

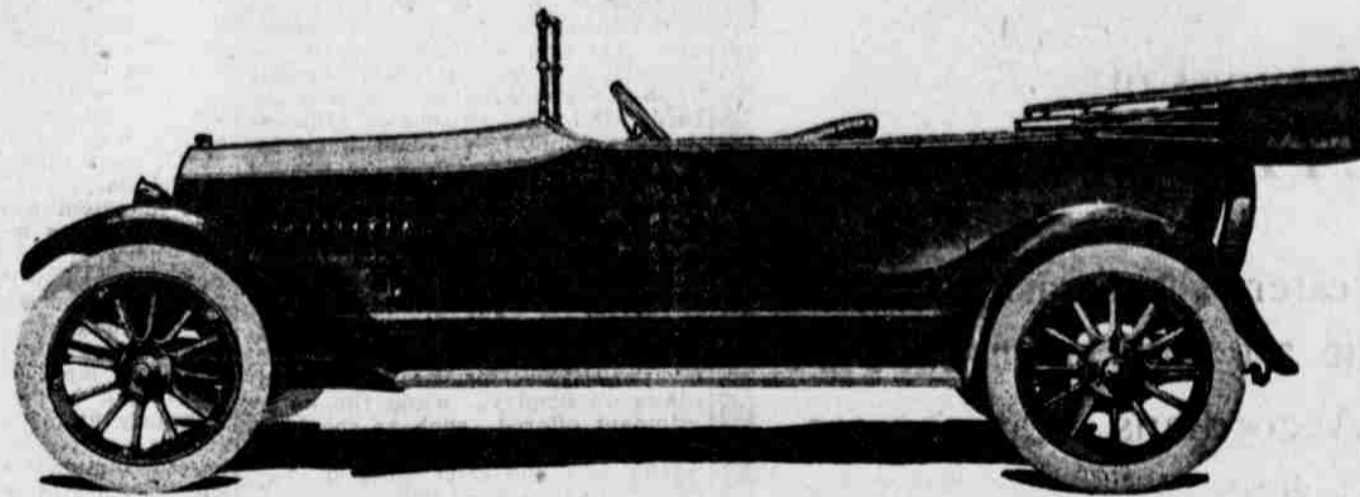
NEW MODEL CROW ELK-HART "35"

The Surprise Car of Wonderful Advancements Embodying Principles of Motor Chassis Construction Proved for Eight Years and---a Beautiful New Body Built by the Company behind the car---114 inch wheel base---49 inch rear seat---new motor hood---new wind shield---new tonneau has abundance of room---handsome latest type dome fenders

Complete Equipment at **\$795** f. o. b., Factory at Elkhart, Ind.

FEATURES

Chrome nickel steel gears in rear axle.
Full floating rear axle.
Genuine copper-lined honey-comb radiator.
Hot-air intake from exhaust pipe.
Push-button electric starter.
Gasoline gauge on tank.
Yacht-line body design with bell-shaped back.
Horn button on 17" steering wheel, 1 1/4" post.
Double-bulb headlights, rigid supports.
Oval radiator blending with hood and body.
Windshield, ventilated top and bottom.
Ventilated engine hood.
Multiple-disc clutch.
No weakening offset in frame.
Tapered frame---short turning radius.
Under-slung, 3/4-elliptic rear springs.
Nine gallon gasoline tank in cowl.
Extra demountable rim on rear.
Easy shifting control lever.



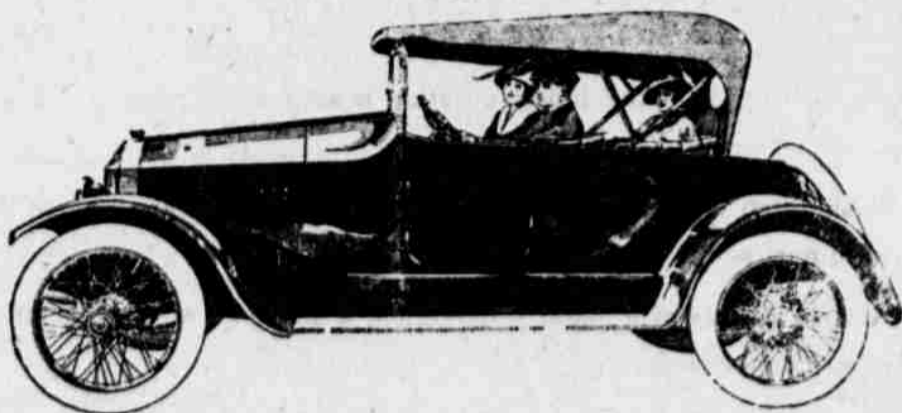
FEATURES

Double adjustable steering gear.
Cowl lamp in series with tail lamp.
Extra tire may be carried rigidly at rear.
Clear running b'ds, linoleum cov'd and bound.
Concealed door-hinges and latches.
One-man top fastened to wind shield.
Quick adjustable side curtains, carried in top.
Large, handsome hub-caps.
Any combination lights, controlled from dash.
Double action foot and emergency brakes.
Heavy steel dome fenders.
Luxurious blue-black or naper green finish.
Electric horn under hood.
Combination rear lamp and license bracket.
Buffed long-grain leatherette upholstery.
Wind-shield support heavily troped in body.
Removable cyl. head exposes interior of cyl.
Tonneau floor neatly carpeted.
Radiator mud protector.

