

DURANT



Just a Real Good Car

SIX CYLINDER MODELS



HE six-cylinder type of automobile appeals to those who desire the finer elements in motor transportation. The attraction lies in great power, without waste, flexibility over a wide speed range with a minimum of vibration, and the body comforts, refinements, and conveniences that go to make up a really fine motor vehicle.

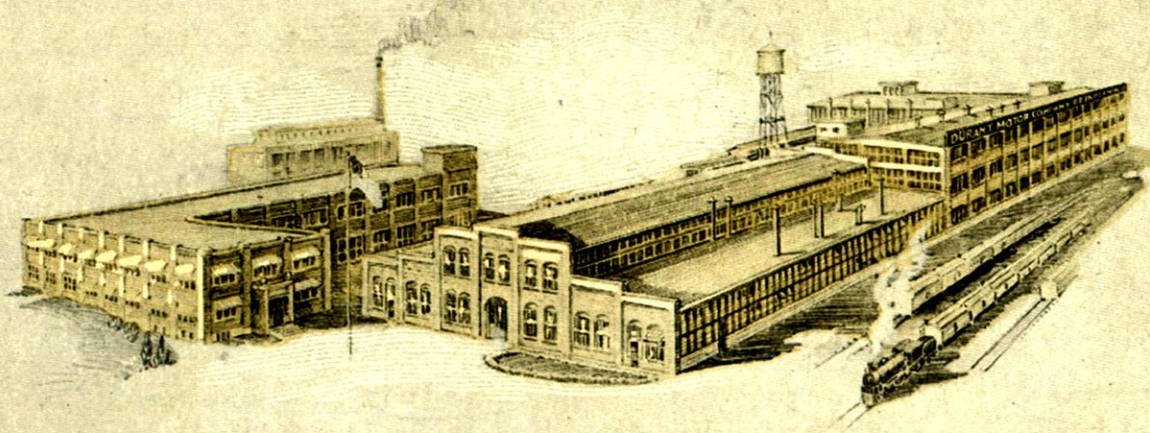
In all of these particulars the Durant Six is distinctive, not only because of its completeness in the essentials of six-cylinder superiority, but also because of the many advanced features in design and construction which mark its leadership.

W. C. Durant, during his thirty-five years' experience as a manufacturer of vehicles—as a builder of more than two million automobiles—developed and refined an ideal of what a fine six-cylinder car should be. This ideal is fulfilled in the car which bears his name.

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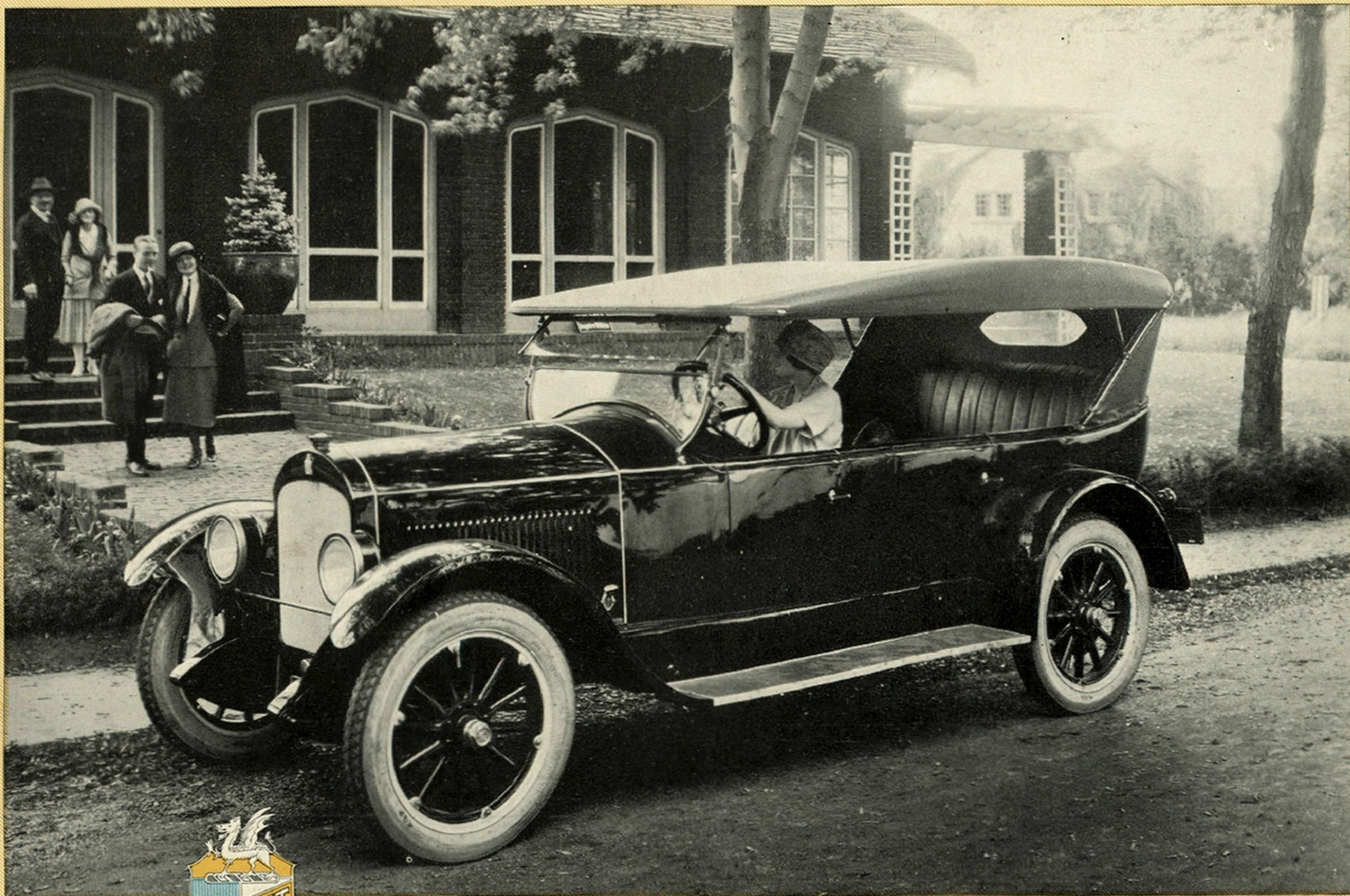
Six Cylinder Models



*Touring Car
Coupe*

*Roadster
Sedan*

The Durant Plant at Muncie, Indiana, devoted exclusively to building Six Cylinder models



