

CADILLAC



CADILLAC AUTOMOBILE COMPANY

FACTORY AND GENERAL OFFICES
DETROIT, MICH. U. S. A.



AUTOMOBILE FACTORY
ENGINE FACTORY



MEMBER ASSOCIATION OF LICENSED
AUTOMOBILE MANUFACTURERS

CABLE ADDRESS
"CADAUTO DETROIT"
WESTERN UNION
UNIVERSAL CODE

NO AUTOMOBILE is more generally or more favorably known than the Cadillac. In offering this, our third annual catalogue, we call attention to the fact that in our single-cylinder car the same efficient, satisfactory, powerful motor is still used in practically the same form as the first lot built. No other maker can say as much, and no other maker has been able to successfully compete with it in power, price and popularity.

The Cadillac motor has acquired a record which is not equalled by any other type of horizontal engine, double or single, of any make. The reason is not hard to find. The unique features of this motor, and of all Cadillac cars, are set forth in the following pages. The one word—satisfaction—fully explains our sudden rise from obscurity to the foremost place in the front rank of automobile manufacturers.

Cadillac cars and motors are the embodiment of novel and essential features of merit. From the time when the first Cadillac sample was put into service up to the present moment, Cadillac cars of every type and style thus far produced have been a source of continual surprise to our customers, our competitors, and even to ourselves. They have been made to accomplish seemingly impossible feats. A mile in 1 minute, 7.4-5 seconds; 5 miles in 7 minutes, 14 seconds; 144 miles over California mountains in 5 hours, 38 minutes on one tank (seven gallons) of gasoline. From New York to Boston in twelve hours. From New York to St. Louis in the World's Fair Tour, winning a first class certificate and first place at finish in competition with cars ranging in price from one to six thousand dollars, and rated at from 10 to 80 horse power.

The Cadillac is a harmonious unit. A

car upon which the automobile public has set its seal of approval. It can be relied upon for service every day in the year.

The earlier attempts to copy the Cadillac in appearance and the later attempts to copy its features of unique construction attest its superiority. At the best these copyists can give but an imitation of the original. They are beginning where we left off two years ago.

We build no special cars. Special cars specially prepared and driven by factory experts prove nothing. They only serve to win artificial reputation for those who offer them. Stock cars in the hands of thousands of enthusiastic owners have won for the Cadillac a natural and a national reputation.

Hundreds of wonderful performances made by owners who drive stock cars for pleasure could be enumerated. We have not been obliged to employ professional drivers to make a "showing." The secret of all this power and strength lies in the design and workmanship of our motors, coupled with a careful installation of these motors, in the chassis. We build carefully and well. No cheap or unworthy material finds its way into Cadillac cars or Cadillac motors. None of our motors are overrated. We give full measure always. All we ask of any buyer is a careful consideration without prejudice, and a comparison, piece by piece, and inch by inch; then, a fair trial in the hands of a good operator, and we are perfectly willing to abide by the decision which good judgment will render. We know there is no automobile the equal of a Cadillac at the price of a Cadillac.

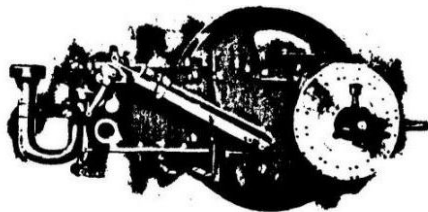


JUST at the height of the busy season last year our factory burned, reducing our capacity to almost nothing for forty-five days. Although we recovered from this disastrous fire sufficiently to succeed in producing an average of one automobile every fifteen minutes during working hours for the entire active season, we were unable to fill before the season closed all the orders that had been received and our dealers returned deposits on 1,500 cars of one model alone. Despite all this, however, the total volume of sales of the Cadillac exceeded those of any other make in the entire country. A stronger demonstration of recognized merit and real worth would be difficult to find.

The Cadillac Company has secured the entire output of motors, transmission gears, and other motor accessories made by the Leland & Faulconer Mfg. Co., whose standard of excellence and of refinement is unexcelled. In the mechanical world this company enjoys a favorable reputation surpassed by none.

The inventor and designer of the Cadillac motor and car, Mr. A. P. Brush, a mechanical genius and a thorough gas engine expert, has improved the opportunities afforded by his association with the Leland & Faulconer Mfg. Co., and has embodied in the Cadillac the most advanced thought and refinement which has yet been developed.

With a high grade engine factory turning out an automobile motor never before equalled or even nearly approached, an inventor and designer who has no superior in this branch of mechanics, and a large factory devoting its entire time, capital and equipment to the placing of this motive power in a car of excellent design, in which have been skillfully embodied all essential, desirable, up-to-date features, is it any wonder that the Cadillac Automobile jumped from obscurity to the leading place, in the brief space of two years?



THE CADILLAC MOTOR.

WHEN Designer Brush first presented drawings for the building of an automobile engine along the lines of the little Hercules illustrated above, many engineers and builders were inclined to ridicule most of the new ideas advanced. We were told by old gas engineers that "he was wrong," that the engine would not have "power enough to pull your hat off," that the "valve openings were too large," "the timing improper," and what not. The Leland & Faulconer Mfg. Co., who had for several years been building marine engines embodying these ideas, knew better, and they proceeded to show what good workmanship and correct design would do for the automobile owner.

The result was a surprise to every one who tested the power of the motor. Old timers shook their heads and were free to confess that it really DID have a lot of power. Yet they wouldn't admit that new ideas were responsible for these marvelous results. We were soon convinced we had something we could tie to. A contract for three thousand was made. In a few months an order for another three thousand was given. Most of these were sold and still another three thousand lot contracted for. There are more than five thousand of these machines in every-day use. We have followed the policy of true

progress—we started with a good thing and made it better. The usual method is to start with any NEW thing, sell all that is possible by reason of its NEWNESS, then try another.

The NOVICE is sometimes told that if he has a two-cylinder engine he can always depend on one of them to "bring him home" if the other fails; but one should remember that the one live cylinder has no small load to carry to work the dead one, besides having a flywheel too light for impulses coming only half as often as they should.

This difficulty can only be met by giving that cylinder an excess of oil, necessarily causing carbon deposits in the combustion chamber, on the spark plugs, sticky exhaust valve stems and various other troubles that attend an excessive amount of lubricating oil in the cylinder.

Interchangeability of every wearing surface on the motor will be maintained as heretofore, for no motor can honestly be termed first class without this provision against expensive repairs in case of accidental neglect. Absolute interchangeability of wearing parts is essential. Many makers claim them—few really have them. The main shaft bearings on the Cadillac motor are interchangeable without removing the shaft from the motor.

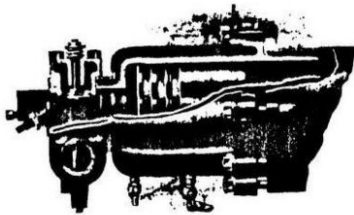
This is a fine illustration of the thoroughness with which the details of the Cadillac motor have been worked out.

In most automobiles these bearings are made by casting babbit metal into the frame of the engine, which means, of course, that if a bearing is allowed to cut, the motor must be returned to the factory if any proper repair is to be made.

On the Cadillac, however, the babbit facing is backed by a finished piece of bronze, which fits the frame of the engine and the bearing cap in such a way that a bearing may be replaced in a few minutes, and the alignment of the shaft will be as good as when the motor was new.

The system of making these bearings also permits the babbit facings to be COMPRESSED, thereby making them much more durable than when simply CAST in place. These interchangeable bearings, like all other parts of a Cadillac motor, are made under a system of limit gauge work which secures as nearly perfect tools as can be made. The result is a decided advantage to us in manufacture, and a feature well worth considering by the prospective dealer and user. The first cost of accurate workmanship is necessarily high, but in the long run it pays.

This fine mechanical work enables us to make almost perfect adjustments, which is one of the prime reasons why we get so much power with so little weight and cylinder area.



CADILLAC COPPER WATER JACKET.

IT DIDN'T take the wise engineers and makers long to recognize in this original feature of the Cadillac motor the only practical system of jacketing. Only two years ago we used it exclusively, now we find several concerns willing to pay royalty or risk expensive litigation in order to use it. With no gaskets to burn, soak or blow out; no leaded joints to melt; no intricate coring on the cylinder; consequently no unexpected defects showing up; no cracking of cylinder in case of a freeze up, and but little expense in replacing cylinder if cut or worn, its no surprise to us that makers want it.

These details mean little or nothing to the novice or the driver of a Cadillac, but they do mean something to the user of some other form of construction, who, perchance, has left his machine far from home and then sent a mechanic out to put in a new cylinder gasket. They mean something also to the chauffeur who may have tried to start his motor with a defective gasket which was leaking water into the combustion chamber; or to those who have been troubled with overheated horizontal cylinders. And last but not least to those who have been obliged to pay almost the price of an engine for a new cylinder. When the parts shown in the above illustration are disassembled the list price of the most expensive piece is but \$4.00.

The perfect fitting of these copper parts, together with the advantage this system has in cooling, is another reason why Cadillac motors deliver greater power for same bore and stroke than other engines.



CADILLAC PATENT OIL GROOVE PISTON.

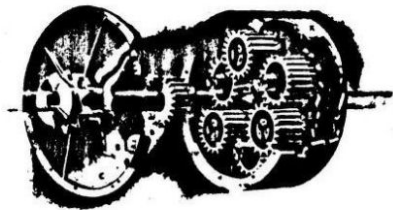
WITHOUT the addition of one single part, we present the first and only arrangement that prevents the accumulation of any excess of lubricating oil in the combustion chamber and at the same time INSURES perfect piston lubrication.