3 Passenger "Cloverleaf" Roadster \$845

The Crow Elk-hart "35" Cloverleaf" Roadster, for three passengers, to our knowledge is the most beautiful roadster design that the motor car industry has ever produced. The view of the car shown herewith tells the story only in part; you must see the car to fully appreciate its bigness, beauty and sturdiness.

It is built on the same chassis as the Crow Elk-hart "35" touring model. It contains all the class, distinction and power that are given to automobiles far above it in price.



FEATURES NOT COMBINED IN ANY CAR UNDER \$1,000

MOTOR—Four-cylinder, four-cycle, L-head type. Bore 3 1/2 in., stroke 5 in. Cylinders cast enbloc, water jacket integral. Cylinders and valve chambers entirely water-jacketed. Cylinder and head are cast separately, permitting of large valves and perfect setting of cores. Cylinder head held in place by heat-treated nickel steel bolts giving ready access to cylinders and valves. Tightness between cylinder and head is maintained by copper-asbestos gasket. Three-ring pistons. Connecting rods are drop-forged, "I"-beam type, double heat-treated. Crank shaft is of carbon steel, double heat-treated fly-wheel bolted to flange on crank shaft. Crank shaft bearing extra long.

WHEELBASE—112 inches.
BODY—Full streamline, roomy, made to accommodate five passengers; rear seat 49 1/2 inches wide, invisible door hinges, protective upholstery on back of front seat; instruments mounted on leather covered instrument board in cowl of dash; storage battery carried under front seat. All bodies perfectly finished and neatly upholstered and built out of the very best materials. Frame work of first grade white ash with all joints mortised, screwed and glued, covered with silver-finished body steel.

WEIGHT—2040 pounds.
LUBRICATION—Splash constant level system, with plunger pump operated by an eccentric on the cam-shaft, assisted by oil scoop on connecting rod.
COOLING—Thermo-siphon water jacket, extremely large. Honeycomb radiator.

CARBURETOR—Zenith.
ELECTRIC EQUIPMENT—Dyneto 2-unit 6-volt system starting motor equipped with Bendix drive applied to fly-wheel. Spins motor 200 r. p. m.

CLUTCH—New multiple-disc type designed and built in our own shops. Completely enclosed.

TRANSMISSION—Three-speed selective type. Integral with rear axle. Hyatt high duty bearings.

STEERING AND CONTROL—Seventeen-inch one-piece steering wheel, left-hand drive, worm and sector-adjustable steering gear. Spark and throttle levers located on quadrant on top of steering wheel. Foot-feed.

REAR AXLE—Full floating type, 2 1/2 inch steel housing, 1 1/2 inch chrome nickel steel shafts.

GEAR RATIO—4 to 1.
WHEELS—Artillery type, fitted with 32x3 1/2 inch tires, twelve oval spokes 1 1/2 inch thick. Demountable rims, one extra rim furnished as regular equipment.

FRONT AXLE—Drop forge "I"-beam running on heavy cup and cone ball bearings.

FRONT SPRINGS—Semi-elliptic, 34 inches long, 1 1/2 in. wide, fixed at front and shackled at rear. Grease cups on all spring bolts. Rear springs 3/4-elliptic, lower half 44 inches long. Upper or scroll part 20 inches long from center of spring shackle to point of support.

BRAKES—Double, with service brake contracting on rear hub drums and operated by foot pedal and with emergency brake expanding against rear hub drums. Diameter of drum, 12 inches.

FRAME—Pressed steel, 4x1 1/2x5-32 inch channel section with three cross members.

5 Passenger Touring Model \$795

This car is one that outsteps its price class in three ways:
FIRST—It is a large car of 112-inch wheel base, with roominess unsurpassed in any similar car for 5 passengers. It is a wonderfully easy riding car, light in weight—weighing 2,040 pounds, and exceptionally economical, owners securing 18 to 26 miles per gallon of gasoline, according to driving conditions. In oil economy, tiny ports in the pistons result in oil conservation; because of light weight the car is exceptionally light on tires.

SECOND—In beauty, the photograph of the car reproduced herein tells the story. The car has the correct long, graceful yacht-like body lines from radiator to the windshield, curving gracefully back to the bell shape rear of the car. It is an equipage of which your family can be justly proud. None within many hundreds of dollars of the Crow Elk-hart's price reflect so much beauty.

THIRD—This automobile embraces principles of engineering construction that are proved correct by almost 10 years' time, with thousands of cars on the road. Martin E. Crow, creator of this new Crow Elk-hart "35," ingeniously devised the score of niceties of engineering that appear in this car and is responsible for its frictionless operation, astonishing ability to top steepest hills, and its longevity.



Reg. U. S. Pat. Office

RUMER MOTOR COMPANY

Factory distributors for "the panhandle" of Nebraska, including the counties of Banner, Box Butte, Cheyenne, Dawes, Deuel, Kimball, Morrill, Scotts Bluff, Sheridan, Sioux.

Dealers Wanted in Unoccupied Territory

Alliance,

Box Butte County,

Nebraska