

*Mechanical Features*

*Model 19*

*1910*

## Buick Model 19

### SPECIFICATIONS

BODY . . . . .	Wood, touring type.
COLOR . . . . .	Buick green, ivory white gear.
SEATS . . . . .	Five persons.
WHEEL . . . . .	105 inches.
TREAD . . . . .	56 inches.
TIRES . . . . .	32 x 4 inches.
BRAKES . . . . .	Internal expanding hub and external contracting on driving shaft.
SPRINGS . . . . .	Full elliptic rear, semi-elliptic front.
FRAME . . . . .	Pressed steel.
STEERING GEAR . . . . .	Semi-irreversible type.
HORSE POWER . . . . .	Twenty-four.
CYLINDERS . . . . .	Four vertical. $4\frac{1}{2}$ x $4\frac{1}{2}$ inches. Valve-in-the-head construction.
COOLING . . . . .	Water, circulated by pump.
IGNITION . . . . .	Jump spark.
CURRENT SUPPLY . . . . .	Magneto and reserve set of dry cells.
CARBURETOR . . . . .	Schebler.
LUBRICATION . . . . .	Self-contained system, oil circulated by pump.
MOTOR CONTROL . . . . .	Spark and throttle levers on top of steering wheel.
CLUTCH . . . . .	Cone, special design.
TRANSMISSION . . . . .	Sliding gear, selective type; three speeds forward, one reverse.
CONTROL . . . . .	Foot pedals for reverse brake and clutch; side lever for change gear; side lever for emergency brake.
DRIVE . . . . .	Shaft.
PRICE . . . . .	\$1,400 f. o. b. factory. This price includes oil lamps, tail lamp, generator, gas headlights, horn and repair outfit.
EXTRAS . . . . .	Top, glass front, speedometer.

Prest-O-Lite equipment will be furnished instead of gas generator as an extra, if desired.





IN comparing the Buick 1910 models with those of the past year, one's first impression would be that no changes have been made. This impression is true with regards to outlines. 1910 cars, however, while retaining the same general appearance, have been improved upon from a mechanical standpoint until we are now offering to our patrons, automobiles as near perfect as skilled workmen can make them. It will be our purpose in the following pages to call attention to some of the mechanical features incorporated in our 1910 cars which assure the purchaser full value for every dollar expended.

No more positive proof and guarantee of the stability of our product can be afforded than a statement of the growth of the Buick line since the first year of our incorporation. The increase in output from year to year is as follows:

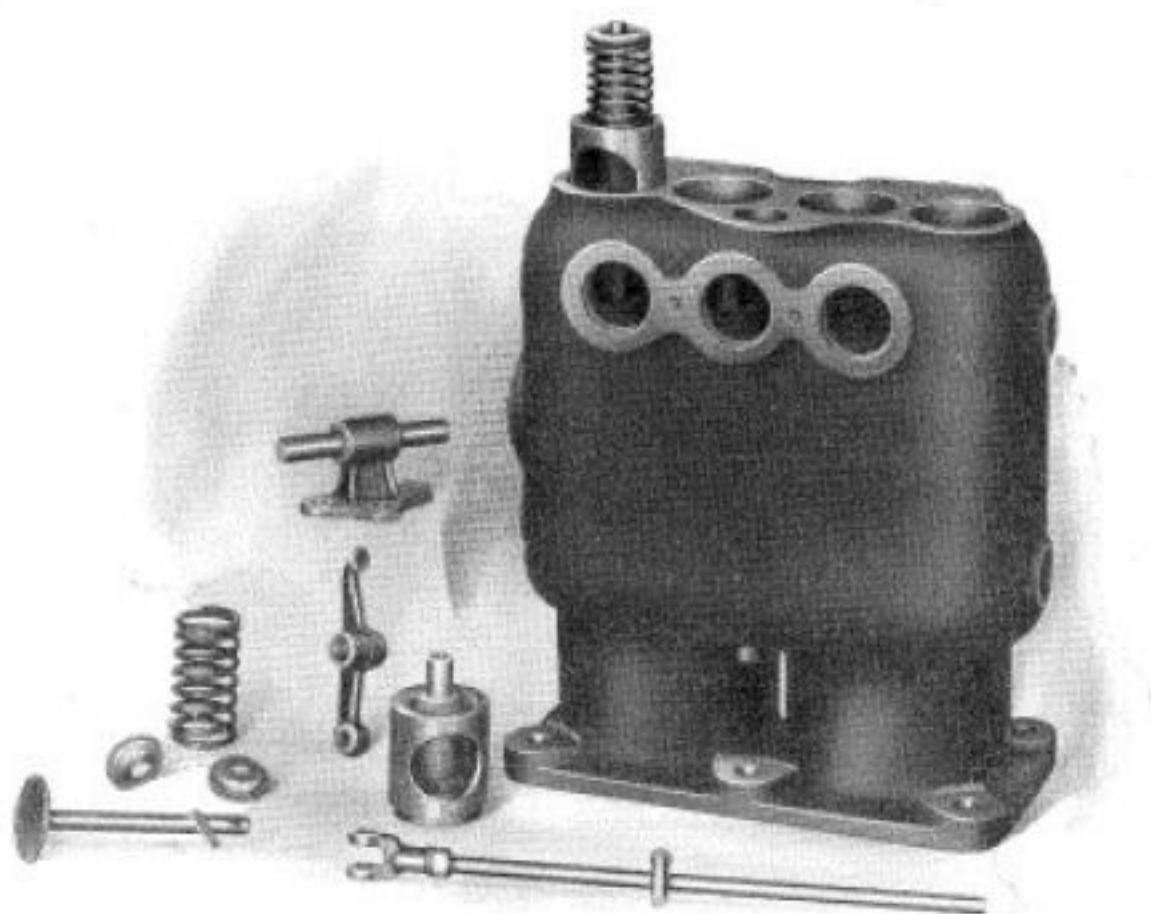
In 1904 . . . . .	37 cars
In 1905 . . . . .	750 cars
In 1906 . . . . .	1,400 cars
In 1907 . . . . .	4,592 cars
In 1908 . . . . .	8,820 cars
In 1909 . . . . .	14,603 cars
In 1910 . . . . .	40,100 cars

