

H. Cuntz.  
Palace, N.Y. 1907

“The Detroit Electric”



*City and Country*

This picture proves our Motto:  
"The Detroit Electric is the best for city or country roads."



View of "Detroit Electric" on road from Detroit to Toledo, Ohio.  
Running time was 3 hours and 40 minutes. Distance, 72 miles.  
Sufficient current remained in battery to run 30 miles further.

**THE ANDERSON CARRIAGE CO.**  
DETROIT MICH.

## The "DETROIT ELECTRIC" is the Fulfillment of Prophecy

**T**HE History of the Electric Automobile, until the advent of the "DETROIT ELECTRIC," merely demonstrated the great desire the public had for such a convenient, safe and clean manner of being conveyed.

All users of Electrics have regretted that they were not able to go just a little further on a single charge. You or your friends know how strong the desire has been for this additional mileage.

We realize that the whole world waited patiently for a more perfect Electric and with a spirit of confidence believed an Electric would be built which could fulfill their hopes. All have prophesied that it would some day come.

The "DETROIT ELECTRIC" is the Electric for which the public has been waiting.

### 140 Miles on a Single Charge

The "DETROIT ELECTRIC" is peer of them all and with its regular battery can run 140 miles on a single charge at 12-15 miles an hour. At a lower speed we are positive over 175 miles can be obtained.

We invite your attention to the details and illustrations on the pages which follow.

## DETAILS OF THE DETROIT ELECTRIC

We give unusual care and attention to the construction of our bodies. We employ only experienced and expert workmen. All panels are re-enforced on the inside with canvas. All frame work is morticed and double lapped. All parts of bodies after leaving dry kiln are placed in room with high temperature. This prevents checking or warping afterwards. White lead is applied to all parts where water is liable to come in contact with the wood *before putting together*. Roofs of coupe bodies are constructed strongly and yet as light as possible, so as to avoid any unnecessary weight.

### Bodies

Our Victoria tops are 53½ in., made of selected hand-buffed grained leather of extra fine quality. Bows are leather covered, as are also the buckle loops, prop nuts and prop blocks. Two beveled back curtain lights in each top. Side curtains are leather and lined with 14 oz. all wool cloth. We use a new and novel design in side curtains, making them in two pieces, which is a great convenience in stormy weather.

### Tops

20 oz. superfine all wool Waterloo cloth indigo dyed, either green, blue or maroon shades, or hand-buffed leather of fine quality. Special spring construction in cushion and back; all hair stuffed. Handles on seats are wrought iron covered with leather. All braces and irons are special hand forged.

### Trimmings

### Running Gear

Side members are pressed steel channel 3 in. deep, full length. Cross members are steel angles. Front body hangers are full depth of channel at joint, tapering very gracefully to the spring eye, at which point they are tied together with bolt and distance piece of steel tube. Rear body hangers, together with all other parts entering into frame proper, are substantially riveted; all rivets being put in hot.

### Frame

Rear springs are 1½ x 40 in. full elliptic scroll. With this type rear springs the riding qualities are on a par with platform type, having an advantage over the platform type, however, in the matter of lightness, and, used in combination with two-chain drive, the disagreeable feature of having to throw spring out of proper set in making chain adjustment is entirely eliminated. Front springs are 1¾ x 40 in. half elliptic, perched 1½ in. forward of center. Front end connects to body hangers in a water-proof socket. Rear end is shackled to frame with 3½ in. shackles. All leaves have double lips to hold leaves in position, also each spring has four forged iron Norway clips to prevent breakage of springs on rebound.

### Springs



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**Bodies** This prevents checking or warping afterwards. White lead is applied to all parts where water is liable to come in contact with the wood *before putting together*. Roofs of coupe bodies are constructed strongly and yet as light as possible, so as to avoid any unnecessary weight.

**Tops** Our Victoria tops are 53½ in., made of selected hand-buffed grained leather of extra fine quality. Bows are leather covered, as are also the buckle loops, prop nuts and prop blocks. Two beveled back curtain lights in each top. Side curtains are leather and lined with 14 oz. all wool cloth. We use a new and novel design in side curtains, making them in two pieces, which is a great convenience in stormy weather.

**Trimmings** 20 oz. superfine all wool Waterloo cloth indigo dyed, either green, blue or maroon shades, or hand-buffed leather of fine quality. Special spring construction in cushion and back; all hair stuffed. Handles on seats are wrought iron covered with leather. All braces and irons are special hand forged.

### Running Gear

Side members are pressed steel channel 3 in. deep, full length. Cross members are steel angles. Front body hangers are full depth of channel at joint, tapering very gracefully to the spring eye, at which point they are tied together with bolt and distance piece of steel tube. Rear body hangers, together with all other parts entering into frame proper, are substantially riveted; all rivets being put in hot.

**Frame** Rear springs are 1½ x 40 in. full elliptic scroll. With this type rear springs the riding qualities are on a par with platform type, having an advantage over the platform type, however, in the matter of lightness, and, used in combination with two-chain drive, the disagreeable feature of having to throw spring out of proper set in making chain adjustment is entirely eliminated. Front springs are 1¾ x 40 in. half elliptic, perched 1½ in. forward of center. Front end connects to body hangers in a water-proof socket. Rear end is shackled to frame with 3½ in. shackles. All leaves have double lips

**Springs** to hold leaves in position, also each spring has four forged iron Norway clips to prevent breakage of springs on rebound.