In Fig. 1 (the BOTTOM of piston) the junk rings L, M and N, and the first two packing rings, A and B, are grooved, forming a passage to the circular groove, G, which continues around the junk ring, N, connecting with the grooves H and K (on TOP of piston), Fig. 2, thus forming a passage past the third packing ring, C.

The result is, that any excess of oil on the lower part of the cylinder wall is FORCED into the circular groove around each side of the piston and out on the top, thereby encircling the piston with a ring of oil in the groove, G.

The passage is too small to produce any loss of power whatever, but maintains the most perfect lubrication possible at all points in the cylinder, USING the oil that usually causes all kinds of trouble.

All Cadillac motors are equipped with our patent oil groove piston. Most any one who knows the difficulties to be overcome in lubricating a horizontal engine, will, we think, admit the great advantage gained in the use of this principle, which we claim to be another reason for the phenomenal power which we all know the Cadillac single cylinder has shown.



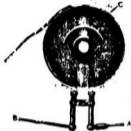
CADILLAC TRANSMISSION.

THE CADILLAC transmission combines strength, durability, quietness, and requires the least possible attention, which are virtues not possessed by any other gear.

The driving gear, D, is the only part attached to the engine shaft. When assembled the cover, C, and case, H, form an oil reservoir enclosing all the working parts, thus insuring the best possible lubrication with the least attention. It has but ONE oil hole instead of the usual two or three, and will hold enough oil for SEVERAL DAYS of the hardest use.

If the case, H, be held by its brake band when driving gear is rotating, all the gears in the case, except B, run at the same speed as the engine shaft, but no faster. The gear, B, and with it the driving sprocket, A, runs at a lower speed, but in the opposite direction, thus producing the reverse. If the case be allowed to revolve, and the drum, K, be held by its brake, all the gears run at much lower speed than the engine shaft, driving internal gear, B, around slowly forward, producing the slow speed. If brake drum, K, be locked to shaft by the high speed clutch, the whole gear revolves and acts as an additional fly wheel.

By driving through gear, B, and engaging at three points, the lowest possible tooth strains are secured. All the gears are large; none of them can ever run as fast as the engine except in backing. These strong points of advantage form a combination of virtues never before secured in any transmission and make the Cadillac transmission the IDEAL GEAR for its duty. By Cadillac construction the entire transmission can be removed without disturbing crank shaft.

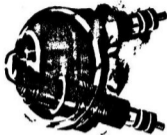


CADILLAC TRANSMISSION BRAKE.

REMEMBER that the Cadillac transmission has none of the following defects, some of which are found in all other gears: Several points to oil, high tooth strains, weak toothed pinions, running at several times the engine speed; short, inadequate bearings. In plain words, the Cadillac gear is **RIGHT**. Another of the reasons why a 5x5 single cylinder engine rated at 9 h. p. has been able to do the same work as double opposed engines rated at 16 h. p.

The above cut shows the only improvement it has been possible for us to make in our entire change speed mechanism after two years of experience. It is, however, the paying of attention to these minor details that has kept the Cadillac in first place among popular priced cars for power, efficiency, durability, and all around satisfaction to their owners.

By moving the rod (a) in the direction indicated by the arrow, the band (c) is closed upon the transmission gear drum, the rod (b) is fastened to the rear engine support and balances the pull on (a) so that no matter how much strain is applied through (a) there is no side pull on the transmission drum and consequently no possibility of heating the transmission drum bearings or of undue strain on the crank shaft. This, of course, reduces friction losses and adds correspondingly to the efficiency of the car.



CADILLAC SPARK PLUG.

OUR **DOUBLE** insulated spark plug here illustrates needs no further explanation or recommendation. It allows the secondary current to be kept separate from the rest of the mechanism.

The cost of replacing mica cores is almost nothing. Ask a coil maker if it is right; or a customer how it works.

We provide for the use of **ANY** plug desired, but last year our own special plug was **ALWAYS** used. We have never known a user to offer a single objection to this type of plug, or to use his car more than a few hours with any other kind. We have known of cases where this plug had been used for months, until carbon deposits had befouled it to an extent that would have put any other plug out of business. Yet with this one fairly good results were obtained. This plug was another of our special features which was ridiculed by some who thought they knew, and is another of the many reasons why the Cadillac motor has 50 per cent more power than is actually needed 90 per cent of the time.





CADILLAC CARBURETOR, OR MIXER.

MOST any experienced automobile driver will agree with us that carburetors have more to do with the proper development of power than perhaps any one part of a gas engine. In the Cadillac carburetor we have an invention, a device radically different than any other ever made; so simple as to be easily understood by the novice, so strong as to preclude possibility of breakage under ordinary conditions, and yet so delicate in its adjustment as to enable the operator to get the exact amount of air and gas. It will give the right mixture at all speeds in hot, cold or wet weather. In fact, it's a mixer that mixes.

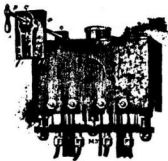
It gives the proper mixture for starting with such certainty that in the engine factory testing department no starting crank or device of any kind is ever used. It is unquestionably the best device of the kind yet invented.

