

THE
INDEPENDENT
H
AUTOMOBILES



THE INDEPENDENT HARVESTER CO.
PLANO, ILL. U. S. A.

The Independent H. Automobiles

Nine Years' Experience

Nineteen-Eleven Catalogue
FIRST EDITION



The Independent Harvester Company

Plano, Illinois, U. S. A.

CABLE ADDRESS: "INDHARCO"

The New Independent H. Automobile Is a Car That

IS BUILT HIGH enough to travel rutty country roads like a carriage.

WILL NOT DRAG its parts against rocks or stumps or in deep mud or sand.

HAS THE ENTIRE BODY (under seats and all) free from parts.

HAS LARGE WHEELS and solid tires and no tire trouble.

IS SAFE, simple and durable.

IS BACKED by nine years' experience.

STARTS, STOPS and reverses easily by one lever and positive engagement direct to rear wheel.

HAS NO DIFFERENTIAL or equalizing gear to break or get out of order.

HAS NO CLUTCHES with their attendant adjustments and uncertainties.

HAS NO WATER radiator or pump or fan troubles.

HAS NO OILER and no oil troubles.

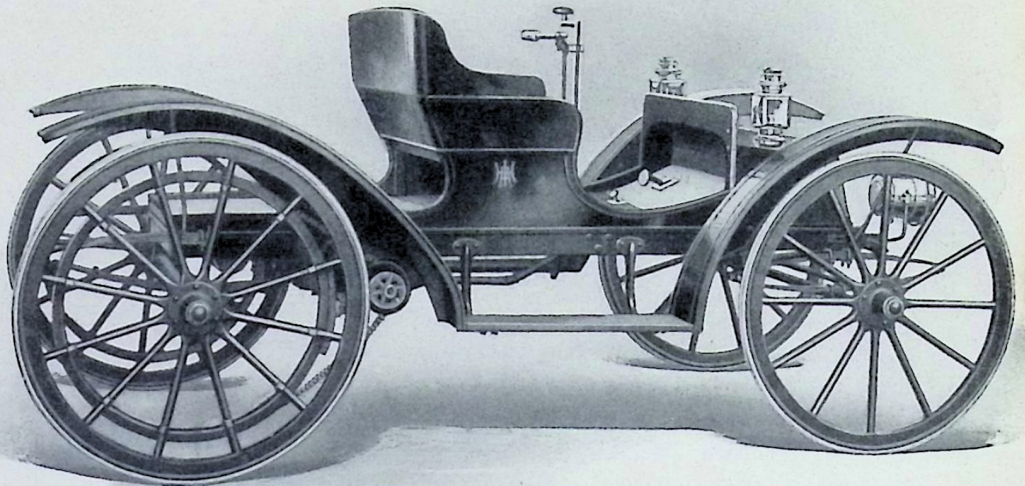
HAS NO BEARING TROUBLES, all motor bearings and all other bearings being of the ball or roller type.

IS NOISELESS and vibrationless and has very few parts.

RIDES AS EASILY and comfortably as the finest horse carriage or pneumatic tire car.

RAISES LESS DUST than a horse and carriage or any pneumatic tired car.

IS LIGHT, graceful and attractive; suitable for both city and country use.



Runabout—Model No. 20

Price \$770

Fully equipped with dragon horn and 4 lamps.

Length—140 inches.

Weight—1250 lbs.

Width of track 56 inches, (for wider track see page 15.)

Ignition—double battery.

Motor—24-26 H.P. all ball and roller bearing, double fan air cooled.

Hood and Fenders—sheet metal.

Body—wood. **Cushions**—leather tufted, with springs.

Free floor space—81x31 inches.

Luggage space in hood.

Seats Ironed for single top (for top see page 15.)

Color—Bruster green and black with red stripes.

Large delivery or **luggage box** or **rumble** or **artillery seats** for the rear of the body may be supplied upon request.

Nine Years' Experience

There is one fact that gives all the other facts about the Independent H. Automobile force and meaning.

