

ANHUT

SIX

DETROIT'S LATEST SUCCESS

ROADSTER, - \$1,700
PONY TONNEAU, 1,800

ADDRESS ALL INQUIRIES TO

~~CAR MAKERS SELLING CO.,~~

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Durand Auto Sales Co.

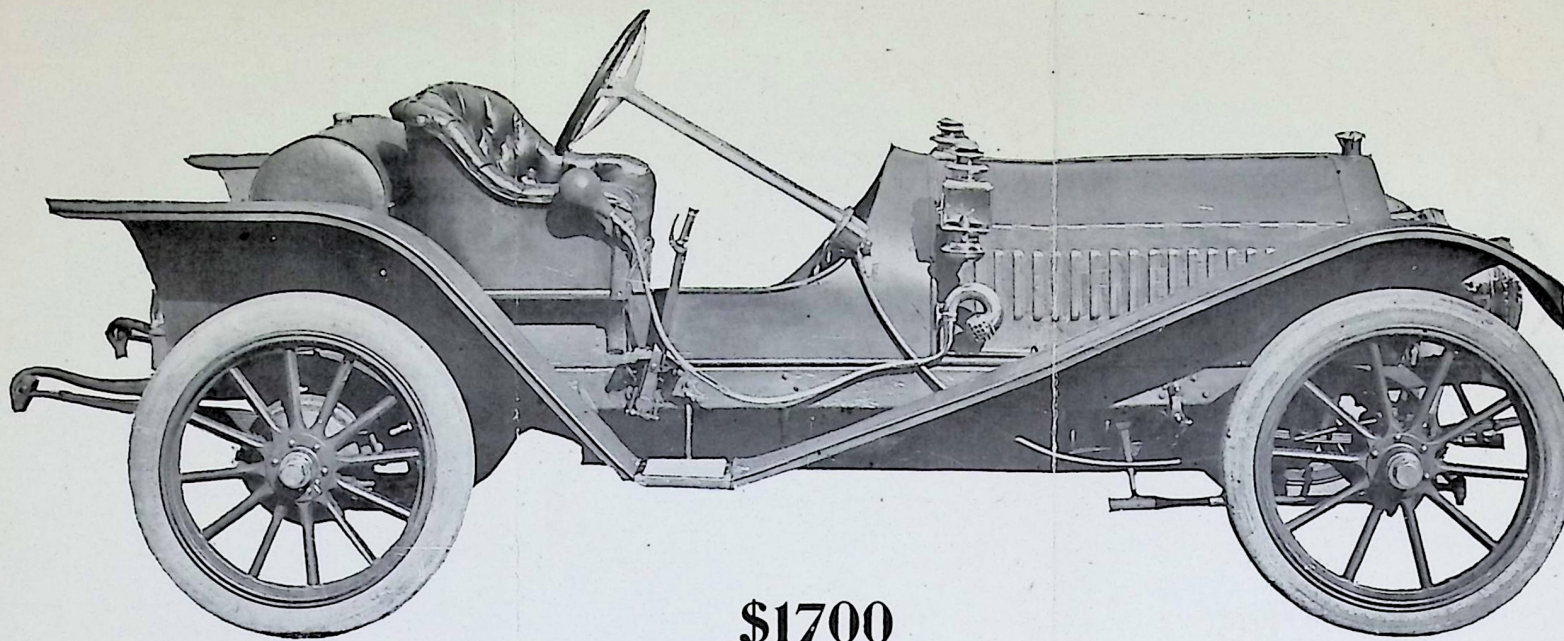
SALES MANAGERS FOR

ANHUT MOTOR CAR CO.

Factory,

Detroit, Mich.

5711 Golden Gate Ave - S. F.



\$1700

ANHUT SIX ROADSTER

A LOT of the thousands of ideas and features which have been used in the manufacture of Automobiles, certain things have proven so entirely satisfactory that they have been accepted as standard by manufacturers, agents and car users. To deviate from that which is acknowledged as standard is to ask the prospective user to "take a chance". The designer of the **ANHUT SIX** has succeeded in building a car which is standard from tires to steering rim, and by accepting that which is proven, has eliminated the enormous expense attached to experimental work, and has thereby placed the manufacturers of the **ANHUT SIX** in a position to offer a

High Grade Six-Cylinder Car at a lower price than is usually asked for four-cylinder cars of like quality.

There are no dead centers on a six-cylinder engine as there is always a new impulse started before the last one is exhausted, and as a result parts which receive the power and transmit it to the ground (clutch, transmission, universal joint, differential axle, drive shaft, wheels and tires) are under a **CONSTANT** load instead of an uneven application of power as is the case where less than six-cylinders are used.

This is not a theory but a fact which can easily be proven by a ride in an **ANHUT SIX**.

