

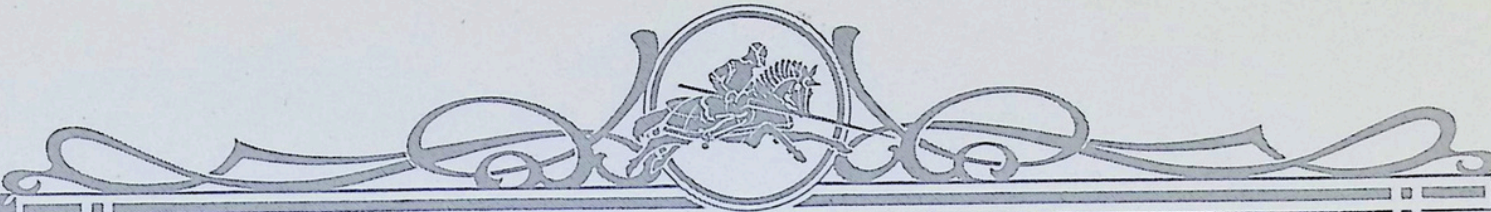


ARMORED MOTOR CAR CO.
DETROIT
U. S. A.

BUILDERS OF
WAR TYPES
— OF —
MOTOR BODIES

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ARMORED MOTOR CAR CO.





I N T R O D U C T I O N

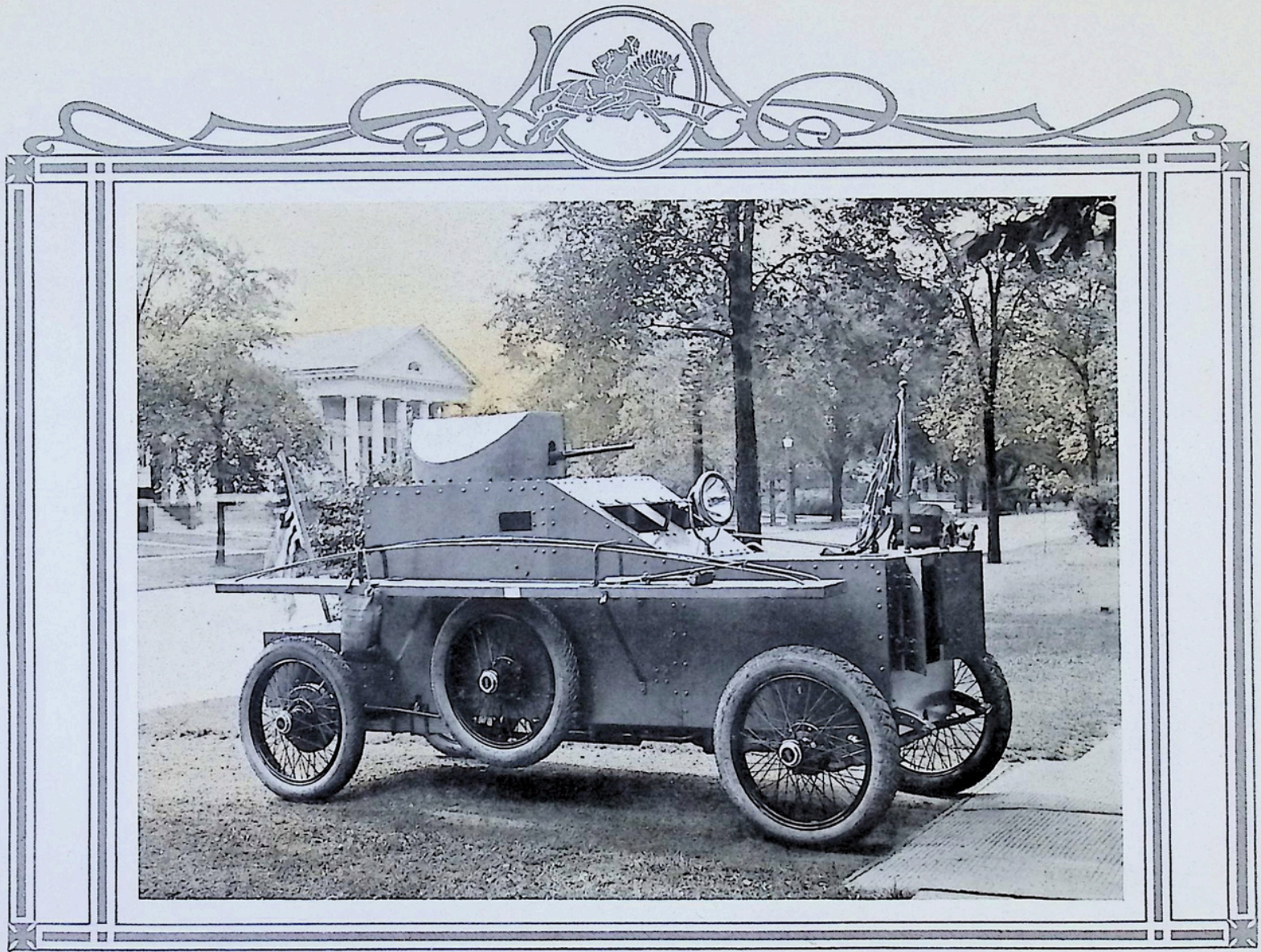


APPRECIATING the value of the reader's time we have not attempted any technical description in submitting this catalogue for your kind attention. Our object in offering this interesting little book is to attempt to take you in your imagination through a series of tests extending over 5,000 miles of road travel, about 4,000 miles of which was under the official observation of the United States Army or Marine Corps, or both. It is our intention to let the actual photographs tell as much of the story as possible.

Starting from Detroit, Mich., we proceeded to Washington, D. C., from there to the Philadelphia Navy Yard, Camp Biddle and Atlantic City, then back to Philadelphia, Washington to New York City. From New York the test took us

to Rock Island, Illinois, reporting at the Rock Island Arsenal. Proceeding via Philadelphia, Pa., Gettysburg, Pa., Pittsburg, Pa., Cleveland, Ohio, Chicago, Ill., Rock Island, Ill. Returning from Rock Island to Detroit, Mich., a distance of 578 miles was covered within 52 hours total elapsed time, seven hours of which was spent in repairing car after rolling over as shown on fourth group page. Total running time 25 hours. Approximately one-half the distance was over dirt roads, the remainder macadam roads.

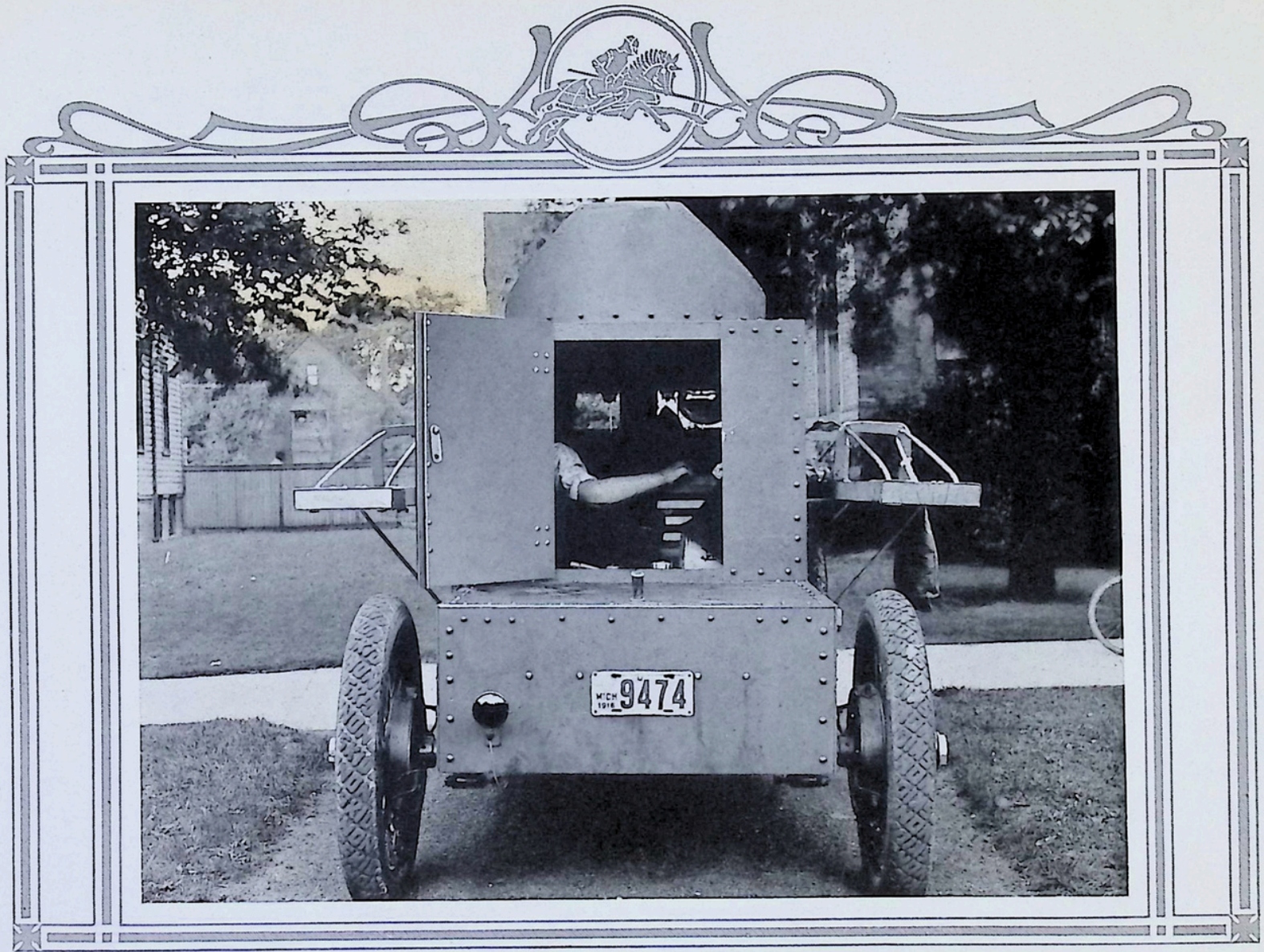
Our cover depicts the evolution of armor protection from the olden days of chivalry when the armored Knight with his armored charger held sway to the present day when speed and protection have been brought to the highest state of efficiency by the Armored Motor Car. The gallant Knight has been left behind; he bows to modern genius.



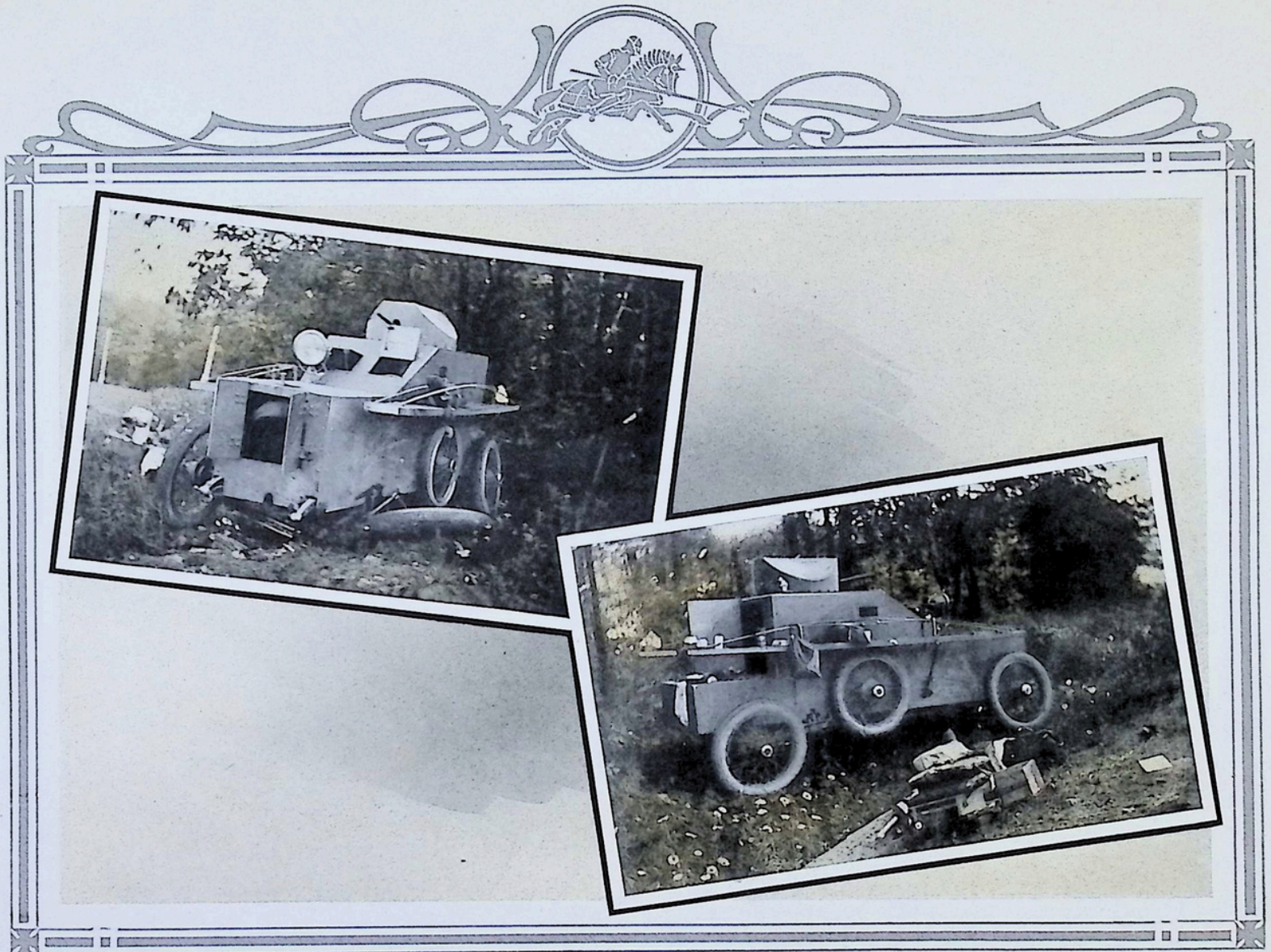
Side view of car before leaving Detroit, Mich., for Washington, D.C.



Front View of car. Note rakish appearance.



Rear view of car. Showing ample room for three passengers.



Wrecked in the Mountains at Jenners Town, Pa. Repairs Replaced front axle.
Total time for repairs 1 hour 45 minutes.



Explaining operation of air scoop to officers of the U. S. Army and Marine Corps.



35th Street Hill, Washington, D. C. Road surface, rough cobbles unevenly laid, cover with long grass.



35th Street Hill just after starting climb. Grade, 20% first 18 feet, dropping to 11% remainder of block.



Back Hill Road, Fort Myer, Va. Showing car in ditch. Driver misjudged turn.
Car pulled itself out of difficult position under its own power.



Second trip up hill with Major Casad and Major Ellis aboard. Car negotiated hill on second speed, attaining speed of 20 MPH at summit.



Over summit, Back Hill Road, Fort Myers, Va. Surface of roadway badly cut up by ditches. Traction extremely poor, owing to small cobbles on surface.



Summit of Back Hill Road, Fort Myer, Va. Showing Major Cassad, U. S. Army, and Capt. Williams, U. S. Marine Corp, discussing performance.



Black Ravine, Fort Myer, Va. Coming into position for standing start.
Grade 20%.



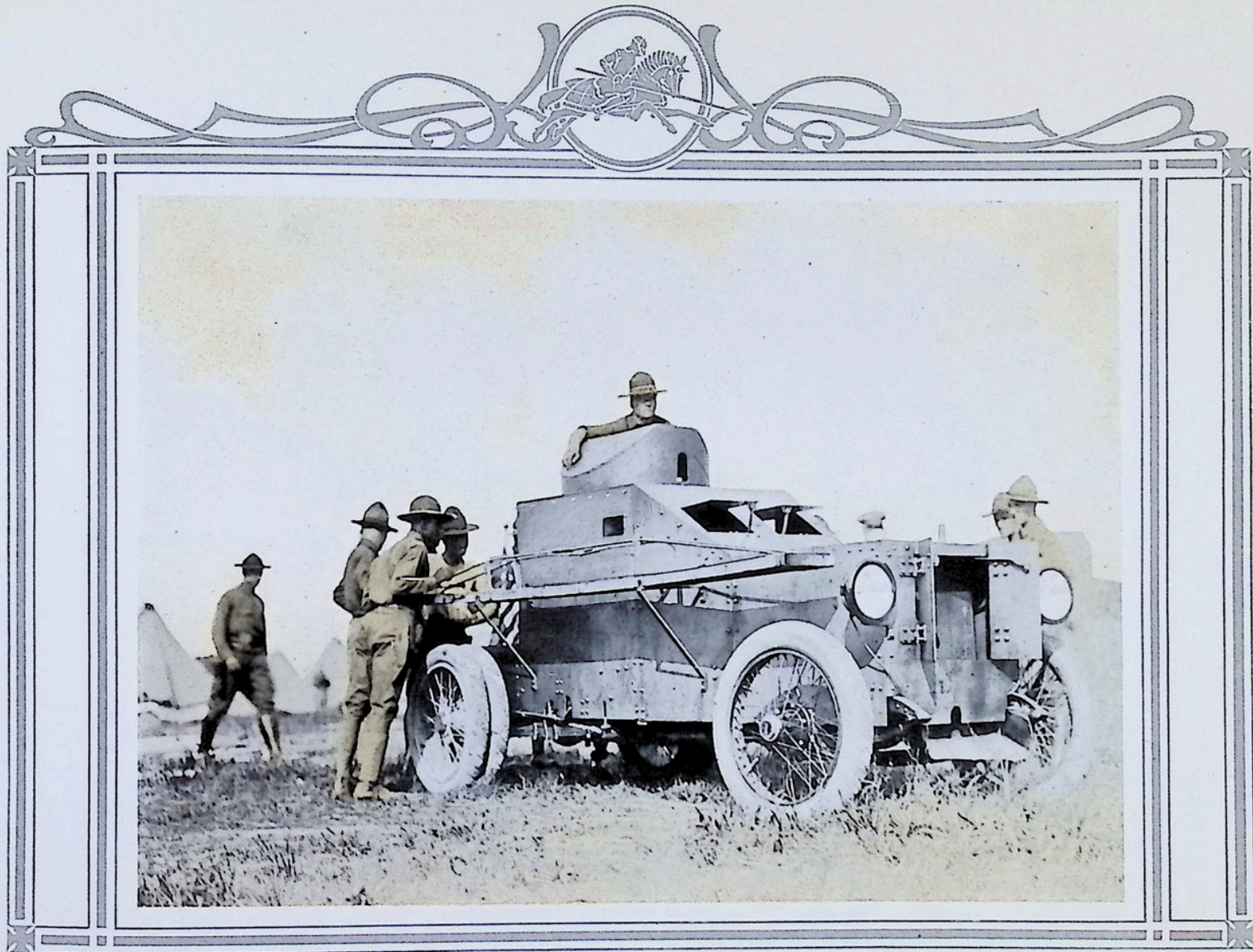
Car in starting position. Car was applauded roundly upon negotiating this severe test., which was thought impossible.