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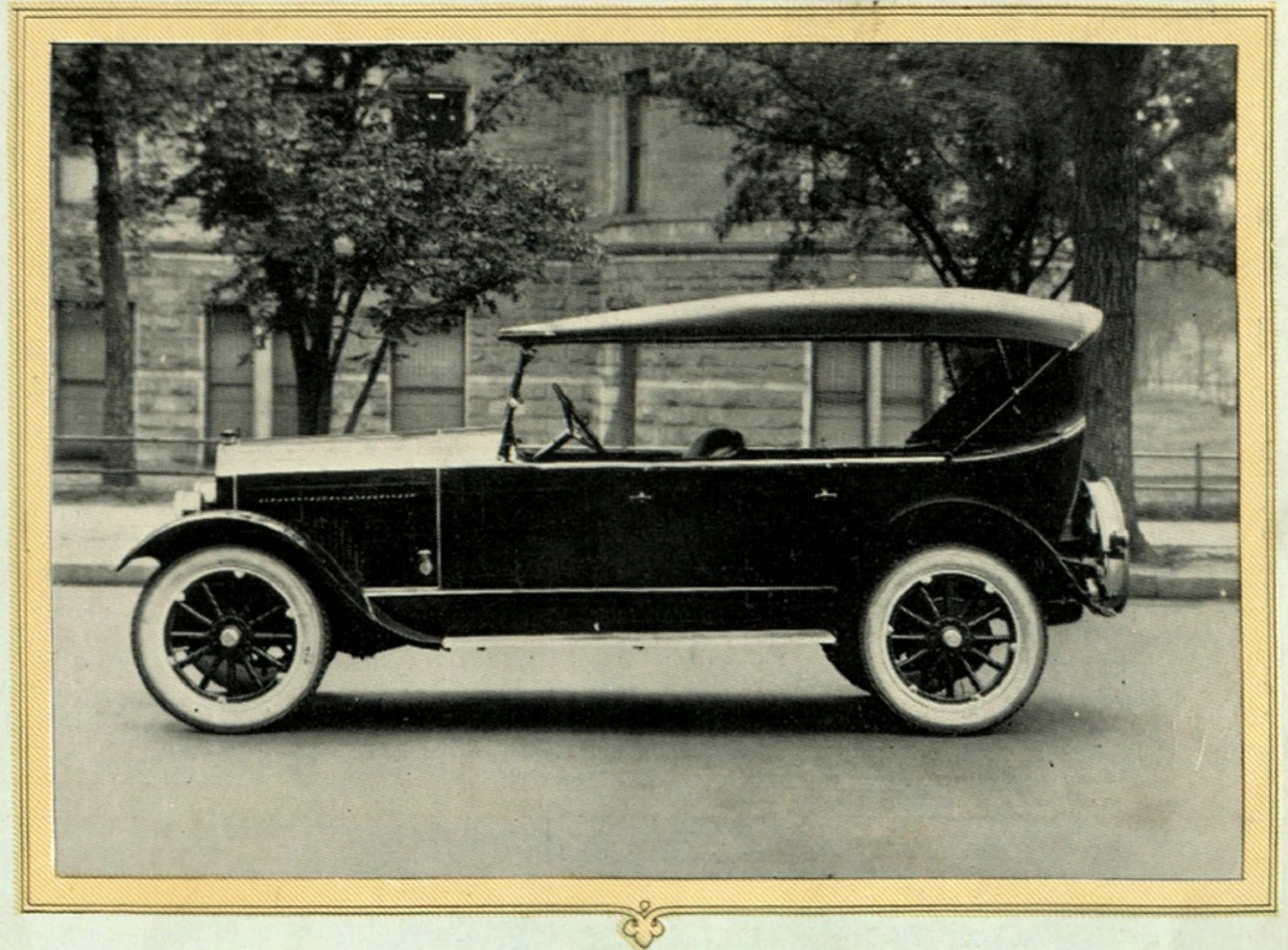
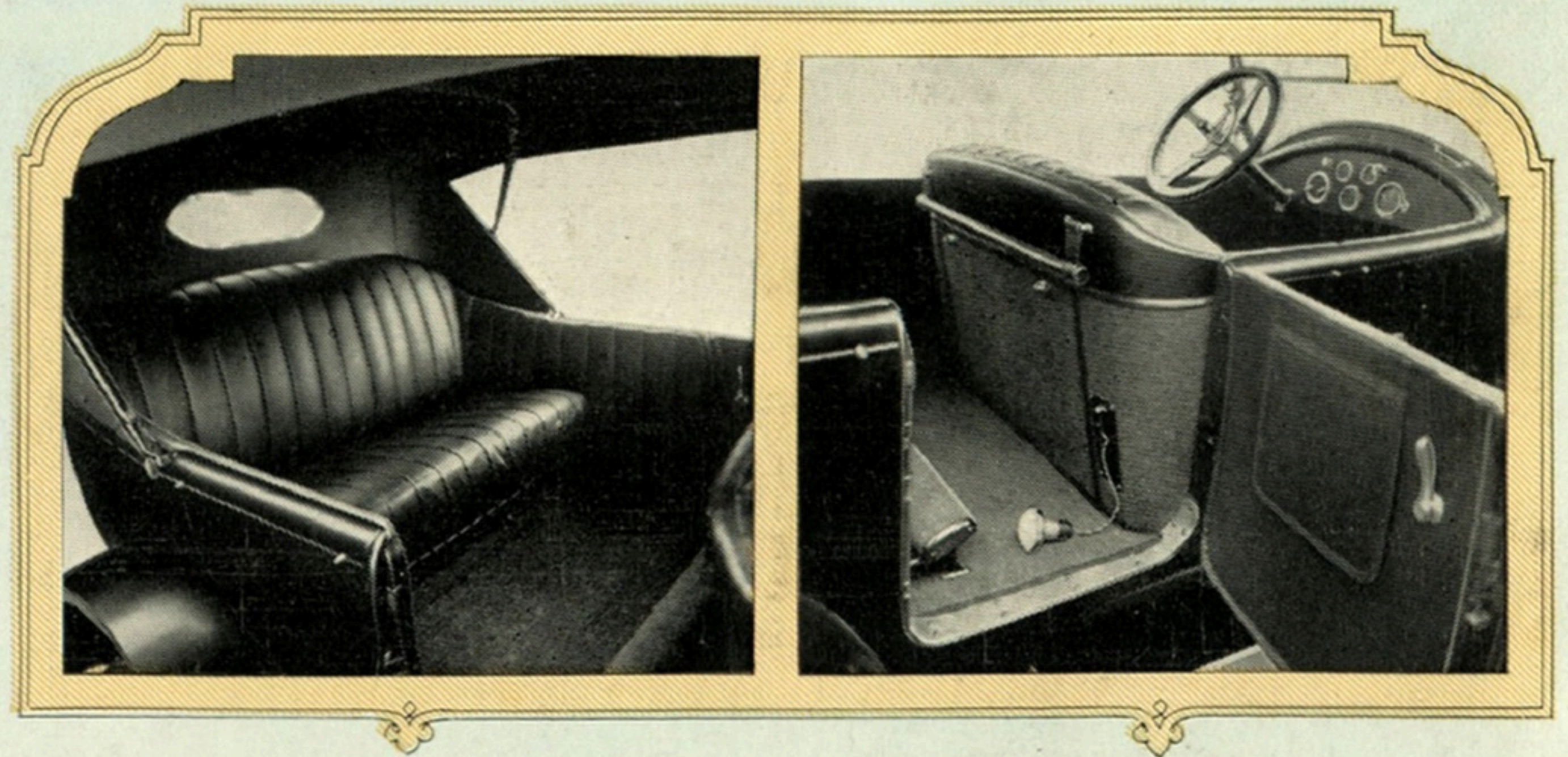
DURANT SIX TOURING