It has been designed and built under the supervision of our own engineer, Mr. H. K. Holsman, A.M.-F.S.A.E.-M.W.S.E. who is recognized the world over as a pioneer designer of automobiles on Independent lines of efficiency, durability and utility, rather than sporting and racing ability.

His products cover nine years of effort and thousands of his various designs are giving daily service in nearly all countries of the world.

His products hold numerous world records for hill climbing contests and reliability runs in their class, records dating back to 1902 when he won a blue ribbon in the Chicago 100 mile reliability run of that year.

Some of the more recent records are:—

Perfect score, runabout class,

First place, touring car class.

Chicago 100 mile reliability run, July 26, 1906.

Making better time than machines of nearly double the price.

Algonquin hill climbing contest, Sept. 6th, 1906.

Fastest time in its class,

Algonquin hill climbing contest, Aug. 9th, 1907.

Perfect score,

Chicago reliability non-stop run, June 28th, 1907.

Smallest gasoline consumption, with one exception (29 miles per gallon)

Chicago 95 mile fuel economy contest, Sept. 13th, 1907.

First and second places (in its class)

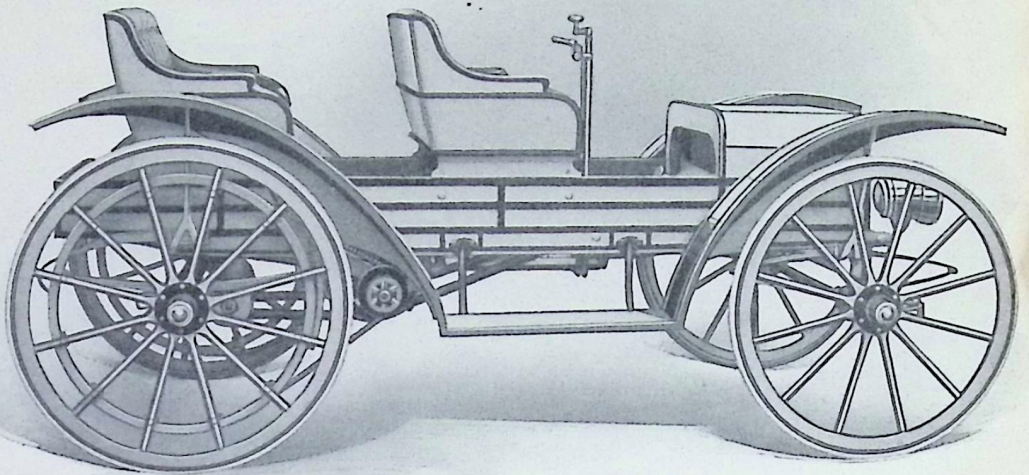
Algonquin hill climbing contest, Aug. 14, 1908.

First and second places (in its class)

Algonquin hill climbing contest, Aug. 5, 1909.

Every one of the valuable distinguishing features of the Independent H. Automobiles have had from three to ten years of actual trial.

Accomplishments (not expectations or experiments) are what we offer.



Utility—Model No. 23

Price \$790

Fully equipped with dragon horn and 2 lamps.

Length—140 inches.

Weight—1350 lbs.

Capacity—4 persons or 800 to 1000 lbs.

Width of track 56 inches. (For wider track see page 15.)

Ignition—Double battery.

Motor 24-26 H. P. all ball and roller bearing double fan air cooled.

Body—wood,—**Cushions**—leather tufted, with springs.

Floor space free—96x31 inches.

Luggage space in hood.

Seat ironed for extension top. (For top see page 15)

Painting—Grey and black.

Rear seat and extension top may be removed in 3 minutes making a runabout truck similar to model No. 22.

The New Independent H. Automobile

Elegance and Cleanliness combined with
Convenience, Efficiency and Power.

A Marvel in Motor and Transmission Construction

Important Announcement

All the valuable and distinguishable features, including the motor, carburettor, transmission device, chains, throttle control, and anti-rattle non-wearing steering joint, inlet valves, etc. are protected by our own patents and cannot be used on any other automobile.

