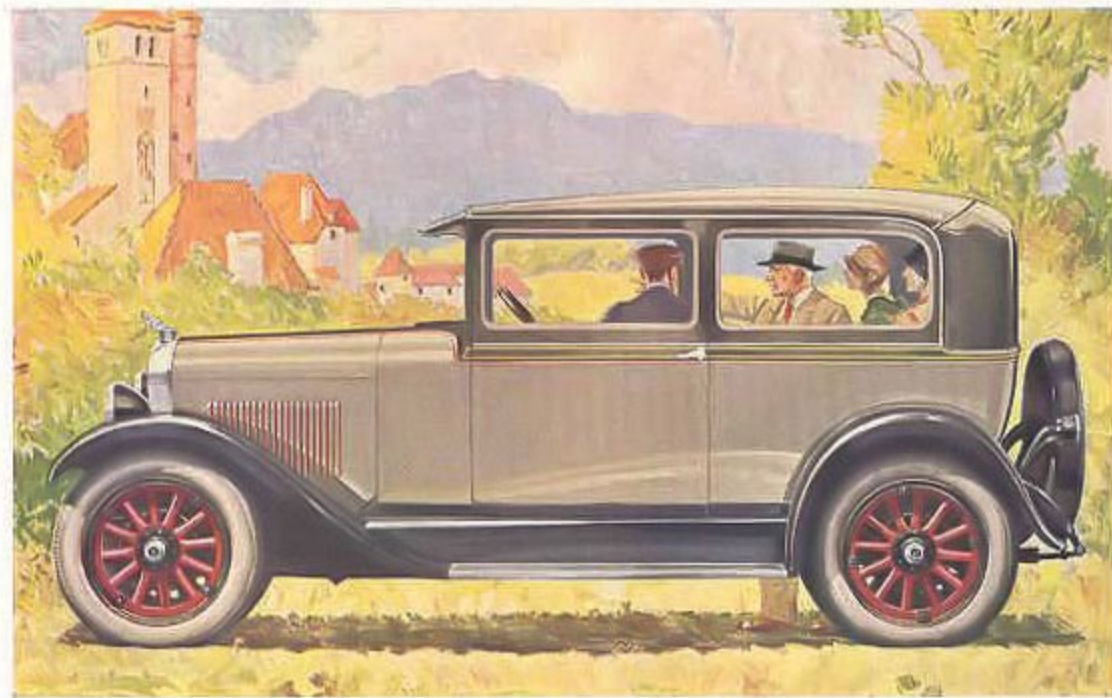
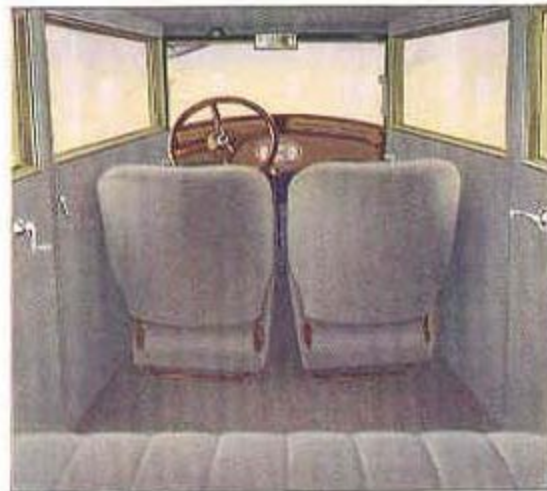


NEW
The American Edition
OF STUDEBAKER'S
ERSKINE SIX





ERSKINE SIX CLUB SEDAN \$795 P. O. B. Factory



Thrilling comfort with plenty of room to stretch out and relax—front seats adjustable to individual preference.

in Germany where the requirements were so rigid that only one car successfully completed all trials—an Erskine Six!

In a gruelling Sierra Mountain Run in California, an Erskine Six sedan completed the run of 401 miles over five of the highest Sierra Mountain sum-

mits in the elapsed time of 17 hours, 39 minutes! Every conceivable type of road and grade was encountered in this brutal test of power and stamina.

