

1912

THE ABBOTT MOTOR COMPANY  
DETROIT, MICHIGAN



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THE ABBOTT MOTOR COMPANY



## · FOREWORD ·

**B**UILT upon two chassis the Abbott-Detroit line for 1912, six models in all, range in price from \$1,275 to \$3,000.

The Abbott-Detroit "44" is new. It is a composite of all that is best in Abbott-Detroit design and workmanship, and its beauty with an unusually generous amount of power and equipment, will command for it the highest regard of all.

The Abbott-Detroit "30" is a refined model of the well-known car produced during previous years.

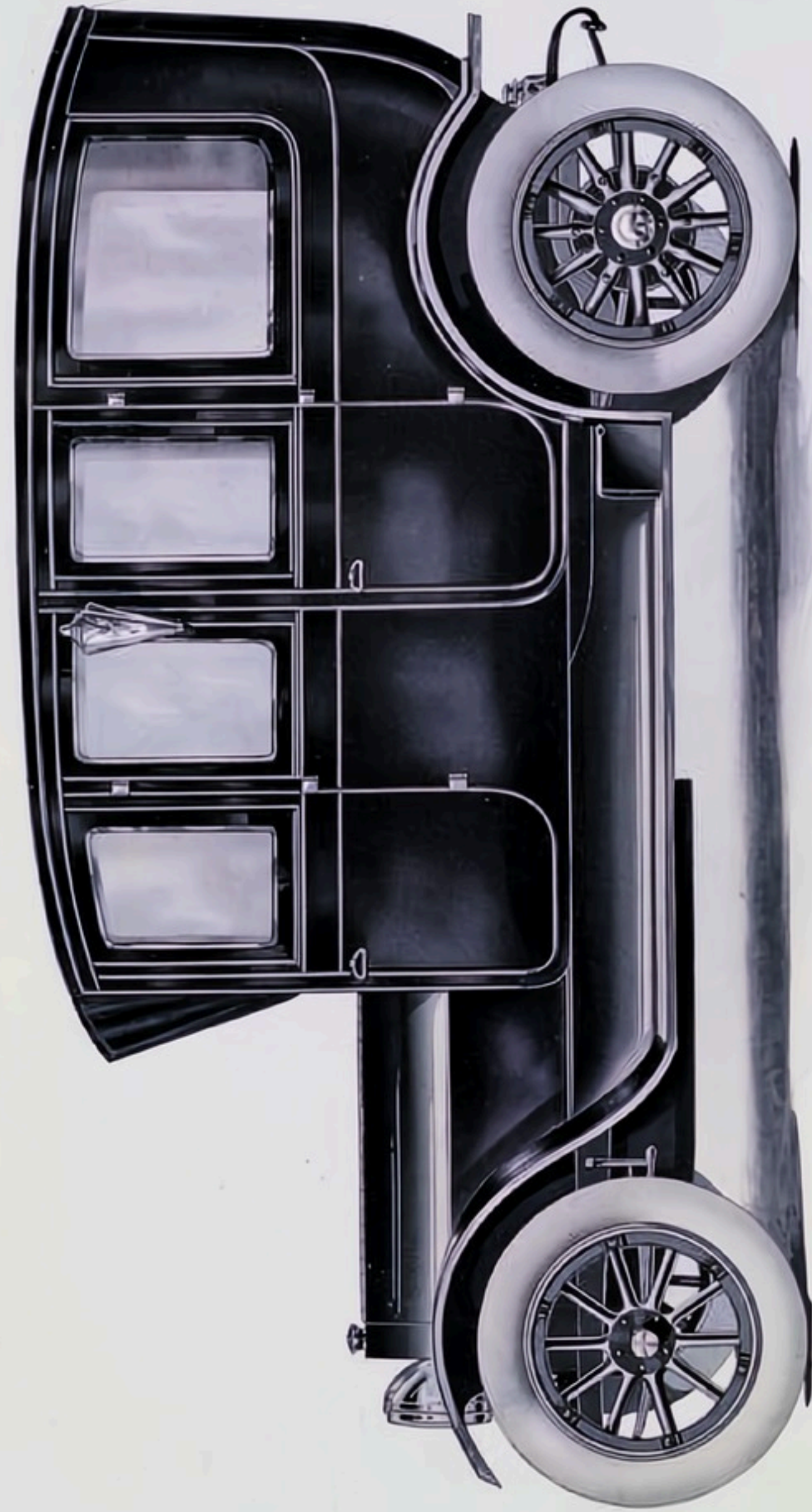
To those of you who are not already familiar with our "Built for Permanence" policy we wish to add that it is our ambition to build the best cars that can be built for the prices we charge; and, furthermore, we want our owners to be satisfied and proud of their Abbott-Detroits.

To this end we not only guarantee every Abbott-Detroit for life, but offer you the advantages of a Service Department, whose duty it is to constantly co-operate with Abbott-Detroit owners in maintaining their machines in good running condition.

We want our owners to be a part of us and not apart from us.







"44" FORE-DOOR

LIMOUSINE

PRICE, \$3,000

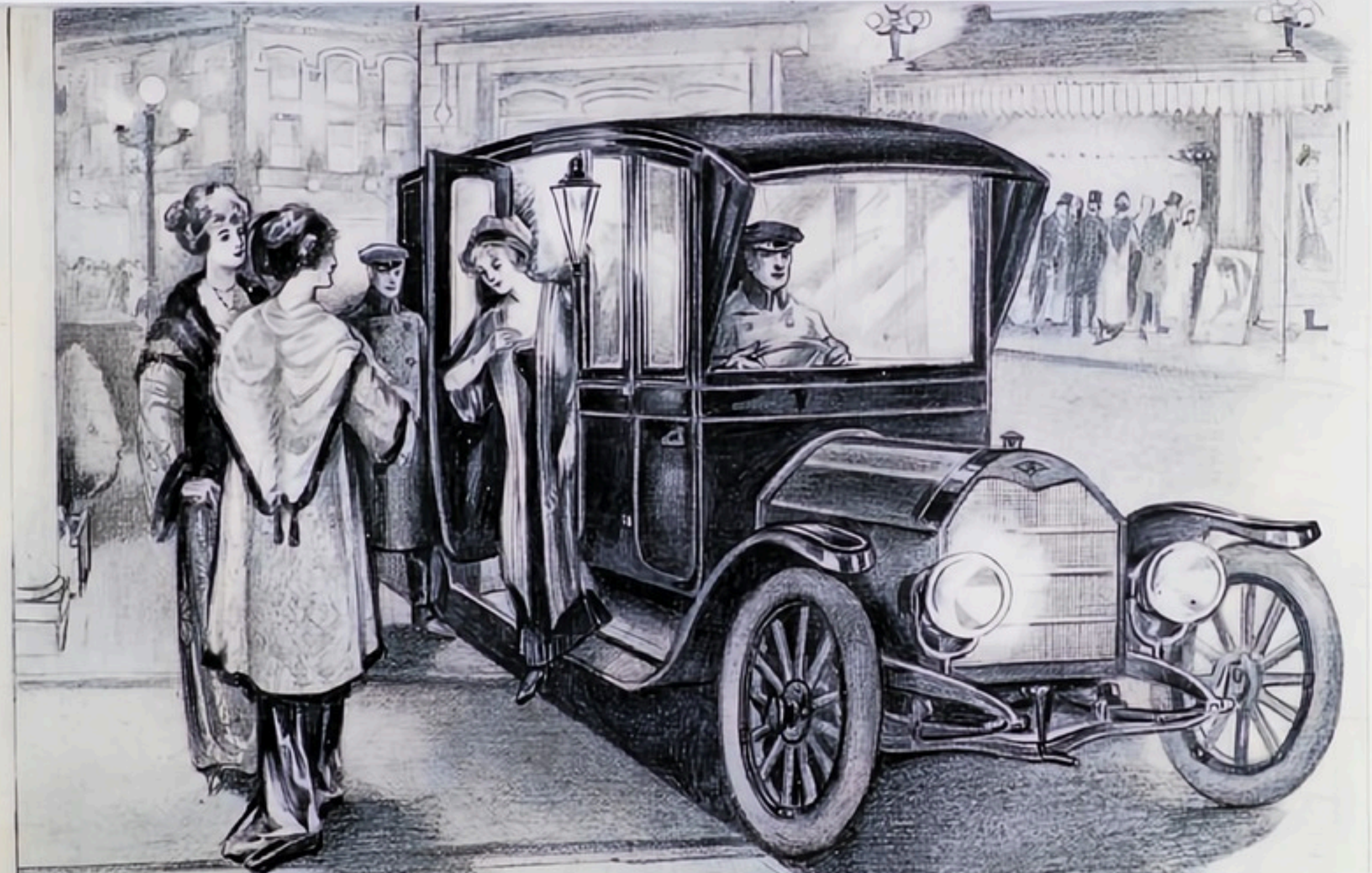
## ABBOTT-DETROIT "44" FORE-DOOR LIMOUSINE

**T**HE Abbott-Detroit Limousine is essentially a comfortable car; a careful examination of its original design and general finish will reveal this fact.

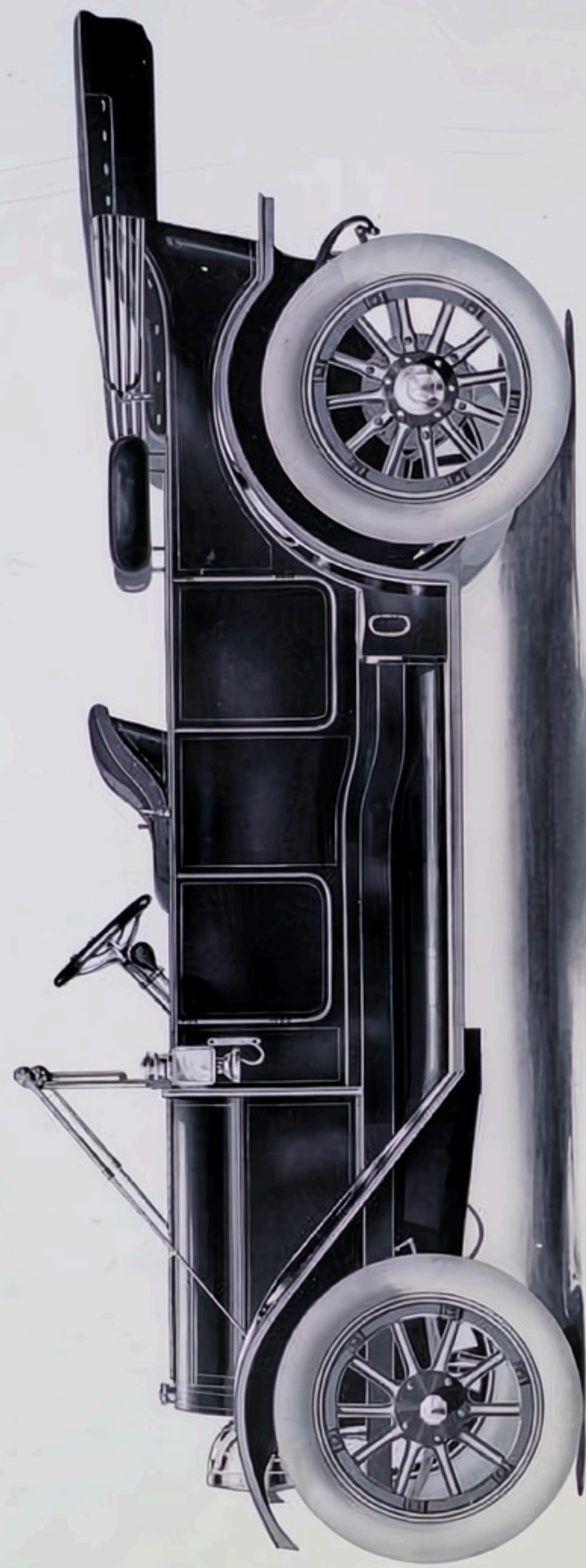
Unlike most enclosed bodies, this Limousine is very roomy inside, being arranged for five passengers, as well as companion seat to driver in fore-door compartment—the seats are big and the head room ample. The cushions are of extra thickness and width, and the padding and tufting of the back is so distributed as to allow one to sink down into a relaxed position.

The body is rain-and-dust-tight at all times, and its form and mounting are such as to do away with that disagreeable rumbling noise with which you, who have owned other enclosed cars, are familiar and, doubtless, especially anxious to avoid.

In producing this car, no expense has been spared to make it one of the finest cars on the market.







"44" SEVEN-PASSENGER

FORE-DOOR TOURING CAR

PRICE, \$1,800

## ABBOTT-DETROIT "44" SEVEN-PASSENGER FORE-DOOR TOURING CAR

**A**T first glance this car looks very much like others which sell for similar prices. It is only after a careful examination of the specifications that its wonderful value is revealed.

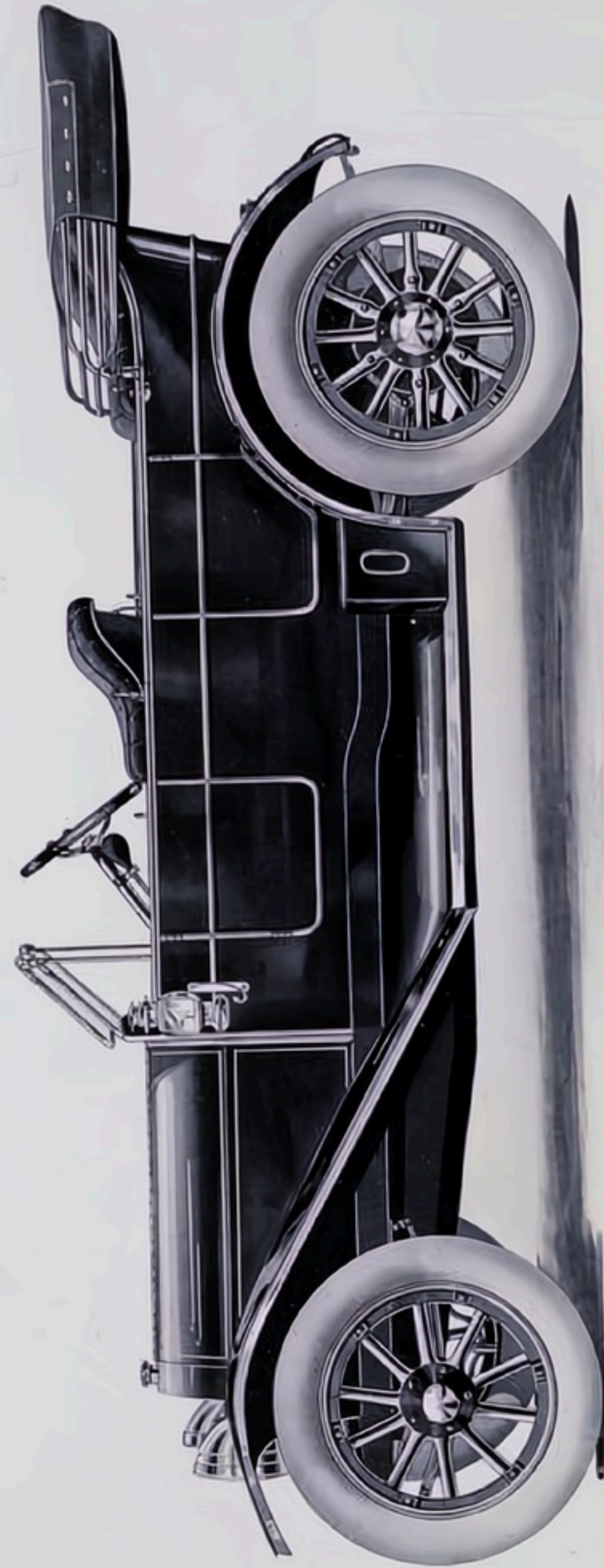
For instance, Where else will you find at this price as powerful a motor—a  $4\frac{1}{2}$ " by  $5\frac{1}{2}$ ", four cylinder long stroke (advertised horse-power ratings do not count—look for the cylinder dimensions, they're important)—equipped with a dual magneto and battery system?

Likewise, Where else will you find a better chassis—oil tempered springs, chrome nickel steel drive shafts, Timken roller and Schaefer annular bearings throughout, full floating type rear axle, a multiple disc clutch, extra large strong artillery wheels, oversized tires 36" by 4", equipped with Universal demountable rims, wheel base, 120"?

Big, roomy ventilated fore-door body, painted, trimmed, and upholstered with the greatest care—twenty-four painting operations alone; the latest electric-light system with 180 ampere hour battery—Tungsten lamps.







"44" FORE-DOOR

DEMI-TONNEAU

PRICE, \$1,775

## ABBOTT-DETROIT "44" FORE-DOOR DEMI-TONNEAU

**T**HE Abbott-Detroit Demi-Tonneau is practically the same in all its features as the Seven-Passenger Touring Car, the chassis being identical, insofar as the power plant and general arrangement is concerned.

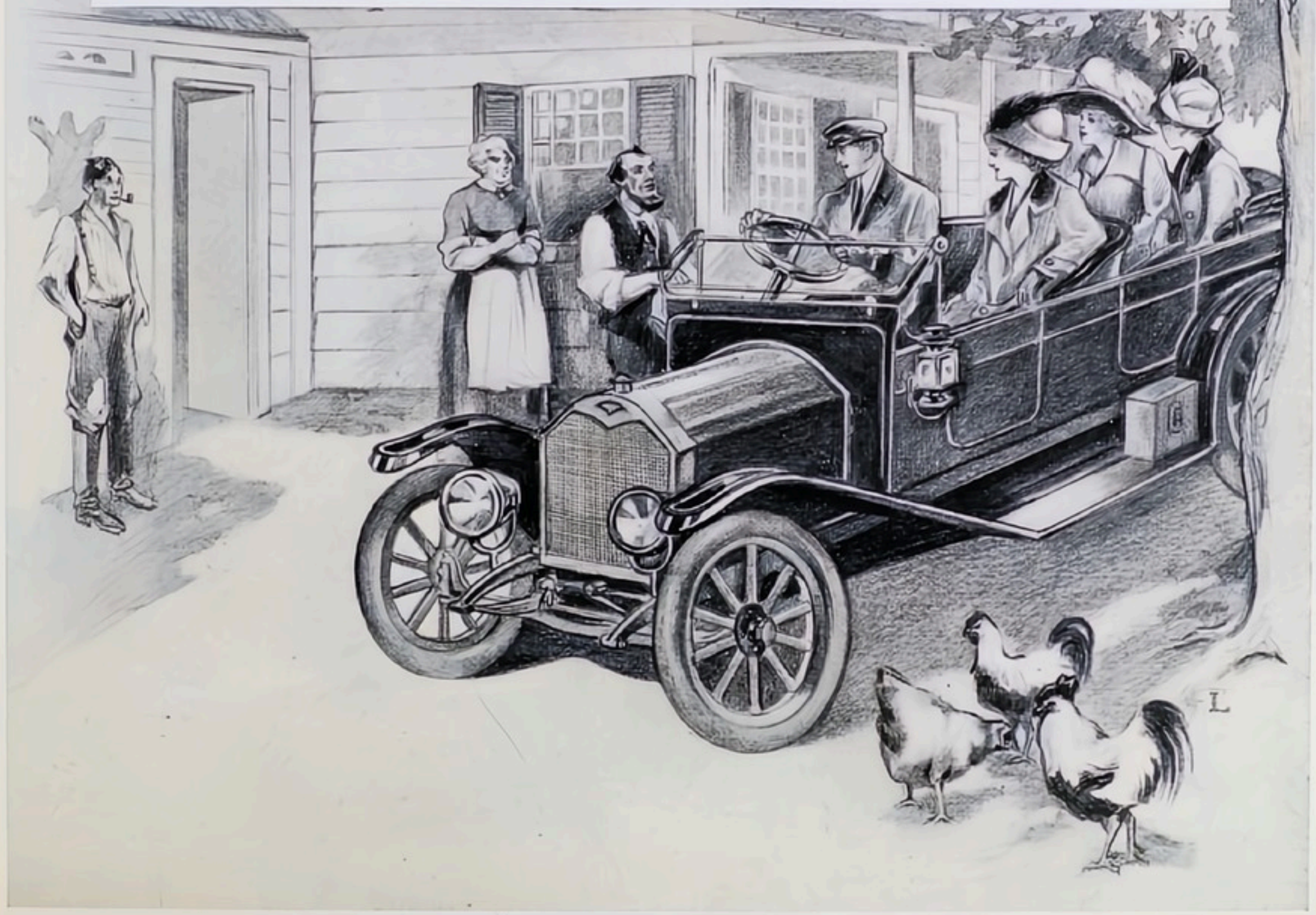
The body has been shortened and narrowed and its capacity limited to four or five passengers, thus decreasing its weight.

Owing to the decreased weight, it is capable of remarkable performance both as to speed and hill-climbing ability.

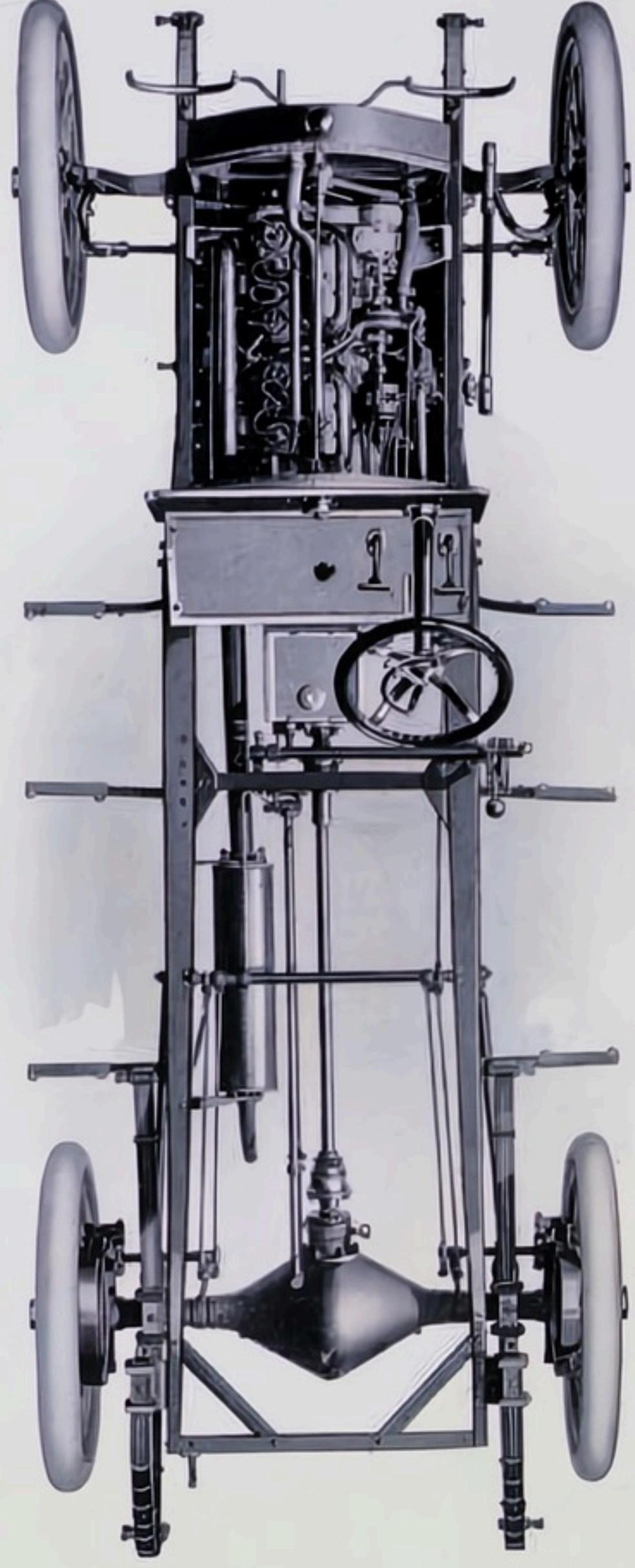
It is very racy in design and built to stand the hard usage incident to long-distance touring.

The ventilated fore-door body, and the large, strong artillery wheels equipped with over-sized tires, make it appeal strongly to the vigorous business man who likes power, strength, and beauty combined.

Unlike most Demi-Tonneau models, you will find the design of this car is such that ample room is provided in tonneau. Note large tonneau doors.

