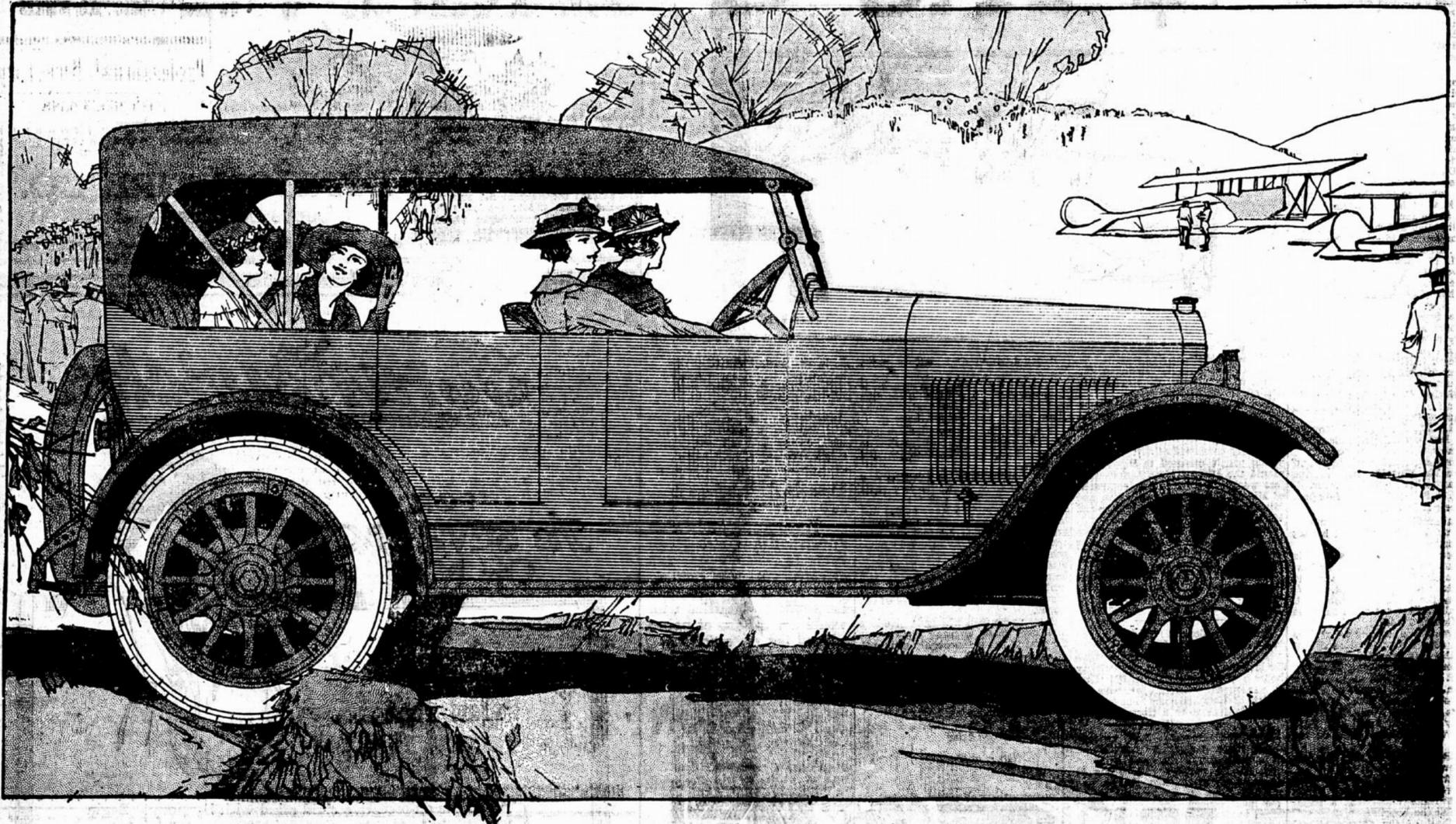


Announcing the CLEVELAND SIX \$1385



THE new Cleveland Six is here, the car that automobile dealers have been waiting for and talking about for two years past. It is the 1919 achievement of motordom, bringing new qualities, new ideas, new excellence into the light-car field, and at a price which will please countless thousands who care for the better things of life.

You will admire and wonder at this new car, for the industry has offered no other like it. You will be delighted with its grace and style. You will marvel at its power and speed and quietness and comfort. Truly here is the car that will dominate the whole light-car field.