Of course this carburetor can get clogged by dirty fuel the same as any other, but, unlike the others, it can be taken apart, cleaned and put together in a few minutes without even changing the adjustment. A very desirable feature found in no other carburetor.

Having no bothersome float, it is not affected by changes of altitude, steep grades, sharp corners, or sudden starting or stopping.

It will work tipped to an angle of 30 or 40 degrees as well as on the level.

It is the right kind of a carburetor, and is another of those radical ideas which has made the Cadillac famous as a powerful little machine. Our instruction book, furnished with each machine, gives detailed instructions and key to above cut.



OIL AND SWITCH SYSTEM.

AN ENDLESS array of devices, good, bad and indifferent, have recently been designed to overcome the troubles arising from forgotten lubrication. Pumps, cams, check valves, relief valves, gears, chains, belts, etc., are being tried in the effort to produce an oiler that will feed when the engine runs, and stop when the engine stops. The Cadillac is provided with a simplification instead of a complication—a switch combined with the oil feed in such a manner that when the electric current is cut off the oil is also off, and so arranged that either battery or both can be turned on, but not without turning on the oil feed as well.

Our novel switch arrangement is shown in the illustration above. It prevents the oil feed from being forgotten by making the handle A, which turns the oil on or off also turn the electric current on and off.

As shown in the cut neither battery is in operation and all the oil feeds are cut off. If the handle, A, be turned to the right the battery connected to the wire, F-1, will be in operation and all the oil feeds turned on. When the batteries become weak the handle, A, may be turned directly up, connecting both the batteries and turning on all the oil feeds.

This device is simple and positive in its action. With it you cannot start your motor without turning on the oil. You cannot stop the motor and leave the oil feeding.



SAFETY STARTING DEVICE.

A GLANCE at the two illustrations above will give a comprehensive understanding of the safety starting device, which will be used on all Cadillac automobiles.

The starting crank can only be inserted when the commutator, E, is in the position shown in Fig. 1, which gives the late ignition for starting, thereby absolutely preventing any chance of accident from trying to start with the ignition set EARLY, as shown in Fig. 2.

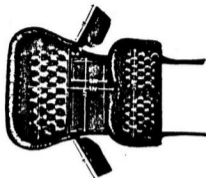
TABLE OF ENGINE SPEEDS.

For 28-inch Wheels.
(Wheel Revolutions 720 Per Mile)

ENGINE SPROCKET.	AXLE SPROCKET.	ENGINE REVOLUTIONS PER MILE.
8-Teeth	31-Teeth	2280
8-Teeth	34-Teeth	2120
8-Teeth	35-Teeth	2016
8-Teeth	41-Teeth	1752
8-Teeth	45-Teeth	1600

For 30-inch Wheels.
(Wheel Revolutions 672 Per Mile)

ENGINE SPROCKET.	AXLE SPROCKET.	ENGINE REVOLUTIONS PER MILE.
8-Teeth	31-Teeth	2116.8*
8-Teeth	34-Teeth	1936.8
8-Teeth	35-Teeth	1814.4
8-Teeth	41-Teeth	1584
8-Teeth	45-Teeth	1440



MODEL F BODY.

THE MODEL F double side door entrance tonneau is not detachable. The above illustration and dimensions give a good idea of the roomy, luxurious fittings of this car as compared with others sold at an equal price. In this new model F touring car tonneau we have the most comfortable seating arrangement ever devised for a small car. It is equal to anything sold under twenty-four hundred dollars.

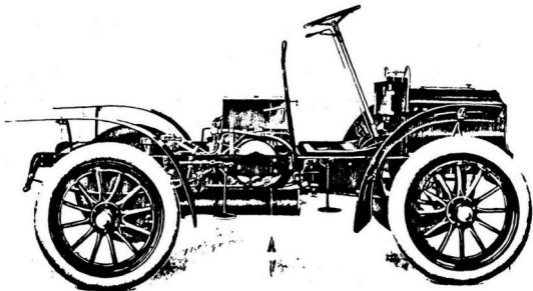
TABLE OF ENGINE SPEEDS.

For 28-inch Wheels.
(Wheel Revolutions 720 Per Mile.)

ENGINE SPROCKET.	AXLE SPROCKET.	ENGINE REVOLUTIONS PER MILE.
10-Teeth	31-Teeth	2282
10-Teeth	34-Teeth	2145
10-Teeth	34-Teeth	2128
10-Teeth	41-Teeth	1852
10-Teeth	45-Teeth	1740

For 30-inch Wheels.
(Wheel Revolutions 672 Per Mile.)

ENGINE SPROCKET.	AXLE SPROCKET.	ENGINE REVOLUTIONS PER MILE.
10-Teeth	31-Teeth	2083.5
10-Teeth	34-Teeth	1920.5
10-Teeth	35-Teeth	1824.36
10-Teeth	41-Teeth	1576.07
10-Teeth	45-Teeth	1422.0



CHASSIS.