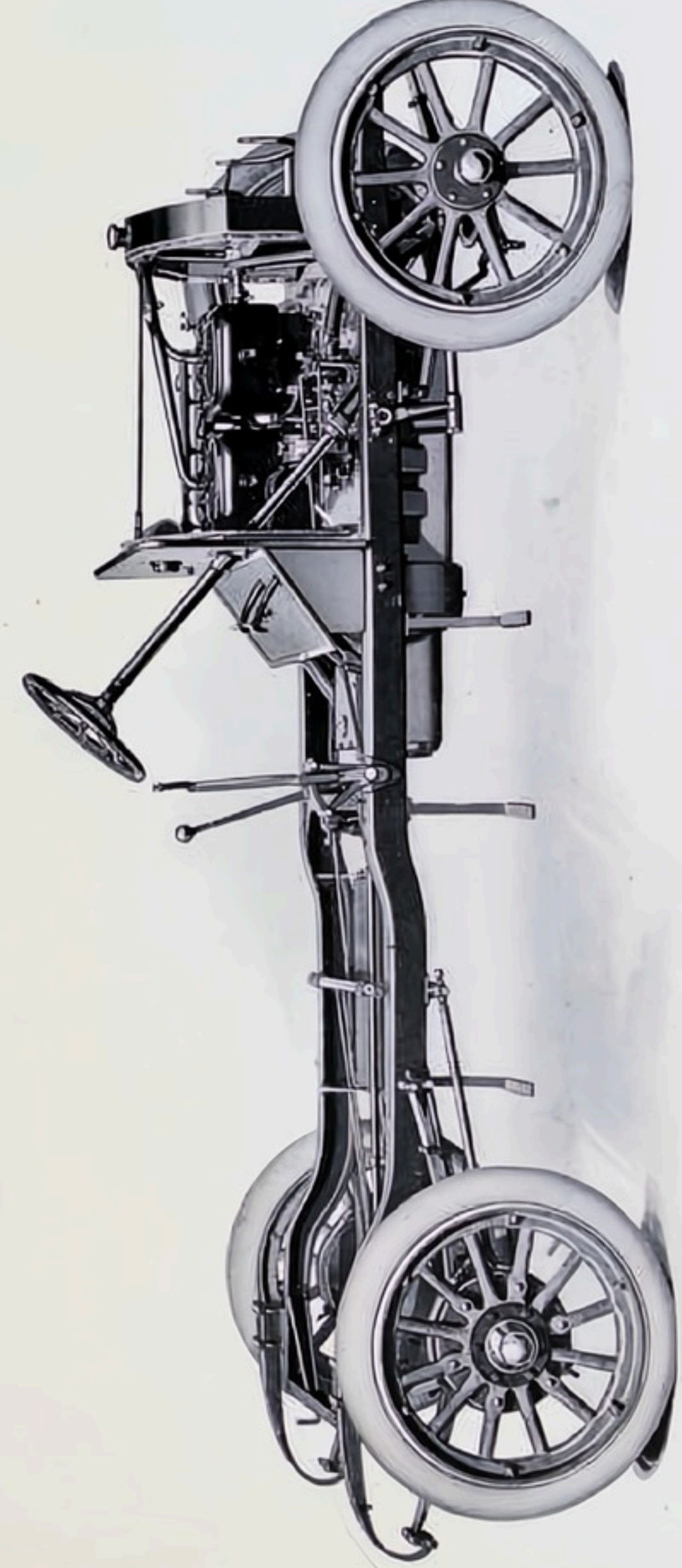






TOP VIEW

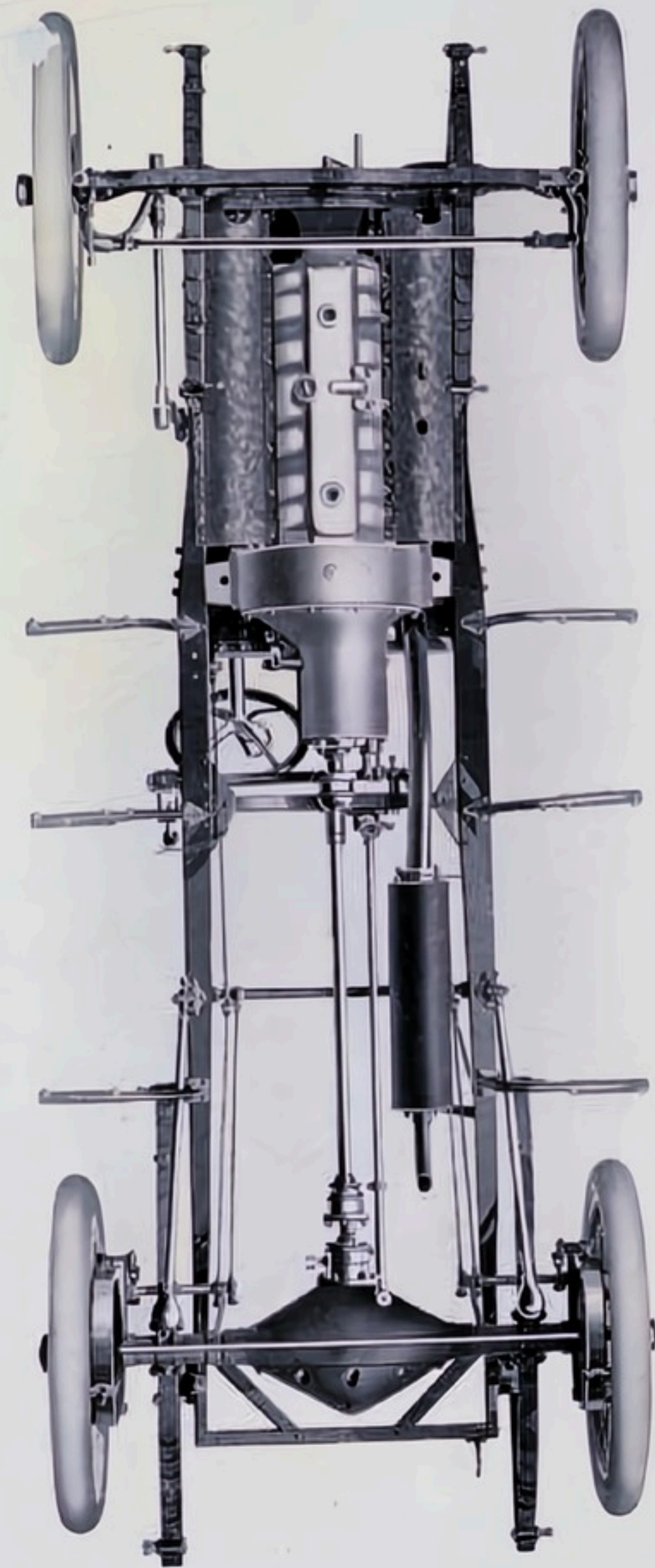
"44" CHASSIS



SIDE VIEW

"44" CHASSIS

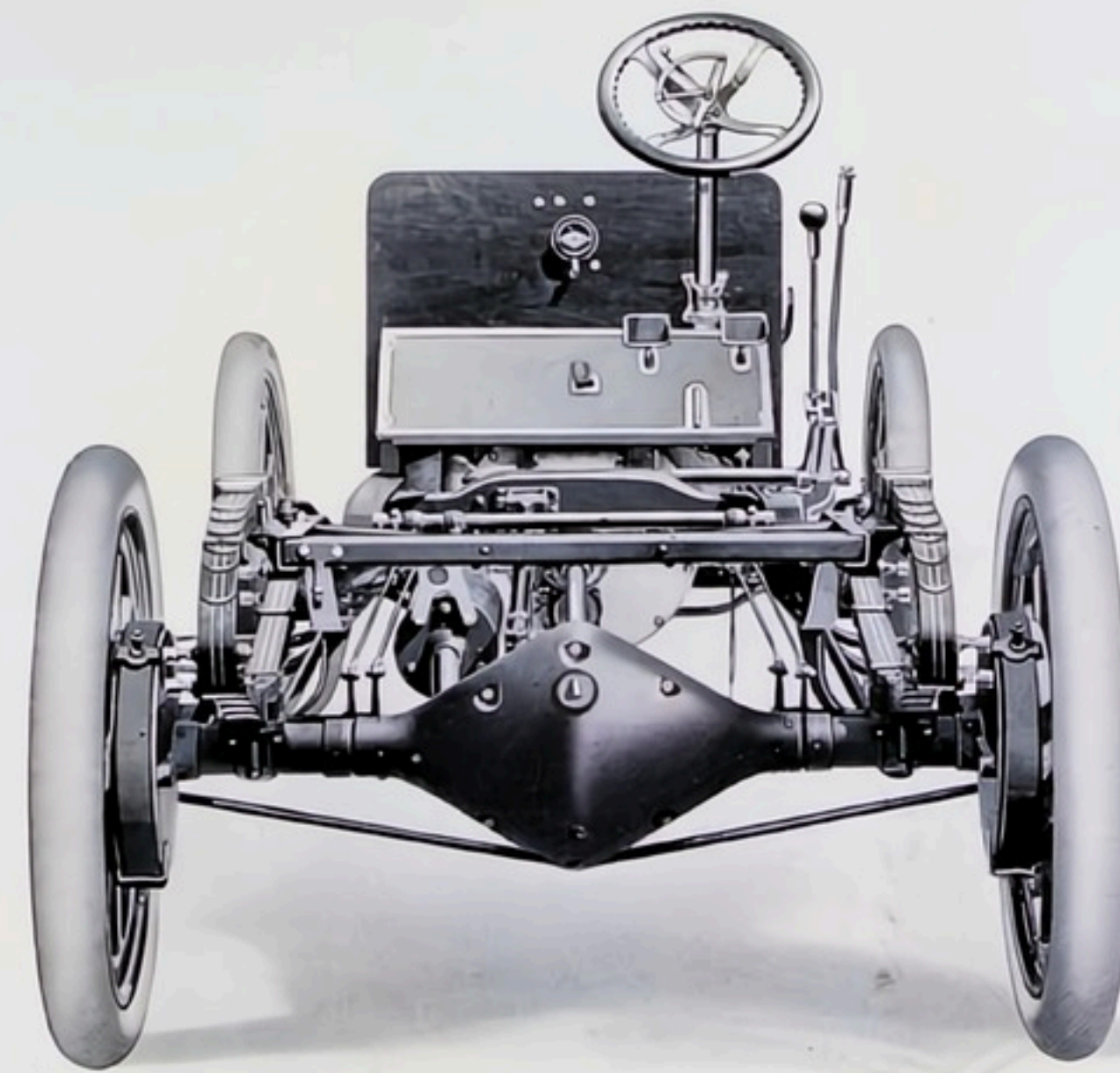




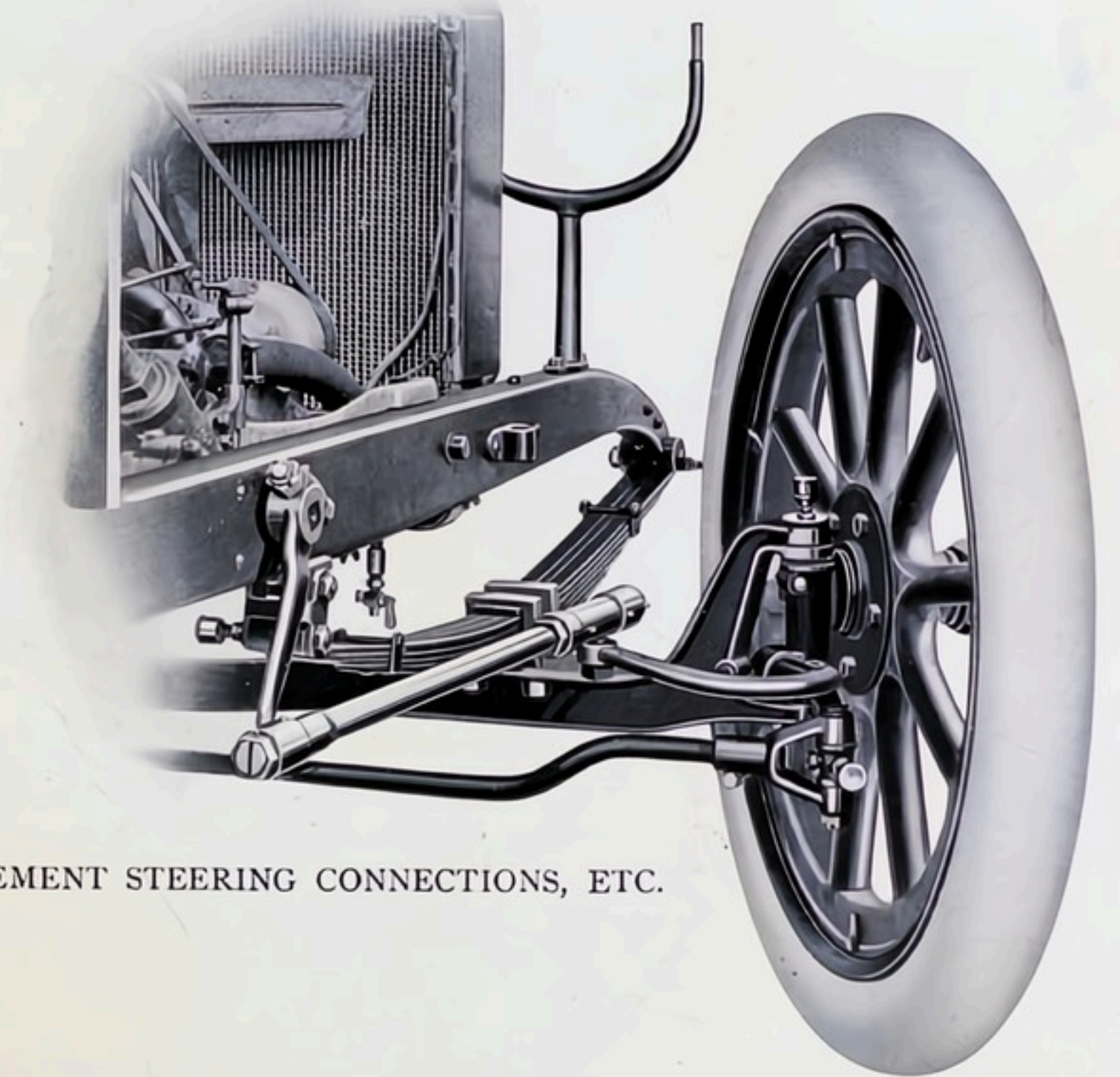
BOTTOM VIEW



"44" CHASSIS

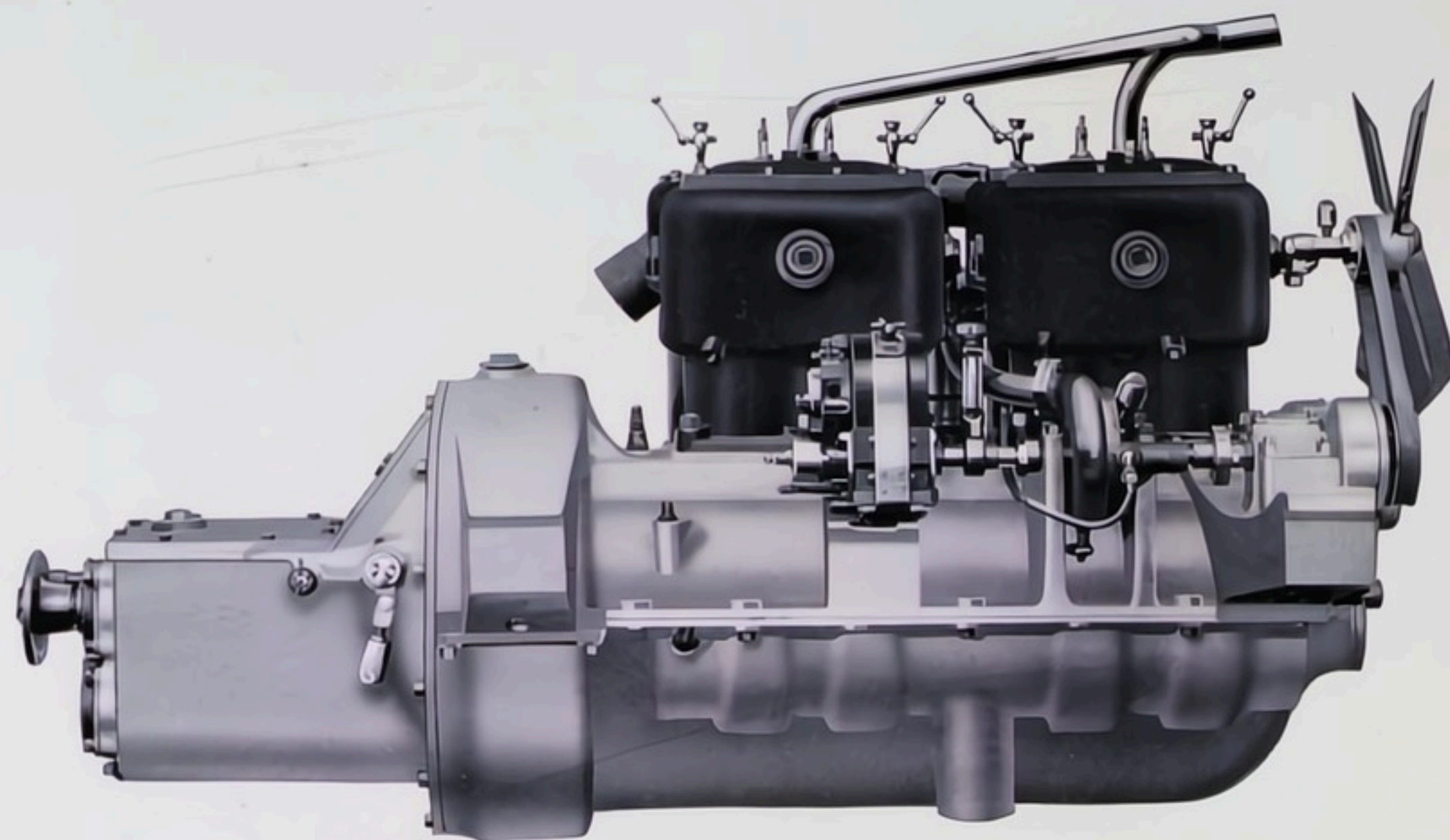


"44" CHASSIS—REAR VIEW

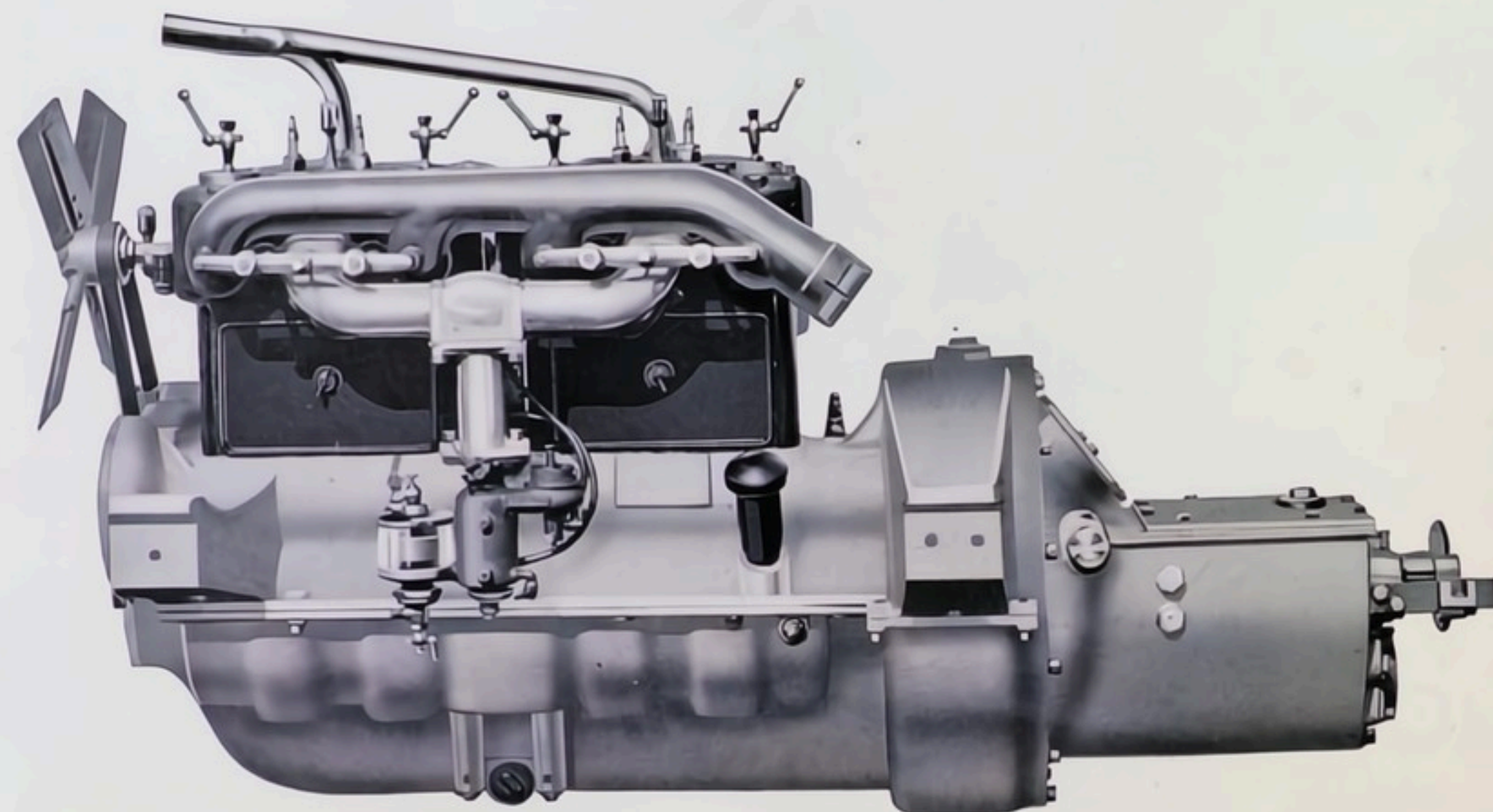


"44" ARRANGEMENT STEERING CONNECTIONS, ETC.

