

## "American Underslung" Models for 1914 Include Three New Ones

The announcement by the American Motors Company of its 1914 models calls attention to three entirely new models, two "Sixes" and one "Four."

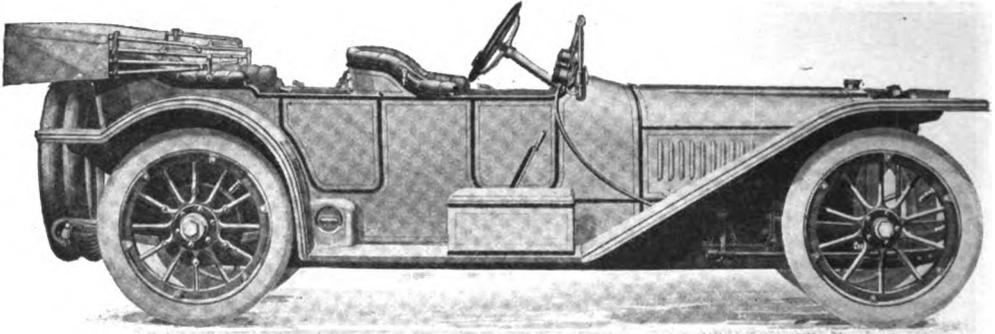
### Type 666.

The leader in the line is the "American Underslung Six," type 666. This model features a  $4\frac{1}{2}$  x 6 in. enbloc type 6 cylinder motor, on a 140 in. wheelbase chassis. It is of the "T" head type, with neat valve

cells for \$4500 completely equipped with electric starter and lights.

### Type 644.

The "American Underslung Six," type 644, is the next car of the line, in point of size. The motor has a 4 in. bore and 6 in. stroke. The cylinders are "T" head, cast enbloc, with the intake manifold, water and oil passages all cast integral with the cylinder and crank case. This does away with



The American Underslung Six Touring Car, Type 644.

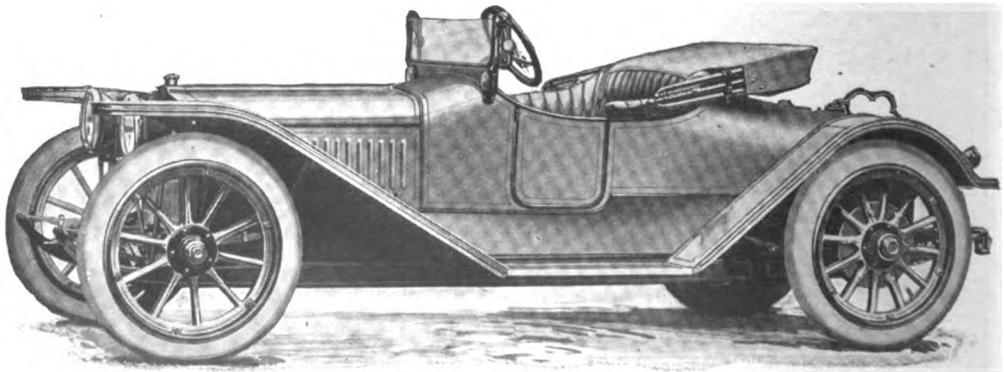
cover plates, making the whole motor extremely smooth and clean cut in appearance.

The transmission is of the four speed selective gear type and is compact in design and silent in operation. All bearings are well supported and of generous size and nothing has been omitted that might lend itself to the improvement of this part of the car. The rear axle is of the built up type.

The body shows the smooth, graceful lines distinguishing the American Underslung and seats six passengers. The "666"

all the piping and small fittings and goes to make that appearance of cleanliness and smooth lines so much desired.