The principal feature of an automobile and one which commands the attention of the prospective buyer is that of the MOTIVE POWER.

### **Motor**

The motor is, so to speak, the heart of the automobile. Mechanical construction of the car in general may be ever so perfect, but if this unit be lacking in power or stability, the entire whole becomes useless and disappointing.

Our motors combine a simplicity of construction, a mechanical perfection of which we are justly proud and a power of the greatest efficiency. We desire especially to call attention to the well known Buick valve-in-the-head construction—a feature incorpor-



Cylinders

### **Crank Case**

The crank case is in two sections and made of aluminum. The upper section carries the crank shaft bearings which are extra large and so fitted as to insure maximum wear and stability. Buick motors do not pound loose.

### **Lubrication**

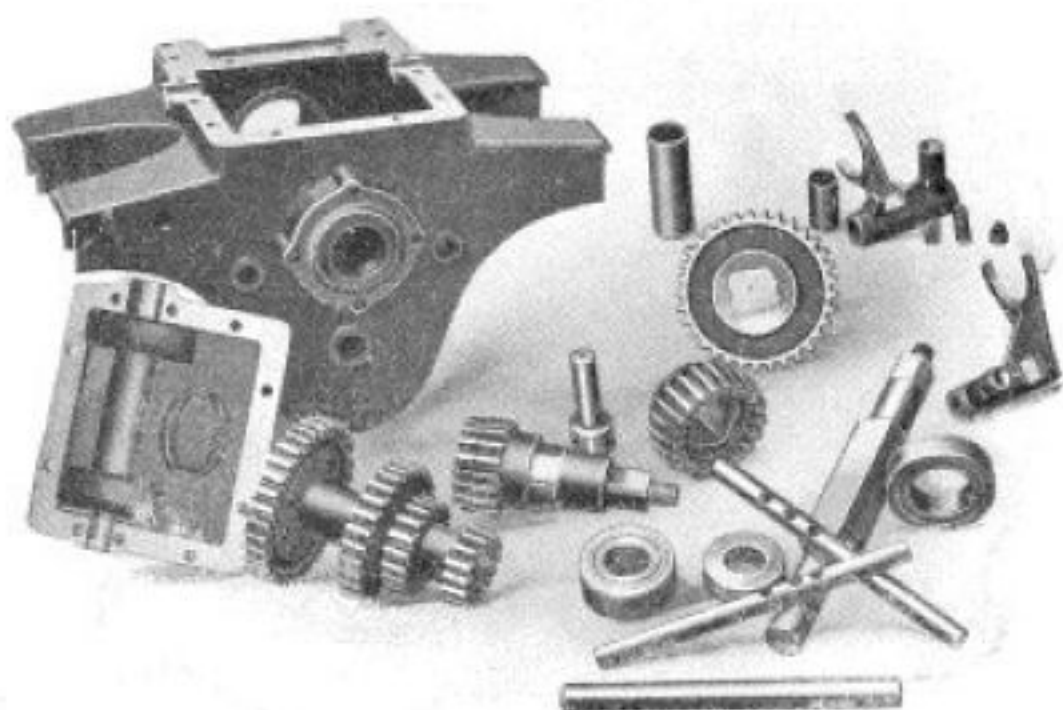
The cylinders and all of the motor bearings are lubricated by the splash system, a constant level of oil being maintained in the crank case. A gear pump forces the oil from the reservoir to the fountain sight feed on the dash and from this point a constant stream of oil flows to the crank case, thereby maintaining the desired level. All oil in excess of that required to maintain this level, returns to the oil reservoir through overflow ducts provided in the crank case.

