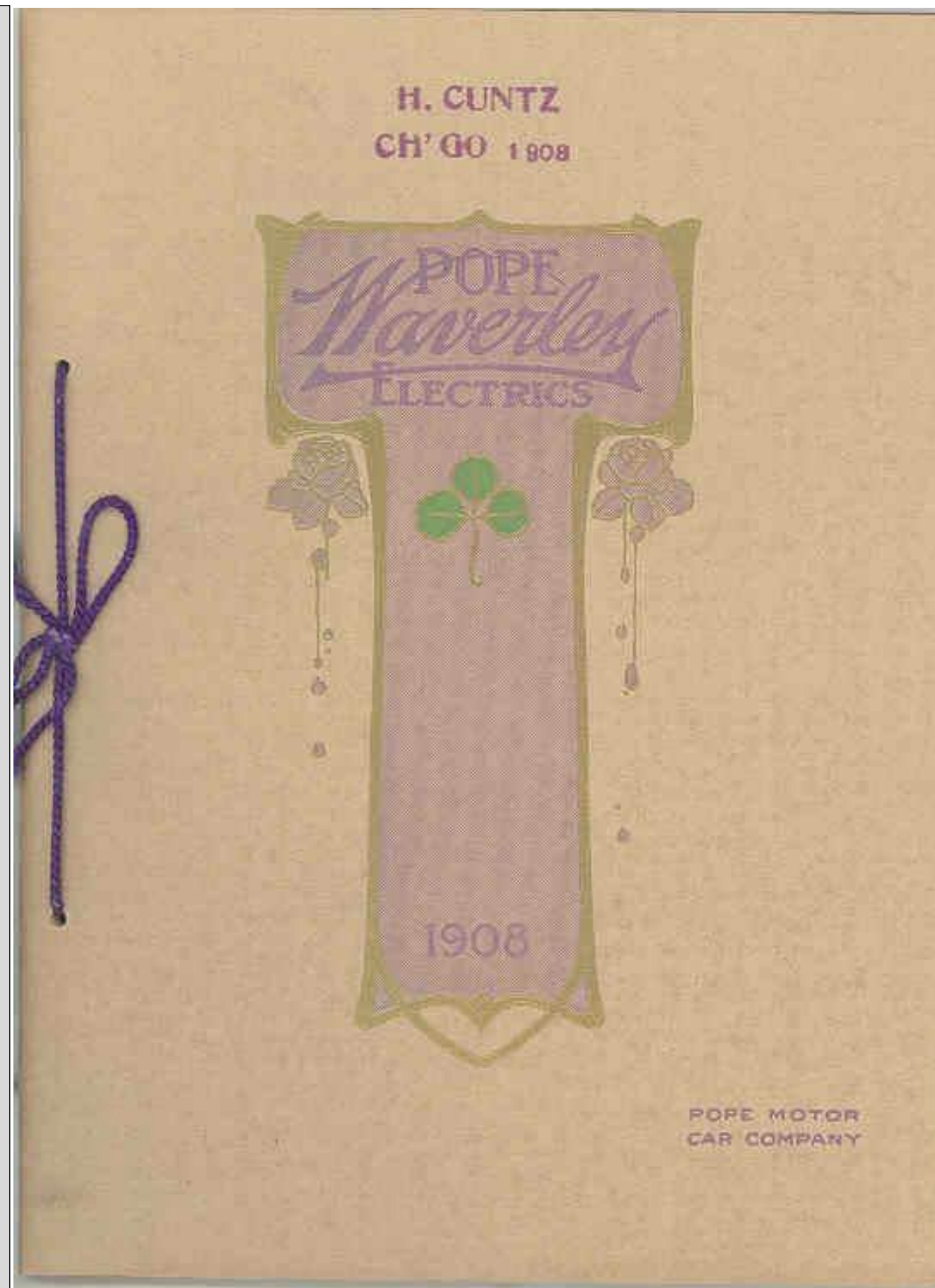


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Model 67 Victoria Phaeton With Leather Top
Price \$1600



