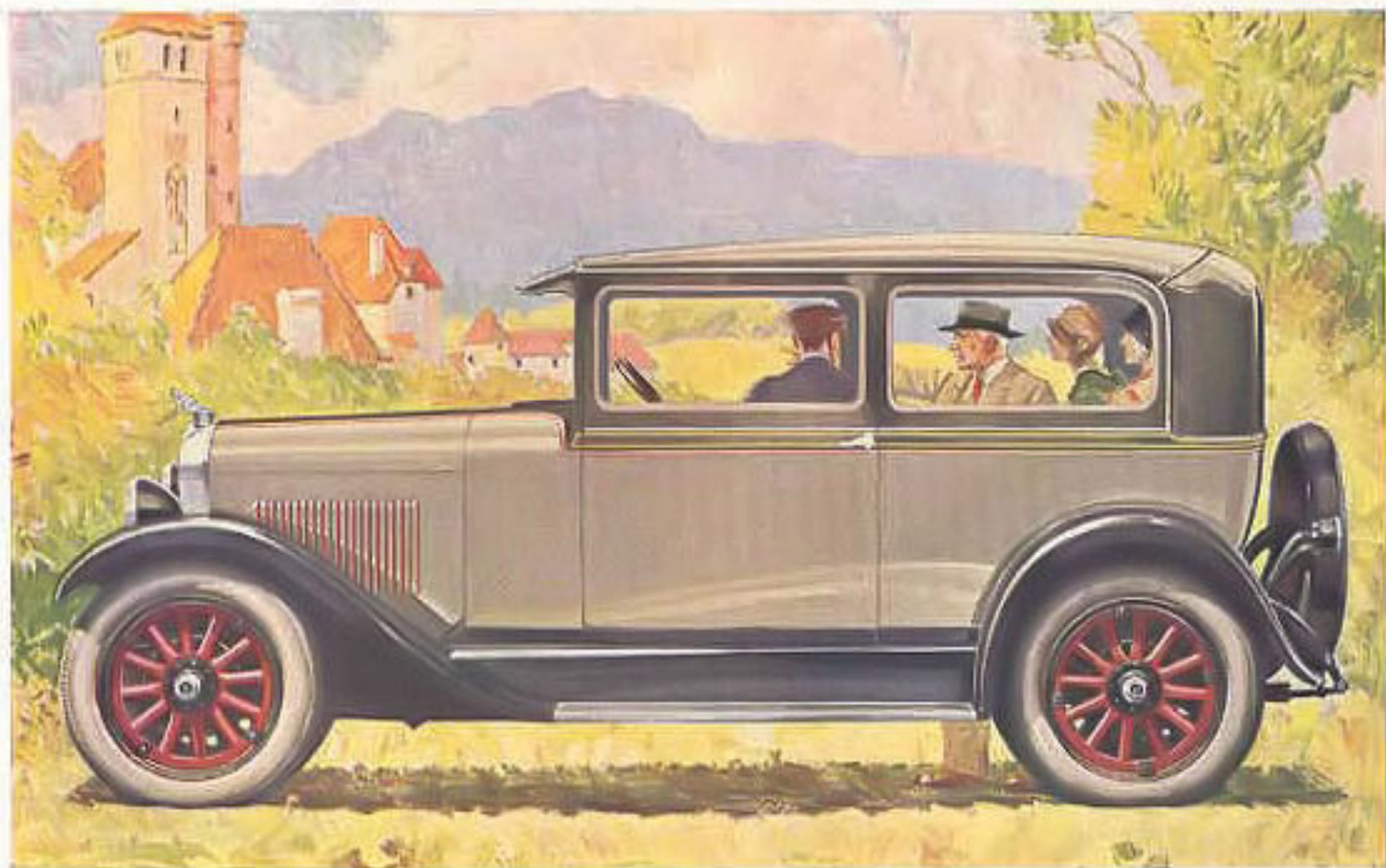
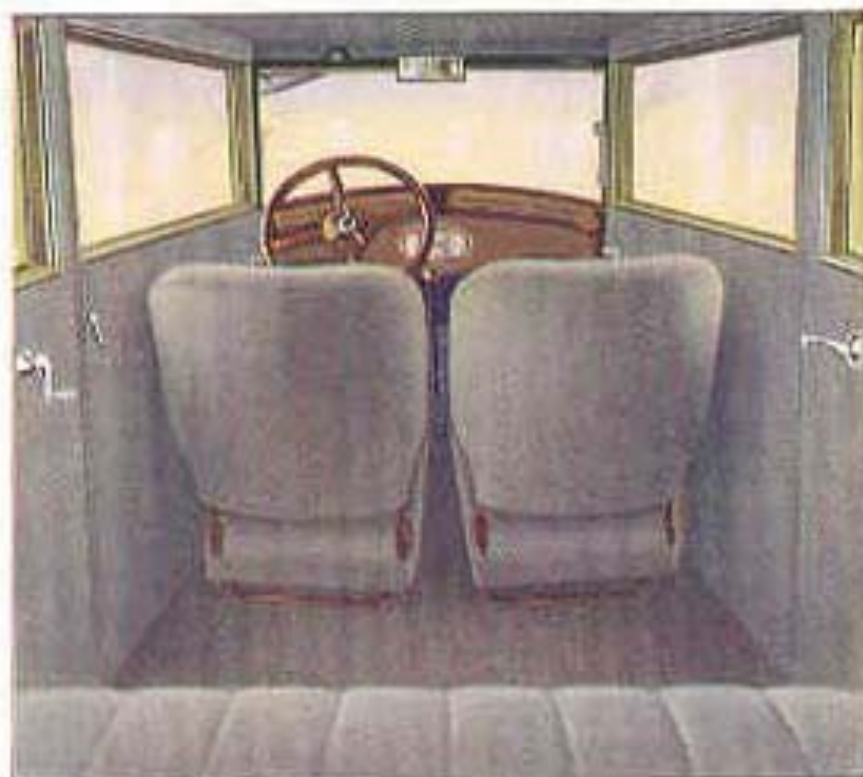


NEW
The American Edition
OF STUDEBAKER'S
ERSKINE SIX





ERSKINE SIX CLUB SEDAN \$795 *P. O. B. Ketcher*



Enlivening 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.