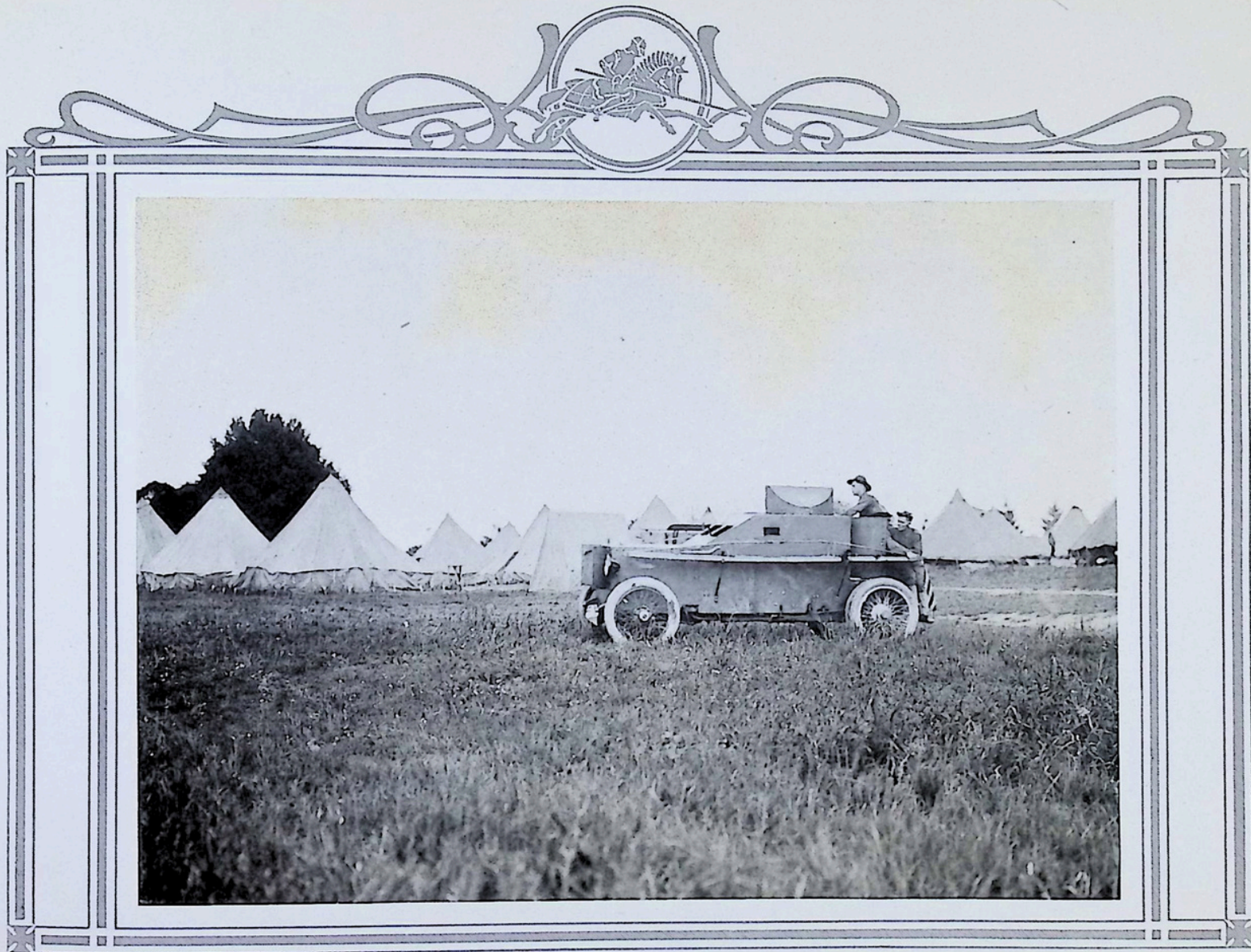
After finishing Ravine test. Officers and men admiring car.



Fort Myer, Va. Posed picture.



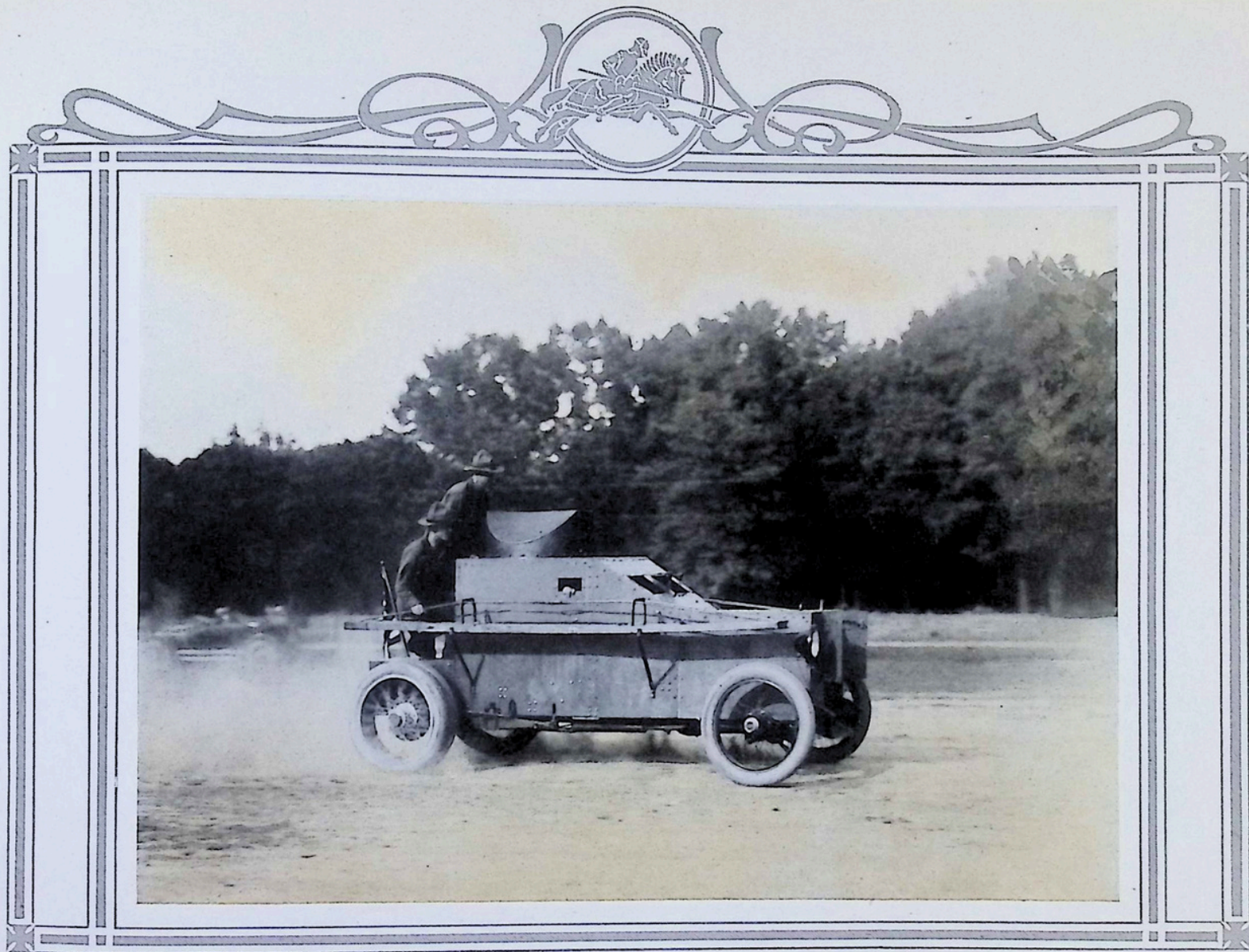
Men getting ready to ride in cross country speed test across parade ground which had been badly cut up by using when wet. Traction very poor.



Start of cross country speed test.