Some of these important distinguishing features are:—

The direct transmission of power from the motor shaft to the wheels, without intermediate gears is accomplished only by the Independent H. Automobiles. This is what automobile engineers have been striving for years to achieve, owing to the great saving of parts, of complicated transmission mechanism and of power.

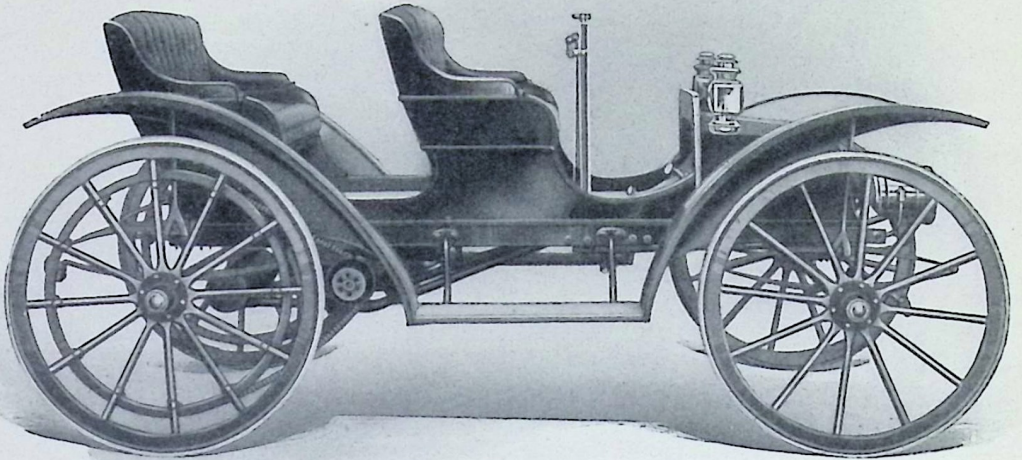
In the Independent H. Automobile only is it possible to offer to the public a motor having all ball and roller bearings. In other words in our automobile is offered the first and only successful design for an automobile motor, in which friction bearings have been entirely eliminated, thus practically avoiding all wear on bearings and doing away entirely with all such troubles as worn out or burnt out bearings, etc.

Another remarkable feature of our motor is the entire elimination of connecting rods and connecting rod bearings by fastening the opposing pistons rigidly together, with a large roller bearing between them, operating directly on the motor shaft crank pins.

Particular attention is called to the fact that our transmission consists solely of a patent silent friction chain made from hardened nickel steel, and shaped to operate in grooved driving sheaves on both high and low gear, without sprockets.

These chains are not affected by weather conditions or by snow, mud or sand, and are absolutely noiseless in action from the fact that they travel in smooth grooves instead of on sprockets and are always kept taut when in action. They are silent and durable and cannot wear out of pitch and there is no opportunity for them to "Climb the sprockets," or to wear so they will not fit, hence the ordinary chain evils are eliminated.

In the Independent H. Automobile there is no oiling mechanism whatever. When the motor runs it is sure to be properly oiled by our new system and no care need be taken other than to add oil to the gasoline, when refilling the tank.



Surrey—Model No. 21

Price \$800

Fully equipped with dragon horn and 4 lamps.

Length—140 inches.

Weight—1300 lbs.

Capacity—5 persons.

Width of track—56 inches. (For wider track see page 15.)

Ignition—Double battery.

Motor—24-26 H.P. all ball and roller bearing, double fan air cooled.

Hood and Fenders—Sheet metal.

Body—wood, **Cushions**—leather tufted, with springs.

Floor space free 81x31 inches.

Luggage space in hood.

Seat ironed for extension top. (For top see page 15.)

Painting—Bruster green and black with red stripes.

Rear seat and extension top may be removed in 3 minutes making a runabout similar to model 20.

