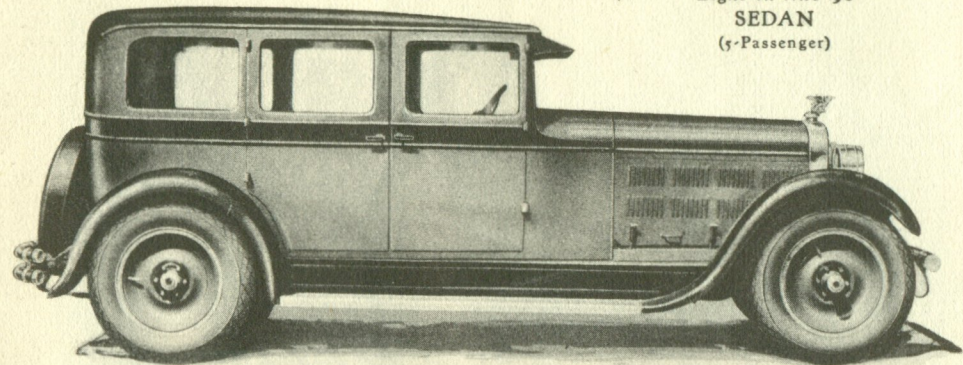


The New
GARDNER
EIGHT-IN-LINE

Series 90

The New Gardner
Eight-in-line 90
SEDAN
(5-Passenger)



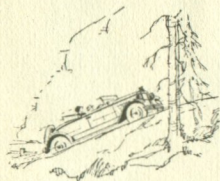
THE New Gardner Eight-in-line Series 90 is the culmination of fifty-one years' experience in building vehicles of quality. This new series has been made even more spacious—even more luxurious—even more strikingly distinctive than any previous series, and more strongly than ever emphasizes Gardner's leadership as a builder of fine motor cars of individuality and personality.

Long, low custom-style bodies designed by one of America's famed body builders . . . the touch of a noted interior decorator's art adds new beauty and charm . . . engineering developments of vital importance . . . make this a superlative motor car!

There is no substitute for Eight-in-line performance. Engineering principles scientifically correct, insure even power flow at all speeds.

The marvelous Gardner Eight-in-line motor functions with a rhythmic smoothness and quietness that tells of perfect balance in all moving parts. There is no vibration period whatever in the New Gardner 90. Its Eight-in-line motor is responsible for this unusual smoothness, and absence of vibration.

Gardner's new double-drop frame, braced with tubular cross-members to give it rigidity, makes pos-

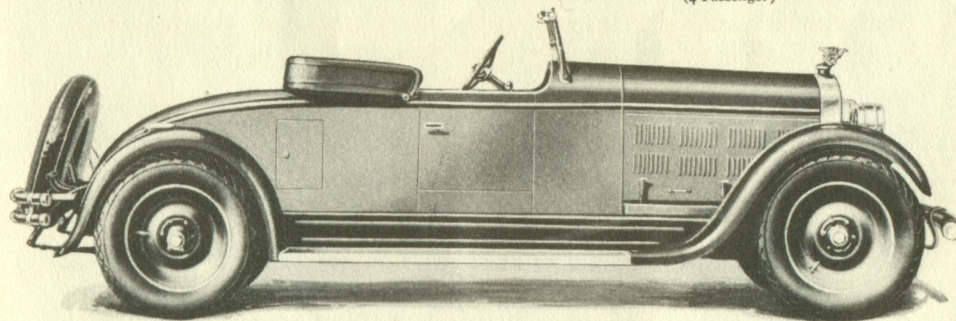


sible an even lower, more rakish car, less than 70 inches in height, with no sacrifice of inside spaciousness or road clearance. All these advantages are obtained without adopting any freak ideas or unproved engineering principles.

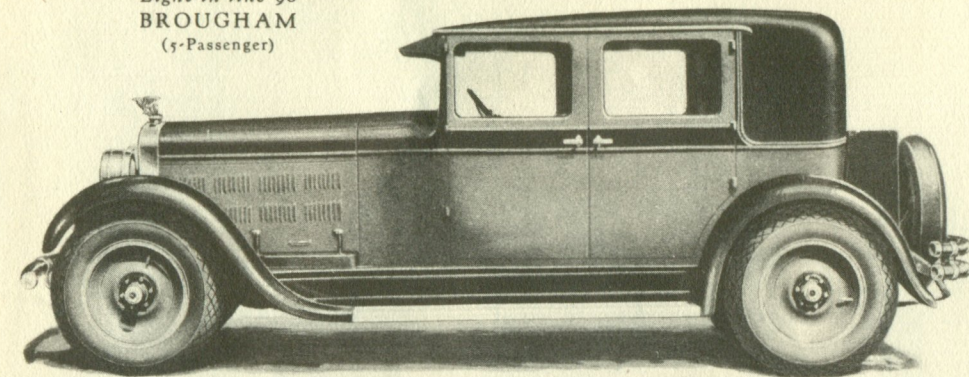
Amazing results from this new-type car—speed in safety, round curves at a lightning pace in safety—without the sensation of sidesway or slipping. In fact the New Gardner 90 is designed, engineered and built for safety. And its low center of gravity gives one a new sense of security.

Note, too, the many other advanced features that Gardner provides—oil filter—gasoline strainer—air cleaner—motor heat thermostatically controlled—scientific ventilation. Indeed we could enumerate many other features that lengthen life, give added comfort and convenience. Some of these other important developments we wish to call to your attention—for Gardner's new features begin where others stop.