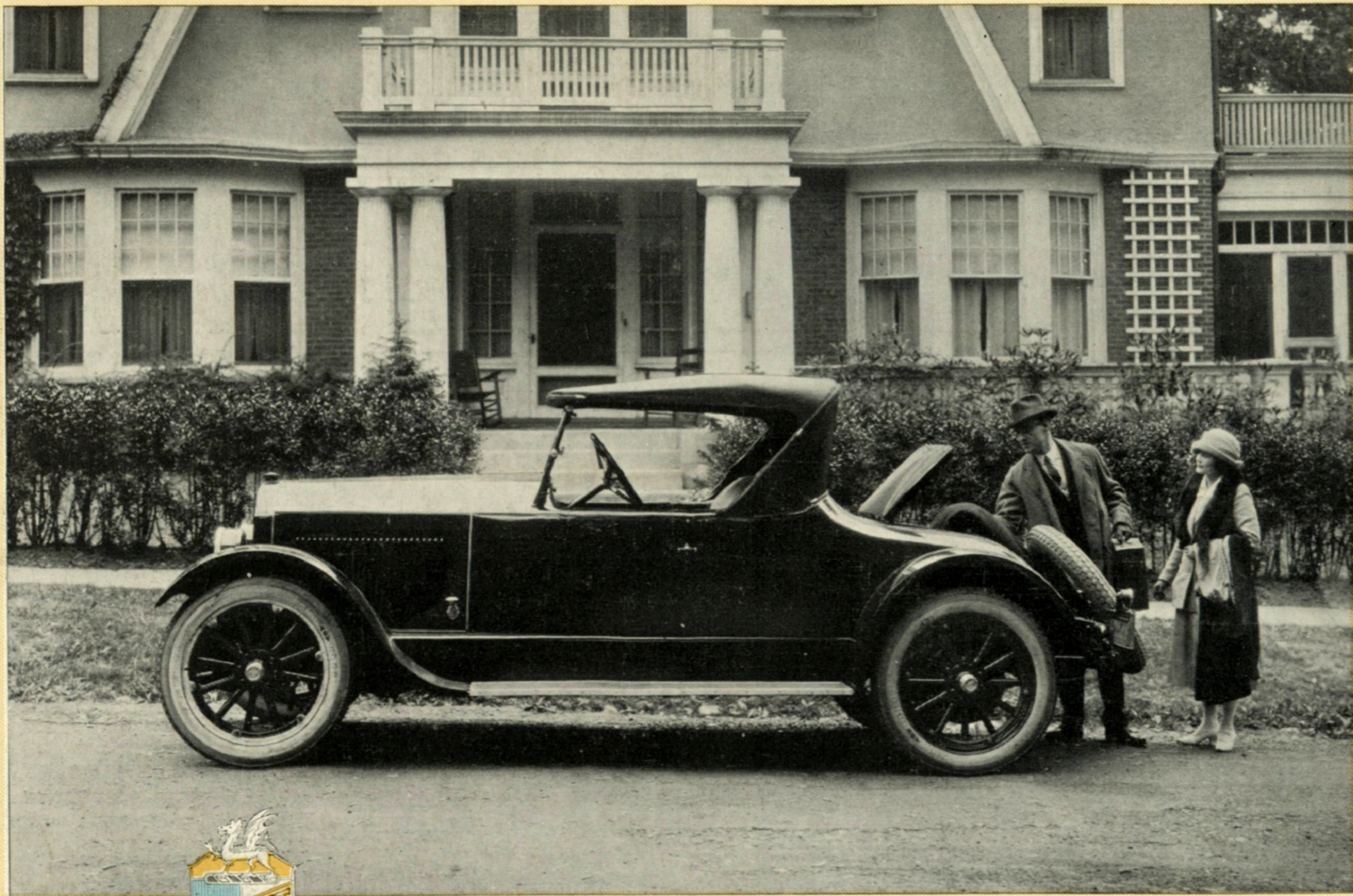
IN order to achieve distinction for the Durant Six it was necessary, first of all, to secure an engine far superior to the average in every important particular. This has been done. The Ansted motor, refined to meet our exacting requirements, takes an honorable place among the other notable features of Durant chassis design.

The conventional engine develops less than one-fifth horse power per cubic inch of piston displacement; the race car about one-half; and the Durant engine about one-third. This engine is therefore about fifty per cent more powerful than the average.

Very few engines can claim noiseless and almost vibrationless operation over their whole speed range, especially above

Streamline body, low and long, generous five-passenger capacity; upholstery genuine hand-buffed leather over curled hair and long, resilient springs; etched aluminum scuff plates under all doors; footrest and floor light with 12-foot extension cord in tonneau; ventilator slanting type windshield with rubber extensions all around and windshield wiper; one-man top with gypsy curtains and side curtains that open with the doors.