Model 67 With Canopy Top Price \$1560



Model 67 With Irons For Top Price \$1525



Model 67 With Buggy Top Price \$1600



Model 67 With Victoria Top Price \$1600

Model 67 Pope-Waverley Victoria Phaeton

Model 67 Pope-Waverley Victoria Phaeton

WHEN Phaeton drove the chariot of the sun across the heavens his father's steeds became unruly and plunged him to the earth—so the Greek legend runs. After this erratic driver of classic mythology an English carriage builder of the Georgian era invented the light vehicle with which we are all familiar.

But when the last George was dead and a girl queen was on the throne a loyal Briton put all the art and gallantry of his nature into a new design, which he named the Victoria. For its day this was a model not unworthy of its royal name. The old park carriage quickly became celebrated, and for three-quarters of a century it has remained pre-eminent among horse drawn vehicles.

Simply to have applied a motor to the old design would have satisfied most automobile builders; not so the designers of the Pope-Waverley Electric Victoria. There were mechanical problems to be solved that taxed their ingenuity, but there was an artistic idea also to be realized, and this they attacked with boldness.

The graceful drop of the body sill enabled them to get the body and seat near the ground. A low seat in this type of wagon is essential and this was secured by dividing the battery cells in the rear compartment, permitting those directly under the seat to be placed three inches lower than those over the axle. The low body and low seat make possible that easy ingress and egress so much desired, and it also gave space to the broad, liberal, graceful lines of the body, which are such marked features of this model. Then, with an eye for effect, the designer united dash and fender in a combination that added the stroke of genius to his work and gave his design the hall-mark of distinction.

Sturdiness with convenience, dignity with comfort, grace with ease—for the first time in the history of motor building, these qualities were all combined in one vehicle, the Pope-Waverley Electric Victoria Phaeton.

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Model 70 C With Removable Coupe Top Price \$1900.



Model 70 C Pope-Waverley Victoria Phaeton



Model 70 Victoria Coupe.

(With Removable Coupe Top.)

Price with removable Coupe top \$1,900; with leather top \$1,700; with both removable Coupe top and leather top \$2,000; without top \$1,600.

EQUIPMENT.

Wheels—Discard side sill at center, swelled ends; length, 7 feet 2 inches; wheel base, 3 feet 9 inches; width of seat, inside measurement, 31 inches; tread, 4 feet 6 inches.

Paint—Snow-white green body, black moulding; Snow-white green gear and wheels. Color specifications other than here specified may be furnished with slight delay or extra charges to be quoted.

Coupe Top—Finished in brush-brush to match upholstery. This top can be readily removed when desired and replaced by full leather top.

Wheels—Wood, steel with front 20 x 1 1/2 inch, rear 20 x 2 inch, detachable tires.

Motor—One, special Pope-Waverley design of double overhead capacity. Speed, 5 to 16 miles per hour.

Gearing—Non-loss "beering bone" type, running in oil and protected in dust proof cases.

Instrument—A combination voltmeter and ammeter.

Brakes—Two foot brakes and one electric brake.

Steering—Side lever.

Batteries—20 cells of H. F. V. Baisie or H. C. B. National, arranged with 10 cells in front compartment and 10 cells in rear compartment.

Features—Continuous.

They Are So Convenient.

For More Car Details, Write to: Ford Motor Co., Dept. 10, Ch. 1, Mich., Indianapolis, Ind.

Customer—

I have used a Ford Model 70 C for the past few years. This spring I received a Ford Model 70 C, and had it in mind I purchased a Pope-Waverley Model 70 C. We have used them about three months and we are very much pleased with them. We are happy in every way every day, and we are very much pleased with them. We are very much pleased with them. We are very much pleased with them. We are very much pleased with them.