Description

The new Independent H. Automobile was quite accurately predicted in Scribners for June 1908, under the title of "The Coming Automobile," which "Coming Automobile," was described as "A vehicle swift, but not compulsory swift; as fast as you like within reason, but one that you can use like a carriage when the mood or necessity is on; one that can be driven as fast as a car runs or as slowly as a horse walks, and will keep the pace indefinitely without making any demand upon the driver's thought except to guide it. A vehicle whose motor propels quietly and smoothly and so flexibly and powerfully that it responds as readily to the throttle at say 25 miles per hour as at a foot pace and will accelerate rapidly from a mere crawl without shifting gears," and "A vehicle whose necessary control members, steering lever, brake and throttle are so easily operated, with so little need of expert skill, that an owner may learn in a day, not only to handle it but may thereafter drive without making the Automobile the sole occupant of his attention. "It is so perfect a machine, represents so few mechanical reminders to the eye or the ear as to be almost mechanically self-effacing."

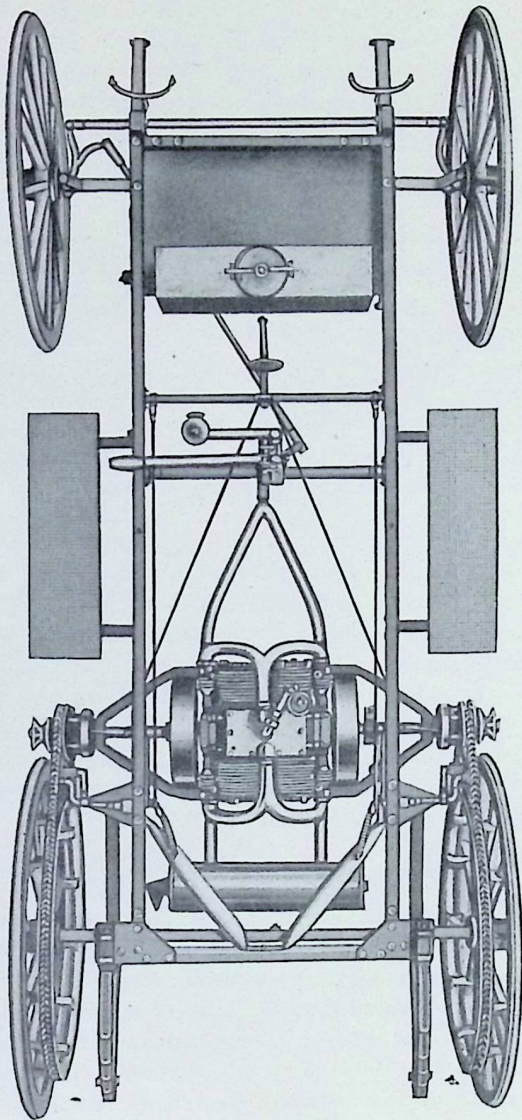
The control of all speeds resembles that of a steam carriage, being accomplished with a throttle alone and its handling is almost that of an electric vehicle, except that it can be run slower without jerking and much faster and has many times more power than any electrical vehicle, while its range of travel is unlimited. In short, the New Independent H. Automobile is a smooth running, perfectly flexible and very powerful automobile of pleasing form and elegant finish, which a gentleman or lady can drive anywhere in the country on bad roads or in the city on good roads and avoid making the clouds of poisonous and filthy dust that are usually raised by the ordinary type of Automobile and thus not do violence to the finest aesthetic and hygienic sensibilities.

Transmission

The transmission for both low and high speed is direct from the motor shaft to the wheels through our new patented silent steel friction chain. One control lever very easily operates, high and low gear and reverse. The vehicle starts and runs on all ordinary roads from zero to maximum speed by friction of the steel chain, operating on grooved sheaves on the ends of the motor shaft to the sheaves on both rear wheels.

High and Low Gear

In case of steep hills or mud sufficient to stall the motor on high speed, the low speed comes into action by the mere pressing of a heel pedal, and when the necessity for greater power has passed, the high gear returns automatically into operation by simply relieving the tension on the chain by the control lever.