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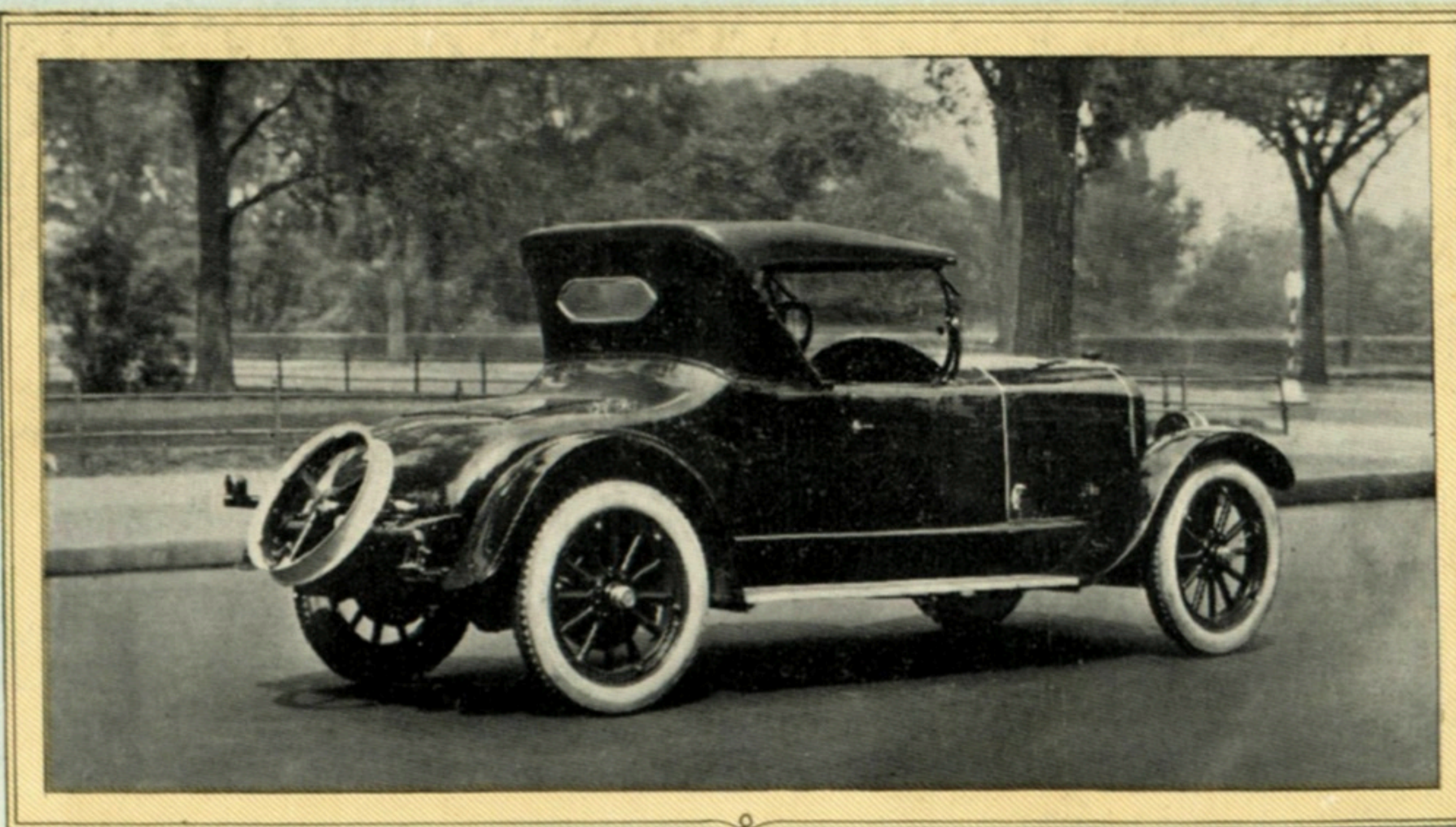
DURANT SIX ROADSTER

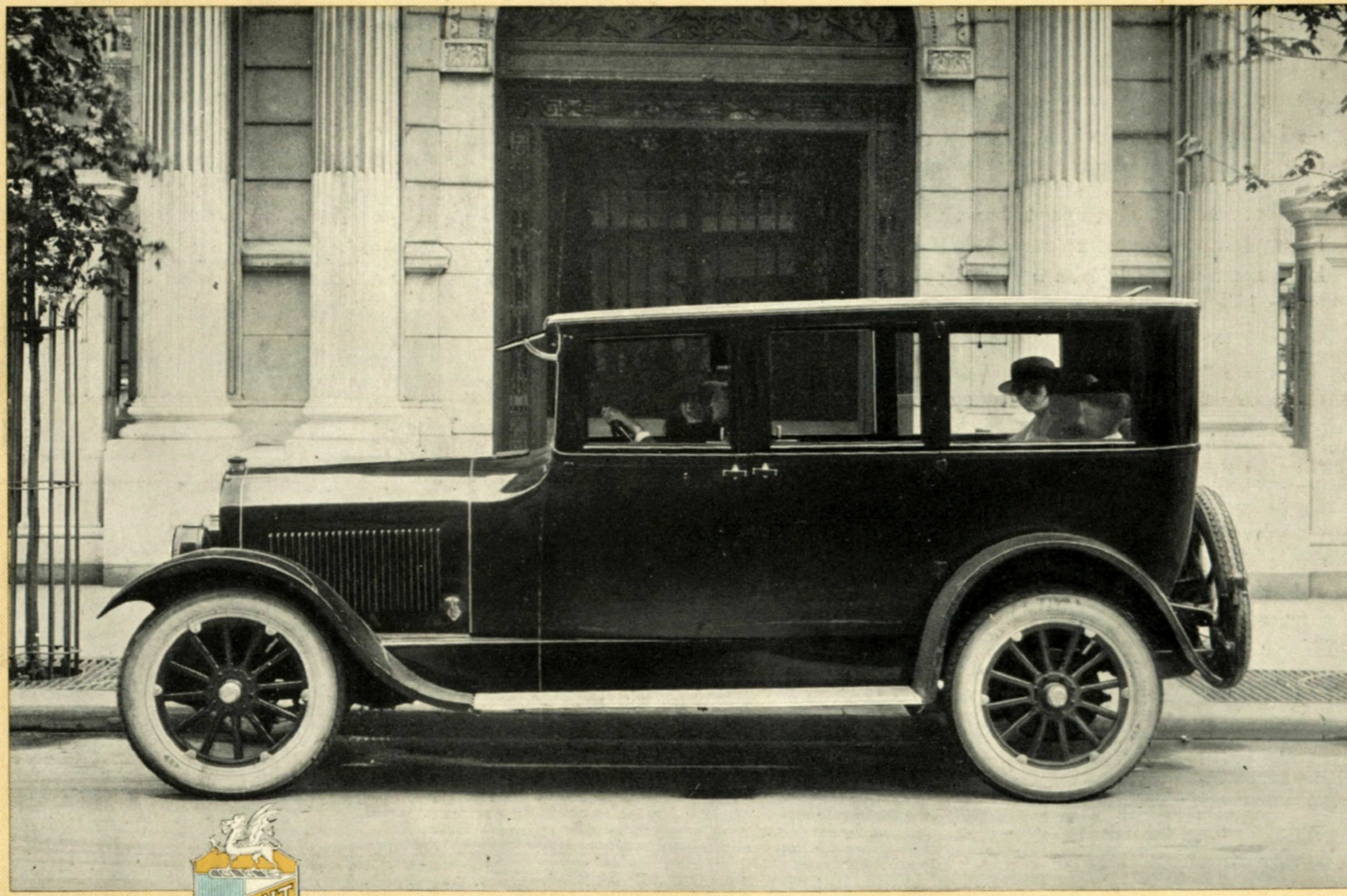
2,000 revolutions per minute. The Durant engine exceeds 3,000 revolutions per minute when at top speed on the road, yet, by reason of the care in building and assembling, it is perfectly smooth in operation.

These reasons account for the excellent performance of the models in which it is mounted. It has a speed range of from less than 5 to more than 60 miles per hour, and is unusually pleasing as a hill climber because of its pulling power at even low speeds and its very unusual flexibility.

The lubrication system is distinguished by automatically controlled oil pressure which varies in accordance with the work of the motor. An impeller type water pump insures adequate circulation at low speeds; keeps down excessive

Streamline body design of unusual distinction; broad seat for two, covered with genuine hand-buffed leather over curled hair and resilient springs; parcel compartment back of seat; large luggage compartment in rear; inspection lamp with 12 foot-extension cord; ventilator slanting type windshield with rubber extensions all around and windshield wiper; one-man top with gypsy curtains and side curtains that open with doors.