Skill and Sincerity are Built Into This Car

The Cleveland Six is the product of men splendidly experienced in the design and making of fine cars, men who have contributed their genius and skill, and sincerity to the building up of one of America's finest high-quality cars. So the Cleveland is an expression of the best ideals for service to the world, dependable service of transportation and recreation. It is a really unusual car. It brings genuine motoring satisfaction within reach of thousands who have wanted such a car. It brings new motor-car quality at a low price.

Test Cars on the Road Three Years

The Cleveland is a finished product. There is no suggestion of the experimental about it. It is new to the public, but to the men who conceived it and developed it the Cleveland is a perfected car.

Cleveland Sixes have been on the road for three years, undergoing every conceivable test for performance and endurance. Two years ago the car was ready for production. But the war was coming, and the Cleveland waited.

Today, in a splendid new plant, the very last word in modern equipment and method, this car is built for you. Managing this great plant, directing all its various departments and guarding every operation, is a group of men whose sincerity of purpose is a guarantee of excellence in their car.

Powerful, Sturdy and Simple

Mechanically, the Cleveland Six is of extraordinary sturdiness and simplicity throughout. It is distinctive. It has refinement of construction not commonly found in low-priced cars.

The wheel-base is more than ample to permit of the most pleasing body designs and to provide seating capacity for five adult persons in the very extreme of comfort, with proper pitch of cushions and lots of leg-room.

Power? There is power to spare in the Cleveland Six. Power that takes the loaded car flying over the hills, and at any speed that anyone would wish over the country roads and open highways. Power so flexible, so responsive to the slightest touch of the throttle, that those of us who have driven many cars know there are few motors indeed that compare with it at all.

And this motor is in no other car. It is the exclusive Cleveland Six motor, designed by engineers of the Cleveland Company and built under their supervision in the Cleveland factory.

Your Own Choice of Four Beautiful Bodies

The Cleveland Six will please you. The body design and furnishings of the handsome touring car, the snappy single-seat roadster, and the two splendid closed car models, are worthy of the mechanical excellence of the car. In some one of these four models you will find your car.

CONDENSED SPECIFICATIONS

MOTOR—Six Cylinder valve in head type; bore 3 inches, stroke 4 1/2 inches; six cylinders cast en bloc separate from crank case; detachable cylinder head; valve mechanism completely enclosed; three-bearing crankshaft of large diameter. Cam shaft and accessories driven by adjustable silent chain. Lubrication by gear pump positively driven by spiral gear from cam shaft.
CARBURETOR—Stromberg—vacuum system—16 gal. tank at rear.
STARTING AND LIGHTING—Gray and Davis two unit system.
STARTING GEAR LIGHTING—Gray and Davis two unit system.
COOLING—By centrifugal pump, cellular radiator and adjustable self oiling fan.
TRANSMISSION—Unit Power Plant construction with center control. Three speeds and reverse. Nickel steel gears and shafts. Main shaft mounted on annular ball-bearings.
CLUTCH—Disc type. PROPELLER SHAFT—Fitted with double universal joints.
REAR AXLE—Floating type. Pressed steel housing; spiral bevel gears; Tinklen bearings throughout. Chrome nickel steel drive shaft.
FRONT AXLE—Drop forged I beam. Chrome nickel steel spindles and steering arms. Timken Bearings in wheels.
BRAKES—Ample in size and efficiency.
SPRINGS—Semi-elliptic front and rear, bronze bushed eyes. Rear underslung.
STEERING GEAR—Worm and sector type, irreversible, fitted with 1 1/2 inch Walnut wheel.
WHEELS—Wood. Artillery type. Wire wheels (set of 5) \$105 extra.
RIMS—Firestone, straight side demountable. TIRES—32x4. Non-skid Rear.
WHEEL BASE—112 inches.
TOP—One man type, fitted with door opening curtains and beveled glass rear window.
FINISH—Body—Cleveland Blue, upholstered in hand buffed, bright finished, long grain leather. Hood, fenders and running board shields, black enamel. Wheels and chassis black.
MODELS AND PRICES—Touring Car (Five Passengers) \$1385, Roadster (Three Passengers) \$1385, Sedan (Five Passengers), Coupe (Four Passengers).

GIBSON & ROGERS, DENISON, IOWA

Cleveland Automobile Company

Cleveland, Ohio

