The 1913 Herreshoff Six

Much interest is manifested in the latest creation of the Herreshoff Motor Company, Detroit, Mich., this the Herreshoff Six-36, selling fully equipped with top, side curtains, top boot, windshield, speedometer and extra demountable rim for $1700, f. o. b. Detroit.

T-Head Motor.

The Six motor, 3⅜ in. bore, 4½ in. stroke, is T-head type, with cylinders cast enbloc.

The valves, 1⅜ in. in diameter, intake left, exhaust right, are actuated from 1 in. solid cam shafts, each fitted with three plain bearings. The lifters are mushroom type, cut from rectangular bar stock, rounded on the bottom, flat at the top, dimensions ¾ x ⅝ in. These lifters operate in cast iron guides, so that there is a tool steel to cast iron contact. The tappets are adjustable, fibre inserts used to quiet the action. The valve springs are enclosed by detachable cover plates.

Pistons are flat topped, fitted with three 3-16 in. rings, top ring drilled to carry off the excess oil scraped from the cylinder wall. The wrist pins are ¾ in. diameter. Connecting rods follow the usual practice, I-beam section, bearing cap bolts 7-16 in. vanadium chrome steel. