

1907,
BUICK 44

AUTOMOTIVE HISTORY
COLLECTION

OLD
FAITHFUL

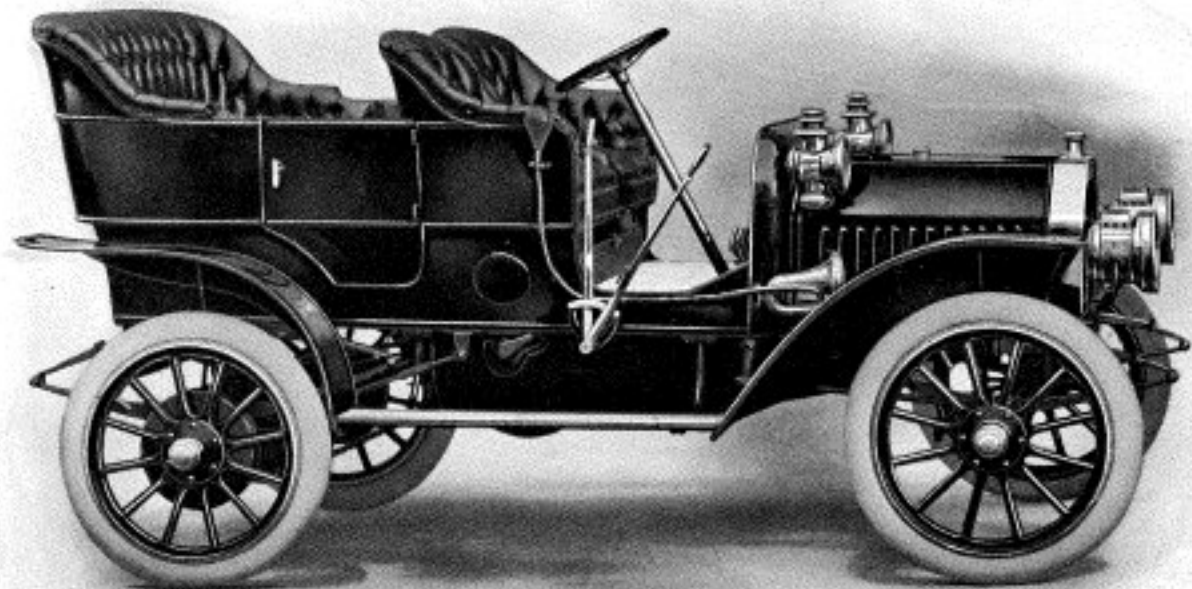
BUICK MOTOR COMPANY
FLINT, MICHIGAN

Introductory

The purpose of this little booklet is not the exploitation of a new automobile, but rather a reminder of a well tried and trustworthy car. The name which it has won for itself, "Old Faithful", expresses better than any other words, its trustworthiness.

We ask a careful consideration of the facts set forth in the following pages, with full knowledge that the information given is full of true merit, and that no purchaser of a Model "F" will make a mistake.

BUICK MOTOR COMPANY.



"OLD FAITHFUL"

Model "F" Specifications

BODY	Wood, touring type.
COLOR	Red body and gear.
SEATS	Five persons.
WHEEL BASE	92 inches.
TREAD	56 inches.
TIRES	32 x 3½ inches.
STEERING GEAR	Tilting column, pinion and sector type.
BRAKES	External contracting on differential, and internal expanding hub.
SPRINGS	Three fourths elliptic in front, full elliptic in rear.
FRAME	Angle iron.
MOTOR	Double opposed. 22 H. P.
CYLINDERS	4½ x 5 inches.
VALVE ARRANGEMENT	In head of cylinder; cage and valve removable.
COOLING	Water, circulated by pump.
IGNITION	Jump spark.
CURRENT SUPPLY	Storage battery and dry cells.
LUBRICATION	Mechanical force feed lubricator, gear driven.
CARBURETOR	Schebler.
MOTOR CONTROL	Spark and throttle levers on top of wheel on immovable sector.
TRANSMISSION	Planetary. Two speeds forward, one reverse.
CLUTCH	Cone, wide surface, positive action.
CONTROL	Pedals for slow speed ahead, reverse and brake. Side levers for engagement of clutch and emergency brake.
DRIVE	Chain.
PRICE	\$1,000 f. o. b. factory. This price includes oil lamps, tail lamp, gas headlights, generator, and repair outfit.
EXTRAS	Magneto, top, glass front, speedometer.

