

# "DON'T BUY TROUBLE--BUY A DRUMMOND"

## The All-Star Assembly

# Drummond

## MOTOR CO.

Meet All  
Your Reliable  
Old Friends  
Assembled in  
One Car.

A Car  
in Which  
Every Part  
is a  
Performer

### SPECIFICATIONS

**MOTOR**—Continental, four cylinders cast iron, "L" head with enclosed valves. Size, 3 1/2-inch bore by 5-inch stroke.

**CARBURETOR**—Strömberg, 1-inch intake.

**WATER SYSTEM**—Thermo-Syphon.

**SUSPENSION**—Three-point.

**SELF-STARTER**—Westinghouse Separate Unit System.

**IGNITION**—The new Westinghouse ignition unit is one that has reached the highest state of perfection. The unit is self-contained, in that it has combined in one unit, the interrupter, the spark coil and condenser, and the distributor.

**LIGHTING**—The lighting system consists of a Westinghouse generator and lighting switch in connection with a 6-volt and 35-ampere storage battery.

**CLUTCH**—Dry multiple steel disc, Raybestos lined, with eleven discs, of which five are driving and six are driven. Discs eight inches in diameter, made of saw steel.

**TRANSMISSION**—Made by Mangle Gear Works, with selective sliding gears of nickel steel, three speeds forward, and one reverse, direct on high, mounted on four imported F. & S. annular ball bearings.

**DRIVE**—Hotchkiss type, which drives through the front end of the rear spring, doing away with heavy torsion tube and torque rods.

**UNIVERSAL JOINTS**—Two combination slip and universals. The front one, next to the transmission, is sliding on squared shaft; the rear one tapered and keyed and being stationary. Joints are packed in grease, using steel cover to retain grease in joint; can be repacked by removing plug in universal.

**REAR AXLE**—Halsbury with Brown-Lipe bevel gears of the latest floating type, carried on High Duty Hyatt roller bearings, with adjustable ball thrust to take care of side thrust.

**BRAKES**—Four, all on the rear wheels, service brakes contracting operating with foot lever; emergency brake expanding operating with hand lever; all brakes Raybestos lined, with adjustable brake rod ends.

**FRONT AXLE**—"T" section drop forging without welds. Spring seats integral. Steering knuckle and axle ends are bushed.

**TIRES**—23-inch by 4-inch straight side, plain tread all around.

**STEERING GEAR**—Left side through irreversible worm to block, with adjustment for taking up wear and lost motion. Eighteen-inch steering wheel, with spark and throttle control located on top. Motor horn button, on head of steering column. Steering column and collar of steering wheel black enamel. Control levers nickel-plated.