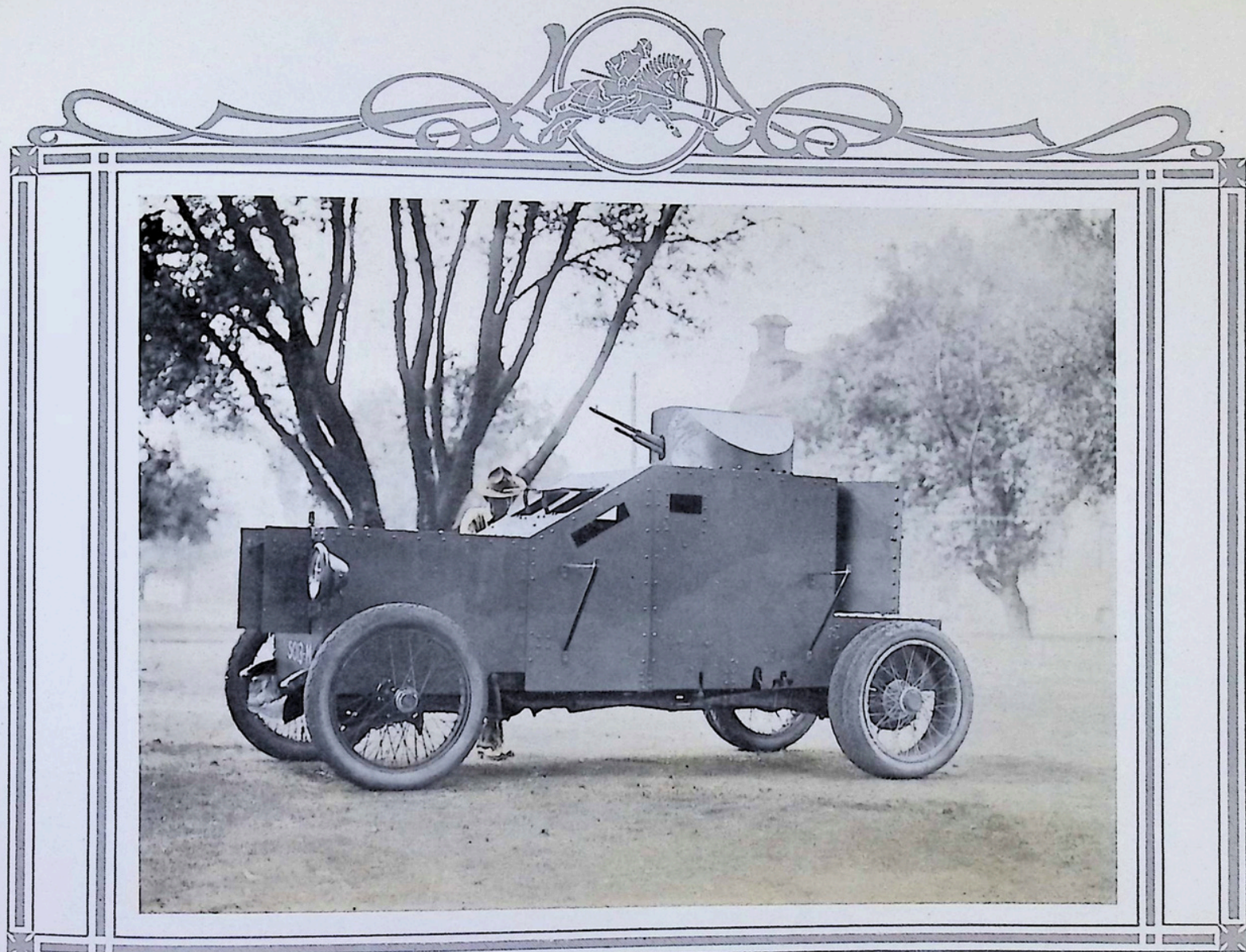
Cross country speed test. Just before attaining maximum speed on first test.
Speed here about 40 miles per hour.



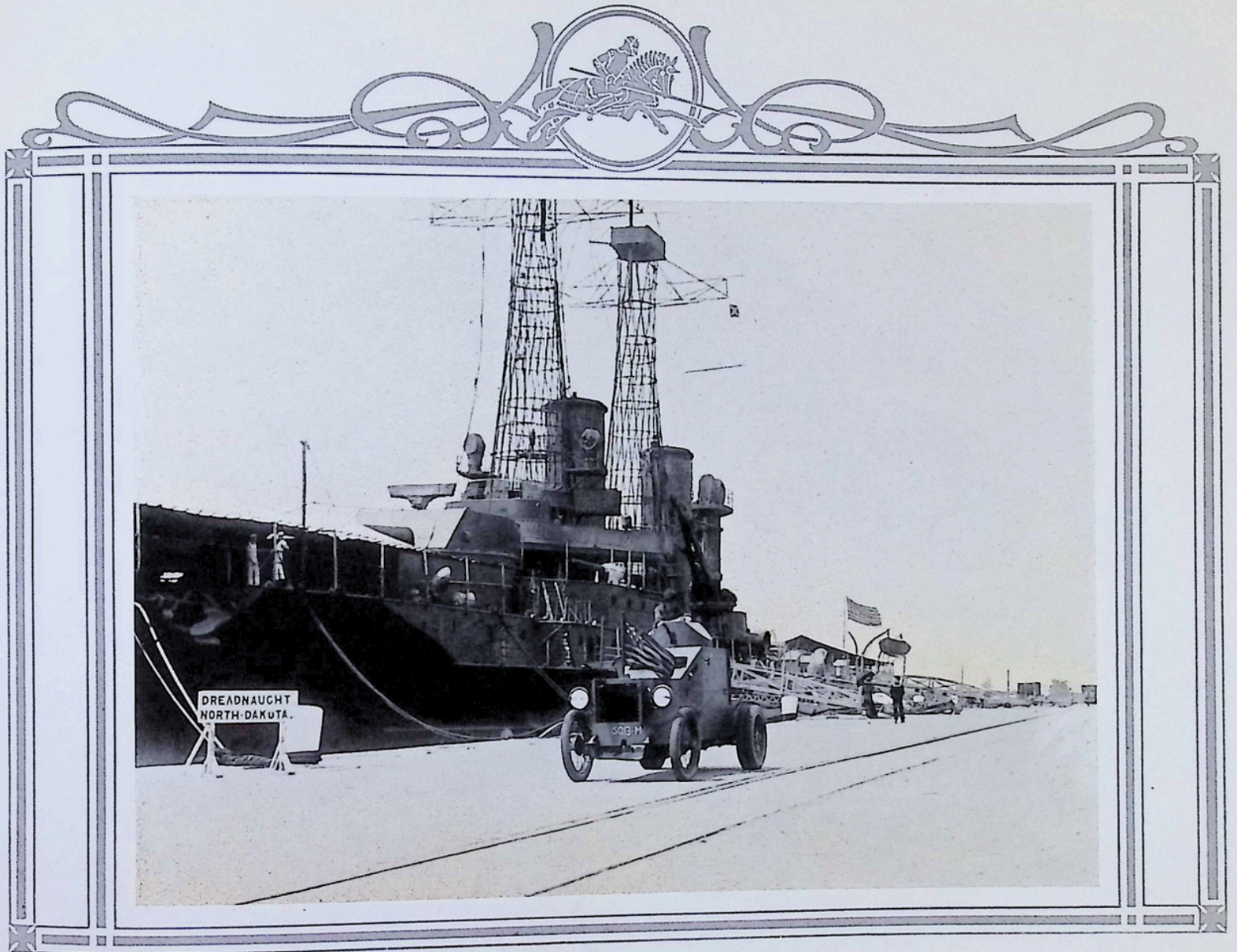
Second cross country speed test. Speed of 45 miles per hour maintained.



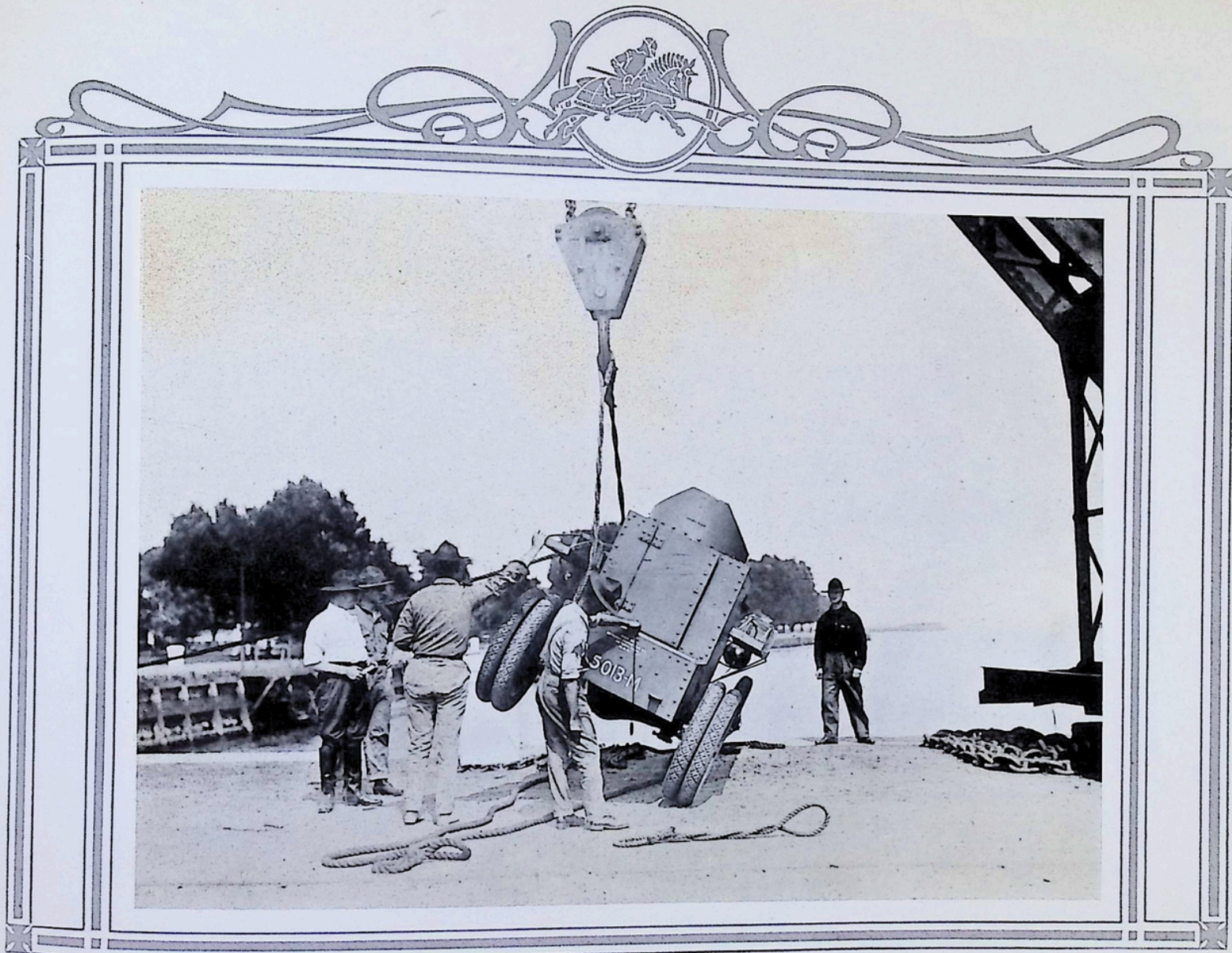
Group of photographs of Washington Test. Upper right-hand picture gives good idea of 35th Street Grade.