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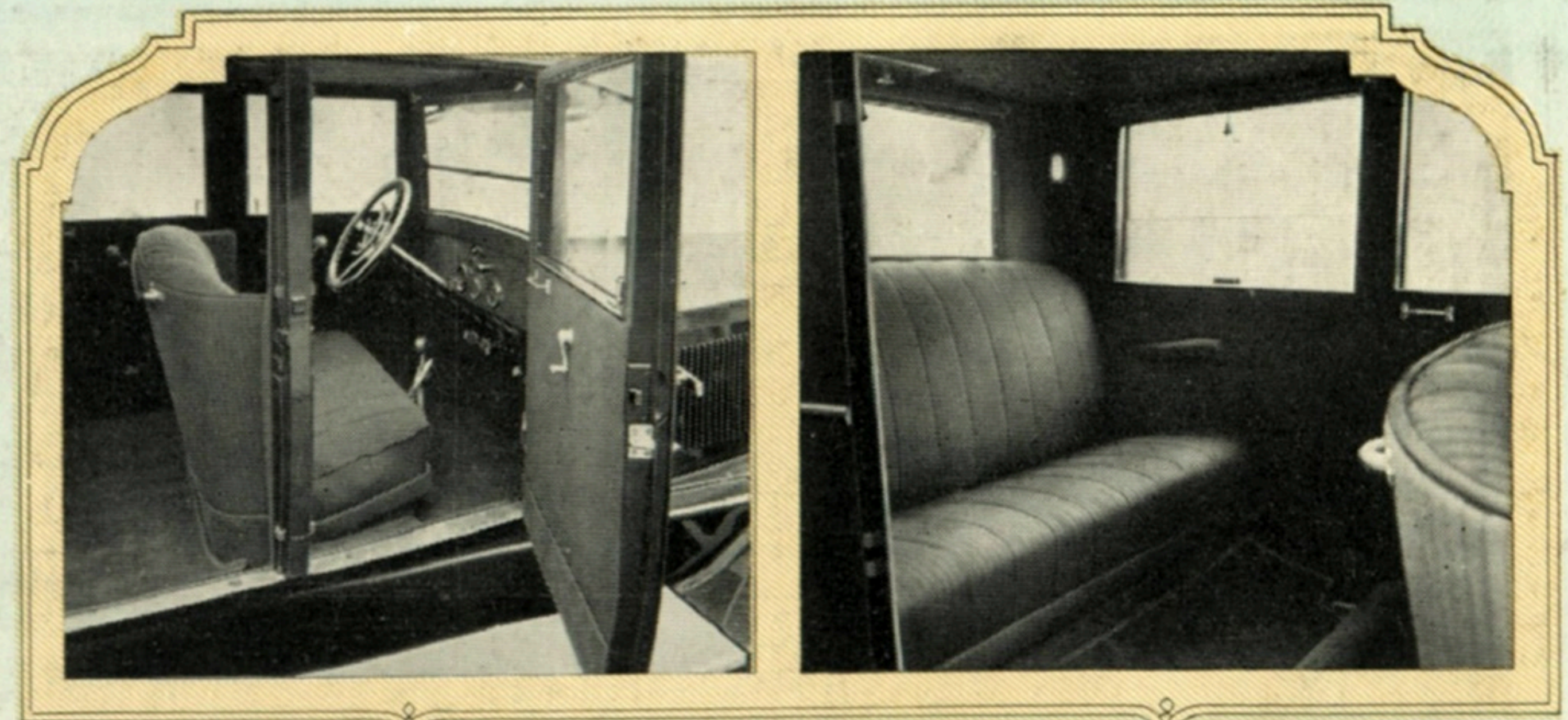
DURANT SIX SEDAN

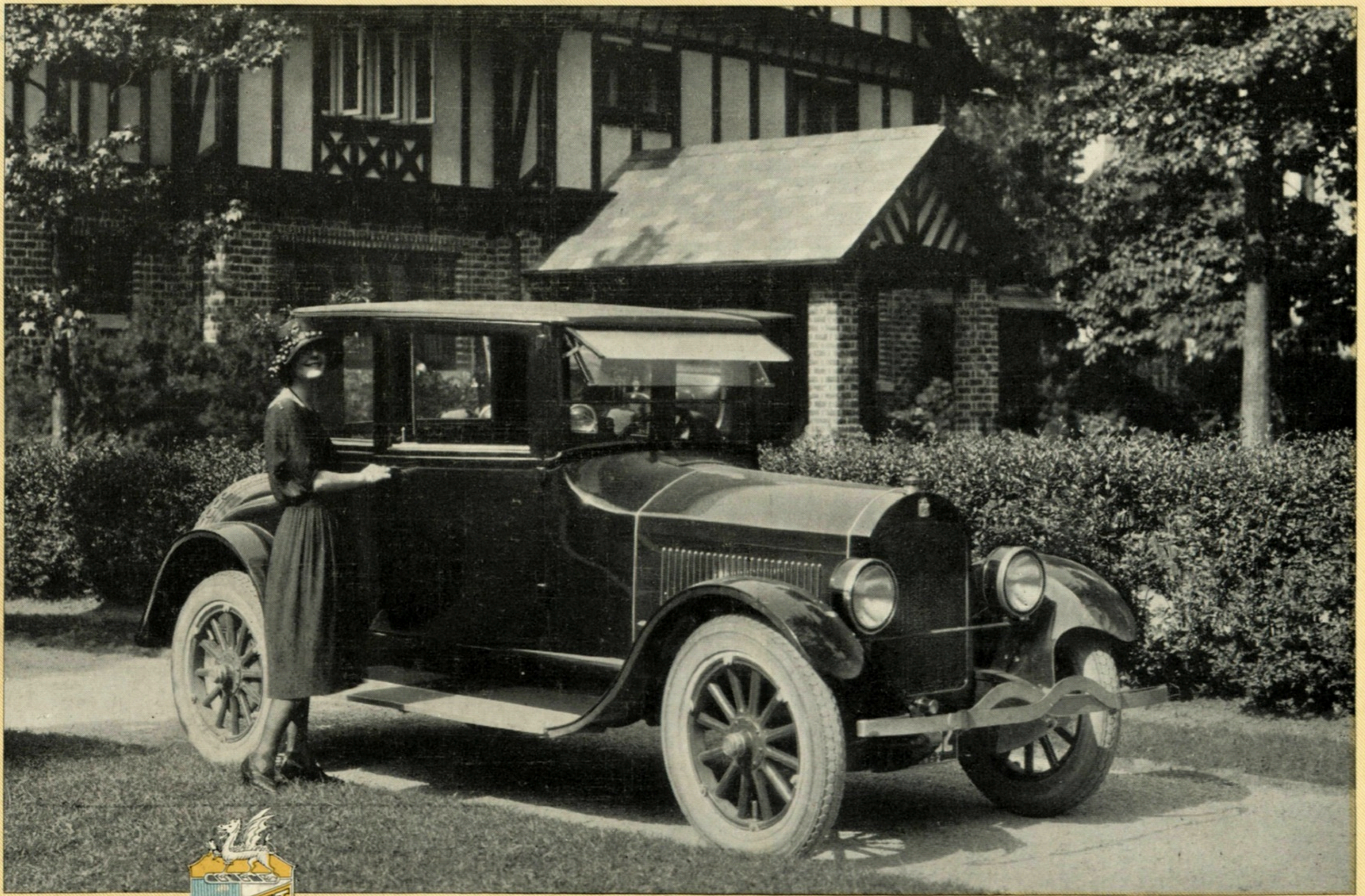
circulation at high speeds and, in emergencies, permits thermo-syphon circulation.

A stiff crankshaft, free from vibration, is achieved by unusually large main bearings and crank pins, which, properly lubricated, insure unlimited engine life if not abused. The crankshaft itself is unusually large and counterbalanced on a special machine which detects and eliminates a variation of less than one-tenth ounce.

Overhead valves with double springs are set in a detachable cylinder head the entire top of which is enclosed in a removable pressed steel cover. "Rocking chair" rocker arms make possible 40% more lift than average with minimum noise, and can be easily adjusted at top of motor while the latter is running. Push rods are enclosed with removable

Long, commodious, five-passenger streamline body with low top and broad windows, wide doors on three hinges, three with interior latches, one with outside lock and key. Interior trimming is broadcloth, with hardware in platinum finish, including mechanical regulators for all side windows and two rear corner lights, footrest. Ventilators in both cowl and top, ground glass rain visor, windshield wiper and extension inspection light.





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DURANT SIX COUPE

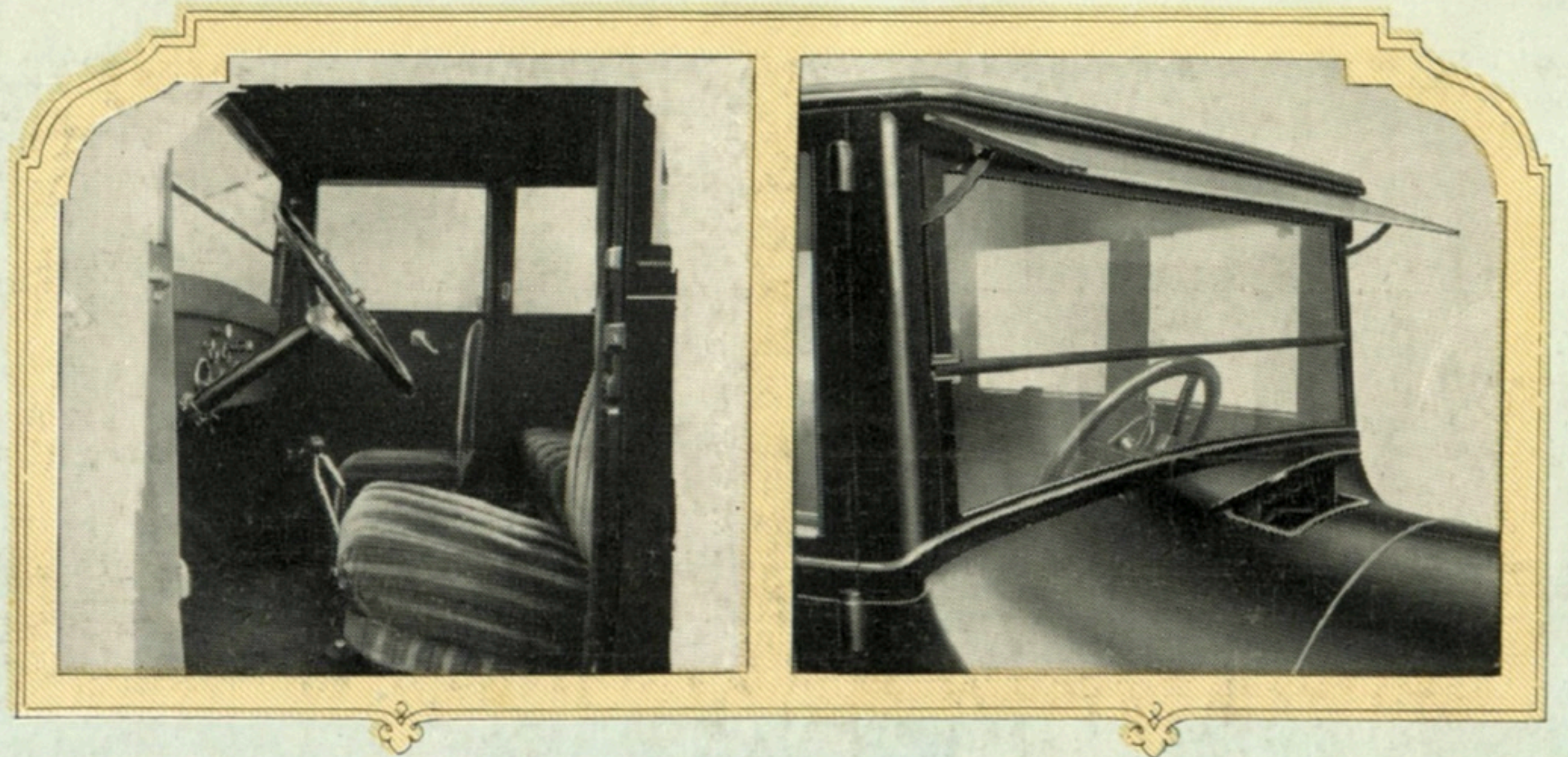
covers on side of block. The design of the cylinder head, carburetor and intake manifold insure perfect carburetion at all speeds.

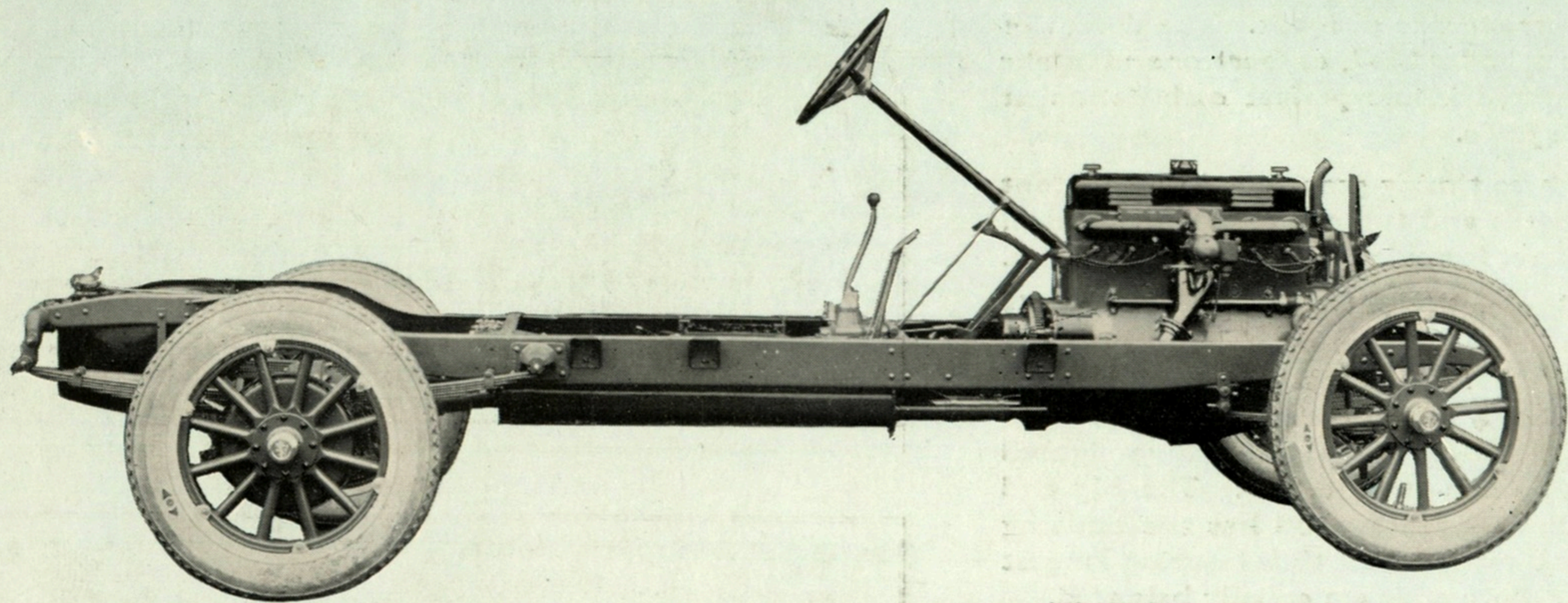
Three timing gears run in a constant oil bath and two are made of Formica, a secret formula which eliminates noise.