Chassis—Top View

All Bearings either Ball or Roller type. Frame—Wood, steel reinforced. Springs—Full elliptical and three-fourths elliptical. Wheels—Heavy artillery 40-inch and 42-inch. Entire Motor and Transmission may be removed from the chassis by removal of a couple of bolts in the three point suspension.

Positive Reverse

The reverse is accomplished by moving the motor back, until the grooved pulleys on the ends of the motor shaft come into engagement with the steel channels or rims of the wheels. (These pulleys do not come in contact with the tire). The movement is accomplished by the one control lever. The driving chains are wholly and automatically raised from engagement when the tension is released. This is the only device by which an Automobile may be instantly and positively reversed, without any extra machinery or any special movements or extra control levers.

Direct Application of Power

Thus all operations of driving forward, backward, slow or fast, are accomplished by one lever with the **POWER DIRECT FROM THE MOTOR SHAFT TO THE WHEELS** through our patent silent friction chain, or our patent reverse sheaves, without the intervention of any counter shaft or jack shaft, bevel gears or any differential gears or any machinery whatever. We venture to affirm that no simpler or more reliable or more efficient transmission can be devised.

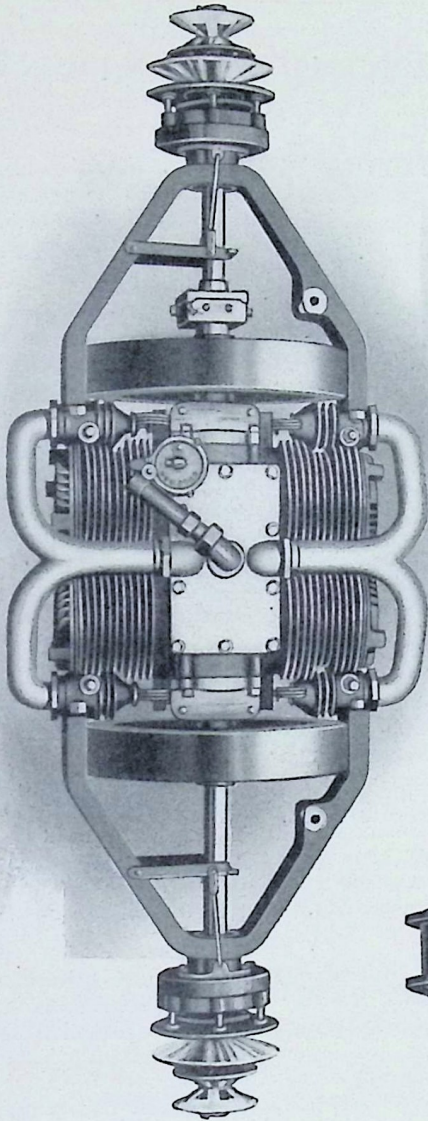
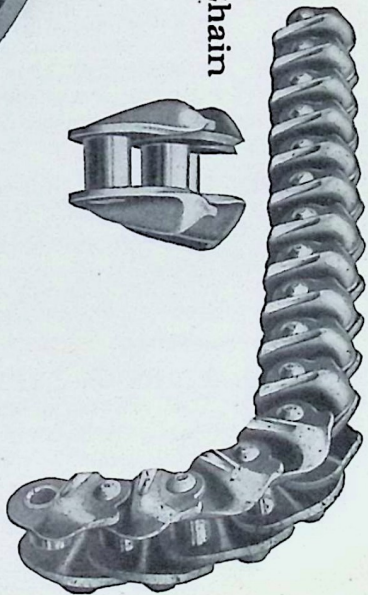
Friction Driving Chain

The transmission chains are made of a special analysis hardened nickle steel, after our own patent. We guarantee them to be as durable and wear as long as any type of chain used on an automobile transmission to the driving wheels and their efficiency to be unaffected by water, snow, mud or any other road or weather conditions. They enter the rear sheaves on the down side 12 inches above the ground, thus making it quite impossible to throw them off in deep ruts, snow, mud or sand. These chains are absolutely noiseless on high and low gear, and when in driving action they are in tension both ways, thus making the steadiest drive possible and making them superior for this purpose to any other chain on the market.