Price as above, \$800.00 F. O. B. Detroit.

A SUMMARY OF POINTS FOUND IN ALL CADILLAC CARS.

Single cylinder 5 inches x 5 inches, 9 h. p.;
 water cooled horizontal motor.
 Copper water jacket. (Pat. pending).
 Mechanically operated vertical valves.
 Variable inlet control. (Pat.)
 Two speed planetary gear. (Pat.)
 Pressure oil distributor on piston. (Pat.)
 Interchangeable adjustable motor bearings.
 Pressed steel frames.
 Tubular radiator.
 Jump spark ignition.
 Spark Coil on Dash.

Brown-Lipe spur differentials.
 Balanced Double Acting Clutch Bands.
 Two Double Acting Brakes, with Drums
 keyed direct to axle sections.
 Pressed Steel Front Hubs. Rear Hubs
 taper fitted and keyed to axle sections.
 Three Spring Suspension.
 Adjustable Ball Jointed Radius Rods.
 Ratchet Foot Pedal Brake action.
 Automatic elastic stop diaphragm carburetor. (Pat.)
 Rack and Pinion Steering Gear.
 Gasoline capacity, 7 gal. Water capacity,
 3 gal.
 Foot Pedal, low-speed control.
 High Gear and Reverse on hand lever.

**Model F
COMMERCIAL CAR.**

IN THIS car we have a vehicle which is about as near a practical machine for light commercial work as this type of car and price will permit. During the past year we have had in constant use at our factory five of these cars, doing the work of fifteen horses. These cars are reliable and economical. Our drivers at times find it necessary to handle loads much heavier than we recommend, yet not a single car has ever failed in any way. Several local firms have been running these machines summer and winter with great success. W. V. Snyder & Co. of Newark, N. J., put one of these machines in commission July 18; on Dec. 3 they had driven it 6014 miles, at a total expense for gasoline and oil of but \$190.04. The saving over a horse-drawn vehicle during those 20 weeks aggregated \$567.84. We do not know of a single instance where a merchant has adopted one of these cars, placed it in the hands of a competent driver, and was not satisfied with the results. They have become a fixture with us—to dispense with them would be like trying to get along without a telephone or typewriter. To the merchant desiring a vehicle for light, rapid work, one which can be depended upon every day in the year, we unhesitatingly recommend this car. There is no car we know of at or near same price that can be compared with it.



**Model "F."
DELIVERY.**

STANDARD SPECIFICATIONS.

Axles	Tubular Ball Front. Hyatt Roller Rear.
Tread	.....56½ inches
Wheels	.....30 inches
Wheel Base	.....76 inches
*Tires	.....3½ inches
Color	.....Maroon
With Black Trimmings.	
Gear	.....9-45
Weight	.....Approximately 1,200 pounds
Top not Detachable.	
Inside Dimensions—	
Length	.....42 inches
Width	.....40 inches
Height	.....30 inches
Capacity	.....400 to 500 pounds

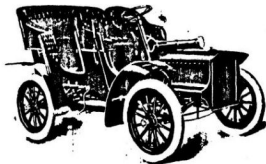
Prices \$250.00 F. O. B. Detroit.

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. The Cadillac Automobile Company is, however, ready to supply any standard clincher tire if desired.

**The Model F.
TOURING CAR.**

IS THE result of a demand (created by our surrey of last season) for a body with a side door entrance. In this car we have embodied every up-to-date improvement known to the art. It has been our aim to give our friends and customers a light family touring car with ample room and luxurious fittings equal to those found in cars sold at double the price. The large roomy non-convertible body has the advantage of being much lighter than the detachable tonneau type.

Not being handicapped with the inconvenience caused by a fire, as last year, we have been able to finish our cars in a manner that is beyond criticism. All model F cars will be finished in a beautiful Brewster green, trimmed with hand buffed black leather over the best steel springs possible to buy. We gear this car for great power and moderate speed. The 10-41 combination is about right for average roads. If the car is desired for use in a hilly country we would advise the 10-45 combination, which will give a maximum speed of only twenty miles an hour, but will easily climb average hills on high speed. This car has every improvement we could devise. A great deal of attention has been given to details, such as fitting lamp brackets of standard pattern, the width of side doors, height and width of both front and rear seats, position of guards, accessibility to working parts, wiring of electrical connections, foot room, etc. Our friends will find in this car all that can be desired, a machine for which no apology need be offered, no matter what company it may be found in.



**Model "F."
TOURING CAR.**

NOT CONVERTIBLE.

STANDARD SPECIFICATIONS.