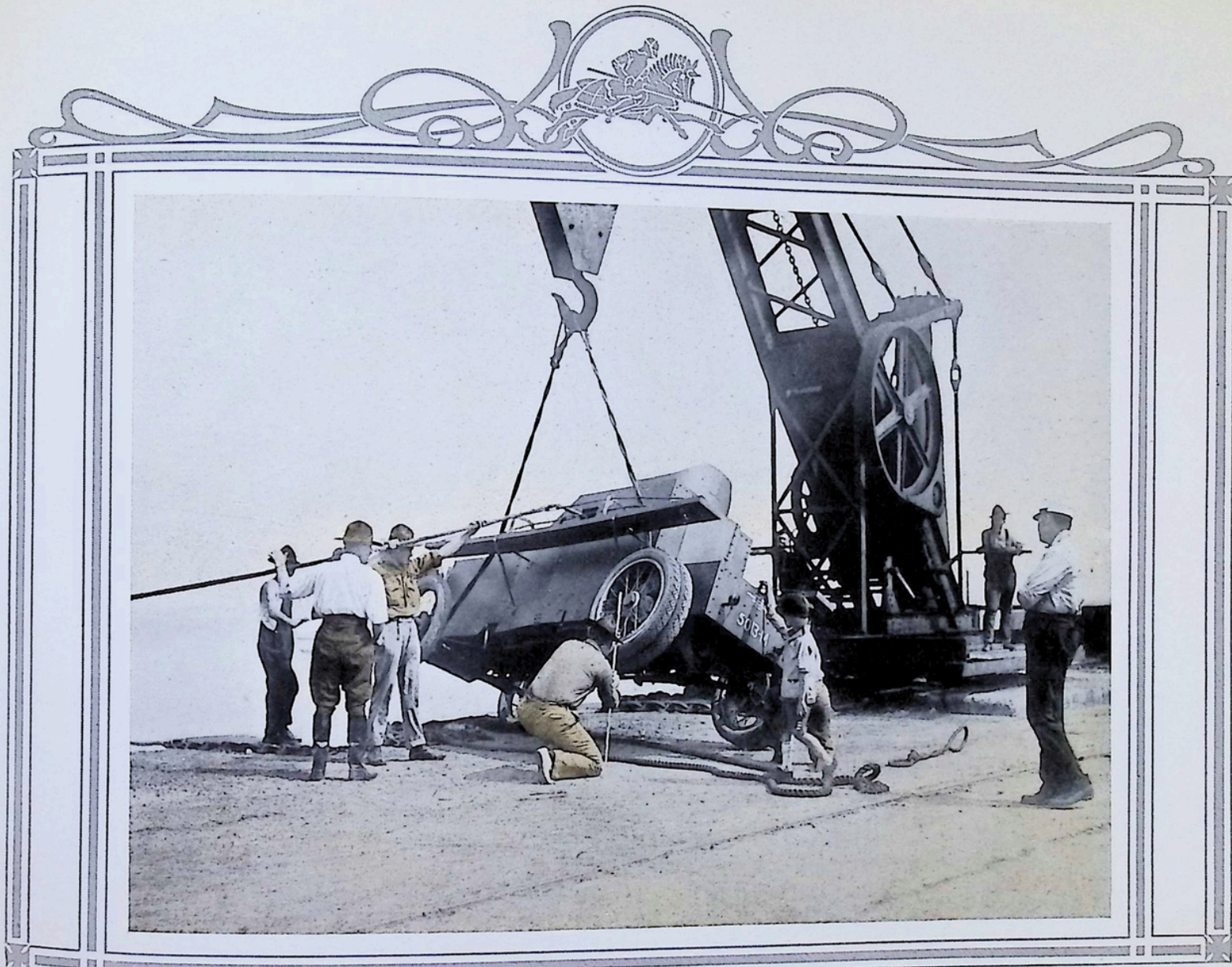
Leaving Washington, we proceed to Camp Biddle for a series of official tests under supervision of Major Feland and Capt. Drum. Camp Biddle, Pa.



League Island Navy Yard, Philadelphia, Pa. During Marine Corps Test.

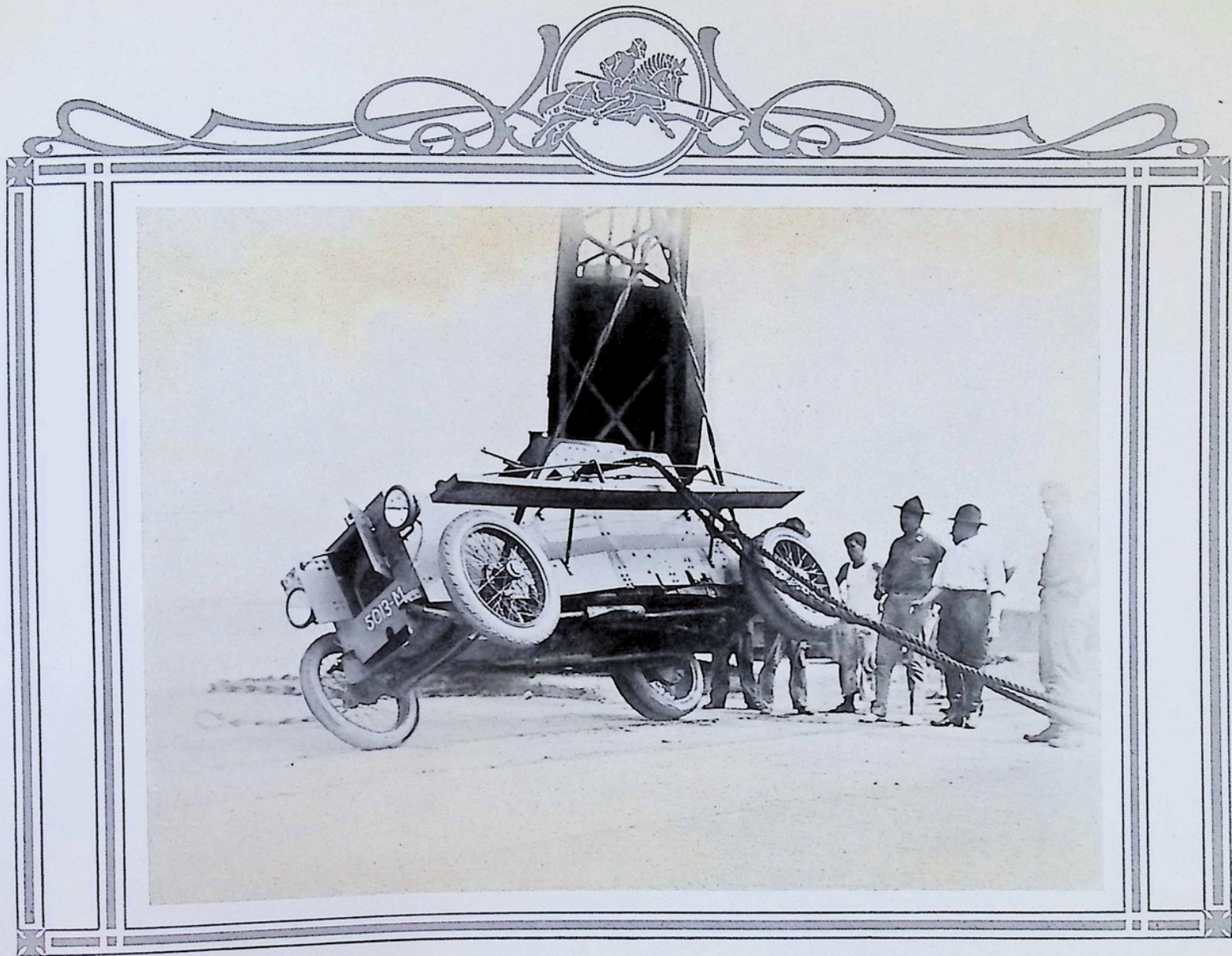


League Island Navy Yard. Capt. Drum U. S. M. C. supervising tipping test.