Removable Motor

The motor transmission, including the muffler, carburettor and the ignition apparatus, and all other power and transmission machinery are made in one piece and so suspended from the chassis frame that no vibration of the working motor is communicated to the body of the vehicle to cause rattle, and the whole plant is so attached to the chassis that every part is accessible conveniently or it may be removed by the withdrawal of a couple of bolts, for the greater convenience for occasional cleaning or repairs or for transfer to another vehicle, or the motor may be thus removed from the vehicle in a few moments and placed upon a frame where it can be used to do other work, such as sawing wood, running other machinery, etc.

The Patent Silent Friction Chain



All Ball or Roller Bearing Motor and Entire Transmission

Cylinder oil enters the crank case through the carburettor in exact proportion to the work done by the motor. All other parts are provided with grease filled cases. All parts of the motor easily accessible from above.

Twelve Exclusive Superior Points

1st—APPLICATION OF POWER—We have the only device that permits the power to be applied directly on and near the periphery or outside rim of the wheel, where it is needed, instead of indirectly through gears and other machinery on or near the hub or on the axle, thus making light running gear efficient and durable.

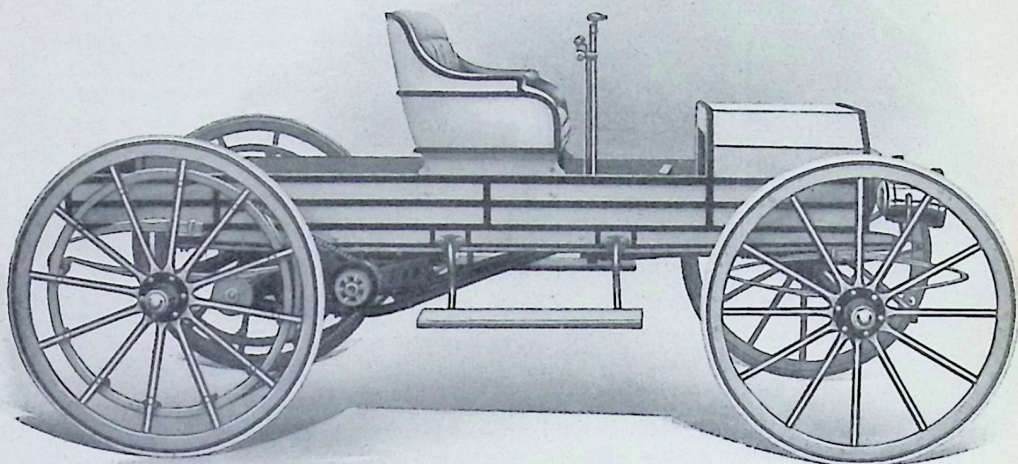
2nd—STARTING—Our device is the only one applicable to gasoline vehicles permitting starts or instant change of gears without sudden jerks and absolutely preventing damaging strains to the motor or driving mechanism through mismanagement or accidents in driving.

3rd—TURNING CORNERS—Ours is the only device providing efficient means (without the extra and elaborate mechanism of differential gear) for turning corners. The transmission device is self-adjusting, so that when a corner is turned the friction chain is automatically tightened and takes hold more firmly on the outside of the curve while the other chain is correspondingly loosened and allowed to slip slightly on the inside of the curve, so that more power is applied to the outer wheel than to the inner wheel, and the turn is easily and correctly accomplished.

4th—DIFFERENTIAL GEAR ELIMINATED—When rounding a curve or driving on a sloping road the wheels on the outside of the curve or on the lower side of the slope on any vehicle receive a greater load and roll harder than the wheels on the inner or upper side where the load is lighter. When equalizing gears or differential gears are used as is the case with all other automobiles, as much power is applied to the lighter running side as to the heavier running side of the vehicle, thus tending to drive the wheels in the opposite direction from the desired turn and causing skidding. In the Independent H. Automobile, greater power being applied to the heavier running side in each of these cases than to the lighter running side, the power acts in the proper direction and prevents skidding and makes steering and driving control of the vehicle easy.