Axles Tubular Ball Front, Hyatt Roller Rear.	
Tread	56½ inches
Wheels	30 inches
Wheel Base	76 inches
*Tires	3½ inches
Color	Brewster Green
With Primrose Running Gear, Black Hand Buffed Leather Trimmings.	
Body—Double side door entrance, 18 inches wide, with individual front seats.	
Gear	10-41
Weight	Approximately 1350 pounds
Length over all	9 feet 4 inches
Width over all	5 feet 7 inches
Height over all	5 feet 4 inches

Price, \$2500.00 F. O. B. Detroit.

The following options can be furnished, subject, of course, to possible delay:

Gear	10-38 or 10-45
Tread	61 inches

*Unless otherwise specified, the Harford Perfected Dunlop Tires will be furnished as regular equipment. The Cadillac Automobile Company is, however, ready to supply any standard clincher tire if desired.

The Model B

DETACHABLE TONNEAU TOURING CAR.

TO THOSE desiring a car of the convertible type which has ample power to carry four persons at moderate speed over any road, and up the average hill on high gear, or which can be used as a runabout by simply unscrewing four tonneau screws and sliding the seat back without any lifting; we again offer this excellent car.

After a full season's use in the hands of nearly two thousand operators, the model B has demonstrated all we claimed for it. It has therefore been thoroughly tried out by hundreds of drivers and every practical improvement suggested or that could be devised, adopted. We have found that when properly geared it will take four passengers anywhere that wheels can go, and as fast as ordinary roads will permit. Or if desired as a speedy runabout with higher gear, it can be readily converted by removing tonneau and changing sprockets at very little expense.

It was this machine, stripped and geared high, which Mr. Lee of San Francisco, drove a mile in the marvelous time of 1:07 4-5 and five miles in 7:14, defeating a 16 h. p. two cylinder machine of a well known make.

This machine with tonneau, luggage, and two to four passengers was driven by Mr. Hurlburt on the World's Fair tour from New York to St. Louis, winning first place at finish, and a perfect certificate for the entire trip.

There is no other car made with same capacity and equal power, which is sold at so low a price. As a low priced family car it has no competitor.



Model "B." TOURING CAR.

DETACHABLE TONNEAU, STANDARD SPECIFICATIONS.

Axles	Pressed Steel Front. Tubular Rear.
Tread	.....56½ inches
Wheels	.....30 inches
Wheel Base	.....76 inches
*Tires	.....3 inches
Color	.....Brewster Green

With Primrose Running Gear.
Black Leather Trimmings.

Gear	.....10-41
Weight	.....Approximately 1450 pounds
Length over all	.....9 feet 4 inches
Width over all	.....5 feet 5 inches
Height over all	.....5 feet

Price, \$900.00 F. O. B. Detroit.

The following options can be furnished, subject, of course, to possible delay:

Gear	.....10-38 or 10-45
Color	.....Maroon

If 41 in. Tread is desired we furnish Tubular Front Axles.

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. The Cadillac Automobile Company is, however, ready to supply any standard clincher tire if desired.

**The Model E
LIGHT RUNABOUT.**

IS A LIGHT, powerful machine of the semi-racer type, designed for those who wish a business car with great power and capable of high speed on average roads.

It is a well known fact that resistance due to soft roads is caused by the wheels embedding themselves more or less in the surface, and by reason of this a light car has a great advantage over a heavy one. So great is this advantage that a 1100 or 1200 pound car equipped with a nine or ten horse-power motor will travel American roads easier than a 2000 pound car having twenty horse power, although the ratio of weight to power is considerably in favor of the heavier one.

The result is that if nine or ten horse-power can be put into a car weighing 1100 or 1200 pounds, which at the same time combines ample strength and comfortable seating arrangements, we then have an automobile which suffers in comparison with the highest priced touring cars only on hard, level speedways, while the advantages of the light car are: Lower first cost, less cost of fuel, oil and repairs, EQUAL SPEED on ordinary roads, because the ordinary road will not permit of a speed equal to the capacity of either machine, and GREATER ABILITY on roads that are at all soft and sandy.

This runabout may be geared up until it is capable of speed enough to satisfy the most reckless driver, and yet have ample power for the worst possible roadway.



**Model "E."
RUNABOUT.**

**NOT CONVERTIBLE.
STANDARD SPECIFICATIONS.**

Axes	Tubular Ball Front. Hyatt Roller Rear.
Tread	.....56½ inches
Wheels	.....28 inches
Wheel Base	.....74 inches
*Tires	.....3 inches
Body	—Individual seats trimmed in hand buffed black leather.
Color	.....Brewster Green
	With Primrose Running Gear.
Gear	.....10-34
Weight	.....Approximately 1100 pounds
Length over all	.....9 feet
Width over all	.....5 feet 6 inches
Height over all	.....4 feet 8 inches
	Price, \$790.00 F. O. B. Detroit.

The following options can be furnished, subject, of course, to possible delay:

Tread	.....61 inches
Gear	.....10-31 or 10-35

*Unless otherwise specified, the Hartford Perforated Dunlop Tires will be furnished as regular equipment. The Cadillac Automobile Company is, however, ready to supply any standard clincher tire if desired.