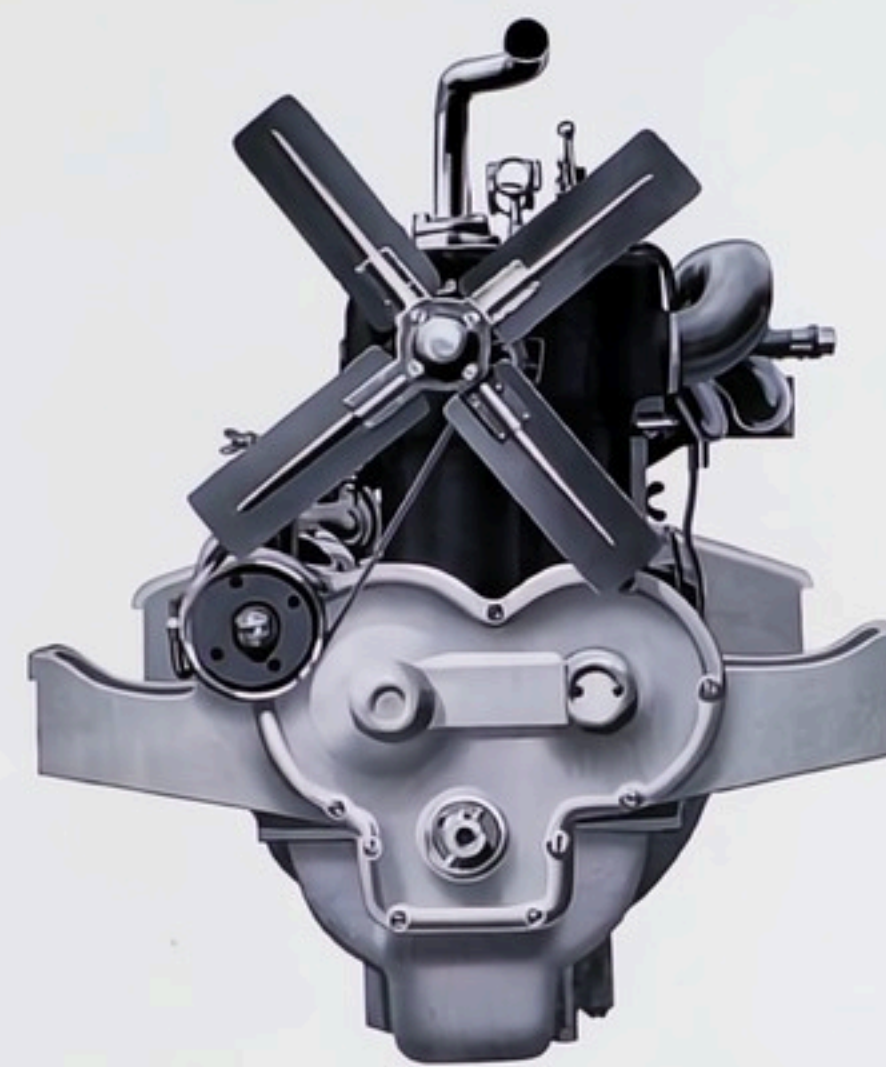




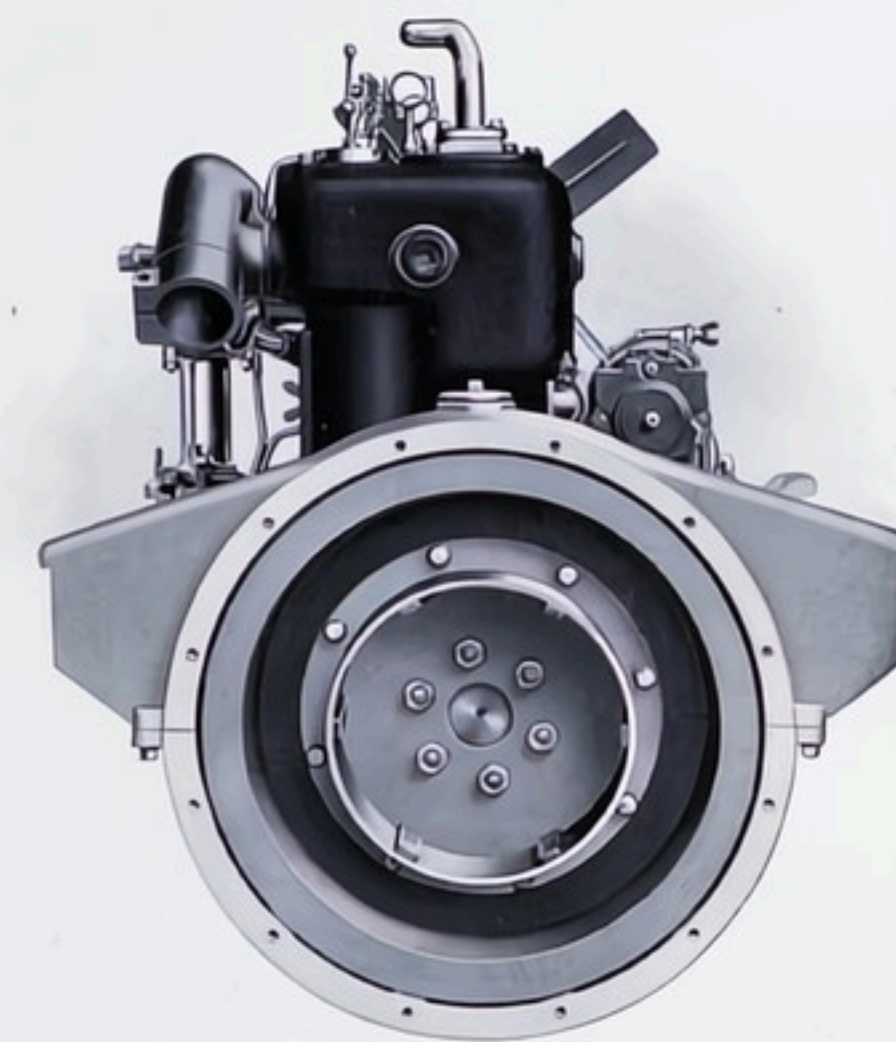
"44" UNIT POWER PLANT—RIGHT SIDE



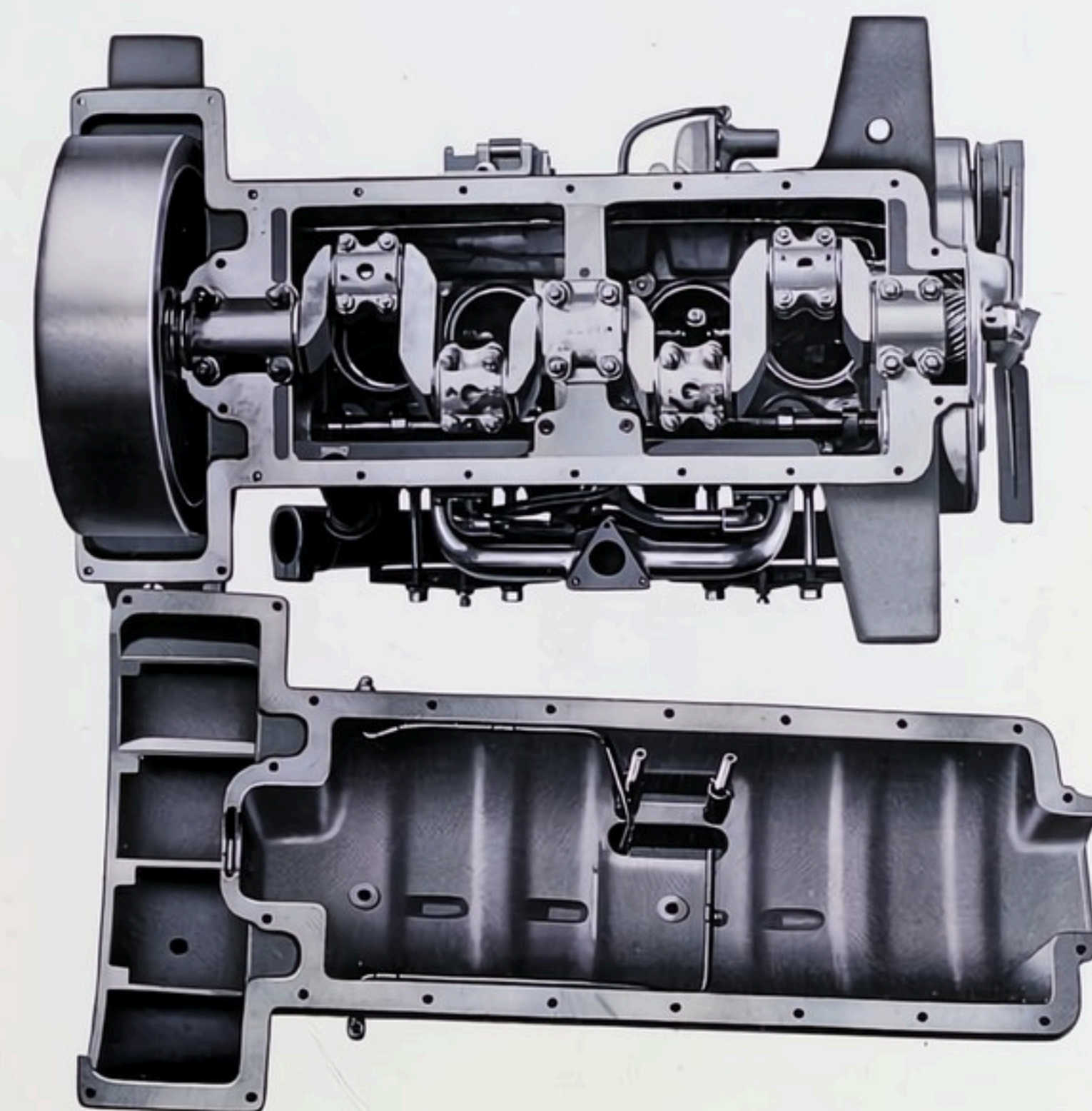
"44" UNIT POWER PLANT—LEFT SIDE



"44" MOTOR—FRONT



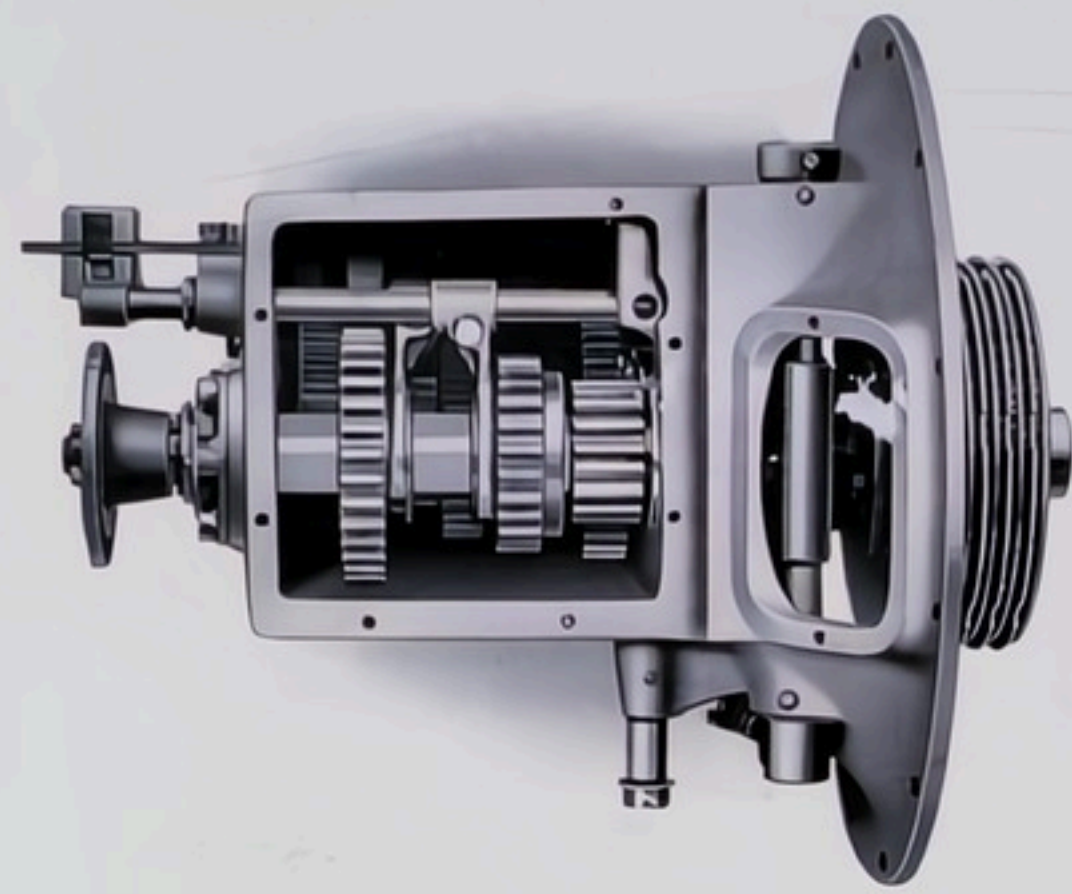
"44" MOTOR—REAR



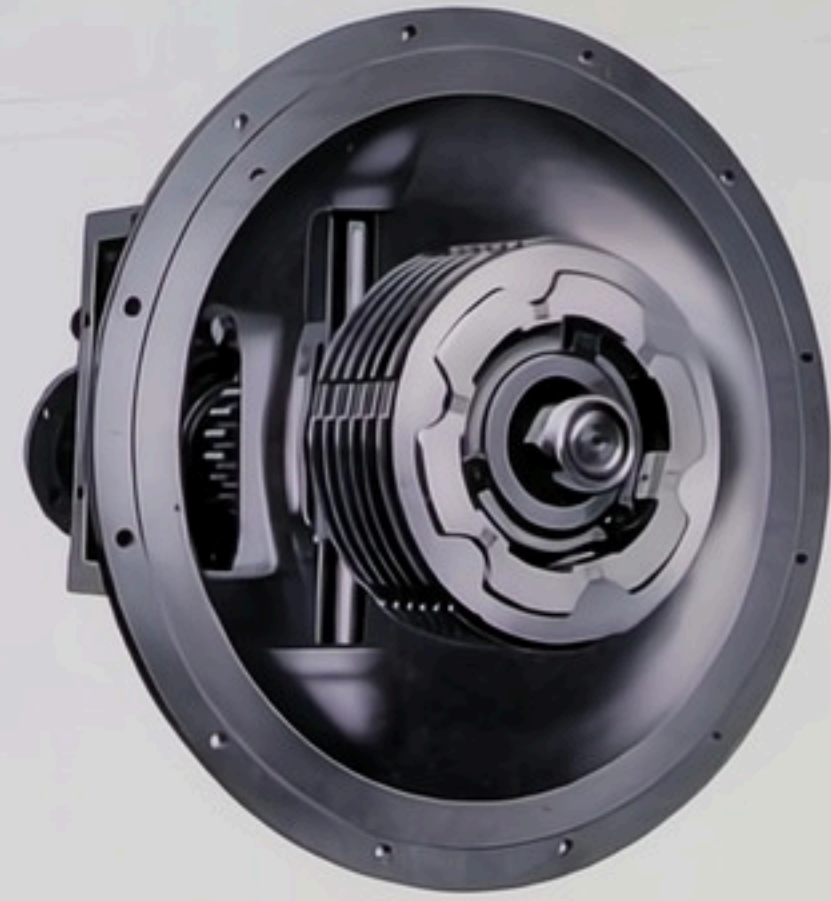
"44" MOTOR—BOTTOM—OIL PAN REMOVED



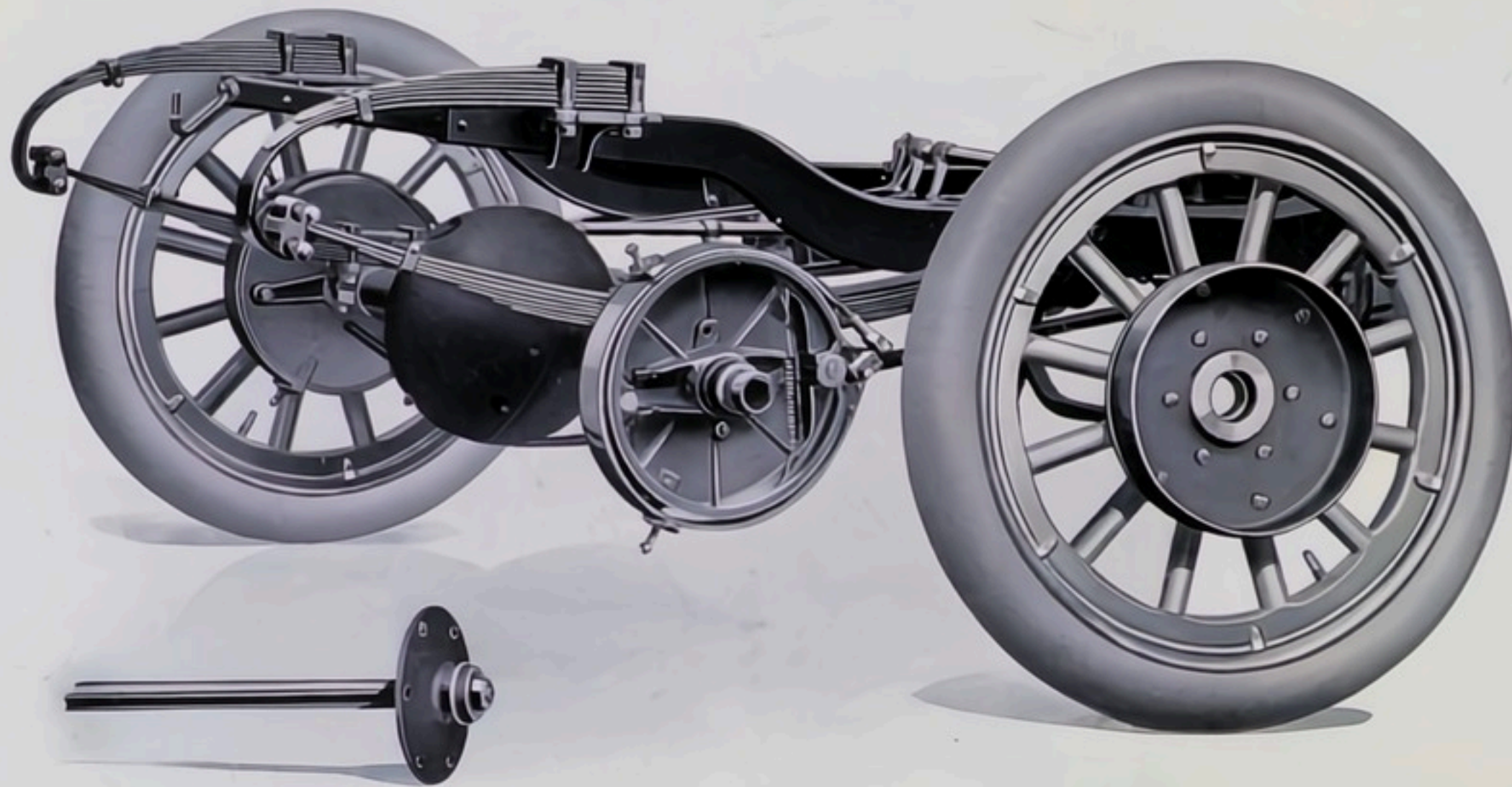
**SPECIFICATIONS  
FOR ABBOTT-DETROIT "44" (ALL MODELS)  
UNIT POWER PLANT**



"44" TRANSMISSION AND CLUTCH  
WITH COVERS REMOVED



"44" TRANSMISSION AND CLUTCH—REAR



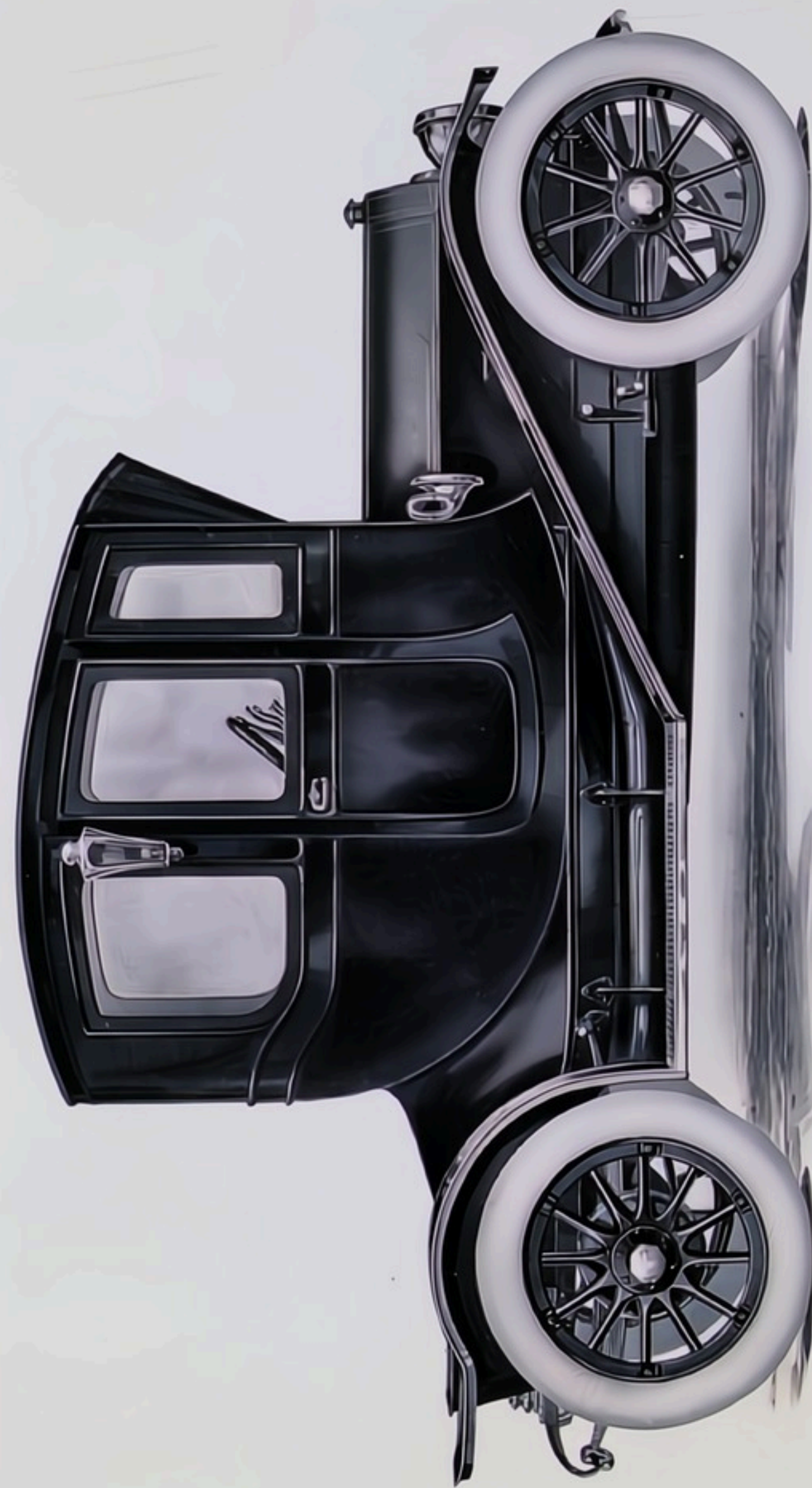
"44" SERVICE AND EMERGENCY BRAKE ARRANGEMENT, ETC.