**GEAR SHIFT**—Center control, using ball and socket type of shifting with three speeds forward and one reverse.

**WHEEL BASE**—115 inches.

**TREAD**—56-inch standard.

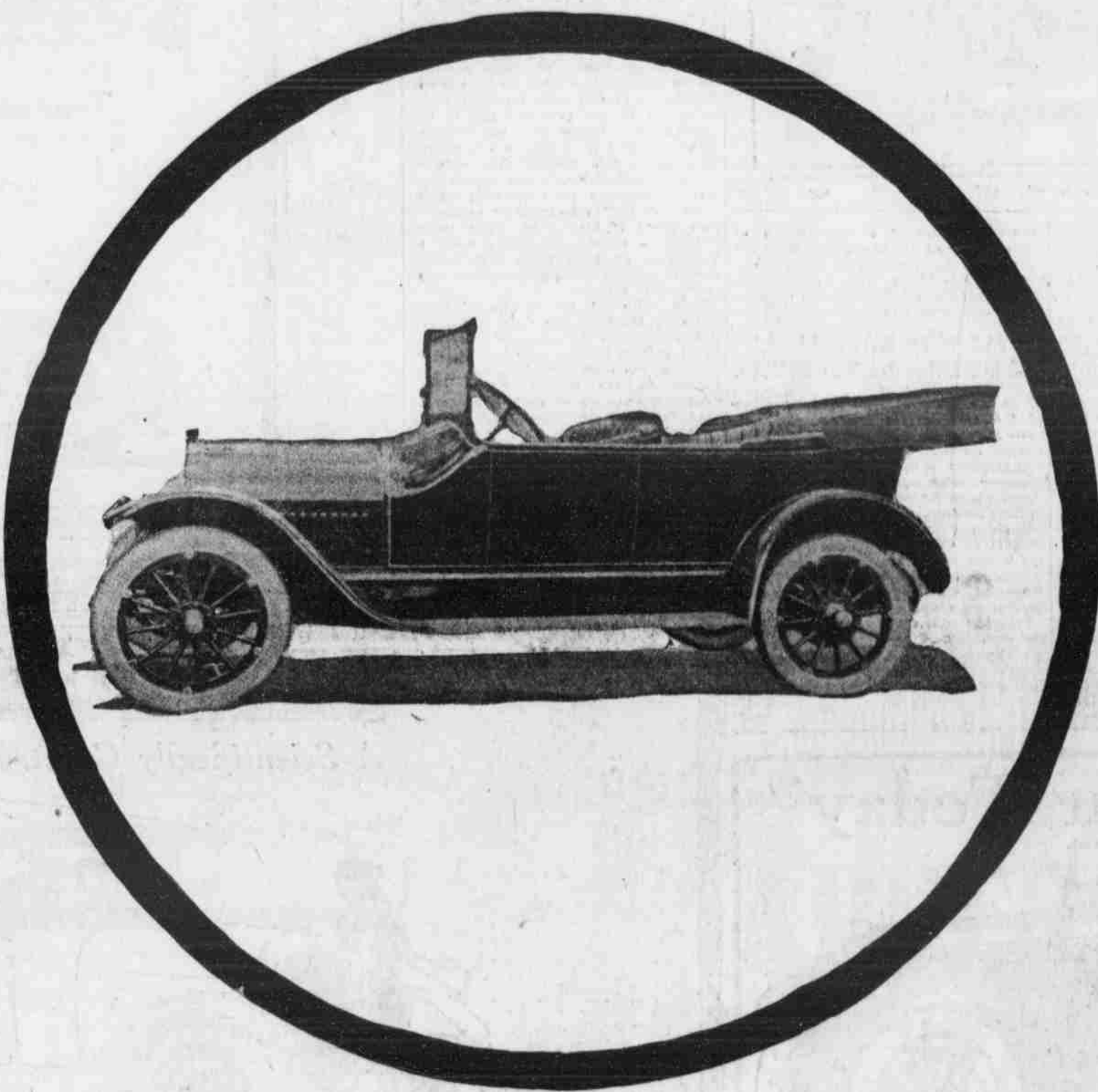
**GASOLINE SUPPLY**—Tank on rear of car. Stewart Vacuum system insures constant flow.

**WEIGHT**—2,500 pounds.

**UPHOLSTERING**—Highest grade pebble grain split leather; curled hair and springs.

**RADIATOR**—Fodders Hexagon Honeycomb of the large type, insuring ample radiation at all times. Capacity, 4 gallons.

**SPRINGS**—Are of alloy steel; front semi-elliptic, 36 inches long and 2 inches wide; rear, deep scroll, three-quarters elliptic, lower half 48 inches long and 2 inches wide, underslung from rear axle, thus insuring low center and extremely easy riding. All springs shackled at rear end.



### Dealers!

See our Exhibit at Booth  
29, Auditorium

We make rather an astonishing claim regarding the DRUMMOND. We claim that it will beat any \$1,500 car on the market. That sounds like an idle boast, doesn't it? Well, we will leave that to your judgment. It's as fair for US to ask YOU for an opportunity to prove our statement as it is for you to ask a prospect for an opportunity to prove your assertion to him, isn't it? If it is, come to our booth and let us show you what we are putting into the Drummond. You, as a well posted dealer, will meet many old friends in the component parts of the Drummond car—such as Continental Motor—Westinghouse.

### The All-Star Assembly

The DRUMMOND Four has satisfied its makers. It will satisfy you.

Because the DRUMMOND Four has been in a state of development for over 2 years. It has been built up and torn down a dozen times, until complete, it stands the best and most reliable co-ordination of standard parts, and world-accepted units.

The DRUMMOND Four is an assembled car—the work of specialists. Every unit bears a stamp of quality so well known in the automobile industry that its pre-eminence is accepted as a foregone conclusion.

But the choice of parts has not been made on reputation and past achievements, alone.

Every part of the DRUMMOND Four, from the Continental Motor to the tail light, has been submitted, by our own experts, to tests your motor car will never be required to duplicate. And every part of the DRUMMOND Four has "come through."

In no sense of the word is the DRUMMOND a radical departure. There is nothing of the freak about it. But by virtue of achievement, the DRUMMOND Four—standard of standards—is the best car in its class—and we can prove it.

Write for free illustrated folders.  
Dealers Wanted.

5 Passenger  
Touring Car  
**\$885**  
F. O. B.  
Omaha

3 Passenger  
Roadster  
**\$885**  
F. O. B.  
Omaha

# DRUMMOND MOTOR CO.

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