## Ignition

The current is supplied by a Remy magneto which is simple and effective. A reserve set of dry cells is supplied which furnishes the primary current for starting. Both the magneto and battery primary currents travel the same course after reaching the coil box, the circuit breaker and distributor section of the magneto being used in either case.

## Self Starting

The self-starting feature is certainly worth mentioning. Connections are so made that by turning switch over to B (battery) and pushing and releasing the starting button, the primary current from the battery is sent through the coil no matter whether contact is being made by the circuit breaker or not. In other words, it is possible to get a spark at any place in the cycle of the motor.



Transmission—Dis-assembled

## Transmission

The transmission is of the sliding gear, selective type and is very compact and strong. Three speeds forward and one reverse are provided. The

### **Frame**

Our frames are made of pressed steel throughout. All parts are large and capable of withstanding the greatest strains. Motors are suspended in a special re-enforced sub-frame.

### **Springs**

Front springs are of semi-elliptic and rear springs full elliptic type. All are made of best grade crucible steel and thoroughly tested.

### **Steering Gear**

The steering gear used is semi-irreversible and has been adopted for its long life and durability. It is of the worm and split nut type. All parts and bearings are large and strongly constructed.



**Steering Gear**

By using the semi-irreversible instead of the irreversible type, all sudden strains on the steering gear are greatly modified and a smoothness is imparted in the handling of the car, which is so much desired.

### **Clutch**

Our improved clutch release is so constructed that a child can operate it with ease. The leather facings used in our clutch is supported and expanded by means of steel springs, giving a smoothness in starting the car desired by everyone.



### **Control**

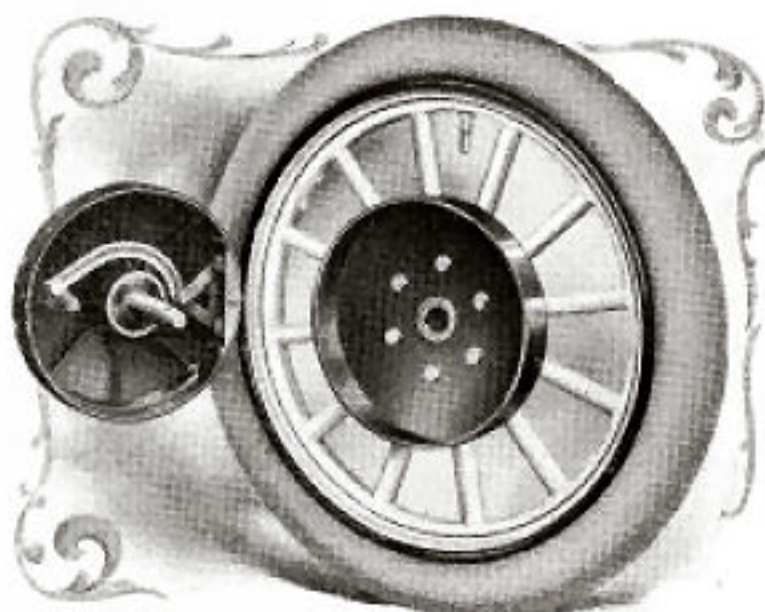
Both spark and throttle levers are located on steering wheel and work on an immovable sector.

Speed changes are effected by means of a hand lever, three speeds forward and one reverse being provided. The emergency brake is applied by the emergency brake lever.

Foot pedals operate the clutch release and service brake.

### **Brakes**

The emergency brakes are interdal expanding on hub and act upon 14-inch drums. These, together with the service brake, are sufficient for any grade which the car can climb.



**Brake**

*" Buick Customers are Our Best Salesmen."*