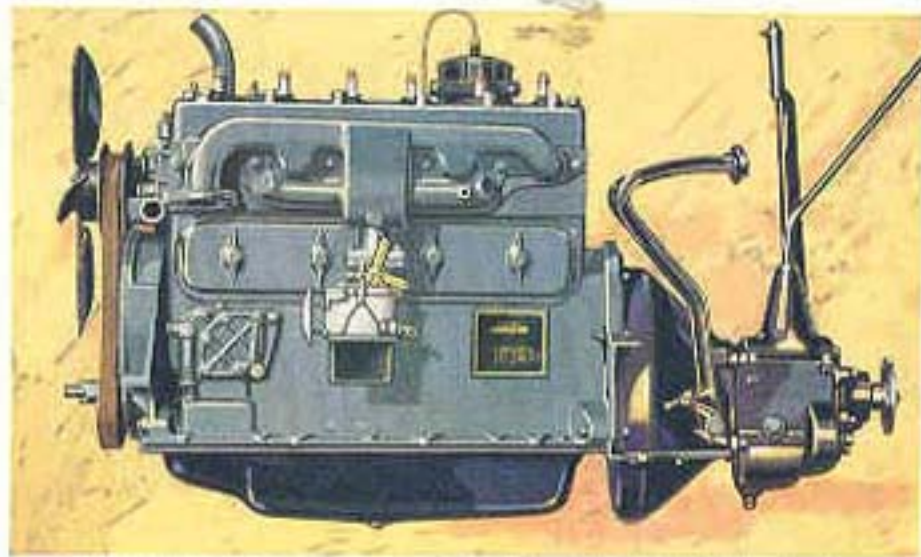
Proof of Endurance and Speed

Thrilling performance is assured by the *new American edition* of the Erskine Six. Its engine is larger and more powerful. It delivers a smooth, sure 62-mile speed. Its getaway is quick on the trigger—its acceleration most remarkable. Experts say it has the greatest performing engine for its horsepower ever designed!

In October, 1927, in a self-imposed race against time on the Atlantic City Speedway two Erskine Sixes (a Sedan and a Coupe—both fully equipped) went the amazing distance of 1298.484 and 1278.950 miles respectively in 24 hours of continuous driving. The sedan's average speed over 1,000 miles was 53.2267 miles per hour, while the coupe averaged 52.5395 miles per hour. The average speed of the sedan for the 24-hour grind was 51.103 miles per hour—the coupe 53.289 miles per hour!



SPECIFICATIONS of the American Edition OF STUDEBAKER'S ERSKINE SIX CLUB SEDAN



This new Erskine Six engine has out-performed all cars selling for less than \$4,000.

WHEELBASE—107 inches.

ENGINE—Six cylinder, L-head type, cast on block. 212 inches x 137 inches. Develops forty-two brake horsepower. Valve displacement 190.5 cubic inches.

VALVES—Chromic-alloy steel.

CARBURETOR—One inch, air valve type carburetor with richening device interlocked with choke. Throttle lever on steering post. Accelerator continuously tapered on the board.

IGNITION—Automatic-storage battery with coil and distributor.

LUBRICATION—Positive force feed to main and connecting rod bearings. Oil sump, high pressure chrome plate piston.

GASOLINE SYSTEM—Two gallon tank in rear, vacuum feed. Hydraulic pressure gauge on instrument board.

COOLING SYSTEM—Cast-iron pump circulating system, tube and fin type radiator; 16 inch fan blade fan.

CLUTCH—Single-disc, dry plate clutch, in unit with engine.

TRANSMISSION—Unit with engine. Selective type three speeds forward and one reverse.

REAR AXLE—Bend-Spring type. Axle shaft 1 1/2 inch diameter forged of high alloy steel. Spiral bevel gear drive.

GEAR RATIO—4.77 to 1.

DRIVE—Bevel-drive type, straight line. Transmissions torque tube and axle ends are chromic-alloy.

SPRINGS—Chrome vanadium steel, semi-elliptic is adapted by 92 per cent of American automobile manufacturers. Front, 16 inches long x 1 1/4 inches wide; 6 leaves. Rear, 22 inches long, 1 1/4 inches wide; 8 leaves. All spring eyes and spring brackets are chrome-plated.

BRAKES—Self-energizing, four-wheel brakes of mechanical type and expanding type. Brakes, 11 inches in diameter. Shoes, 1 1/2 inches wide. Express lever produces repeated braking action with light pedal pressure. Hand brake operated by lever actuating internal cables on all four wheels.

STEERING GEAR—Worm and sector type, completely adjustable for wear. Specially designed for ballroom floor, 17-inch steering wheel.

FRAME—Deep, rigid pressed steel channel section, 2 1/2 inches deep at base of section, 3/8 inch thick. Six cross members provide rigid construction, a safe factor of safety.

PENDERS—Rear-ends crumpled and gracefully curved into running boards. Made of extra heavy sheet steel.

WHEELS—Wood, artillery type, wire wheels optional at extra cost.

TIRES—Full size balloon, 28 inches x 4.75, mounted on all wheels.

LIGHTS—Two beam search headlights controlled by switch on steering wheel. Double filament bulbs. Small bulb for parking. Four traffic signal lights.

EQUIPMENT—Steak knife set, automatic windshield wipers, extension mirror, dome light, electric horn with horn button at center of steering wheel. Type-A-Drive, hydraulic clutch pump, master and all pressure gauge mounted on instrument board, under glass, internally illuminated. Chrome-plated steering gear and ignition lock, key for which also operates lock to door.

BODY—Studebaker-built, designed by Duesenberg. Five passenger capacity. Full vision construction, one-piece type windshield, adjustable for ventilation. Wide door and wide plate glass windows. Attractive and substantial hardware. Fine quality, soft, deep upholstery. Finished in rich-forest, durable lacquer.

Studebaker reserves the right to change any of the specifications listed without obligation to subsequent purchasers or to add new designs or improvements without making similar alterations in automobiles already manufactured.