If desired ironed for top, extra charge, \$5.00.

**PHYSICIAN'S
LIGHT RUNABOUT.**

THIS little car might very appropriately be called the "Doctor's Delight." For some time we have recognized the need of a specially designed and equipped light car for the use of physicians in their professional work.

We have sold a great many of our runabouts, made during the past two seasons to physicians and business men for practical use as everyday business vehicles. These cars have demonstrated their practical value time and again.

With anything like reasonable care and attention this car should be a source of satisfaction and profit to any professional or business man. We heartily indorse the machine to all. Its actions during the fall and winter months have pleased us greatly. It will please you.

This model E with top is the result of two years' experience, aided by suggestions from the profession North, East, South and West.

The standard gear in this car is comparatively low for so light a machine with so powerful an engine. If desired for use where roads are good and comparatively level a 10-34 combination would be advisable. On the other hand, if for use on very hilly and sandy roads where 18 or 20 miles per hour would be the limit a 10-41 gear would give desired results.



**Model "E."
RUNABOUT.**

STANDARD SPECIFICATIONS.

Axles	Tubular Ball Front. Hyatt Roller Rear.
Tread	..... 56½ inches
Wheels	..... 28 inches
Wheel Base	..... 74 inches
*Tires	..... 3 inches
Body	—Individual seats trimmed in hand buffed black leather.
Color	..... Brewster Green
	With Primrose Running Gear.
Gear	..... 10-38
Price—Leather Top, complete, with Sides and Storm Apron	..... \$800.00
Price—Rubber Top, complete, with Sides and Storm Apron	..... 780.00
	F. O. E. Detroit.

The following options can be furnished, subject, of course, to possible delay:

Tread	..... 61 inches
Gear	..... 10-34 or 10-41

*Unless otherwise specified, the Hartford Perfected Dunlop Tires will be furnished as regular equipment. The Cadillac Automobile Company is, however, ready to supply any standard clincher tire if desired.

Model D
FOUR CYLINDER.

DETAILED SPECIFICATIONS.

Axles Tubular, live rear.

Body Wood, double side door entrance, doors twenty inches wide; capacity, five passengers. Running board step.

Brakes Double acting (patent pending), foot brake acting on drive shaft, hand brake acting on rear hub drum. Interlock on both brakes releases motor when brakes are set—a new idea. It is impossible to "kill" the motor in case it becomes necessary to stop suddenly by setting brakes.

Carburetor or Mixer—Special design automatic elastic stop diaphragm (pat.) Our regular Cadillac type, with the addition of an auxiliary intake.

Commutator—Special design of Cadillac type.

Dash—Aluminum, carrying gasoline, running tank and lubricator.

Drive Bevel gear, with extra large hardened steel gears (pat. pending), ball bearing throughout, in oil tight aluminum gear case. Special design hardened steel universal joints.

Dust Shield—Under motor and transmission.

Equipment—Complete set of tools in accessible tool box under rear seat.

Frame—Pressed steel; hot riveted.

Front Seat—Individual; upholstery of highest grade.

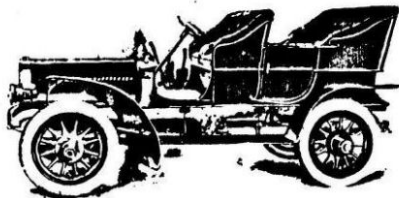
Gasoline Capacity—20 gallon storage tank with exhaust pressure transfer to 5 gallon running tank fitted in dash; sufficient for 200 miles.

Guards—Aluminum.

Hood—Special Cadillac design.

Ignition—Jump spark.

Motor—Four cylinder vertical, 30 h. p., 4¼ inch bore by 5 inch stroke. Water cooled with centrifugal pump. Copper water jackets, Cadillac type (patent pending). Automatic splash lubricator, uniform feed to each cylinder irrespective of



grade (pat.)—a new and valuable improvement. Mechanically operated valves, with variable inlet control. Interchangeable exhaust and inlet valves. Automatic oil governor. Aluminum engine base. Drop forged steel connecting rods and crank shaft.

Mechanical Lubricator—With sight glass feed. Quick adjustment from seat. Hand operation of oil pumps possible.

Mufflers—Double syphon muffling system. No back pressure, no small holes, and no muffler explosions. The best thing we have ever seen.

Radiator—Cellular, with fan.

Steering—Special Cadillac type, irreversible. The most perfect and sensitive steering gear we know of.

Springs—Semi-elliptic five spring suspension.

Speed—Maximum 50 miles, minimum 1½ miles per hour.

Transmission Gear—Planetary of Cadillac type, three speeds forward and one reverse. Direct drive on high gear, no gears running. All speeds on single controller lever.

Tires—3¼x4½ inch Dunlops.

Tread—Standard 56½ inches.

Wheels—Artillery, 3¼ inches; ball bearing.

Wheel Base—100 inches.

Weight—Approximately 2,600 pounds. Can be stripped to weigh 2,000 pounds.