The New Gardner
Eight-in-line 90
ROADSTER
(4-Passenger)



The New Gardner
Eight-in-line 90
BROUGHAM
(5-Passenger)



Two years ago Gardner introduced colorful combinations and optional custom features on the Eight-in-line. But now you may indulge in the New Series 90 (in some instances at no additional cost) in a greater variety of individual preferences than ever before.

For example, there's a wide array of color combinations—modish upholstery selections—and even equipment changes if desired—wheels of wire or wood instead of steel—broadcloth, if you prefer it to mohair.

The interiors are designed to harmonize with the exterior finish. For example, the Sedan is upholstered in rich green mohair, with carpets and other equipment to match the body finish of colorful green combinations. Walnut panels grace the instrument board and window ledges; Butler silver-finished hardware and vanities tastefully set it off; a pleasing effect throughout results.

You must see this new-type car—drive this car—get the thrill of the new beauty it brings to American boulevards and the new performance standards it sets for American hills and highways.

A car as finely engineered and as completely and luxuriously equipped as can be found anywhere in this country or abroad.





RISING HIGHER AND HIGHER IN PUBLIC ESTEEM

As this country develops and gains in wealth, there comes an ever increasing yearning for the finer things of life, the luxuries and conveniences; better homes, better clothes, and better modes of transportation.

The spirit of today demands the utmost in dependability, but with that there must be beauty, color, and superlative results.

* * * * *

Great changes have taken place in the fine car field within the past two years. The Eight-in-line motor car, with an entirely new motoring performance—smoother, more brilliant, more satisfying than was ever before provided by an automobile—assumed unquestioned leadership in this field.

* * * * *

Gardner recognized this individualistic trend, and pioneered the Eight-in-line, with colorful combinations, custom-style coach work, optional choice of colors, trimmings and equipment, and thereby ushered in a new motoring era.

Gardner has been richly rewarded by the ready acceptance of the Gardner Eight-in-line, and by the voluntary approval of thousands of Gardner owners the world over. The fact that Gardner sales increased 50 per cent during the first nine months of 1926 over the entire year of 1925 is ample proof of Gardner worth.

The New Gardner Eight-in-line Series 90 is Gardner's further contribution to those motor car owners who want distinction, both in appearance and performance!

Detailed Specifications

MOTOR—Gardner Lycoming Eight-in-line; L-head type; $3\frac{1}{4} \times 4\frac{1}{4}$; 298 cubic inch piston displacement; 75 horsepower; light weight gray iron pistons; water pump, generator and cam shaft driven by silent chain; detachable cylinder head.

STEERING GEAR—New improved cam-and-lever type; semi-irreversible; 18-inch walnut steering wheel.

GASOLINE SYSTEM—Vacuum tank feed from large tank at rear of chassis; gas strainer; Schebler carburetor with Swan manifold to equalize distribution of gases.

COOLING SYSTEM—Thermostatic control; chain-driven centrifugal pump; water forced completely around all cylinders; cellular-type radiator; 18-inch oil type fan driven by V-type belt; fan mounted on detachable bracket.

CLUTCH—Borg & Beck dry disc.

TRANSMISSION—Selective sliding-gear type; nickel steel gears; three speeds forward, one reverse.

FRONT AXLE—Drop-forged I-beam; tapered roller bearings in wheels.

REAR AXLE—Semi-float type with one-piece pressed steel housing; nickel steel spiral bevel gears; tapered roller bearings thruout.

SPRINGS—Semi-elliptic; front 38×2 , rear $57 \times 2\frac{1}{4}$.

BRAKES—Gardner enclosed brakes on all four wheels with perfectly balanced equalization.

ELECTRICAL SYSTEM—Delco-Remy; two-unit starting and lighting; Prest-O-Lite battery.

LUBRICATION—Motor—full force feed through gear-driven pump; oil filter; pressure gauge on instrument board; centralized automatic system of chassis lubrication. (Manufactured by Alemite.)

INSIDE FINISH AND UPHOLSTERY—Sedan, Brougham and Victoria—Luxurious mohair; Butler silver-finish hardware; walnut cowl deflector with recess portion inlaid; wainscoting and garnish mouldings to match; vanity cases; side dome lights; distant control locks on doors; silk window curtains; silk toggle grips; arm rests. Roadster—Genuine leather to harmonize with body color; tan top.

OUTSIDE FINISH—Two-tone lacquer.

WHEELS—Five-20-inch disteel wheels.

WHEELBASE—130 inches.

FRAME—Extra heavy-gauge pressed steel; double drop with tubular cross members.

TIRES—32 x 6.00 balloon.

STANDARD EQUIPMENT—Snubbers front and rear; 6.00 balloon tires; five disteel wheels; automatic windshield wiper; automatic stop light; nickel headlights with double filament bulbs; one-piece V & V windshield operated by rotary lift; rear vision mirror; bumpers front and rear; trunk on Brougham and Victoria; tire cover; centralized automatic system of chassis lubrication; air cleaner; gas cleaner; oil filter; thermostatic heat control with engine heat indicator on dash; Fedco theft system with use and occupancy insurance; clear vision bodies; four-wheel brakes; vibration dampener; nickeled radiator; Griffin insignia on radiator cap; new type automatic ignition lock.

(Specifications subject to change without notice)

THE GARDNER MOTOR CO., INC., ST. LOUIS, U. S. A.