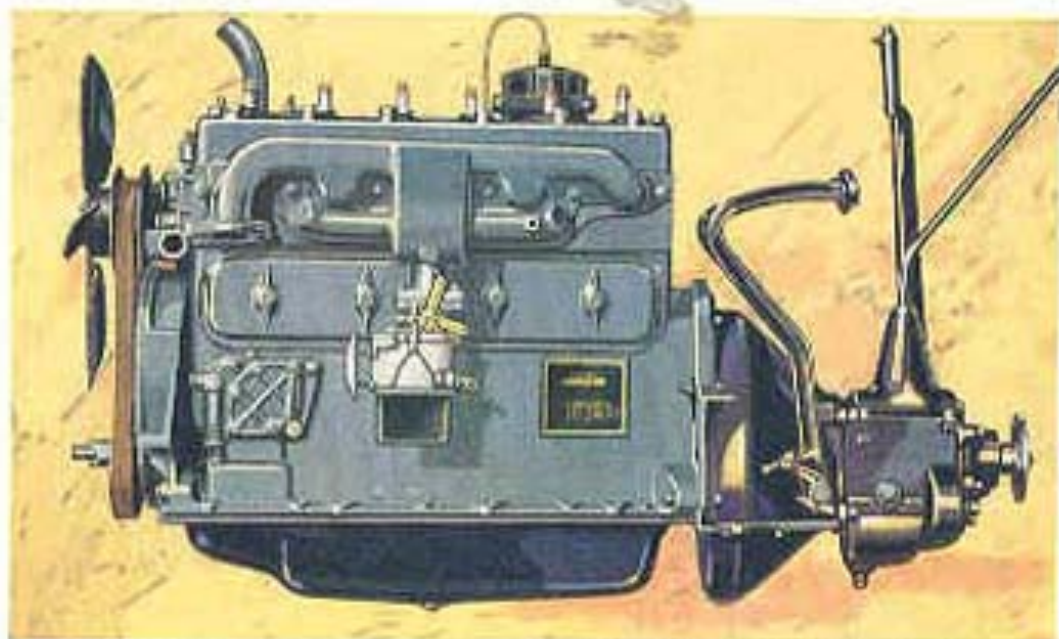
Proof of Endurance and Speed

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 54.103 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.

MOTOR—Six cylinder, L-head type, cast in Duesenberg 2 1/2 inches x 4 1/2 inches. Develops forty-two horse horsepower. Valve displacement 190.5 cubic inches.

VALVES—Chromalloy steel.

CARBURETOR—One inch, air valve type carburetor with richening device intermeshed with choke. Throttle lever on steering post. Accelerator continuously located on the floor.

IGNITION—Generator-storage battery with coil and distributor.

LUBRICATION—Positive pump feed to main and connecting rod bearings. Oil 80w, high pressure chassis lubrication.

FUEL SYSTEM—Two gallon tank in rear, vacuum feed. Hydraulic auxiliary pump on instrument board.

COOLING SYSTEM—Cast-iron pump circulating system, tube and fin type radiator; 16 inch four-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-Synchronous type. Axle shaft 1 1/2 inch diameter, forged of high alloy steel. Spiral bevel gear drive.

GEAR RATIO—2.73 to 1.

DRIVE—Half-shaft type, mounted rear. Transmission torque tube and axle ends are chromalloy.

SPRINGS—Chrome vanadium steel, semi-elliptic as adapted by 21 per cent of American automobile manufacturers. Front, 36 inches long x 4 1/4 inches wide; 8 leaves. Rear, 52 inches long, 3 1/4 inches wide; 10 leaves. All spring eyes and spring brackets are chrome finished.

BRAKES—Self-energizing, two-wheel brakes of mechanical tapered expanding type. Drums, 11 inches in diameter, 3.50 x 1 1/2 inches wide. Control leverage produces powerful braking action with light pedal pressure. Hand brake operated by lever actuating internal shoes on all four wheels.

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

FRAME—Deep, rigid pressed steel channel section, 5 1/4 inches deep at largest section, 3/8 inch thick. Six cross members provide rigid construction, a 4000 factor of safety.

PENDERS—Rigidly connected and gracefully curved into running boards. Made of extra heavy sheet steel.

WHEELS—Wood, artillery type, wire wheels instead of extra steel.

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

LIGHTS—Two brown waxen headlights controlled by switch on steering wheel. Double filament bulbs. Small bulb for parking. Horn with signal light.

EQUIPMENT—Shock absorbers, automatic windshield wipers, two-speed mirror, door light, electric horn with horn button in center of steering wheel. Hydraulic, automatic parking pump, accelerator and oil pressure gauge mounted on instrument board, under glass, indirectly illuminated. Check-lights showing gear and ignition lock, key for which also operates lock to door.

BODY—Studebaker-built, designed by Duesenberg. Five passenger capacity. Full vision construction, out-plate type windshield, adjustable for ventilation. Side door and side plate glass windows. Attractive and substantial hardware. Fine quality, soft, drop upholstery. Finished in rich-leaved, 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.