unit and starter, are grouped around the cylinders with due regard for their accessibility, the Zenith carburetor bolts right against the cylinders, the gland of the water pump and the fan belt adjustment are all within easy reach after lifting the hood.

Regarding the water pump, this delivers to the front end of the cylinders, and one of the clever ways in which weight has been saved is here apparent. Saving weight is largely a matter of making one part do the work of two, so the water pipe which conducts the cooling fluid

from the pump to the cylinders is a casting which also serves to carry the fan spindle.

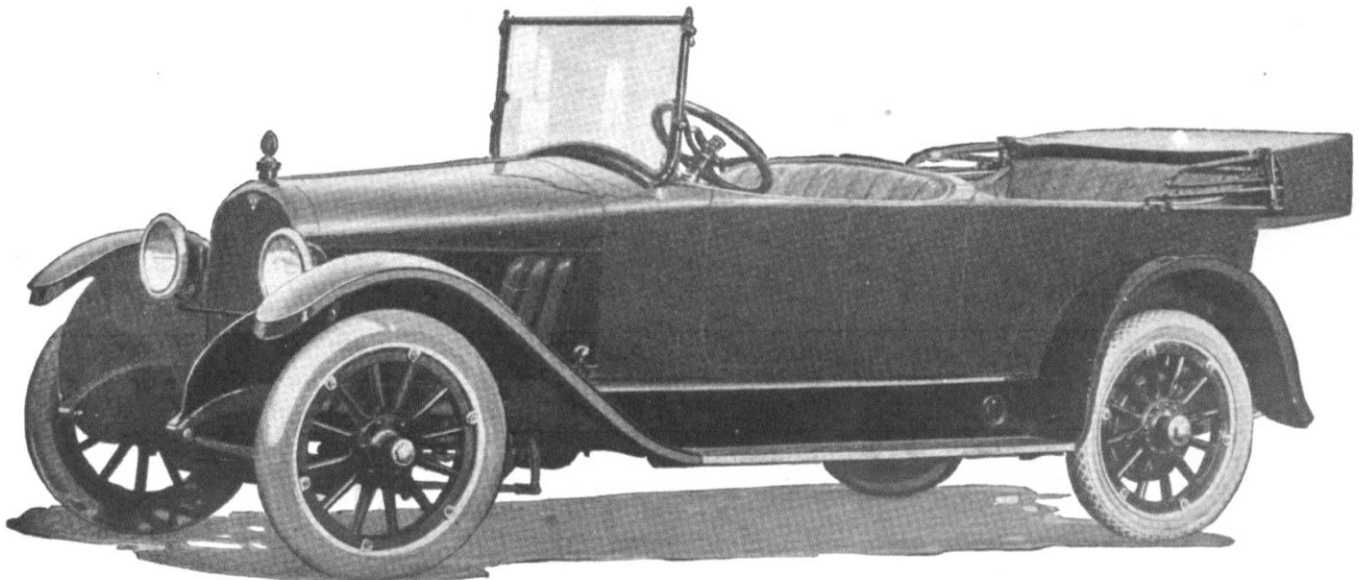
The cylinders are all one casting, but this does not include any part of the crankcase, the latter being all of aluminum, for lightness sake. Platforms of aluminum carry the electrical units, the Gray & Davis timer being combined with the generator and the coil unit set alongside it. The starting motor is also on a platform, where it is well out of the water and dirt which would reach it in a lower position. The electrical accessories are so



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mounted that they do not interfere with the accessibility of the valve tappets, which are easily got at by removing pressed steel covers.

The Borg & Beck dry disc clutch is used and this has multiplying levers incorporated within it, so that a very light pedal pressure is enough to release; at a guess, the pressure is between 30 and 40 pounds only, and any woman could operate the clutch without the least difficulty. The accelerator pedal also has an easy action, and the gear-shift lever is brought to a position within a natural grasping reach, so that changing from one gear to another is about as easy as it could be. The brake lever is placed far enough from the gear lever to prevent any possibility of a mistake, but near enough to be within equally easy reach.



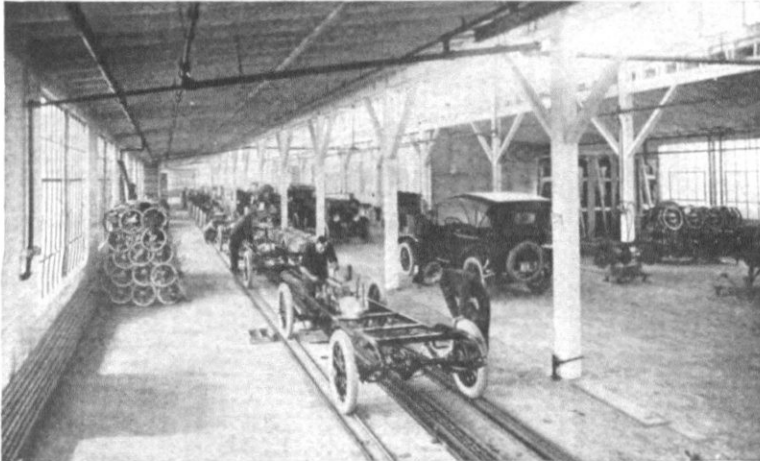
Geared 4 5/12 to 1 on high the American six is able to tackle most road conditions on high, but the facile gear-shift is a great advantage when an exceptional grade is encountered. There are, of course, three speeds, and the gearset itself is very compact, being as light as possibly consistent with ample strength. Back of the gearset there is a tubular propeller shaft with two universals carrying the drive to the Salisbury rear axle, upon which the brake equalizers are mounted, this again eliminating an assembly which would otherwise have to go upon the frame as a separate part. From the hand brake lever a single, straight rod goes right to the back axle without any other frame attachments, from the brake pedal there is a rod to a swinging lever depending from a cross member, and then another rod to the axle, the reason for using the lever hung from the frame being to give the brake a smoother action, as Hotchkiss drive requires the brake rod to be pivoted at the proper place.

The rear springs are semi-elliptic, of ample length and width to give easy riding, and they are underhung, passing beneath the rear axle. For steering, ease of action has been obtained in two ways. First, the front axle is set

Also the fuse makes a safety switch, since the driver can pull it out and put it in his pocket on leaving the car, and then no electricity can be drawn from the battery for any purpose.

Equipment includes 32 x 4 in. tires, a spare rim, mounted on a particularly stiff rear carrier, and all the usual accessories.

Dealers who are thinking of making a change in their agency arrangements will do well to write the American Motors Corporation, 141 Broadway, New York City.



American Motors Progressive Production

on the springs at an angle, providing a natural castering action which is just enough to give a "feel" to the wheel, and, second, the steering gear itself, a Lavigne, is well provided with antifriction bearings.

Having a 122 in. wheelbase, there is plenty of room for the five-passenger body, which is the standard type and the only one that will be made at present. It is upholstered in leather and finished in dark blue. There is a good deal of polished woodwork, notably on the cowl board and back of the center cowl. Upholstery material and stuffing have not been skimped, with the result that very comfortable seating is provided.

On the cowl board all the instruments have been grouped together in a single assembly, the speedometer, ammeter, etc., all being in one unit. In connection with this there appears one of the little details that typify the car. It is well known that on most cars the position of the fuses which protect the battery is somewhat obscure. The American six has one main fuse protecting all circuits, the lamps, the ignition, and the horn, and this fuse sets in little clips above the speedometer dial on the cowl board plate. This means that should it blow, a new one can be slipped in instantly, without anything to undo.