MOTOR . . . . .	40 H. P. standard rating (will develop from 45 to 53 H. P. on brake test); L type cylinders cast in pairs; bore 4 1/2"; stroke 5 1/2"; valves, inlet and exhaust in left side; nickel-steel heads, 2" diameter; machinery steel stems, crank and cam shafts, high-grade carbon steel, drop forgings, heat treated; three large plain crank shaft bearings, d <sup>o</sup> -cast of Hoyt's nickel bronze, cam shaft bearings; four large plain die-cast of Hoyt's nickel bronze, connecting rods, high-grade carbon steel drop forgings, heat treated; connecting rod bearings, Hoyt's nickel bronze plain die castings; cylinders, pistons, and exhaust manifold, cast gray iron. LUBRICATION:—Constant level splash system, double plunger pump, operated from cam shaft. COOLING:—Water cooled circulation by gear-driven centrifugal pump. Pump and paddle, bronze castings.
TRANSMISSION AND CLUTCH . . . . .	Chrome nickel steel gears, and nickel steel shafts throughout; three speeds, forward and reverse; Timken roller bearings; multiple dry disc clutch, each alternate steel disc faced with Raybestos.
DRIVE SHAFT . . . . .	Two universal joints, on nickel-steel propeller shaft; tubular two-piece torque arm and radius rods.
FRONT AXLE . . . . .	Drop-forged, one-piece, I-beam section, special heat treated; Timken roller bearings in front wheels.
REAR AXLE . . . . .	Special Design; full floating type; nickel steel gears and shafts; Timken roller bearings throughout; Schaefer annular ball bearings in wheel; 14" internal expanding and external contracting brakes lined with friction-proof material; pressed-steel brake drums and hubs; drop-forged steel driving flanges.
CONTROL . . . . .	Drop-forged hand lever; drop forgings used throughout the emergency brake assembly.
FRAME . . . . .	4" x 1 1/2" to 3 1/4" pressed-steel channel section, double drop under tonneau doors.
SPRINGS . . . . .	Front, 36" long, 2" wide, semi-elliptic; rear, 48" long, 2" wide, three-quarter elliptic.
WHEELS . . . . .	36" diameter, 1 3/4" spokes, Universal Q. D. demountable rims; Tires, 36" x 4"; wheel base, 120"; tread, 56".
FENDERS AND RUNNING BOARDS . . . . .	Pressed-steel fenders and dust shields, running boards covered with linoleum, nickel-plated binding on edges.
STEERING GEAR . . . . .	Worm and full gear type, irreversible, 18" black walnut steering wheel, special design.
SPARK AND THROTTLE CONTROL . . . . .	On top of steering wheel; drop-forged levers throughout; 1/4" cold-rolled rods.
GASOLINE SUPPLY . . . . .	Tank capacity, 16.8 gallons; reserve capacity, 1.7 gallons. Auxiliary pressure pump.
DASH . . . . .	Five ply, genuine black walnut veneer.
LIGHTING SYSTEM . . . . .	One hundred and eighty ampere-hour storage battery, TUNGSTEN globes in all lamps; lamps, black enameled body and nickel trimmings.
IGNITION . . . . .	Splittorf dual system, with dry cells for starting.
PAINTING . . . . .	Coach blue, light, striped with azure. This color-scheme applies to both body and chassis. Painting requires twenty-four (24) operations, consuming from four to five weeks.
UPHOLSTERING, ETC. . . . .	No. 1 machine-buffed leather over compound oil-tempered steel springs on steel frame. Aluminum toe-board inlaid with linoleum. Front floor boards covered with linoleum and bound with nickel-plated binding. Tonneau floor covered with best carpet. Rear of front seats trimmed with leather, and supplied with two (2) ample bellows pockets. Ventilated fore-doors, with shutters. Storage battery for lighting underslung beneath tonneau floor. Robe-rail and special foot-rail supplied. Large tool kit, with necessary special tools. Nickel trimmings used throughout. Horn concealed beneath hood. Large pockets in all doors.

**MODEL "44" LIMOUSINE**

Hand-buffed leather and broadcloth. Silver-plated trimmings. French plate glass. Dome light; Head light same as Touring Car; Pillar electric light on side, and electric tail light. Spare storage battery included in standard equipment. Tires 36" x 4" front; 37" x 4 1/2" rear.





PRICE, \$2,150

"30" COUPÉ

## ABBOTT-DETROIT "30" COUPÉ

**T**HE Abbott-Detroit Four-Passenger Coupé was the sensation of the last New York Automobile Show.

It was the first one of the Colonial type ever exhibited as a part of a standard line.

Many manufacturers have tried to copy this design this year on account of its great beauty and popularity.

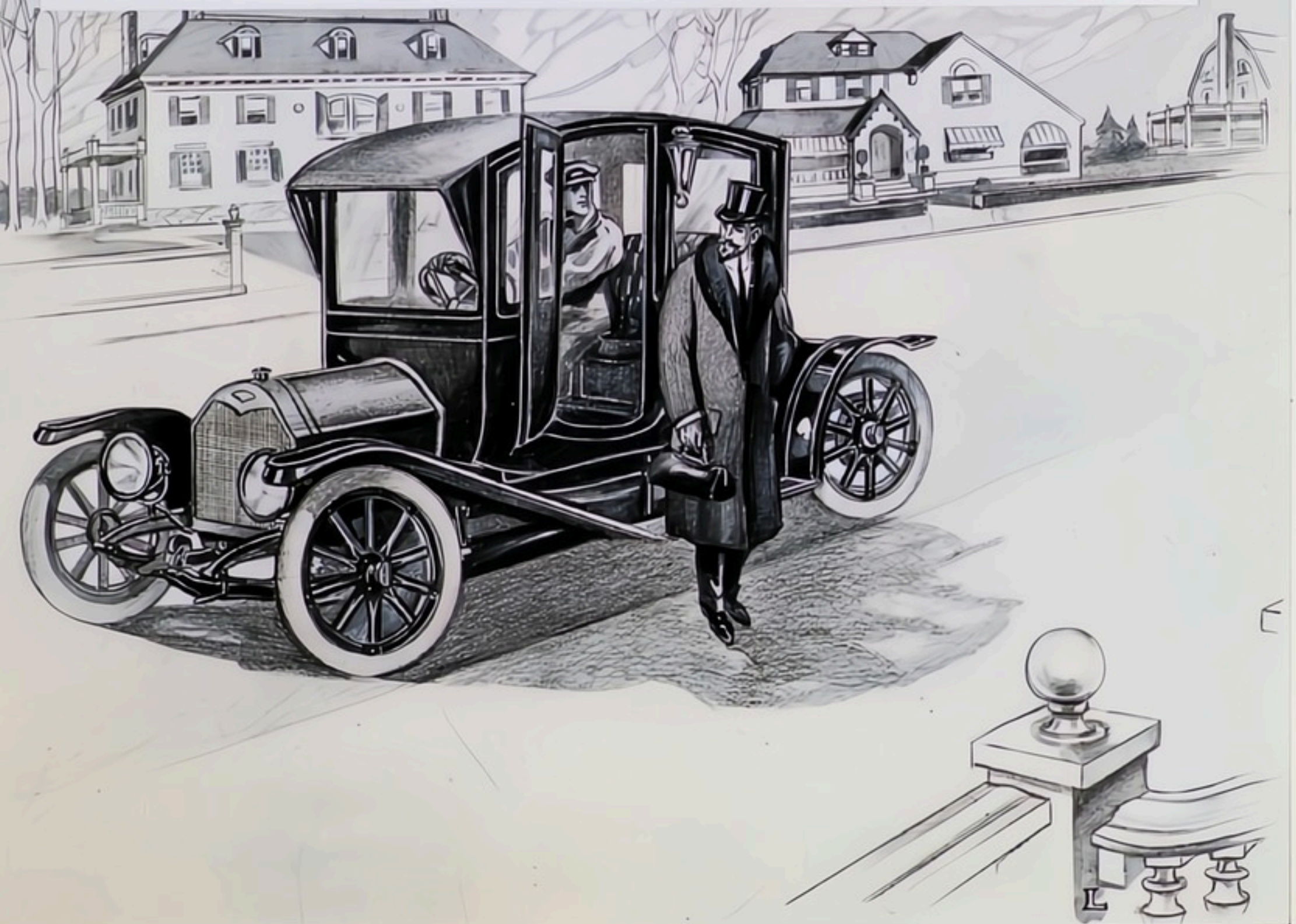
Like our big Limousine, it contains everything in design, workmanship, and finish which makes for the comfort of the occupant, and possesses the additional features of a small car, in that the owner or any member of his family can drive it at any time of the day or season.

It is admirably suited for town-car use, shopping, calling, theater-going, particularly in inclement weather, when it is always snug and comfortable inside no matter what the weather outside may be.

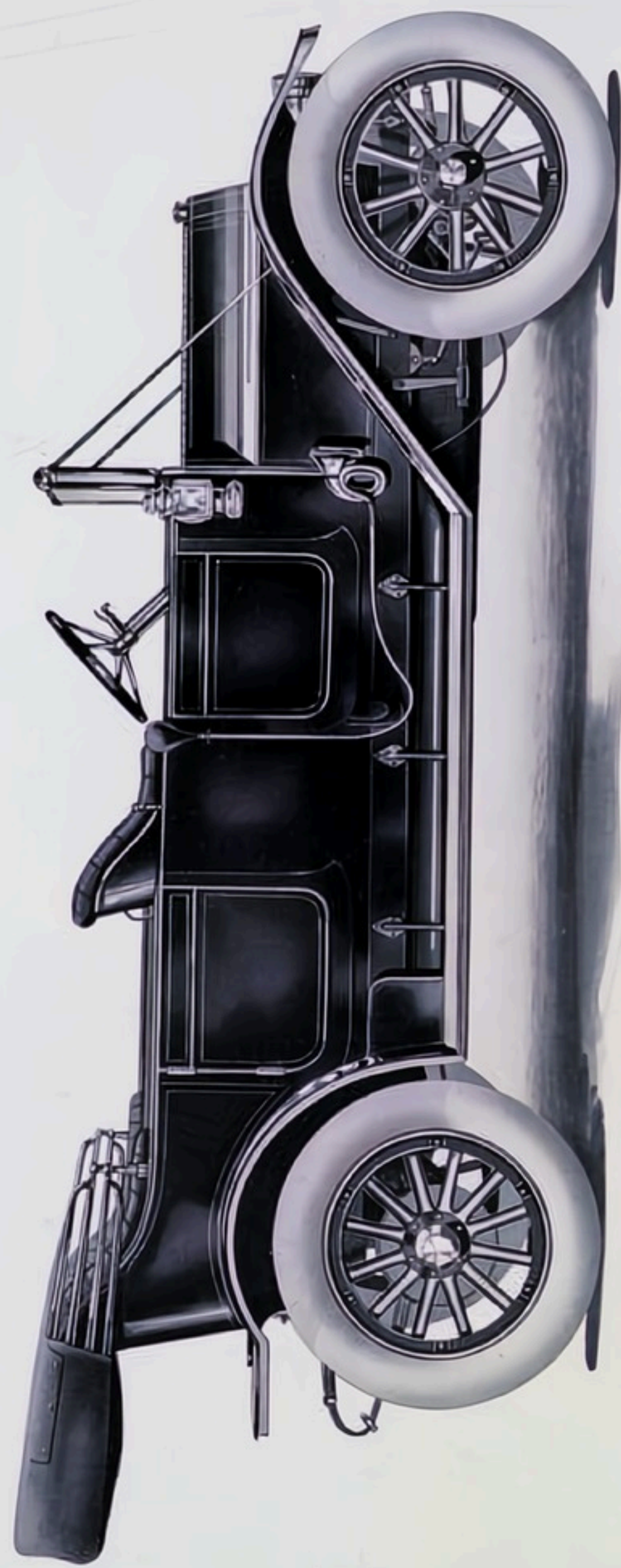
The Coupé is designed for either right- or left-hand drive.

The Coupé and Roadster bodies are interchangeable—and, if desired, can be changed quickly and easily.

It is more desirable than an electric when fitted with self-starting device.







"30" FIVE-PASSENGER

FORE-DOOR TOURING CAR

PRICE, \$1,350

## ABBOTT-DETROIT "30" FIVE-PASSENGER FORE-DOOR TOURING CAR

**T**HIS car is a refined model of the famous Abbott-Detroit "Bull Dog," which has for the last year been fighting its way around the borders of the United States on its 100,000-mile endurance tour. The demand for a car neither too large nor too small, and of medium weight, is responsible for the production of this model.