5th—STEERING—We have tried wheel steering but prefer our well developed lever steering as being by far the most reliable and most easily operated. Furthermore it does not develop the lost motion so objectionable in wheel steering. The necessity for a greater power than a well proportioned lever does not obtain in our automobile where the weight in front is hardly more than the wheels themselves. Our own patent anti-rattle and non-wearing steering joints are used throughout.

6th—RIGHT OR LEFT HAND DRIVE—The steering and control levers are placed near the middle of the front seat and so designed that they may be used as readily from one side of the seat as the other, so that the car can be entered and operated as readily from one side as the other. The steering and control levers are so placed out of the way that no encroachment is made on the seat whatever and one can readily pass round in front or behind them.



Utility—Model No. 22

Price \$750

Fully equipped with dragon horn and 2 lamps.

Length—140 inches.

Weight—1300 lbs.

Capacity—800 to 1000 lbs.

Width of track—56 inches. (For wider track see page 15.)

Ignition—Double battery.

Motor—24-26 H. P. all ball and roller bearing double fan air cooled.

Body—Wood.—**Cushions**—Leather tufted, with springs.

Floor space free—96x31 inches.

Luggage space in hood.

Seat ironed for top. (For top see page 15.)

Painting—Grey and black.

Another seat or different styles of bodies with hood removed and seat farther forward may be arranged upon request.

7th—START FROM EITHER SIDE—The motor can be started with the starting handle from either side of the vehicle and entered from either side making it very convenient for use on muddy streets where it would be undesirable to pass around in front or the rear of the vehicle to the outside in order to start the motor or operate or enter the car.

8th—MOTOR—Our patent all ball and roller bearing motor is four cylinder, four cycle, 26 horse power by standard rating, air cooled by more than double the usual radiating surface and by a special double fan so designed that the entire motor and transmission including the muffler, oiling device, carburettor, sparking apparatus and high and low gear and reverse are all in one unit. It has two 5-inch radial ball bearings of the best silent type, two five inch roller bearings of the best frictionless type and two flexible roller bearings. **IT HAS NO PLAIN BEARINGS OR JOURNALS WHATSOEVER**, not even a piston wrist-pin bearing. The ball and roller bearings, besides being the best that can be had, are fully twice as large as are usually used on gasoline motors of the same capacity and are intended to be practically non-wearable.

9th—VALVES—Our patent inlet valves are automatic and made in one piece from solid steel. The exhaust valves are operated directly from the motor shaft, without any intermediate machinery, such as gears, camshaft, etc.

10th—MOTOR LUBRICATION—Of all our superior points of design, perhaps the most important is the matter of lubricating the motor. The motor cylinder and bearings lubrication is accomplished perfectly without any oiler pump or other machinery by dissolving the requisite amount of lubricating oil into gasoline, whence it is carried in vapor form directly to all the parts and perfectly distributed without any chance of failure to lubricate properly. A gauge cup is provided on the bottom of the gasoline tank cover, so that when the gasoline tank is filled to any given amount, the proper amount of lubricating oil can be poured into the tank. No oil adjustment or anxiety is necessary and the motor simply cannot fail to receive the proper amount of oil in proportion to the work required of it.

11th—SIMPLICITY—This is the simplest, most reliable, and most mechanically refined gasoline motor known. With proper handling and care this motor is free from the necessity of repairs more than once a year and while it is so constructed through-out as to require the minimum of repairs, it is so easily removed from the vehicle, that it can be sent to our factory if desired, where repairs can be properly made and in the meantime another motor can be easily and quickly installed to take its place. This is to insure against unintelligent repairs and consequent damage by incompetent persons, as well as to insure no appreciable loss of the use of the vehicle in case of accidents to the motor or transmission.