The crank shaft is supported on four large bearings, hand fitted to insure long life. The carburetor is connected to the motor through a short intake pipe, which brings it well up on the side of the motor where it is conveniently accessible. The magneto is also mounted in such position that it is immediately accessible from all sides. Such details as control rods have been so designed that they are almost invisible and detract little from the clean appearance of this part of the chassis. On

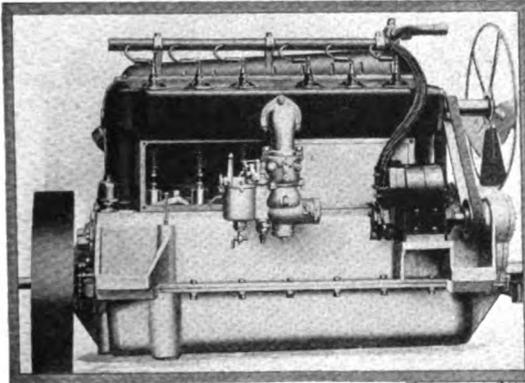


The American Underslung Six Roadster, Type 642.

the left side of the motor is mounted the motor generator for starting and lighting, which turns the motor at a reduction of 25 to 1. Its construction is extremely simple and it is readily accessible. The oiling system is of the well-known American underslung double pan automatic splash type; a constant level being maintained in the crank case. Lubrication to main bearings

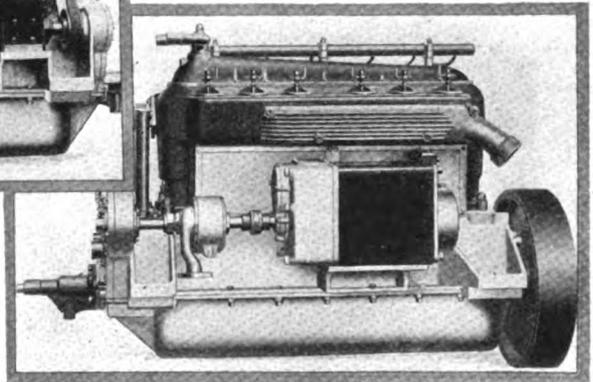
The clutch is of the cone type, of large diameter and generous width; it is extremely smooth and easy in its operation. Grease cups conveniently placed make the lubrication of the clutch easy and certain.

The rear axle is of pressed steel design. The differential, ring gear and driving pinion are supported on ball bearings, mounted in adjustable cages in a malleable iron support. All gears are of the highest grade alloy steel, carefully heat treated and ground to size. Adjustments are provided which assures the axle maintaining the quietness with which it leaves the factory. Accessibility has been given attention in designing this axle and the entire differential



The American "Six" Motor.

The intake side shows the valve cover plate removed, exposing the mechanism. The magneto is mounted on a bracket integral with the crank case, as is also the generator bracket on the exhaust side.



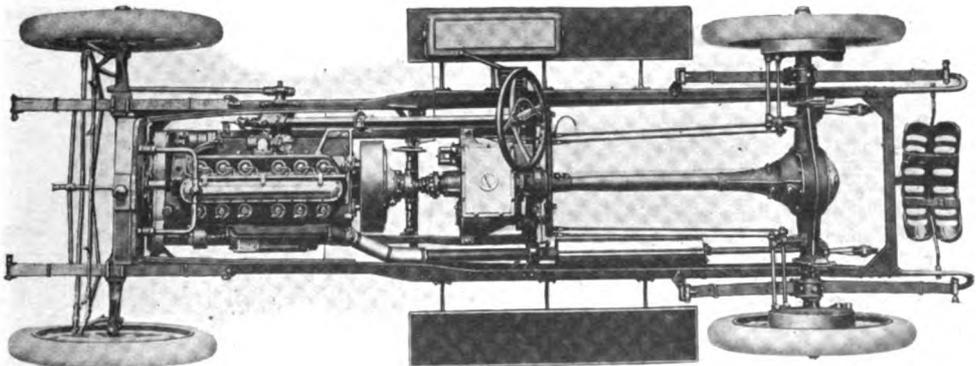
is by gravity through a sight feed on the dash.

**Transmission, Clutch and Axles.**

The transmission on this model is of the four speed selective gear type. The gears are made wide with specially designed teeth to insure long life and quietness in operation. The materials for gears and shafts are of the highest grade alloy steel, carefully heat treated and ground to size. All shafts are supported on large annular ball bearings.