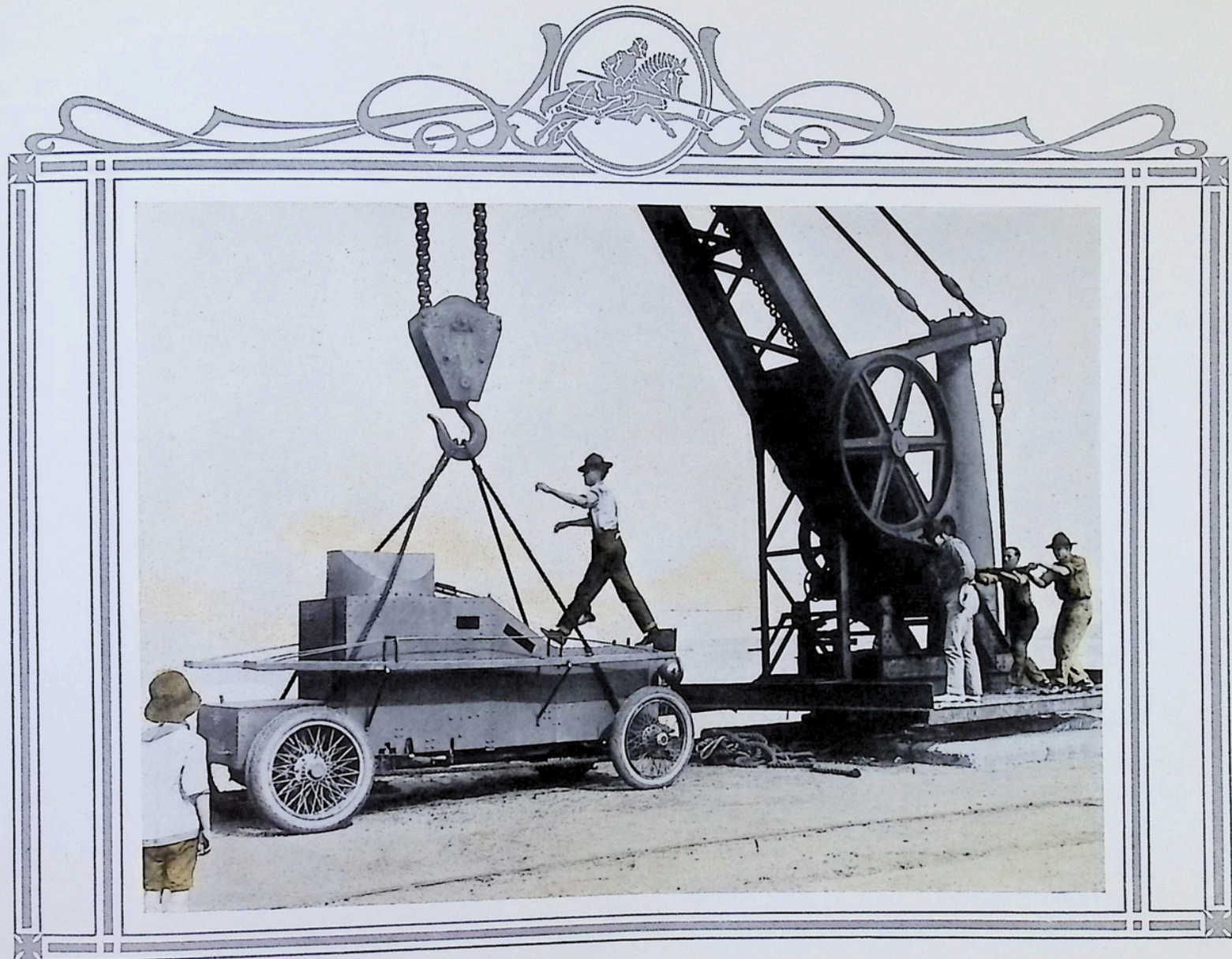


Capt. Drum measuring distance from ground to tires(35") in tipping test.

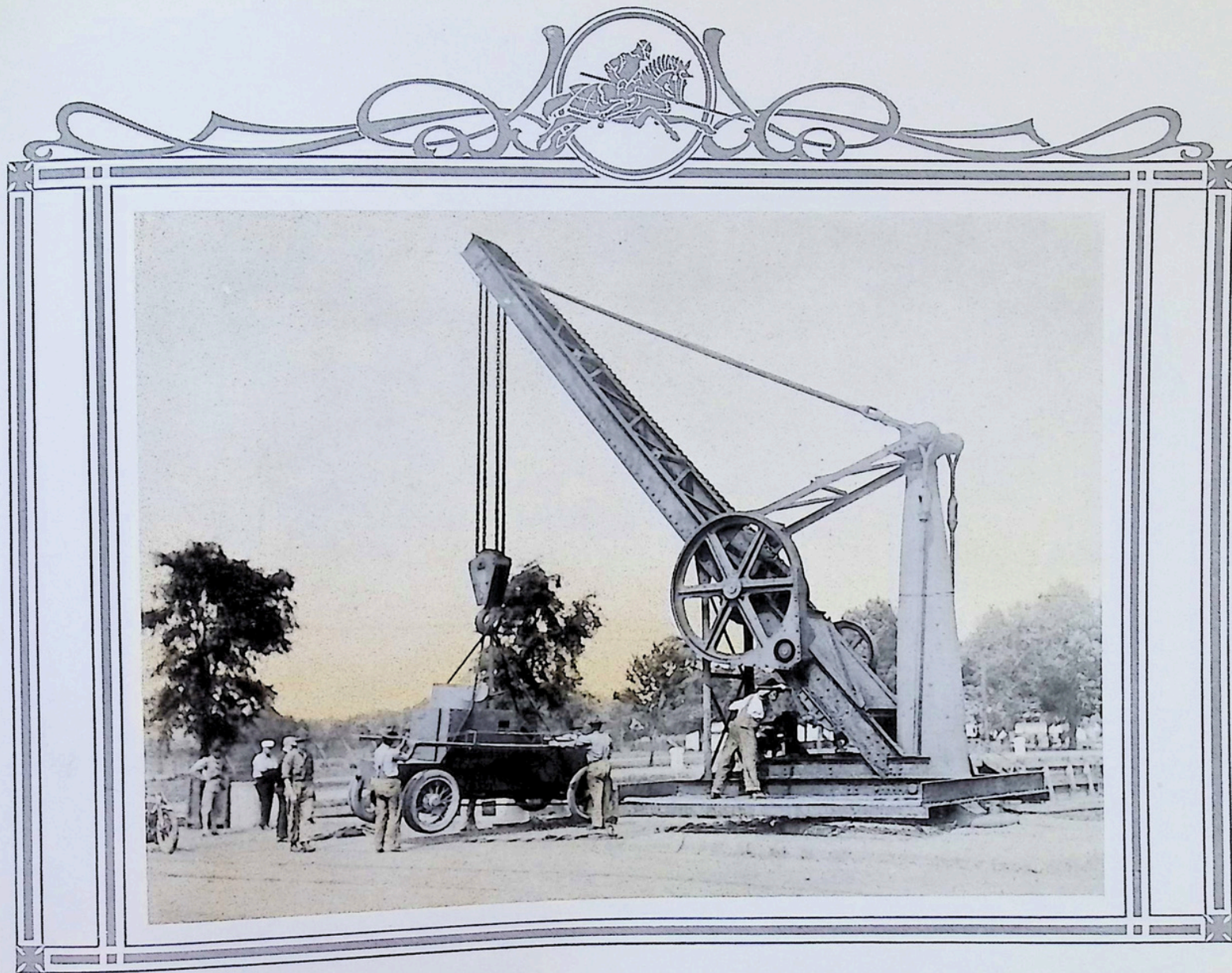
Notice the steady line is but hand taut.