12th—IGNITION—Our battery ignition system is of the single spark type, having no distributor and having primary and secondary wires free from ground, insuring perfect action, even though used in very moist climates or rainy weather. This single spark system insures the longest possible life to batteries. It is positively the simplest and most reliable and efficient form of ignition. It is the result of many years of trial and experiment with all forms of ignition.

A magneto can be applied to the motor upon request by special order.

Express Warranty

We warrant our vehicles to this extent. That at any time during the life of the vehicle we will repair or replace any parts giving out in normal service under proper care and management in consequence of defective material or workmanship. All such defective parts, in order to be so repaired or replaced must be returned, prepaid to our factory for inspection. No selling agent or representative of ours has any authority to abridge or change this warranty in any manner.

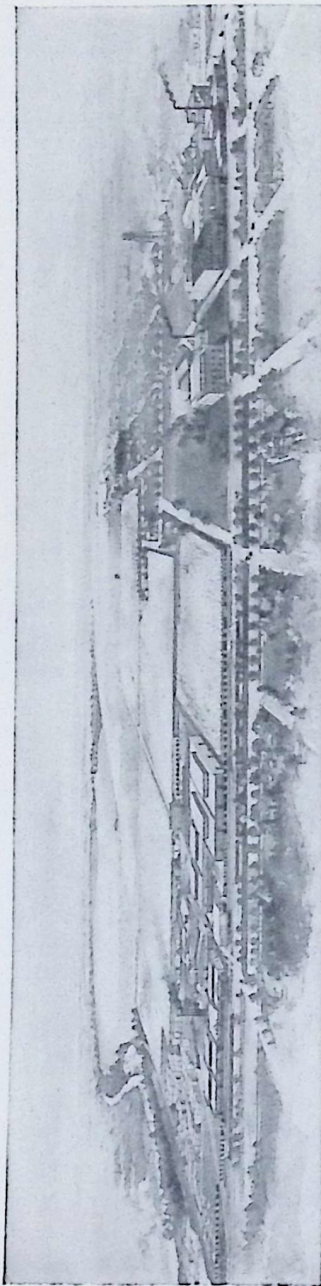
Terms

Twenty per cent with order, balance C.O.D. or sight draft, with bill of lading attached. All prices are F.O.B. Plano, Illinois. Foreign orders should be accompanied by the entire amount of the purchase price, or a confirmed bankers credit in Chicago or Plano, or New York, against which we can make draft with bill of lading when making shipment. Crating charges for rail shipment, \$10.00. Boxing charges for ocean shipment \$20.00. Purchasers placing their orders through agents should insist on filling out and signing a regular order blank and retaining a duplicate thereof.

Extras

- Rubber top** for single seat, \$25.00. (Code word RUB.)
- Morocoline top** for single seat with removable side curtains \$35.00, (Code word MOR). This material is claimed to wear better than leather and will not crack like leather.
- Leather top** for single seat with morocoline side curtains. \$50.00. (Code word LET.)
- Victoria Morocoline top** for single seat \$75.00. (Code word VIC.)
- Extension Morocoline top** for two seats with morocoline side curtains \$75.00. (Code word CLI.)
- Storm front** for all tops, complete with wings and celluloid windows, \$15.00. (Code word CUM.)
- Dust hood** for extension top \$10.00. (Code word DUS.)
- Lap apron** rubber \$3.00. (Code word LAP.)
- Folding glass wind shield** for any model \$30.00. (Code word CEL.)
- Ammeter** for testing batteries \$3.00. (Code word AM.)
- Wagon jacks** \$2.50. (Code word JAK.)
- Speedometer and Odometer** attached \$16.00. (Code word EDO.)
- Cylinder oil** 65 cents per gallon in 1 gallon cans; 50 cents per gallon in 5 gallon cans. Code word OIL.)
- Storage batteries** for ignition \$15.00
- Extra width of Track**, 61 inches, all models \$25.00.

HOME OF THE INDEPENDENT HARVESTER COMPANY, PLANO, ILLINOIS



FARM AND FACTORIES WHERE THE INDEPENDENT AUTOMOBILES
AND FARM IMPLEMENTS ARE MADE