Connecting rod and piston assembly is unique because of design and light weight. Pistons are exceptionally light with only 1-16th inch walls, thus reducing vibration. They are equally weighted within one-tenth ounce. The big end of the connecting rod has the bushing cast directly into it thus insuring longest life. Both ends are equally balanced.

This engine invites comparison with any other of any size for general performance, efficiency, speed range, carburetion, long life, accessibility, quiet and proportionate economy.

Beautifully proportioned four-passenger body with spacious interior. Driver's seat is set slightly forward of two passenger-seat, parcel compartment between. Fourth comfortable and sturdy seat folds under the cowl. Interior trimming is in mohair velour with appointments and equipment the same as provided in the Sedan. There is also a large luggage compartment skilfully concealed by the body lines under the rear deck.





DURANT TUBULAR BACKBONE

The Durant Tubular Backbone (patent applied for) is one of the most important automotive engineering accomplishments. This is a six-inch hollow steel cylinder riveted at both ends to the second and third frame cross members and parallel to the side members. It makes the whole frame rigid and prevents distortion resulting from uneven road surfaces. It forces the springs to perform fully their proper function of absorbing the shocks of the road.

Mounted on such a foundation, the body panels and joints are not subjected to torsional strains; creaking and rattling are reduced to a minimum, and the body is preserved in good condition even after a long period of use.

This construction also makes possible the independent mounting of every mechanical unit and a consequent ease of adjustment and dis-assembly never before attained in any motor car.

The clutch, for instance, which is a multiple disc dry plate type of very simple design and easy action, can be entirely taken out through the floor boards by the removal of four readily accessible bolts.

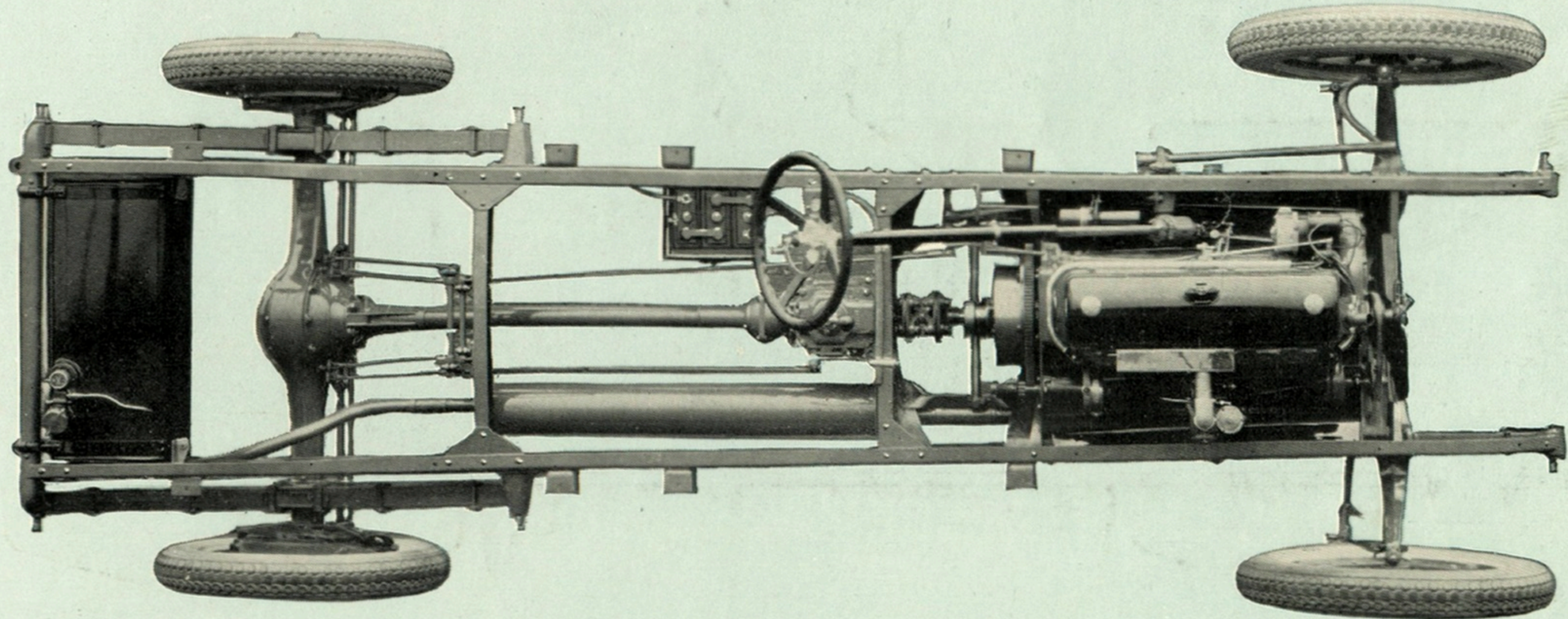
The transmission assembly is as easily and separately removable by pulling a cotter key and pushing the countershaft through case and shaft sleeve.

The rear axle, of the spiral bevel ring gear and pinion type, with Timken bear-

ings, is so constructed that the axle shafts can be separately withdrawn through the outer ends of the axle housings without disturbing the housing of the differential.