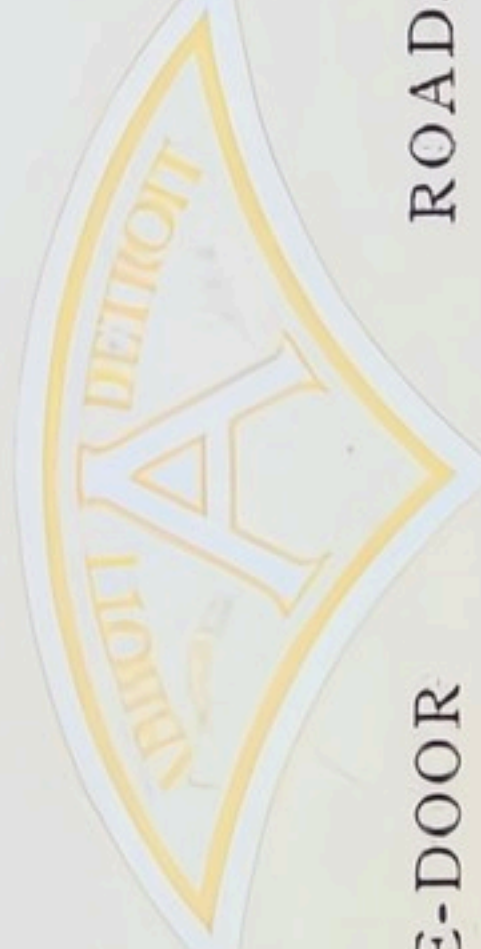
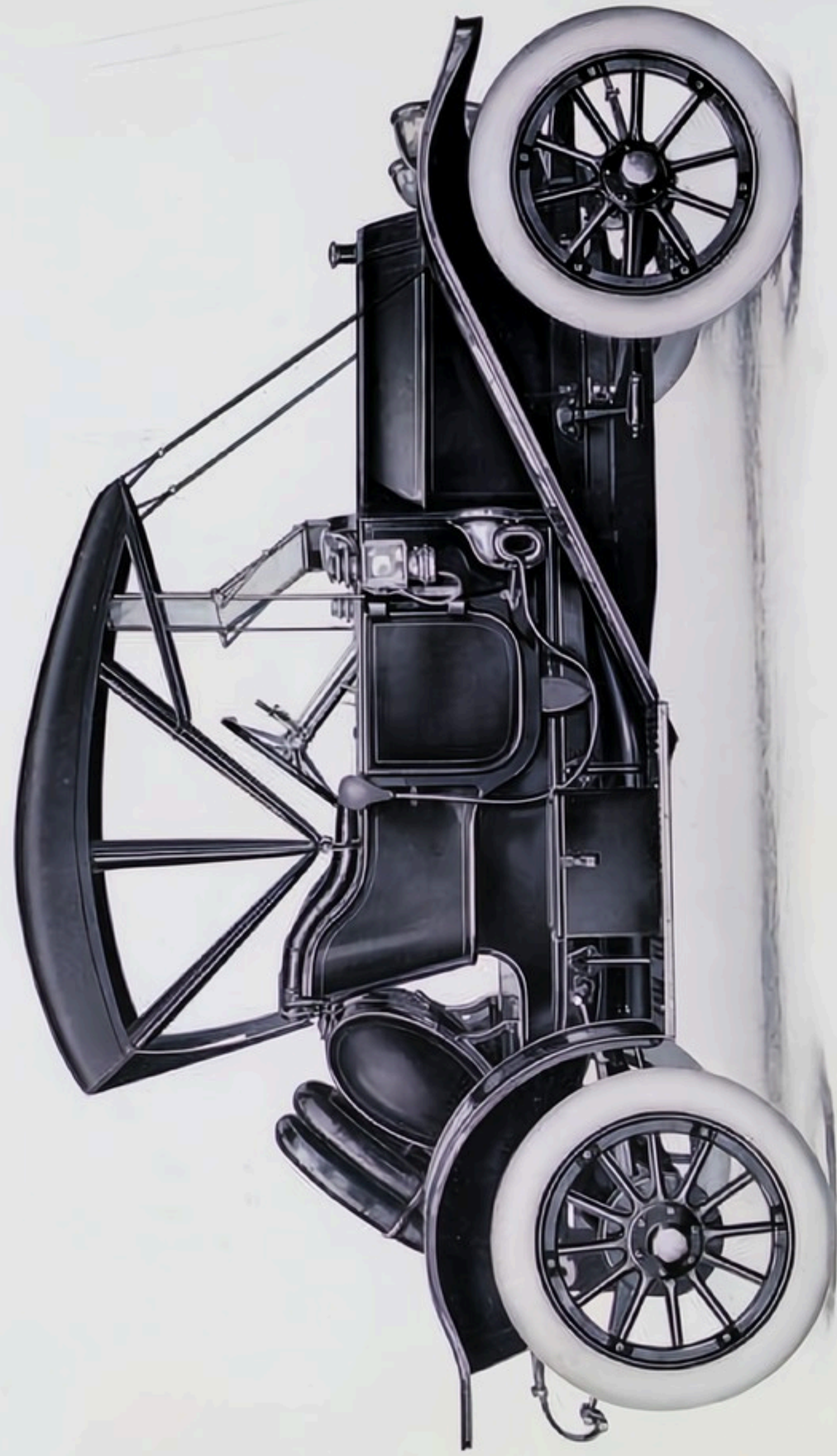
Nothing but the best design, best materials, and best workmanship could produce a car which has so well withstood such vicissitudes of weather, climate, and roads.

While last year the car sold for \$1,550, the increased efficiency of our organization, the keen competition among material and parts makers, the larger production with its consequent increased purchasing power, coupled with many important labor-saving devices which we have installed during the past year, have enabled us to reduce the price to \$1,350.

At this price there is no car on the market that can equal it in value.







"30" FORE-DOOR

ROADSTER

PRICE, \$1,275

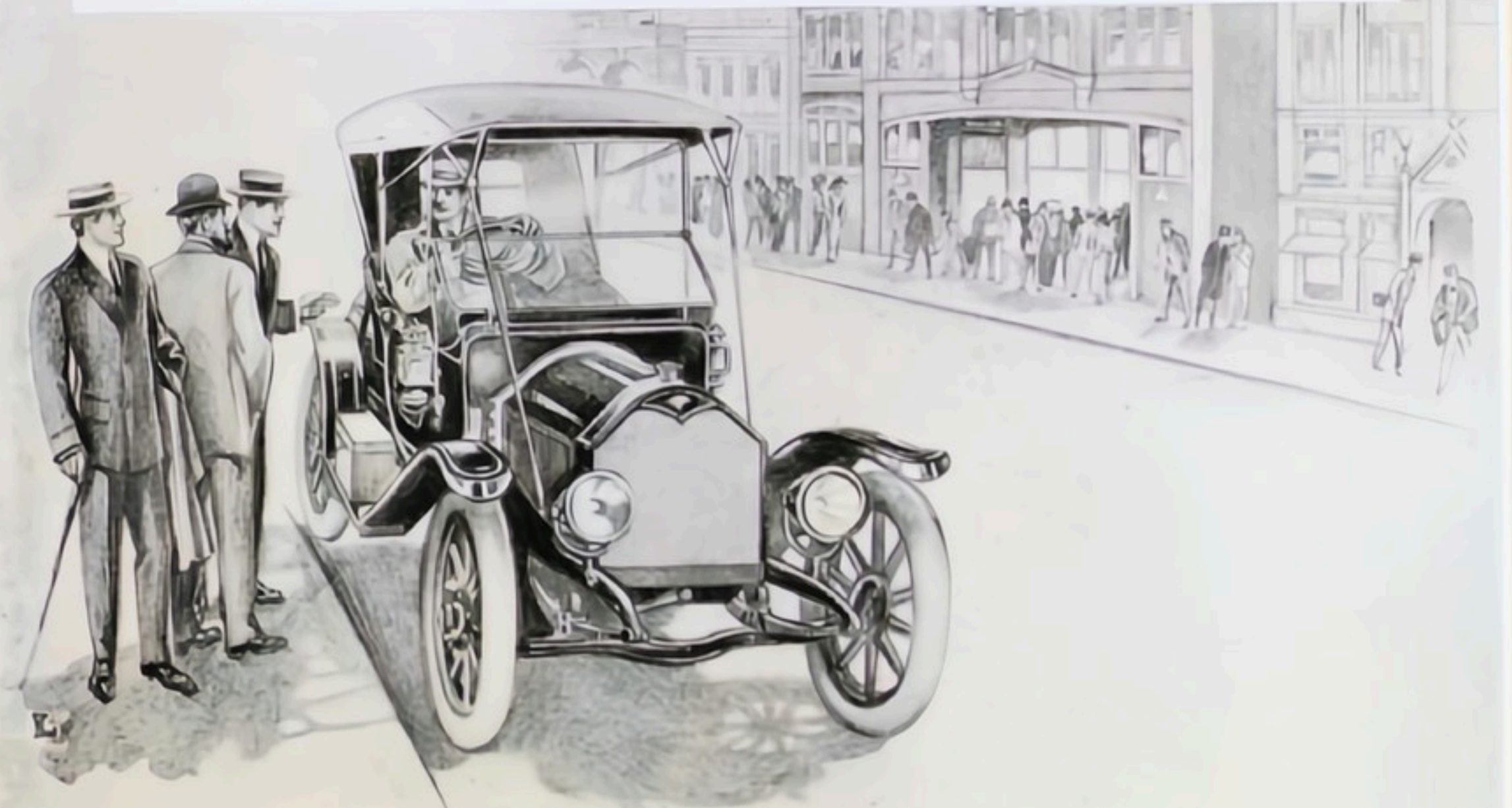
## ABBOTT-DETROIT "30" FORE-DOOR ROADSTER

**H**ERE is a general utility car which every one likes. This roadster is as nearly perfect as it is possible to make a motor car. The length of wheel base, the size of the hood, and straight line of the body form an effect pleasing to the eye and mechanically correct.

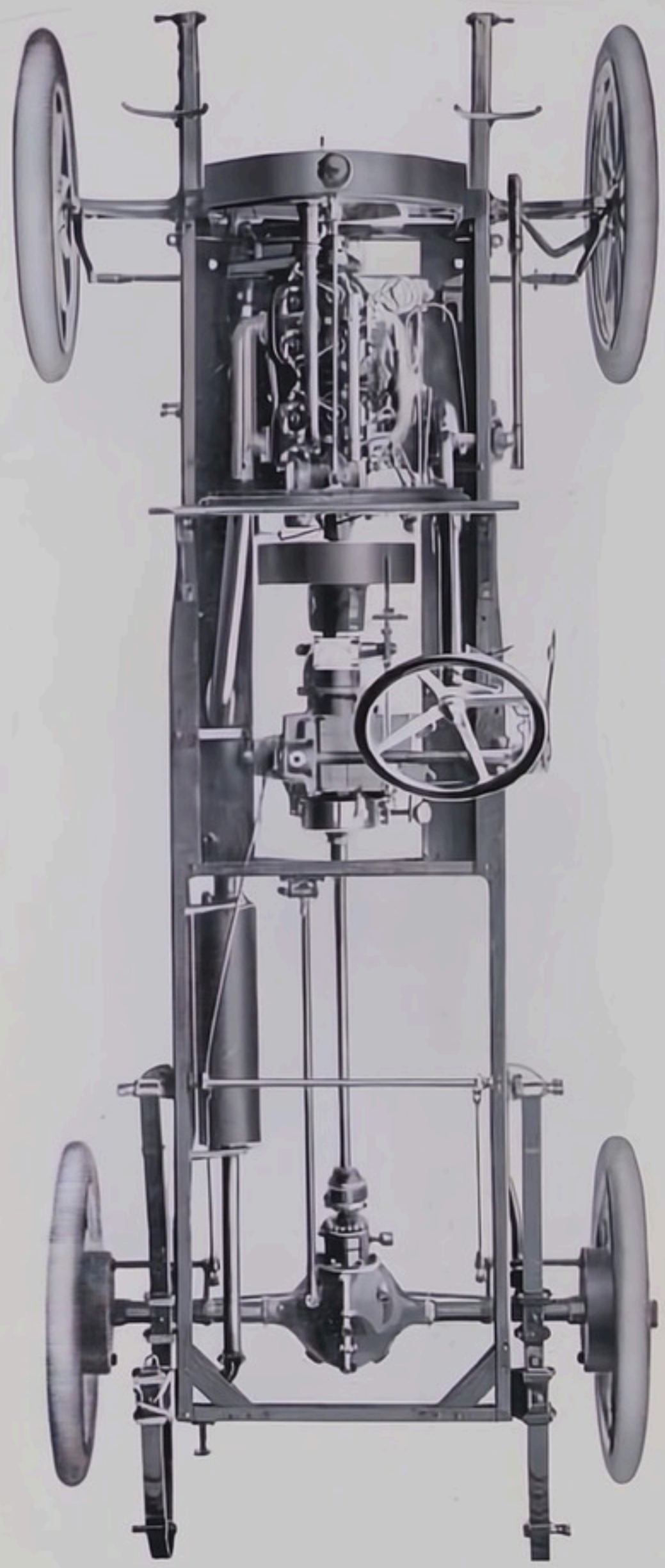
It has plenty of power for all purposes; it's easy to drive; easy to handle in crowded traffic; fast on the hills and bad roads; a car well suited to the professional or business man who desires to cover considerable mileage each day.

Like the Five-Passenger Touring Car, its remarkably low price coupled with the generous equipment make it a desirable purchase. Another point that makes this car desirable is that it is adapted for touring as well as city driving, this body being mounted on standard touring-car chassis.

The Coupé body may also be used on this chassis—either body can be applied in a few minutes.







