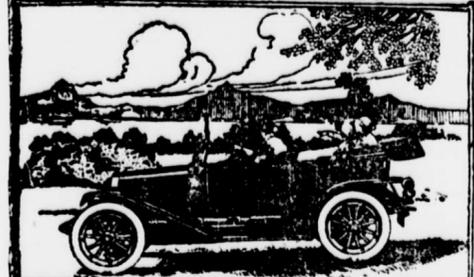


What higher priced car can withstand comparison with this 1912 Speedwell?

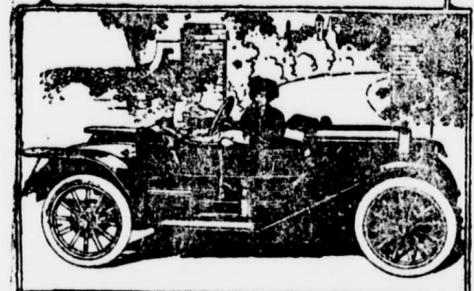


Speedwell Model 12-D Special—5 passenger touring car—4 cylinder, 50 H. P. motor—121 inch wheelbase
Price—\$2,750. Top and windshield extra.

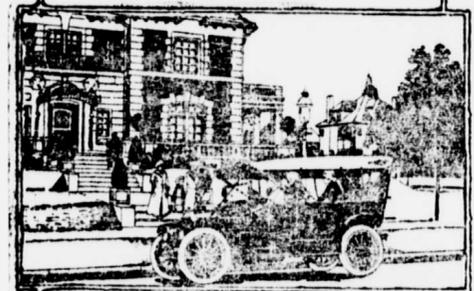
TOP AND WINDSHIELD NOT INCLUDED AT PRICES NAMED BELOW



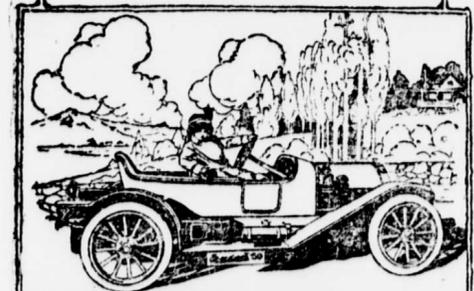
Torpedo - 4 - Pass \$ 2700



Roadster - 2 - Pass - \$ 2500



Touring - 7 - Pass - \$ 2900



Duck Boat - 3 - Pass - \$ 2750



Toy Tonneau - 4 - Pass - \$ 2700

We ask you the question bluntly, because we want you to ask it bluntly of yourself. Our case is established if we can induce you to make the comparison sharp, direct and immediate.

The 1912 Speedwell is so satisfying in its appointments, so beautiful in its proportions, so velvet-smooth in its motoring qualities, that you will find yourself estopped in your search for greater luxury.

And that is precisely the stage to which we are eager to bring your mind—to the inevitable point where you will try to find justification for a price higher than the Speedwell price.

All over the country the Speedwell is leading experienced motorists through the same mental process, to the same sharp comparison, to the same inevitable conclusion.

In substance, this 1912 Speedwell is like every other Speedwell that has preceded it. But its beauties and its virtues have been so emphasized and refined that you can no longer blind yourself to the necessity of considering it side by side with the costliest cars.

Will you follow your own impulse and our earnest request and contrast the Speedwell with the higher priced car you may be driving now, or the higher priced car the market offers?

1912 Features

We found few details in the Speedwell which permitted of further refinement or improvement for 1912, so that changes from past design are the exception.

No Speedwell owner has ever found his 50 H. P. motor unequal, in power and efficiency, to any road task he set it. The four L-head cylinders are cast in pairs, with cylinder heads and valve chambers integral, but separate water jacket heads. This practice assures uniformity of thickness in the cylinder walls and minimizes damage to the motor in case of freezing. The single change on the motor is a slight increase in the size of the valve stems and the valve stem guides.

One square inch of braking surface to each seven pounds of the car's weight is a reassuring factor of safety. Both service and emergency brakes are provided with equalizers. The lining of Speedwell brakes has never been known to burn.

Several unique features about the Speedwell axles add greatly to the car's efficiency. One of these is the mounting of the steering knuckles on large Timken roller bearings, which not only makes steering remarkably easy for a car this size, but eliminates wear at a very important point.

The unique construction of the rear axle—one-piece drawn steel with floating drive shafts—adds greatly to the strength of this important member. The one-piece construction is unusual, even among cars of the highest price. An inspection plate of large size permits inspection and adjust-



1912 Models

12-H	Semi-racer, 2 passenger	\$2,800
12-C	Toy Tonneau, 4 passenger	2,925
12-D	Touring Car, 5 passenger	2,850
12-B	Close coupled, 2 passenger	2,650
12-G	Torpedo, 4 passenger	2,700
12-H	Special, Semi-racer with toy tonneau, 4 passenger	2,700
12-D	Special, Fore-door Touring Car, 5 passenger	2,750
11-F	Touring Car, 7 passenger	2,800
12-F	Special, Fore-door Touring Car, 5 passenger	2,800
		2,900
12-E	Limousine, 7 passenger	3,850
12-R	Duck Boat, 3 passenger	2,750
12-A	Cruiser, 4 passenger	2,800

All models have 4 cylinder, 50 H. P. motor; and 121 inch wheelbase is common to all except the Cruiser, with wheelbase of 132 in. Standard equipment includes: Prest-O-Lite tank and demountable rims (on all models except 12-H, which has generator and quick detachable rims); two gas headlights, two side lamps, one tail lamp, horn, jack, tool kit, tire repair kit, pump, battery box, tool box, robe rail, foot rail and Bosch magnet. In addition to this equipment, the Cruiser has pig-skin upholstery, sole leather trunk cover, caps top and storm curtains, and shock absorbers. Lamps and windshield frame are finished in black enamel; and radiators are finished in color of car body. Color is optional with the purchaser.

1912 Features

ment of the bearings, or even the removal of the entire differential as a unit.

The strain and shock of starting and stopping are effectually absorbed by a torsion tube enclosed between oil tempered springs. This is one of the reasons why the Speedwell has become known as a car of low tire cost as compared with other cars of its size and weight.

Still larger shafts are used in the new transmission; and adjustments are eliminated by the use of annular ball bearings.

The maximum of power transmitted to the rear wheels is insured by the straight line drive; and wear in the universal joint is minimized.

We use the semi-elliptic type of springs both front and rear, because there is no better form of spring suspension, providing proper design and material are utilized. The Speedwell springs are wide, flat, long—40 inches in front and 56 inches in the rear—and very flexible. They eliminate the sideways of the body which is noticeable with every other form of spring.

The steering arms and rod are fully protected from contact with upstanding objects in the road by being placed above and behind the front axle.

The Speedwell radiator is one of the few which are actually cellular radiators. This type justifies its greater cost by its greater cooling efficiency as compared with other types.

A gear pocket is provided on the forward left hand side of the motor to accommodate the "Apple" electric dynamo, for generating current for electric lamps. There is provided an accessible positive gear drive.

The Speedwell Motor Car Company, Dayton, Ohio
GARLAND AUTOMOBILE CO., 1657 Broadway, New York City