Price—\$2,800.00 f. o. b. Detroit.

To those interested in the above type of car we will gladly mail our special four cylinder catalogue showing detail drawings of all special parts, new features and cuts of complete car. For several years our designers have been working out ideas for a touring car along these lines; now that we have them in a perfected form we unhesitatingly offer them to our friends in the form of a machine of the very highest grade and at a price which will not be equalled right away by any other make—here or abroad.

PRICES ON INCOMPLETE MACHINES.

Where incomplete machines are desired, we list as below, terms being the same as for complete automobiles, unless otherwise specially agreed upon.

Prices of chassis as shown on pages 16-17, with hood, f. o. b. Detroit:

Model F—Wheels and Tires 30x2 1/4 in. \$200.00
 Model B—Wheels and Tires 28x2 in. 750.00
 Model B—Wheels and Tires 30x2 in. 750.00

BODIES WITHOUT HOOD.

Model F—Standard color, upholstered in hand buffed black leather, 18 inch double side door entrance, individual seats, spring cushions, tonneau not detachable 150.00

Model B—Runabout, standard color, upholstery and trimmings same as F. 60.00

Model B—Body, including rear deck, painted firewater green or maroon, front seat not divided, upholstery and leather same as above. 60.00

If deck on Model B is not desired, deduct 110.00.

TONNEAU SEAT.

Model B—Detachable, interchangeable with survey seat or deck for runabout; color firewater green or maroon 100.00

SURREY SEAT.

Model B—Detachable, side entrance, no door interchangeable on Model B chassis with rear deck or tonneau seat. Color firewater green or maroon 100.00
 Special colors extra.

WHEELS WITH TIRES.

Model F 30x2 1/4 in. per set of four. 250.00
 Model B 28x2 in. per set of four. 210.00
 Model B 30x2 in. per set of four. 200.00

We carry in stock wheels fitted with Dunlop and standard clincher rims.

TERMS: Net cash, with order for all parts or sundries, unless from a regular dealer with whom we have an open account. Small sundry accounts entail unnecessary expense and no little inconvenience. Those with whom we are unacquainted should bear in mind that we cannot open accounts for a few cents. Remittances should be sent with order, which will insure prompt attention, otherwise we will be obliged to send request for the amount, holding order until money is received.

IN ORDERING parts or sundries, state plainly what is wanted on an order sheet, written separately from letter, giving number of motor for which part is wanted, enclosing postal note or express order, adding a sufficient amount to cover transportation charges. If remittance advanced more than covers the amount of bill balance will be returned promptly.

WHEN ORDERING PARTS of machines or motors for repairs, transportation charges must be prepaid or goods will not be accepted. This is imperative and must be adhered to. Should you fail to properly tag and mark goods plainly with your name and address, don't abuse us for being unable to identify them. State fully what you want done with the goods. We will then give them our prompt attention.

DISCOUNTS will not be allowed on automobiles or parts except to regularly appointed dealers. Where we are not properly represented we will quote discounts to one good, responsible dealer only. Our prices are f. o. b. Detroit. Our responsibility ends when we have delivered goods in good condition to transportation companies.

REMITTANCES should be made by exchange on New York or Chicago, postoffice money order, express money order or postal note.

CORRESPONDENCE: To insure prompt replies and immediate return, all letters, bearing on different subjects should be written on separate sheets, as our finance, repair, agency, order and shipping departments are no longer in the hands of one man. In case of reference to automobile, motor or repair orders, refer by numbers as shown on invoice. Careful attention to the above will better enable us to give our customers prompt service. Always address the firm and not individuals.

EXTRAS: When runabouts are ordered without tops, which purchasers expect to require later, the seats must be ordered "Ironed for Top" and the list price will be increased \$5.00.

When automobiles are to be shipped singly long distances it is advisable to have them crated. Cost of crating is extra, \$10.00 net.

Where purchasers of Model B Touring Cars or Surreys want to use them as runabouts, decks will be furnished at an extra cost of \$10.00 each.

A full equipment of tools, also tire pump and repair kit, is furnished with each automobile, but we do not furnish lamps or horns, except as extras.

A complete price list of Cadillac automobile parts will be mailed to any purchaser upon application.

ALL TIRES used on Cadillac Automobiles are guaranteed by the tire manufacturers and should be sent direct to them transportation charges prepaid.

Perfected Dunlop detachable tires, made by Hartford Rubber Works, are standard equipment and should be sent to the nearest of the following branches:

New York—97 Chambers street.
New York—1769 Broadway.
Boston—494 Atlantic avenue.
Philadelphia—138 North Tenth street.
Buffalo—686 Main street.
Cleveland—77 Bank street.
Detroit—68 State street.
Chicago—83 Michigan avenue.
Minneapolis—117 South Sixth street.
Denver—1564 Broadway.
San Francisco—461 Mission street.
St. Louis—3964 Olive street.
Los Angeles—116-118 East Ninth street.