TOP VIEW

"30" CHASSIS

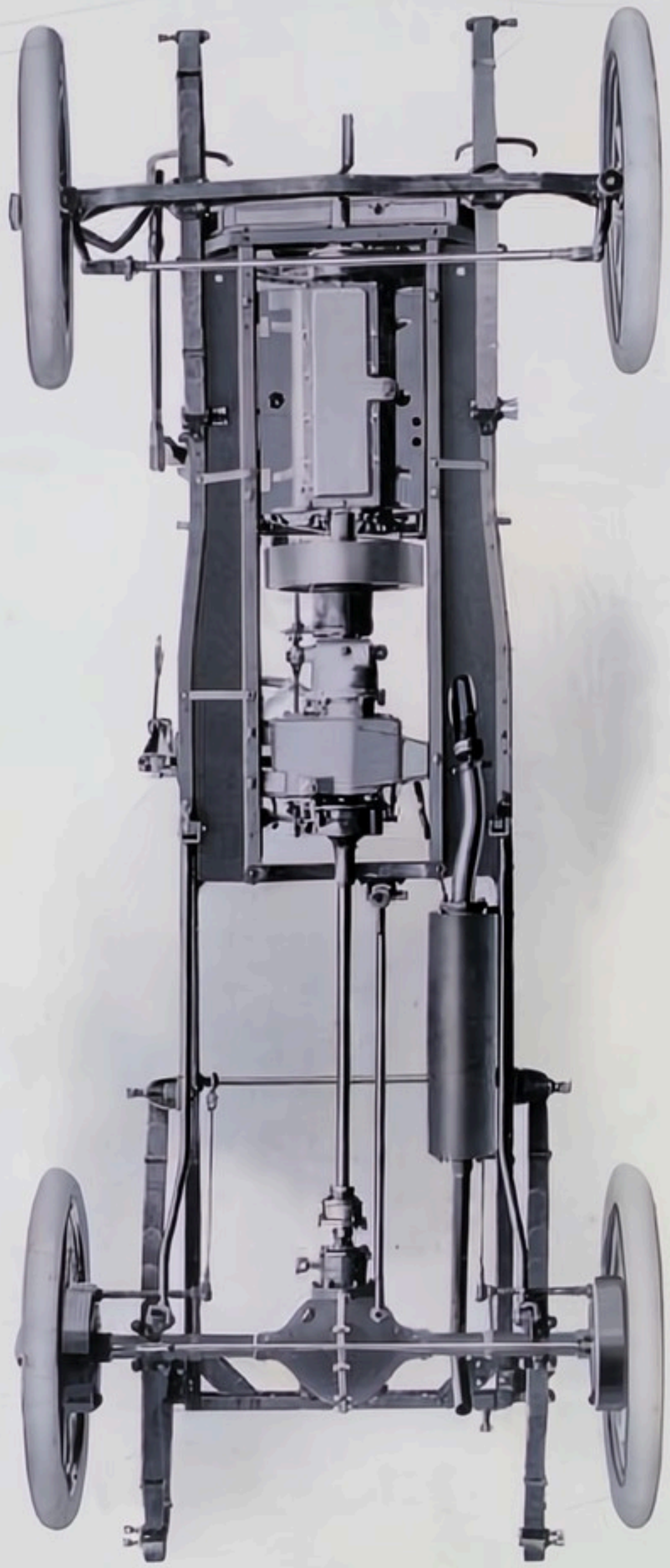


SIDE VIEW

"30" CHASSIS



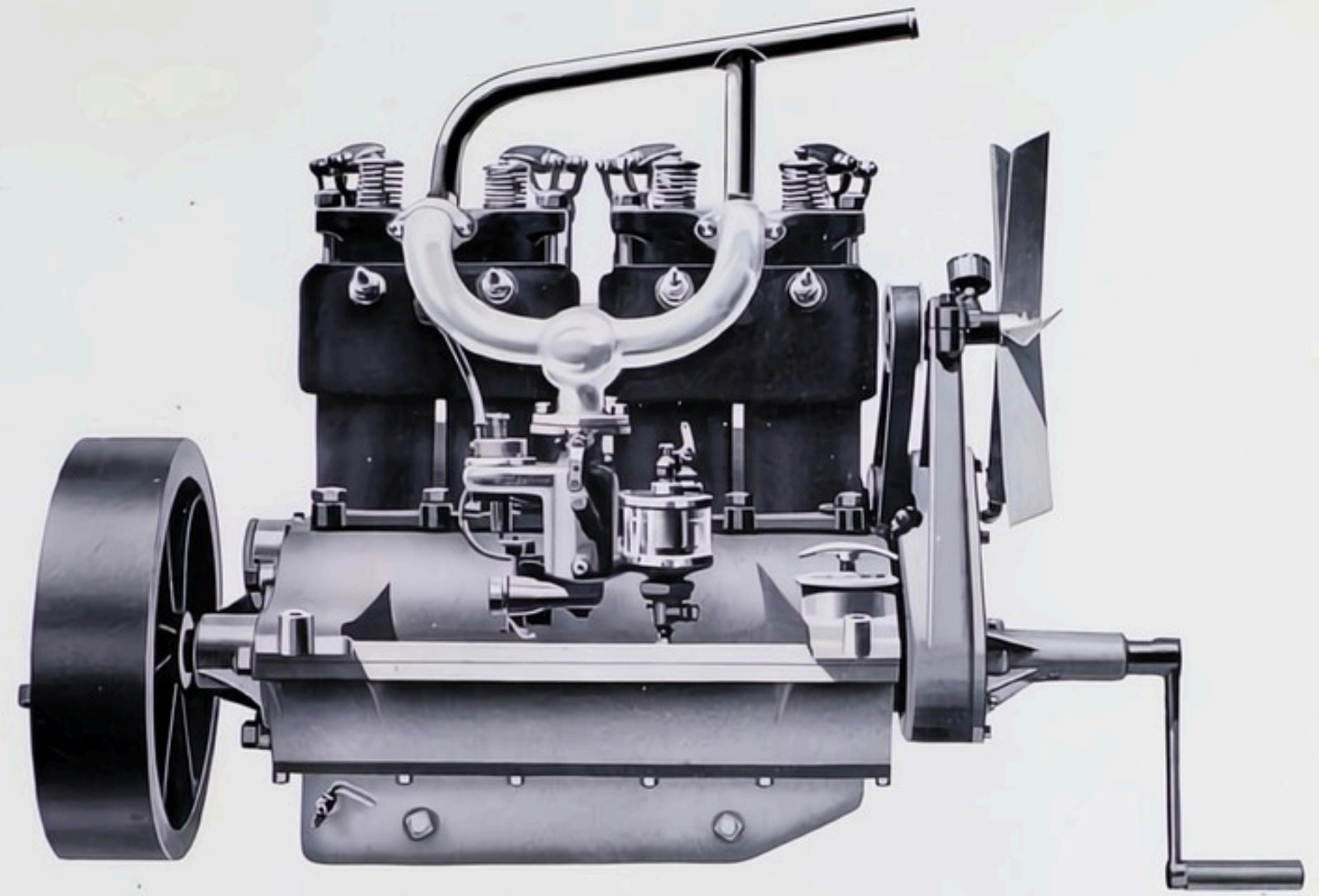




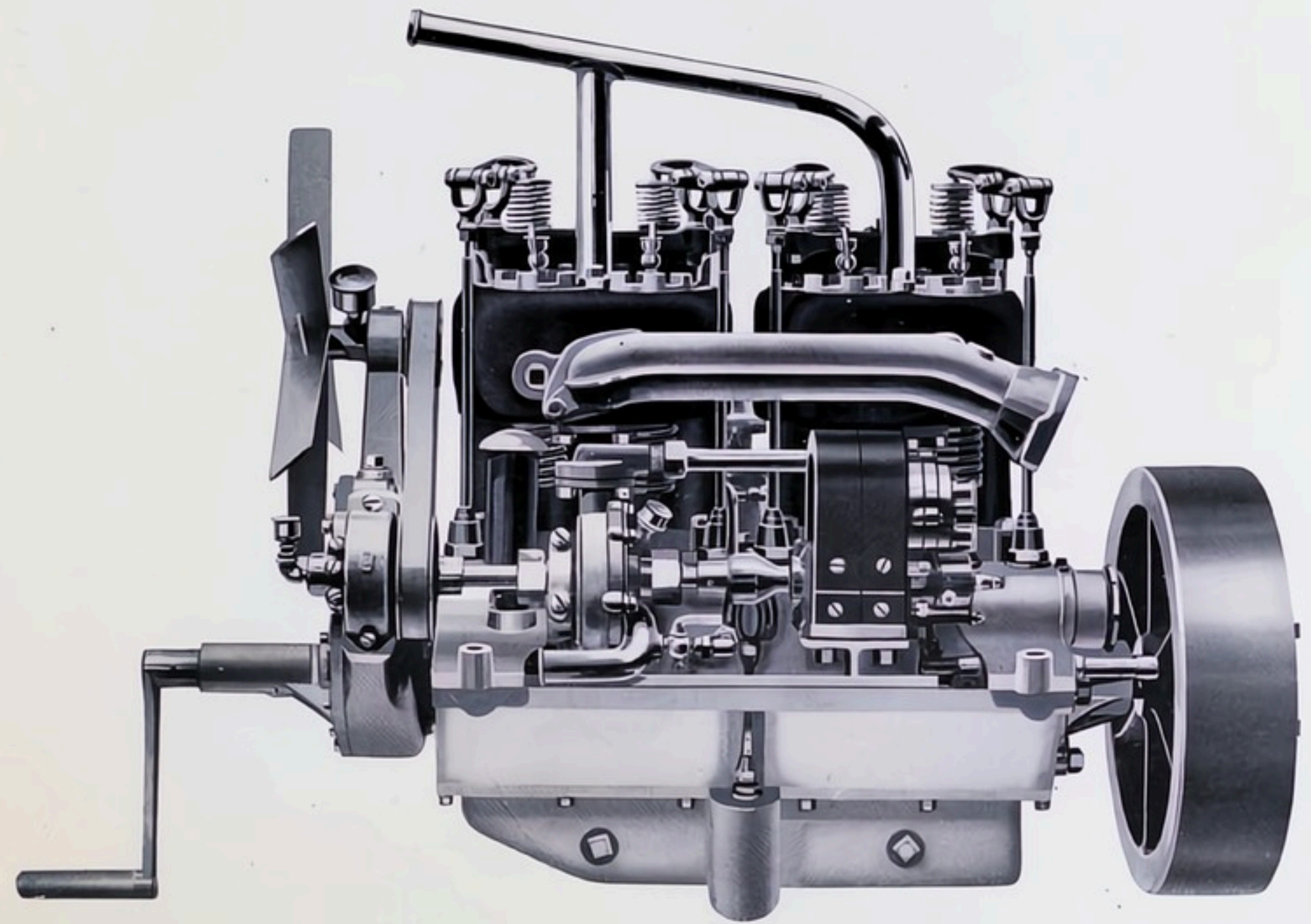
BOTTOM VIEW



"30" CHASSIS

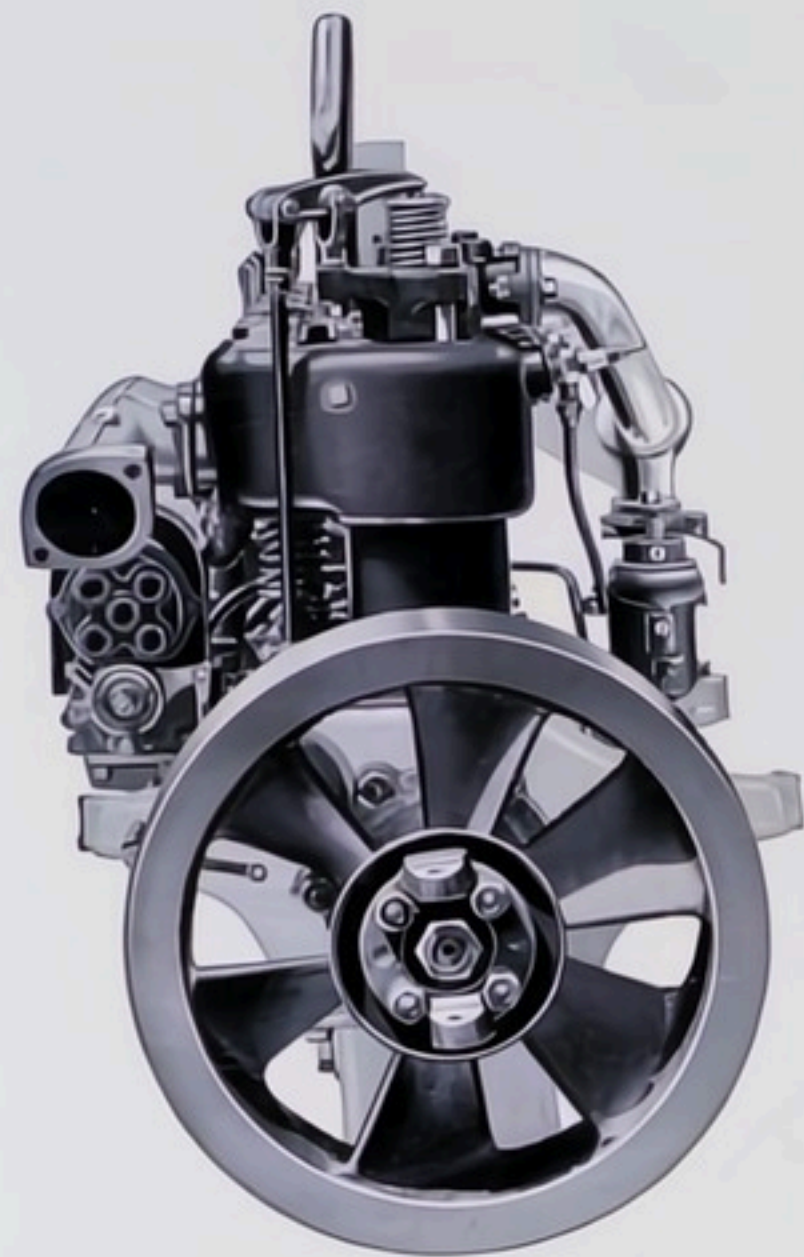


"30" MOTOR—RIGHT SIDE

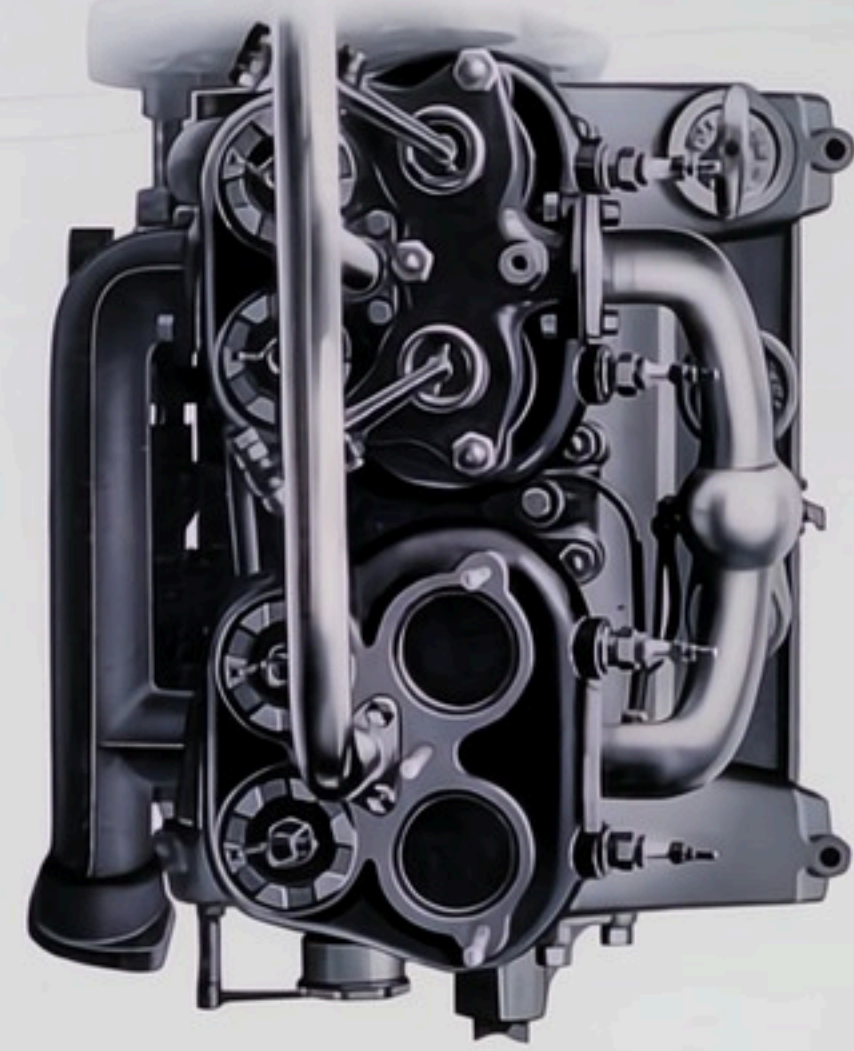


"30" MOTOR—LEFT SIDE

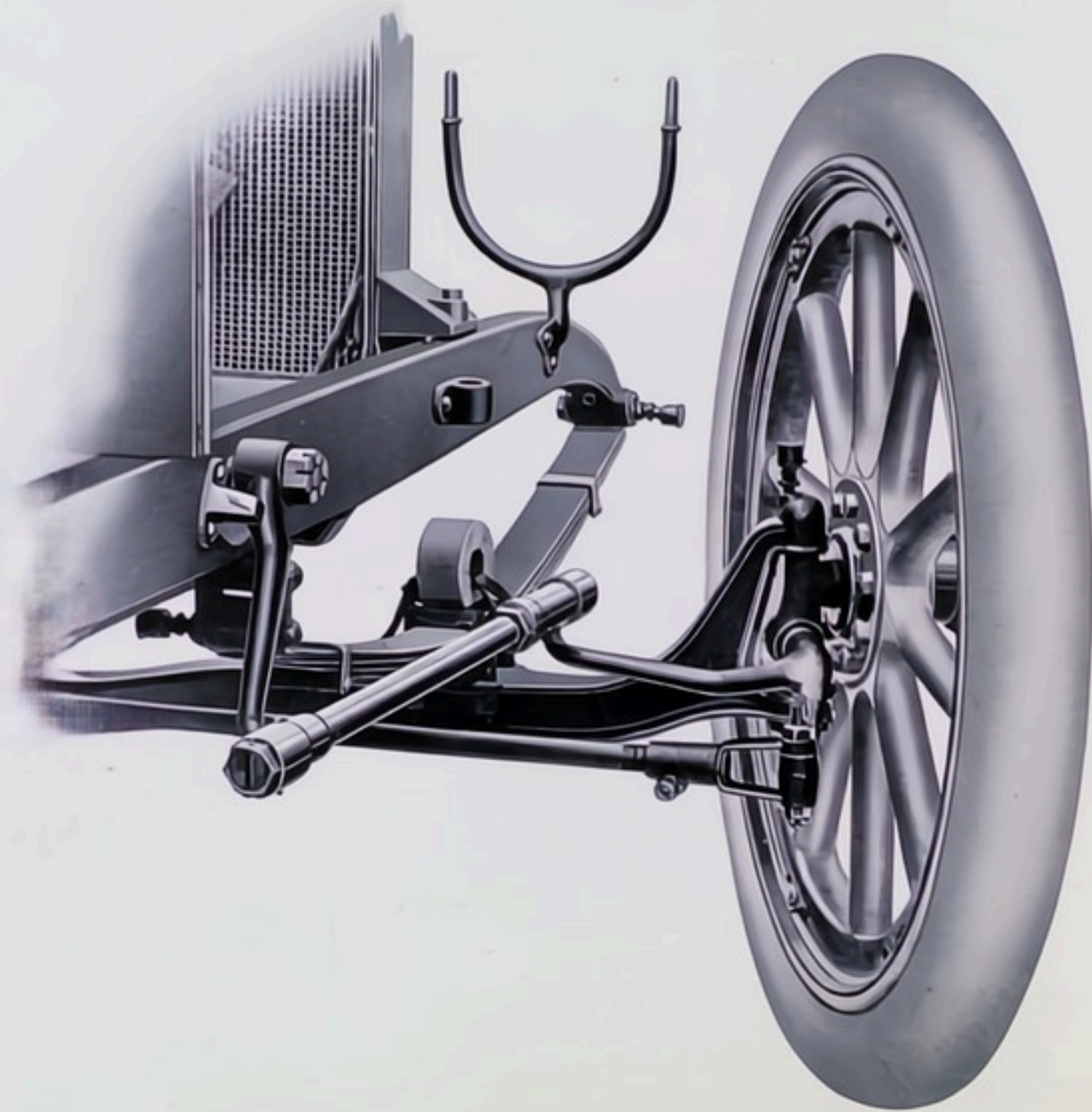




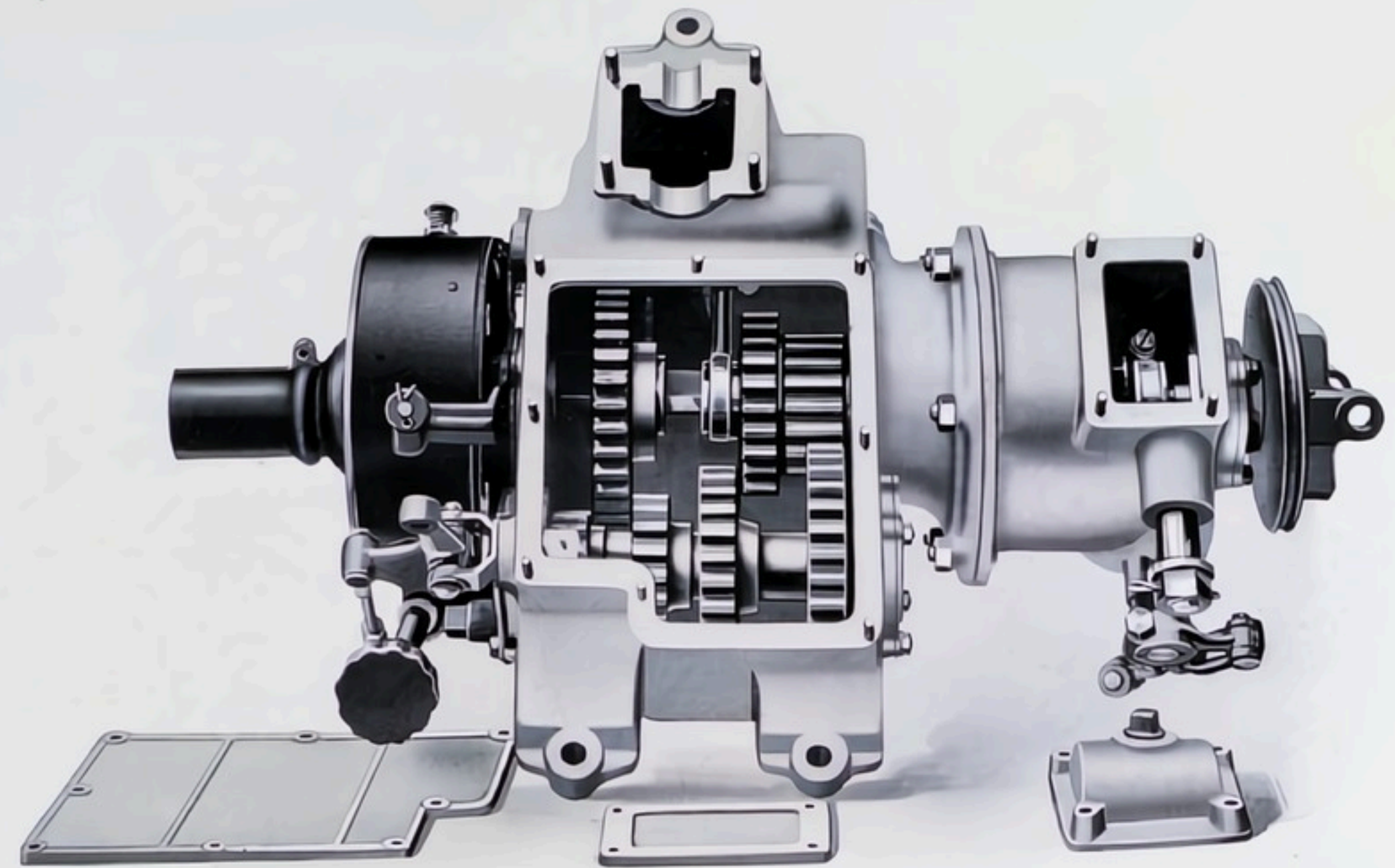
"30" MOTOR—REAR



"30" MOTOR—TOP



"30" ARRANGEMENT STEERING CONNECTIONS, ETC.