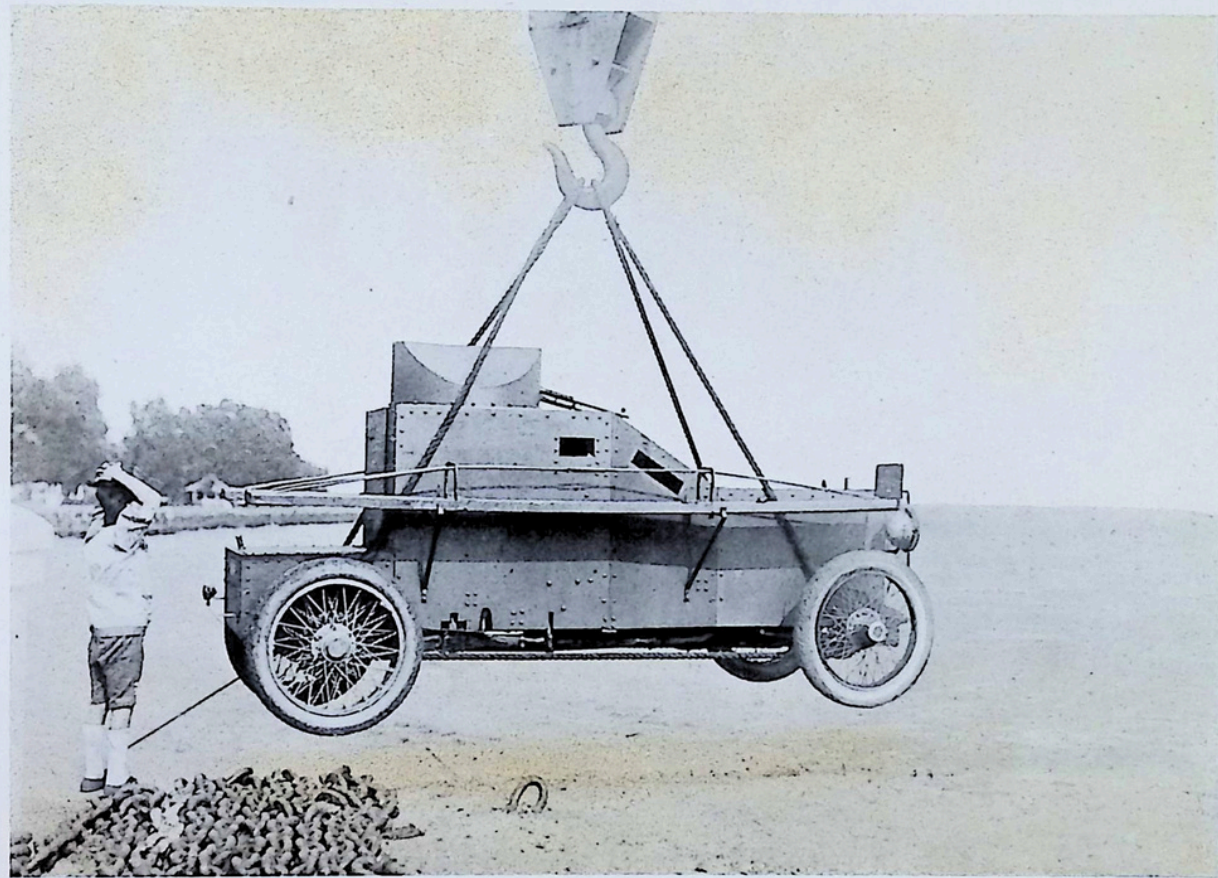
Tipping test. Steady line slacked away for photographic record.



Preparing to sling overboard for landing test. Noe simplicity of gear necessary for swinging car.



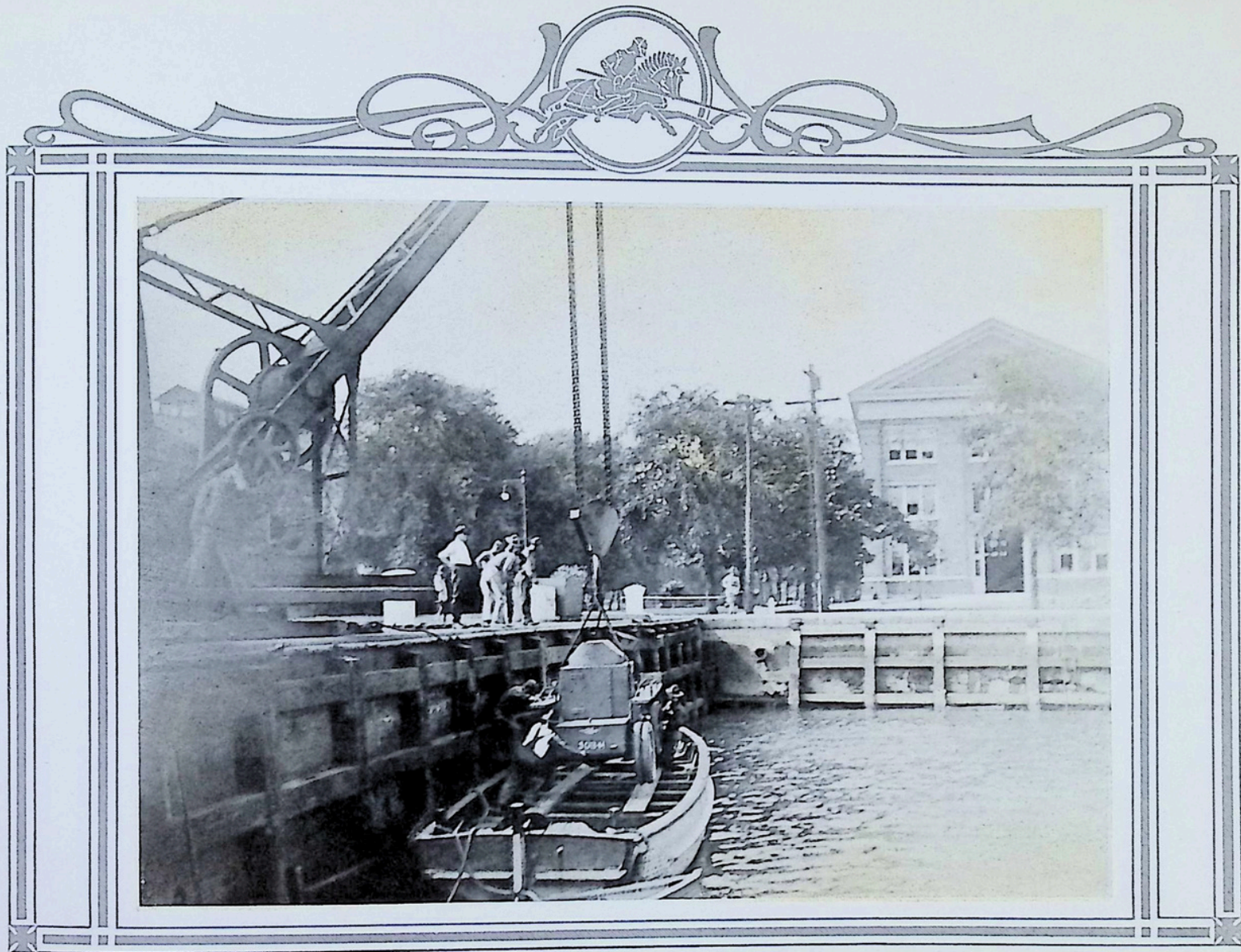
Note forward right-hand wheel low due to improper slinging.



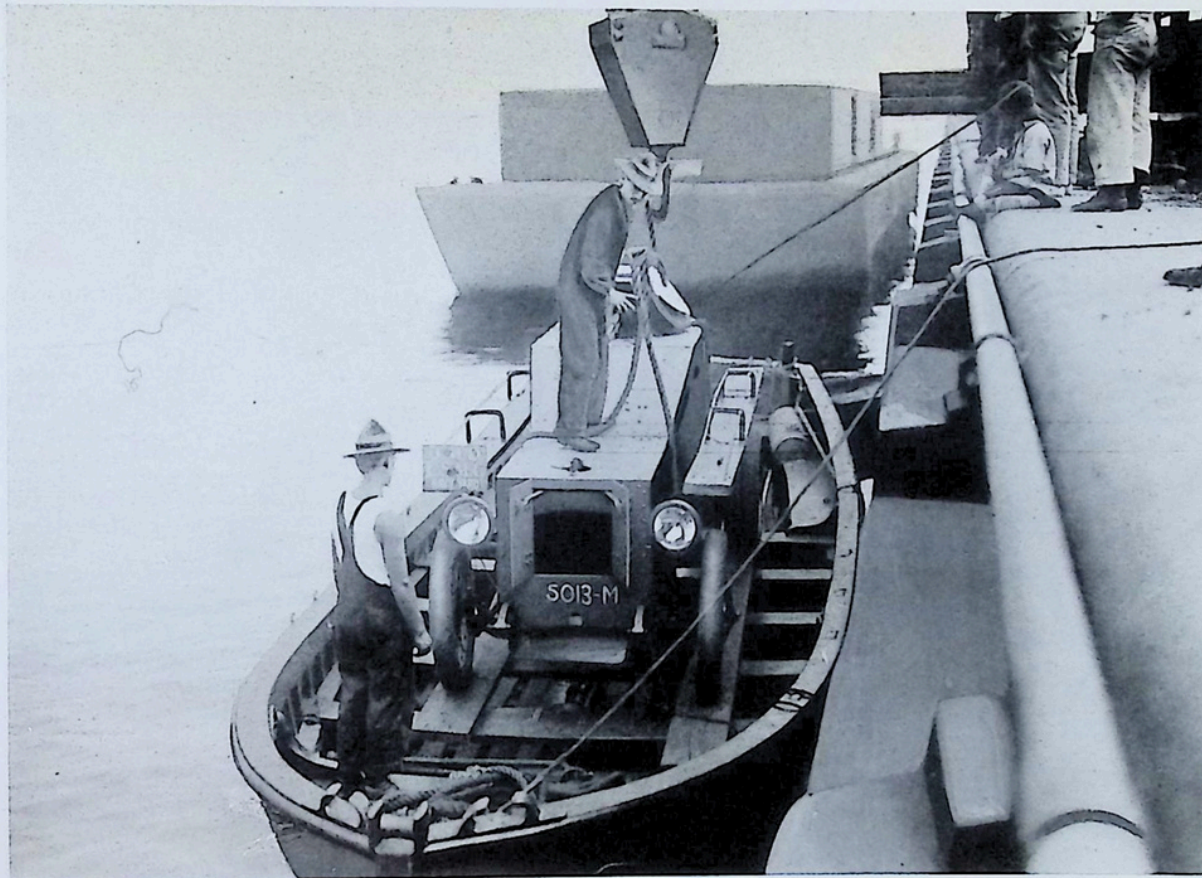
Car suspended, showing compactness. Note comparison of size with 9-year-old son of Capt. Drum.