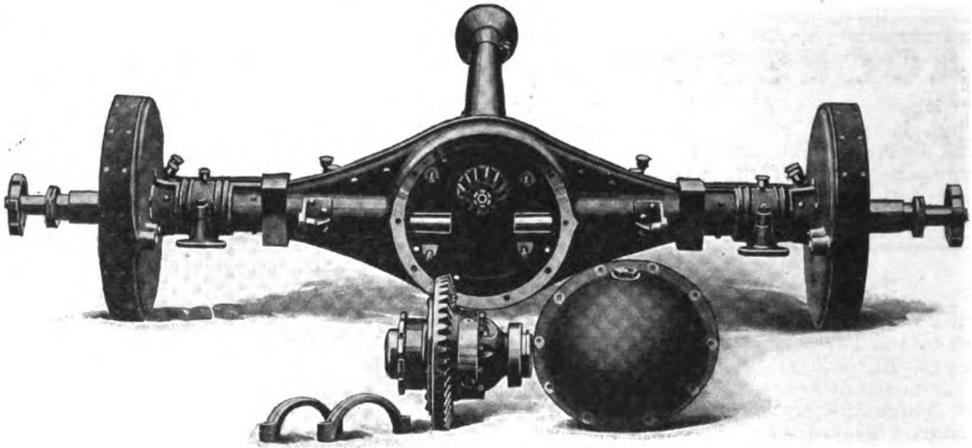
may be removed] through the rear axle housing cover.

Due to the large wheels used in this model, rather larger brakes than are commonly found on a car of this size are used. Adjustment of the brakes is made directly at the rear axle and the design is such as to offer unlimited adjustment. The rear axle is of the well-known full-floating type. The steering gear, mounted on the sub-



The American Underslung Chassis.

The engine is mounted on a sub-frame, which in turn is suspended from cross-members. The transmission is also mounted on this sub-frame, and is located amidship. A special bracket supports the rear springs and also the tire carriers.



The American Rear Axle Construction.

With the cover removed, the differential is readily accessible and can easily be taken out for adjustment purposes. Spring brackets are substantially constructed and the concentric brake bands are generous in size.

frame at the right side of the motor, is of the worm and gear type, supported on annular ball bearings and provided with convenient adjustments. Lubrication is by means of easily accessible grease cups. The front axle is a drop forging of the "I" beam type, with wheels supported on annular ball bearings.

#### Body, Equipment, Etc.

The body on this chassis seats four passengers and has long graceful lines and deep, handsome upholstery. The equipment is complete, offering as it does, electric starting and lighting outfit, ventilating windshield, specially designed one man top, speedometer and clock combination, electric horn, etc. The chassis has a wheel base of 132 in., tires 38 x 4½ in., and sells for \$2750.

A well designed two-passenger body is also mounted on this chassis. The equipment is complete, including such luxuries as a water and dust-proof baggage compartment large enough to carry two standard suitcases. Other equipment of this model includes everything offered with the four-passenger car of the same chassis.

#### Type 422

The one four-cylinder model of the line is the "American Underslung," Type 422. It contains a "T" head, enbloc cast motor of 4 in. bore and 5 in. stroke. Its design exhibits all the clean cut appearance typical of the two larger cars mentioned above. The clutch is of the cone type with six springs mounted under the clutch lining to facilitate easy engagement, and is mounted on ball bearings.

The transmission is of the three speed, selective gear type, with direct drive on the third speed. Materials are of the highest grade, all shafts being supported on annular ball bearings. The rear axle is of the pressed steel housing type with specially strong supports for the differential driv-

ing pinion and ring gear. It is full-floating. All loads are taken up by ball, radial or thrust bearings of the highest grade.

#### Equipment, Etc.

The equipment of this model offers a complete electric lighting outfit with a generator for charging the battery, as well as supplying the current for the lights, and an air starter, which is positive and silent in its operation. The wheelbase of this model is 105 in., tires 36 x 3½ in. It sells, completely equipped with lighting system, starter, top, windshield, speedometer, etc., for \$1550.



Studebaker Corporation's Method of Aiding the Freight Car Shortage.

The Studebaker loading crews employ the double-decking process in loading freight cars. A Studebaker '35' is seen on the upper deck and a "25" below; thus each freight car of this type is made to carry six instead of three automobiles. Economy of this sort has been made necessary on account of the shortage of freight cars in Detroit.