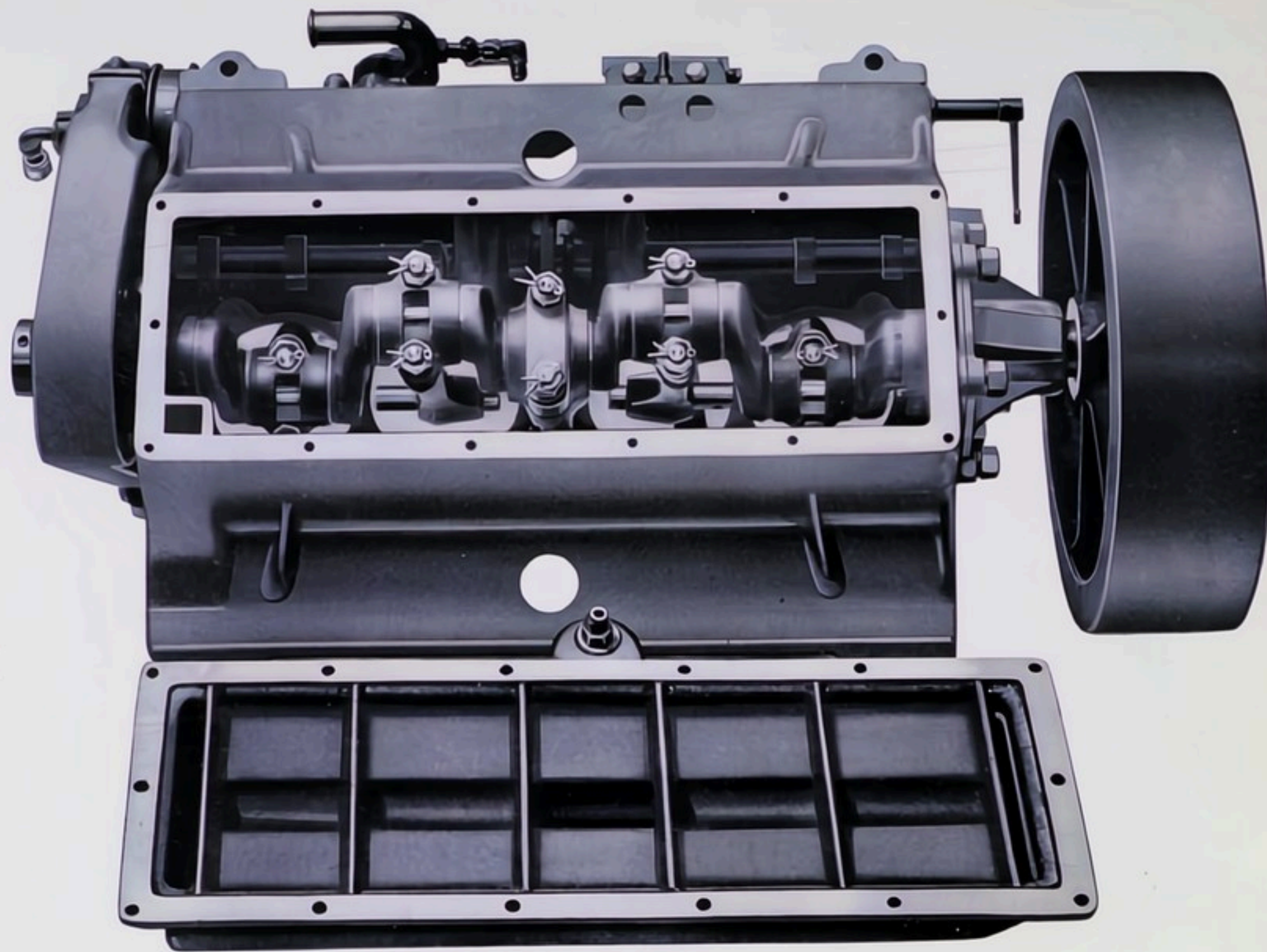


"30" TRANSMISSION AND CLUTCH—COVERS REMOVED

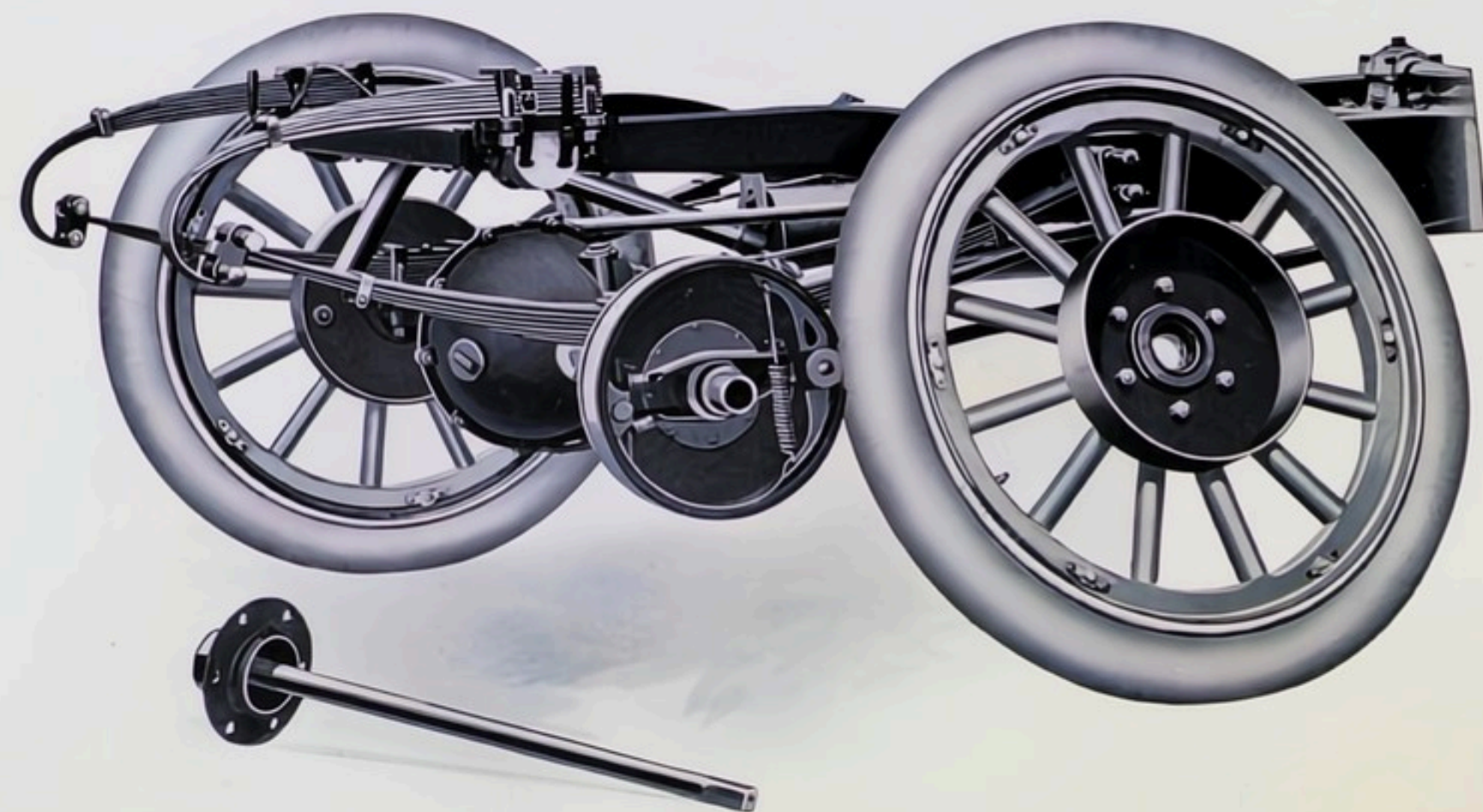


"30" INTAKE VALVES AND CAGE





"30" MOTOR BOTTOM—OIL PAN REMOVED



"30" EMERGENCY BRAKE ARRANGEMENT, ETC.

## SPECIFICATIONS FOR ABBOTT-DETROIT "30" (ALL MODELS)

MOTOR . . . . .	30 H. P.; bore, 4 $\frac{1}{8}$ " ; stroke, 4 $\frac{1}{4}$ " ; compression, 54 lbs. ; valves, inlet in head, exhaust at side; nickel-steel heads, 2 $\frac{1}{8}$ " diameter; machinery-steel stems, $\frac{7}{16}$ " diameter; crank and cam shafts, high-grade carbon steel <i>drop forgings, heat treated</i> ; crank-shaft bearings, 1 $\frac{5}{8}$ " diameter, three large plain die-cast bearings; cam shaft bearings, four large, plain die-cast bearings, 1 $\frac{5}{8}$ " diameter; connecting rods, <i>high-grade carbon steel drop forgings, heat treated</i> ; connecting-rod bearings, 1 $\frac{5}{8}$ " diameter, plain die castings; cylinders, inlet valve cages, pistons, and exhaust manifold, cast iron. LUBRICATION:—Constant level splash system, sight feed on dash, plunger pump operated on cam shaft. COOLING:—Water-cooled circulation by gear-driven centrifugal pump. Pump and paddle, bronze castings.
TRANSMISSION AND CLUTCH	Chrome nickel-steel gears and nickel-steel shafts throughout; <i>three speeds forward and reverse</i> ; Schaefer annular ball bearings; multiple disc clutch, hardened and ground saw-blade discs, steel, running in oil.
DRIVE SHAFT . . . . .	Two (2) Spicer universal joints, nickel-steel propeller shaft; tubular, two-piece torque arm and radius rods.
FRONT AXLE . . . . .	Drop forged, one-piece I-beam section, <i>special heat treated</i> ; <i>Timken roller bearings in front wheels</i> .
REAR AXLE . . . . .	<i>Special design</i> ; full floating type; nickel-steel gears and shafts; <i>Timken roller bearings</i> throughout; Schaefer annular ball bearings in wheels; 12" internal expanding brakes; pressed-steel brake drums and hubs; <i>drop-forged steel driving flanges</i> .
CONTROL . . . . .	Drop-forged hand lever; drop forgings used throughout the emergency brake assembly; service brake, external, contracting on 7" drum; drop-forged levers throughout.
FRAME . . . . .	4" x 1 $\frac{1}{2}$ " <i>pressed-steel channel section</i> , raised at rear.
SPRINGS . . . . .	Front, 38" long, 2" wide, semi-elliptic. Rear, 44" long, 2" wide, three-quarter elliptic.
WHEELS . . . . .	34" diameter, 1 $\frac{1}{2}$ " spokes; tires, 34" x 3 $\frac{1}{2}$ " ; Detroit demountable rims; wheel base, 110"; tread, 56".
RUNNING BOARDS AND FENDERS . . . . .	Pressed-steel boards and hangers, with steel fenders and dust shields.
STEERING GEAR . . . . .	Worm type, semi-reversible, 17" wheel.
SPARK AND THROTTLE CONTROL . . . . .	Drop-forged levers throughout, $\frac{1}{4}$ " cold-rolled rods.
GASOLINE SUPPLY . . . . .	Tank capacity, 15.3 gallons; reserve capacity, 1.7 gallons.
DASH . . . . .	Three-ply, genuine black walnut veneer.
LIGHTING SYSTEM . . . . .	One hundred ampere hour storage battery, <i>Tungsten</i> globes in all lamps. Lamps nickel-plated.
IGNITION . . . . .	Splitdorf dual system, with dry cells for starting.
PAINTING . . . . .	Specifications for "30" are same as last year, i. e., Abbott blue body and chassis, with French gray wheels on the fore-door Touring Car, Derby red deep body, chassis and wheels for Roadster.
UPHOLSTERING, ETC. . . . .	Best grade of carpet used in tonneau; No. 1 machine-buffed leather over best quality of curled hair on oil-tempered compound springs on steel frame. Aluminum toe-board. Front floor board covered with linoleum and bound with nickel-plated binding. Pockets in tonneau doors. Ventilated fore-doors, with shutters. Robe-rail, straps, and special foot-rest. Large tool kit, with special tools. Nickel trimmings used throughout.

### MODEL "30" COUPÉ

Hand-buffed leather and broadcloth.  
Silver-plated trimmings.  
French plate glass.  
Dome light; electric head light same as on "30" Touring Car; electric tail light; electric pillar side lights.  
Spare storage battery included in standard equipment.  
Tires 34" x 4" all around.



## SPECIFICATIONS AND PRICES

### ABBOTT-DETROIT "44"

Seven-Passenger, Fore-door Touring Car, fully equipped, less top, windshield, extra seats, and speedometer, . . . . .	\$1,800.00
Seven-Passenger, Fore-door Touring Car, fully equipped, including top, windshield, and speedometer, . . . . .	1,925.00
Folding Auxiliary Seats for Seven-Passenger arrangement, . . . . . Extra,	50.00
Fore-door Demi-Tonneau, fully equipped, less top, windshield, and speedometer, . . . . .	1,775.00
Fore-door Demi-Tonneau, fully equipped, including top, windshield, and speedometer, . . . . .	1,900.00
Fore-door Limousine, fully equipped, . . . . .	3,000.00

Demountable rims standard on all models.

### ABBOTT-DETROIT "30"

Fore-door Five-Passenger Touring Car, fully equipped, less top, windshield, and speedometer, . . . . .	\$1,350.00
Fore-door Five-Passenger Touring Car, fully equipped, including top, windshield, and speedometer, . . . . .	1,450.00
Fore-door Roadster, fully equipped, less top, windshield, and speedometer, . . . . .	1,275.00
Fore-door Roadster, fully equipped, including top, windshield, and speedometer, . . . . .	1,375.00
Colonial Coupé, fully equipped, . . . . .	2,150.00

Demountable rims standard on all models.

Any model can be equipped with dynamo equipment for electric lighting,	\$90.00
Abbott-Detroit Self-Starter, . . . . .	50.00

### GUARANTEE

*THIS is to certify that the Abbott Motor Company will fully warrant and guarantee the Automobile covered by this certificate for its entire life, from the date of the original sale by the dealers. This guarantee also includes all material and all equipment, with the exception of tires, magneto, lamps, etc., which are warranted by their respective makers, used in connection with construction of said automobile. If any parts of this car break or prove defective from any cause whatsoever, and the customer shall forthwith communicate the fact to the Abbott Motor Company or one of its authorized dealers, giving the number of car and the name of the dealer from whom the car was purchased and the date of purchase, and it shall appear that such breakage was not in fact due to misuse, negligence, or accident, the Abbott Motor Company will furnish such new parts, either through its dealer or at the factory in Detroit, Michigan, free of charge to the owner. This guarantee does not apply directly or indirectly to consequential damage of any nature whatsoever or to the replacement of tires, which are guaranteed by the makers thereof.*

ABBOTT MOTOR COMPANY  
DETROIT, MICHIGAN