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

THE wonderful growth of the automobile industry is convincing proof that the automobile has become a permanent part of the life of the great American public. It has done more towards solving the great problem of rapid transit, especially in rural communities, than any other agency.

We feel that this is an opportune time to call the attention of our many friends and patrons to one of the most successful automobiles that has ever been manufactured, namely the Buick Model F.

This car was, so to speak, the foundation on which the great structure of the Buick Motor Company was built. It has for years endured the most rigorous tests to which any mechanism could be subjected, to the end that it is today considered the most stable and trustworthy form of automobile on the market. We do not claim that the Model F car is one to answer the requirements of that portion of the public desiring an elaborate, high priced automobile; we do, however, positively state that it will prove of more service and benefit to the user than the complicated four and six cylinder types.

Our reasons for the above statements are as follows:

The construction of the double opposed motor permits of an exceedingly large bearing for the work imposed upon it.

All of the working parts are in proportion to the horse power generated. This spells a long lived and durable motor, and the motor, after all is said and done, is the heart of the car.

The mechanical features of our Model F car are thoroughly standardized, as the result of years of experience—the motor being practically unchanged today from the original motor put out in 1905.

As a doctor's car, where a machine is required always ready to respond to his needs, regardless of weather conditions, there is no automobile manufactured today that will prove anywhere near its equal.

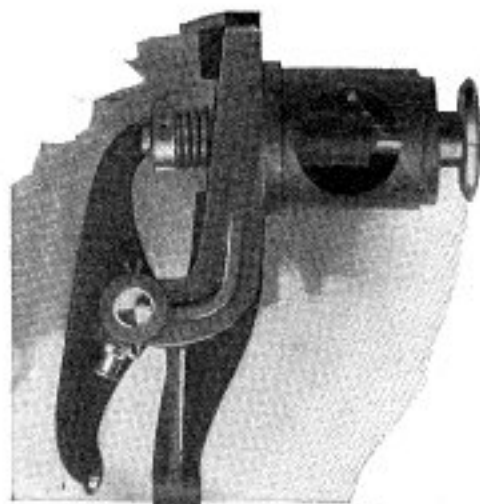
To meet the demands of a man living in the country or in the small town, in a great many instances far removed from competent repair shops, no car is offered which can show a lower up-keep or less trouble than a Model F. This is true to such an extent that throughout the country, from East to West and from North to South, the Buick Model F is spoken of by rank and file as "Old Faithful".

While the majority of cars built thus far, for the season of 1910 has been along the lines of four-cylinder machines, still the demand for the old Model F has been so great that we have manufactured more of this model than in any previous year during the existence of the company.