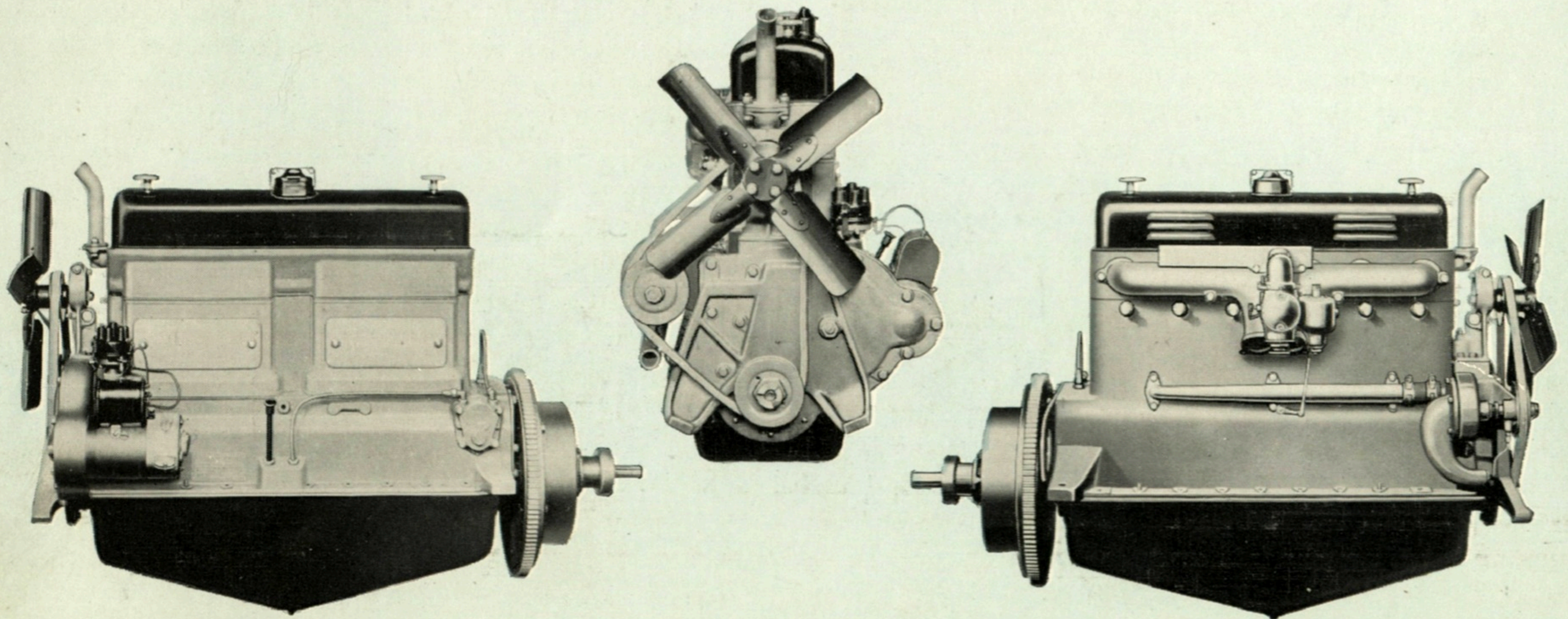
Wheel hubs are also provided with pullers which are a great convenience in the removal of wheels.

These distinguishing features are only examples of the mechanical simplicity and careful construction of the entire chassis which results in many advan-



tages for the Durant owner. Chief among these is very easy operation under all traffic and road conditions, long, dependable and comfortable mileage with freedom from average mechanical annoyance and with minimum mechanical attention. When garage service does become necessary it is accomplished in far less time and with less expense, while the ordinary care of the car is reduced to a most simple matter.

The importance of distinctive coach work has been fully recognized. All Durant Six bodies reflect the exceptional care and study that has been taken to produce refinement of line, construction and finish not to be found in the usual fine stock cars. Whether Touring, Roadster, Sedan or Coupe, the appearance of Durant Six models as well as their performance is always in keeping with the occasion.



S P E C I F I C A T I O N S

MOTOR: Six-cylinder overhead valve type, $3\frac{1}{4}$ " bore, $4\frac{1}{2}$ " stroke.

CYLINDERS: Cast en bloc with upper part of crank case, head detachable.

PISTONS: Exceptionally light cast iron, with two rings and 1-16" walls. All pistons weighed equally within one-tenth ounce.

OILING SYSTEM: Automatically controlled pressure to all main bearings through gear-driven oil pump and entire length of crankshaft. Pressure indicator on dash and "sure" gauge on motor side.

CARBURETOR: Rayfield.

CRANKSHAFT: Heavy, with $2\frac{1}{4}$ " and $2\frac{1}{8}$ " main bearings, and $2\frac{1}{4}$ " crank pins, shaft counterbalanced within one-tenth ounce, free from vibration.

CONNECTING RODS: Bushing cast directly into large end; ends uniformly balanced.

COOLING: Fan and impeller type water pump, V-belt drive from crankshaft, thermo-syphon emergency circulation.

TIMING GEARS: Camshaft gear, cast iron; generator and crankshaft gears, both Formica—secret noiseless composition.

ELECTRIC SYSTEM: Auto-lite generator starting motor and lighting system. Two-unit type. U. S. L. Battery.

CLUTCH: Ten disc dry plate type enclosed forming part of flywheel and independently removable.

TRANSMISSION: Standard, selective type, sliding gear, three speeds forward, one reverse; mounted as an independent unit.

FRONT AXLE: Timken.

REAR AXLE: Timken, semi-floating, spiral bevel ring gear and pinion. Shafts removable through outer ends. Wheel pullers in rear wheel hubs.

BRAKES: Service, external contracting; emergency, internal expanding on 14" drums.

SPRINGS: Full semi-elliptic. Front, $35\frac{7}{8}$ " 2" ten leaves. Rear, $56\frac{1}{8}$ " x $2\frac{1}{4}$ ", twelve leaves.

TIRES: Straight side cord non-skid, 32" x $4\frac{1}{2}$ ", front and rear.

GASOLINE SUPPLY: Stewart vacuum system from 20-gallon tank with two-gallon reserve and gauge on rear.

CHASSIS LUBRICATION: Alemite.

WHEELBASE: $123\frac{1}{2}$ inches.

EQUIPMENT: Drum-shaped headlights, with legal lenses and dimmers; dash and tail lights; license holder; electric horn button on steering wheel; speedometer, ammeter, and oil gauge; demountable rims with extra rim and carrier; robe rail; Alemite compressor and complete set of tools.

PRICES f. o. b. Muncie, Ind.: Roadster \$1600; Touring \$1650; Coupe \$2250; Sedan \$2400.

DURANT MOTORS, Inc., 1819 Broadway, N. Y.

Manufacturing and Assembly Plants:

DURANT MOTOR CO. OF INDIANA, *Muncie, Indiana*
DURANT MOTOR CO. OF NEW JERSEY, *Elizabeth, N. J.*
DURANT MOTOR CO. OF N. Y., INC., *Long Island City, N. Y.*

DURANT MOTOR CO. OF MICHIGAN, *Lansing, Mich.*
DURANT MOTOR CO. OF CALIFORNIA, *Oakland, Cal.*
DURANT MOTORS OF CANADA, LTD., *Leaside, Ontario*