In the **ANHUT SIX** the engine, clutch and transmission are built in one unit with all moving parts enclosed and running in oil. By unit construction, perfect alignment of the engine, crank shaft, clutch shaft and transmission shaft is secured, not only in the beginning but as long as the car lasts. This unit supported at three points is relieved from any strains caused by distortion of the frame from rough roads.

The front axle is of I beam construction forged from one piece of steel. The power is transmitted to the rear wheels through a multiple disc clutch, selective type three speed and reverse transmission, enclosed drive shaft with one universal joint and a ball bearing bevel gear rear axle. There are two pair of brakes, both located on the drums of the rear wheels. A standard high tension magneto is furnished which guarantees freedom from ignition troubles.

While the price of the **ANHUT SIX** is attractive we do not base our claims on price alone as a thorough investigation of the merits of the car will prove that the **Anhut six could not be made any better at any price.**

ROADSTER

MOTOR---4 cycle, verticle water-cooled, Six-Cylinders cast in pairs, 3½ in. bore by 4 in. stroke, giving 36 H. P. Valves, are enclosed in cages and located in the cylinder-head directly over pistons where the foremost designers agree they should be for the greatest efficiency. Aluminum alloy case, thoroughly webbed and ribbed. Power plant, unit three point suspension.

FRAME---Pressed steel, open hearth stock
FRONT AXLE---One peice I beam drop forging of the most approved design.

BRAKES---External and internal, operating on drums secured to hub of rear wheels.

GASOLINE CAPACITY---Twenty galls.

WATER CAPACITY---Four gallons,

SPRINGS---Front, semi-elliptic, 40 ins; rear, semi-elliptic, 56 ins.

STEERING GEAR---17 in. hard rubber rim steering wheel, worm and gear type, with exceptionally large adjustable bearings.

CONTROL---Multiple disc clutches, selective type trans mission, selective gear shifting by levers at right hand, emergency brake lever. Spark advance by levers on top of steering wheel. Accelerator button between foot levers and steering post.

COOLING SYSTEM---Centrifugal pump; large capacity for circulating water.

LUBRICATION (MOTOR)---Circulated splash system: oil forced into crank case by means of plunger pump.

ELECTRIC SOURCE---High Tension Magneto

WHEEL BASE---110 inches.

TIRES---Goodrich 34x3½.

BODY---Latest design roadster type, best grade ash, No. 1 poplar sills and seat

COLORS---Deep rich royal blue, with light cream striping, wheels natural wood, finished with red spiking.

SEATING CAPACITY---Two (may be increased to three or four with addition of rumble seats at extra cost.)

UPHOLSTERING---Best *hand buffed* black leather with best grade hair filling.

EQUIPMENT---Two large headlights, two side square oil lamps, tail lamp, horn, jack and full set of tools, all high grade.

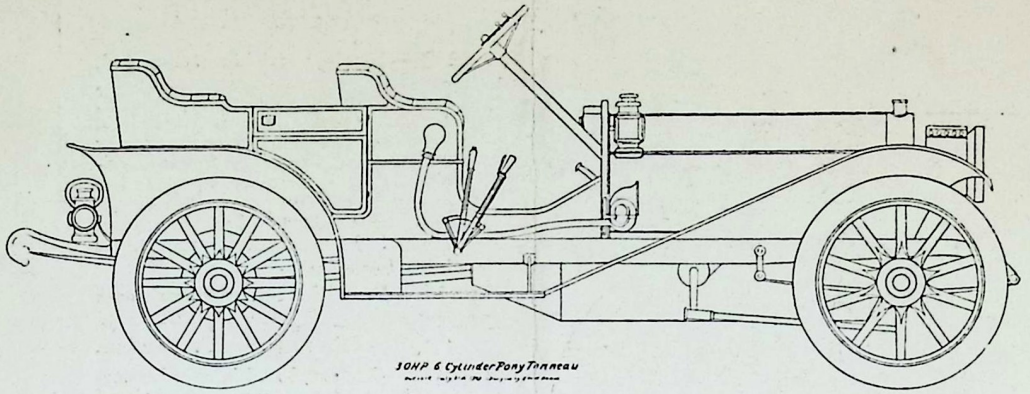
PONY TONNEAU

The specifications for the Pony Tonneau are the same as the Roadster with the following exceptions;

BODY---Latest design Tonneau type, best grade ash, No. 1 poplar sills and seats.

SEATING CAPACITY---Four, wide roomy Tonneau, with doors of generous width,

GASOLINE CAPACITY---Fifteen galls.



\$1,800 Pony Tonneau \$1,800

A Car of Class and Quality

Made by Experienced Builders

Looks and acts like a \$3,000 Car

It is the type you would choose in 1911

---Why not now?

The Six-Cylinder does all work on the
high gear, making driving simple

L. 200