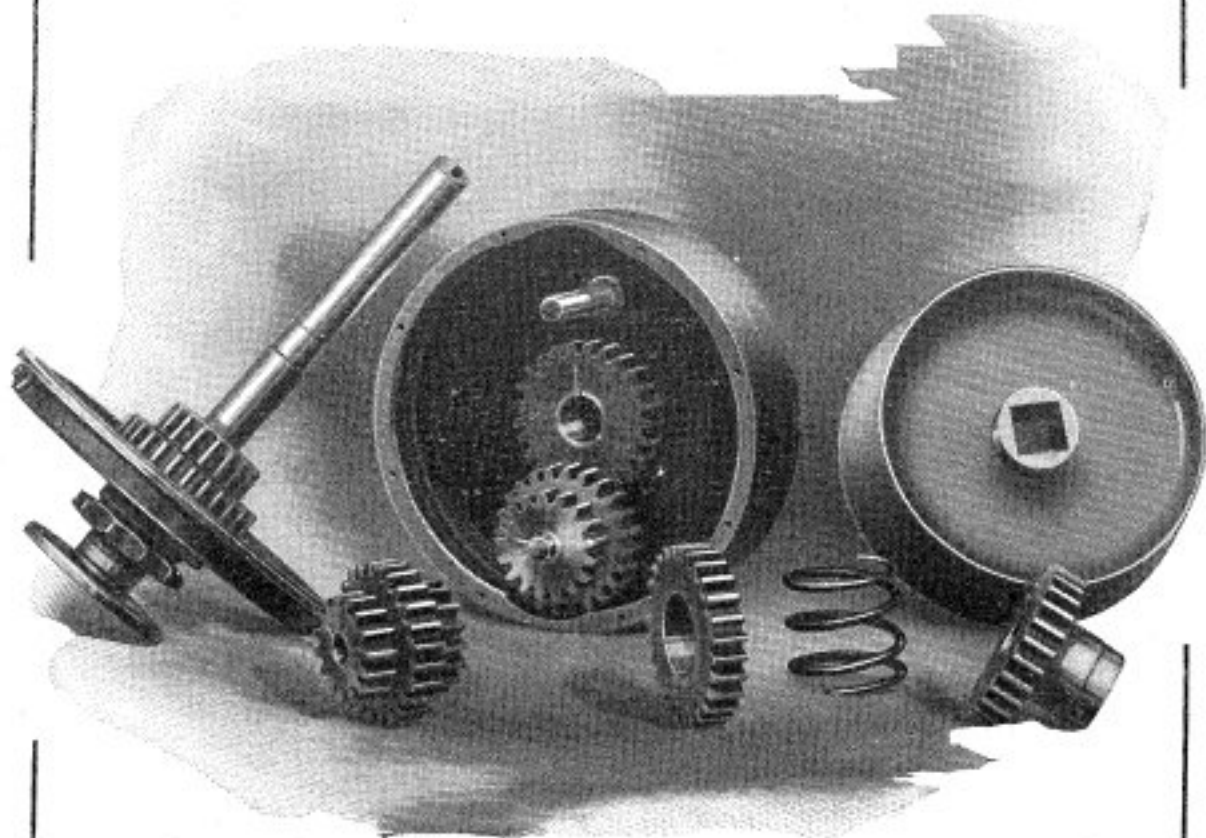
The Buick Model F is so well known throughout the country that a general description is perhaps unnecessary. However, we desire to call attention to outlines and mechanical features which in our opinion recommend it. The straight-line body, new style radiator and hood, combine to make these cars in general appearance the equal of any car built.

MOTOR: The motor is of the two-cylinder under-slung type, cylinders being $4\frac{1}{2}$ x 5 inches and amply water jacketed to prevent over-heating under any conditions.

LUBRICATION: Lubrication is had through a mechanical force feed oiler which insures oil being supplied to all bearings and working parts.



VALVES: An important feature of these motors is the type of valve construction. Owing to the material used in them, grinding is seldom needed. If, however, it should become necessary, the valve with its cage can be quickly removed from the head of the cylinder. By the aid of a vice the valve can be ground in without disassembling. This is



an important consideration on a two-cylinder double opposed motor. We know of Buick cars that have been run an entire season without having the valves removed even for inspection.

BEARINGS: The bearings on our engines are very large and especially designed to give long life.

CAM SHAFT: The cam shaft, fitted with adjustable bearings, is carried above the crank shaft and can be quickly examined or adjusted for any slight wear that may occur.

WATER PUMP: This is of the gear variety and is driven from the interior of the crank case. It can be speedily removed if desired.

TRANSMISSION: The transmission is of the planetary type, having two speeds forward and one reverse. Owing to the high power of the engine, it is built very strongly.

HIGH SPEED CLUTCH: The high speed clutch is of the well known leather faced cone type. It is self-adjusting and requires no attention on the part of the driver. It will not slip.

CONTROL: The slow speed forward, the reverse and service brakes are operated by foot pedals. The high speed clutch is engaged by a lever at the right of the driver's seat. The emergency brakes which expand on the rear hubs, are controlled by a second lever.

BRAKES: Service brakes are of large proportion, contracting on differential. The emergency brakes are internal expanding hub and of the full wrapping type. The braking surface is lined with camel's hair fabric which can be renewed at a very slight expense when necessary.

FRAMES: Frames are of angle iron and of strong, sturdy construction. All frame connections and fittings are hot riveted. Such a thing as a broken or loose frame is unknown. In this connection we wish to call particular attention to the ease with which the transmissisn can be removed,

if necessary, or dropped from the frame by the loosening of several bolts which connect transmission shaft with the fly-wheel. Another feature is the ease with which either cylinder of the motor can be removed without taking the engine from the chassis. If, however, it is desired to take the engine out completely it can be readily accomplished.

SPARK PLUGS: Spark plugs are on top of the cylinder and readily accessible.

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