Yours truly,

F. S. KIMMER.

Would Not Part With It.

For More Car Details, Write to: Ford Motor Co., Dept. 10, Ch. 1, Mich., Indianapolis, Ind.

Customer—

Reading to your letter, I am delighted to say that the Pope-Waverley Victoria Phaeton which I purchased of Mr. George A. Doughton, your dealer in this city, is just what I needed.

I had a very nice one to operate, very smooth and very comfortable to ride in. I think it is a very handsome machine, as well as very reliable.

I would be exceedingly glad to pay you if you have experienced the pleasure and convenience it affords in driving about town.

I shall speak a good word for the Pope-Waverley.

Yours truly,

OSCAR A. SHELDON.

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Model 69 A Road Wagon Without Top Price \$1150



Model 69 B With Leather Top Price \$1225

Patented Flooded Dash



Model 69 Pope-Waverley Road Wagon



Model 69 S With Leather Top Price \$1225
Showing Storm Curtain



Model 69 Runabout.

Price without top, \$1150 / with leather top, \$1225.

EQUIPMENT.

Body—Length, 6 feet 9 inches; wheel base, 6 feet; width of seat, inside measurement, 36 inches; tread, 4 feet 6 inches.
Finish—Black body and panels; Brewster green with carotene striping fender and wheels. Color combinations other than here specified can be furnished with slight extra charges to be quoted.
Painting—Hand-buffed dark green leather.
Top—Straight-grained, hand-buffed full leather; leather side curtains, oval windows, Brewster harness.
Wheels—Wood, fitted with, front, 30x3-inch, rear, 30x3½-inch, detachable tires.

Motor—One, special Pope-Waverley design of double overhead capacity. Speed, 5 to 17 miles per hour.
Gearing—Noiseless "herring-bone" type, running in oil and protected in dust-proof cases.
Instrument—A combination voltmeter and ammeter.
Steering—Side lever or center lever.
Brakes—Two foot brakes and one electric brake.
Battery—30 cells 9 P. V.oxide, or 9 C. B. National.
Fenders—Splasher.

As Compared With The Horse.

Toledo, Ohio, February 26, 1906.

W. A. S. Street, The Grand Automobile Co., Toledo, Ohio.

Sir:

In my letter I chose a Waverley Electric, ordinary horse car, of moderate speed. I have used it constantly, day and night, in winter and out of season, through mud and the mud, up hill and down, with such constant interruptions that the "dreadful rick of the horse" was a constant annoyance.

In my possession the cost of a Waverley compares very favorably with that of a team of horses and carriage.

But beyond that, considering convenience, comfort, and ease and time saved, in fact, better, there is no comparison between the horse and the electric carriage when between the old man, gun, rain barrel, and mud with me it makes a terrible business.

For the foregoing considerations I can hardly recommend an electric vehicle to physicians and others where the horse will best be forgotten.

Very respectfully yours,

Samuel PARK L. MYERS.

He Used It Constantly.

Indianapolis, Indiana, August 8, 1905.

Pope-Waverley Car Company, Waverley Dept., City, Ind. Ind.

Sir:

I have yours of the 25th which I use the electric in winter and what I have to say.
 As you know, on the 21st of November, 1906, I purchased one of your "Electric Carriage" and have used it constantly since. About one month after we began to use it I sold a team that had cost me about \$1000 per month for some months past.

We have used the electric carriage a great deal more than we did the team for the reason that it is at all times ready, day or night, and stands anywhere in any kind of weather and length of time.

On the 21st last, I have had it nine months. My repair bill has not been \$500, and I have expended for oil \$2.25 and have enough to last six months. We have used the carriage 2125 miles, and my bill for one year has been for the nine months, \$86.35, or \$1.12 per month average. I have my own car in my line and electric and save for the electric at home. I would not be without it.

Yours truly,

Edward A. K. HOLLOWELL.

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