Lowering into standard 40-foot navy motor sailer.



Placing car on planks arranged crosswise of thwarts in motor sailer.



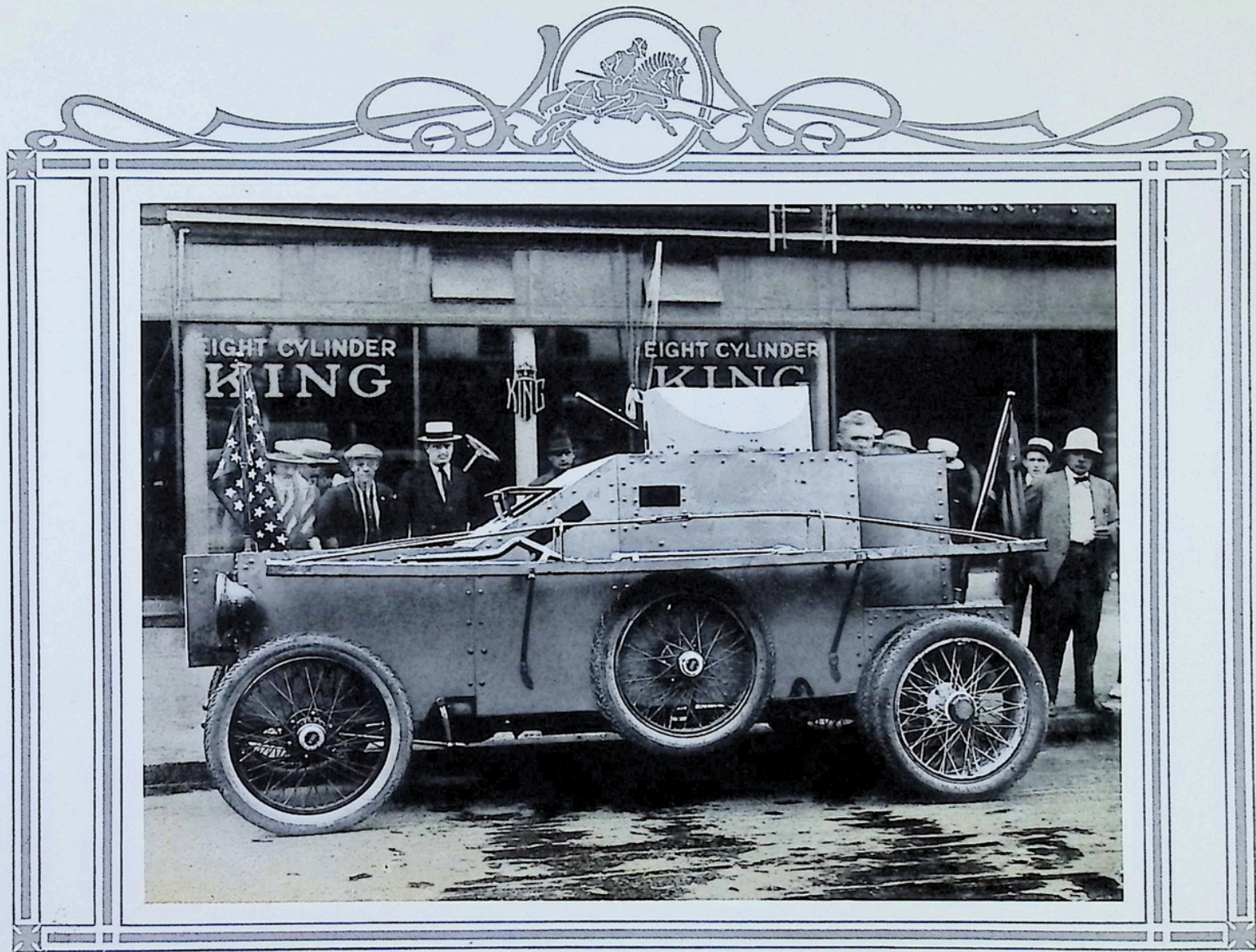
Front view of car in position on 40-foot motor sailer.



Returning to crane after landing test. Note that the Armored Car converts the motor sailer into an armored boat for covering landing parties.



Firing test on beach at Atlantic City, N. J. Capt. Drum direction fire. Note extreme soft sand beach.



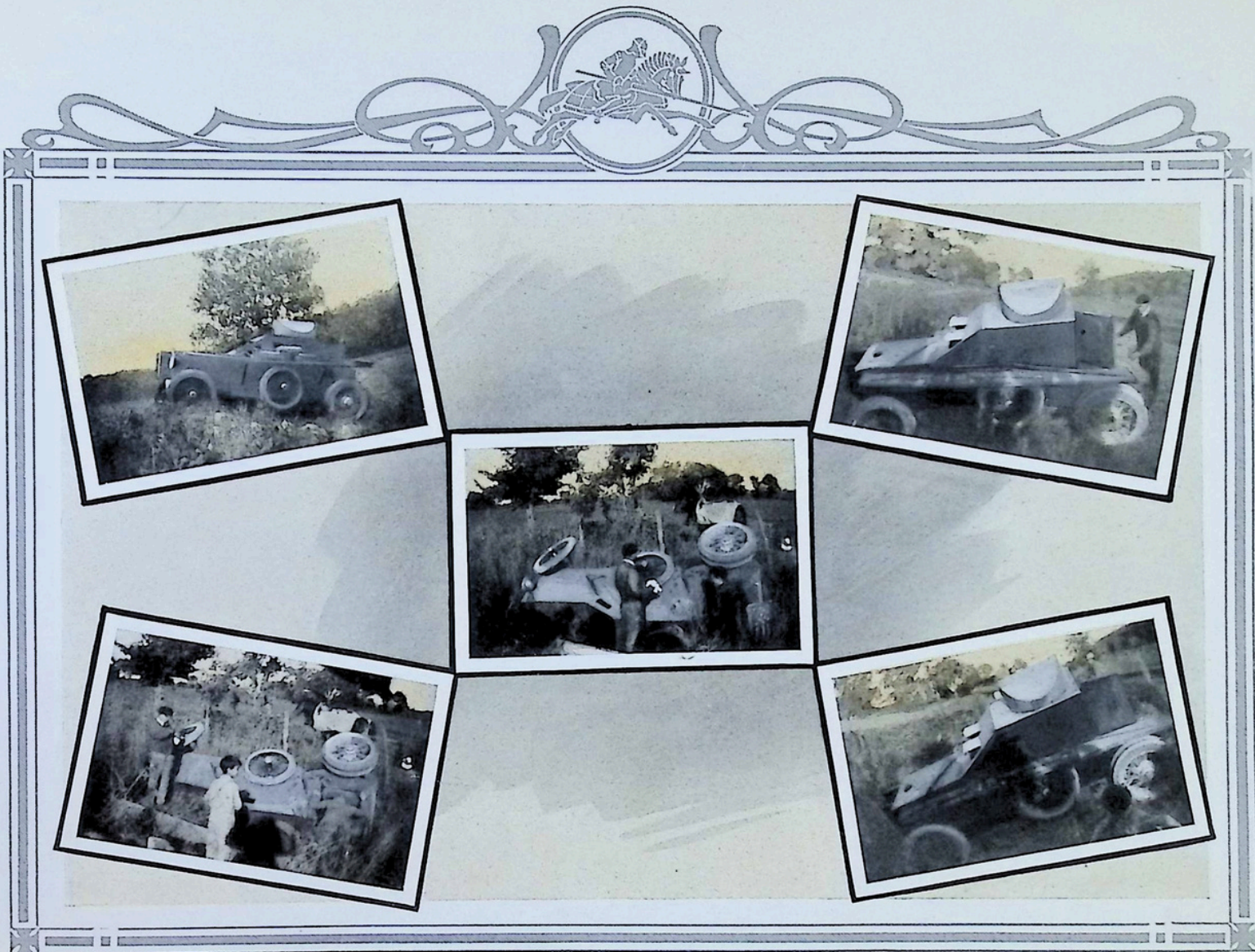
New York City. Start of run to Rock Island, Ill. Test run a distance of 1187 miles over all kinds of roads. Average speed over entire distance - 18 MPH.



In Allegheny Mountains on New York to Rock Island, Ill., test run. Grade 14%. On second speed, 26 miles per hour.



During test at Rock Island Arsenal Grounds.



On run from Rock Island, Ill. to Detroit, Mich. Four pictures show car turned over after leaving teh road at 35 miles per hour.

F I N I S

THE Armored Motor Car Company places at your disposal its entire corps of engineers who would be glad to assist you in any new or improved types of armored bodies. None but Americans employed.

Thanking you for your interest, we beg to remain, sir,

Your obedient servants,

THE ARMORED MOTOR CAR CO.