Both front and rear axles are of extra heavy Shelby seamless steel tube, clipped to springs in such manner that there is absolutely no shifting of springs on their saddles. Both front and rear axles are arched, allowing the proper set to all four wheels. This is a highly advantageous feature, and is entirely impossible in cases where the axles revolve.

#### **Axles**

Steering knuckles are of the Elliott type, their yokes being substantially brazed in the axles. All connections in steering mechanism, from steering mast to knuckles, are ball and socket joints, adjustable in the joint and adjustable in the connecting rods.

All moving parts entering into these points are of the best possible grade of steel, and tempered to the proper degree of hardness.

Both axles are rigidly fixed to springs and are non-revolving.

Steel spindles are let into and brazed to rear axle, they being similar to spindles in knuckles, except longer. Upon these spindles are Timkin roller bearings upon which the wheel revolves. With this type of bearing, no thrust bearings are needed, and after second adjustment of bearing, they need practically no other attention, except an occasional inspection, and oiling.

Wheel base — is very liberal for this type of vehicle, being 74 in.

Tread is 4 ft. 2½ in.

Wheels in standard equipment are wood, artillery type, 12 spokes, hub flanges 5½ in., rims universal to take 32 x 3½ in. pneumatic tires.

Where road conditions will permit of their use, solid tires will be furnished, if desired, and, in this case, wheels are increased in diameter to take 34 x 3 in. tire, and the maximum speed of vehicle cut back to 18 miles per hour, also a corresponding decrease in mileage.

Motor is the latest design of Elwell-Parker, being of the Multipolar type, normally rated at from 2 to 3 H.P. Overloaded capacity is extremely high, being something like 200%, and will not burn out or develop any commutator trouble under any practical conditions.

Armature shaft revolves in the well known Hess-Bright anular ball bearing, and requires no adjustment or attention except an occasional repacking with grease.

#### **Motor**

Power is transmitted from motor to counter shaft through silent running Renold chain, running in oil, all enclosed in oil tight case.

Counter shaft, on which is placed the differential gear, also run in Hess-Bright anular bearings, three being used, one at each outer end and one near center of shaft.

A sub-frame of aluminum supports the motor, counter shaft and controller.

This comprises the power plant, and is considered a unit. Should it become necessary, however, each component part of this unit may be taken out separately. For instance:

1st. The motor or controller may be unbolted and taken out through the seat frame, or

2nd. The counter shaft may be unbolted and dropped from underneath the car, or

3rd. By loosening the supporting bolts the complete power plant may be taken from the chassis by lowering underneath.

In the construction of our power plant there is absolutely no way for the motor shaft or counter shaft becoming unaligned.

Adjustment of the chain between motor and counter shaft is made by turning two eccentrics, a very simple performance.

All adjustments that are ever necessary to make, in motor, brake or controller, are accomplished by removing seat cushion, and everything then will be found in plain sight, handy to get at, there being no crawling under the car.

Controller is of the very latest controller design, and, in combination with other features herein described, makes our system of control as nearly fool proof as it is possible to make it. All operations are performed with one lever, it never becoming necessary for the operator to remove his hands from the controller lever or the steering lever, to obtain any of the speeds either in forward or backward direction, or in sounding the alarm.

#### **Controller**

The controller gives forward speeds of from 8 to 23 miles per hour, and on reverse gives speeds of from 8 to 13 miles per hour.

The operation of the controller lever is forward for both a head and reverse speeds.

In pulling controller lever backward, whether the vehicle be running forward or backward, throws the current off and applies an emergency brake, which consists of a drum and band arrangement on the motor shaft.

In combination with the controller, an arrangement is provided which eliminates the carry of the usual cumbersome running plug, which in turn eliminates the risk of having the vehicle stolen or wrecked, and also serves as an emergency switch. The Detroit Electric cannot be run with a pocket knife, hairpin, coin, or any old thing that happens to be handy. You must have the proper key.

This arrangement is termed a lock switch, and is operated by the foot through two push buttons in the toe board of the vehicle. The operation of this switch is as follows:

## Features Worthy of Mention

Car efficiency higher than any other Electric yet recorded.

Straight Standard Batteries are used.

Normal or most efficient running speed is higher than other Electrics.

High Speed is higher and more efficient than other Electrics.

Three type of bodies interchange on one type Chassis.

Bodies free to lift from Chassis without disturbing any part of machinery or wiring.

All places requiring oil provided with dust proof oil hole caps.

Battery space allows of free circulation of air around battery and not necessary to remove hoods when changing.

Side chains covered, preventing oil throwing on body.

Metal Case forming part of foot brake mechanism, prevents cold air entering vehicle at the pedal.

Drip pans under battery prevent acid from reaching any part of vehicle or wiring.



Model A. 24 Cell, 9 Plate Battery. \$1800  
Model A. 24 Cell, 11 Plate Battery. \$1850





Model B. 24 Cell, 9 Plate Battery. \$1850  
Model B. 24 Cell, 11 Plate Battery. \$1900



Model C. 24 Cell, 11 Plate Battery. Price \$2250  
Lights drop and are removable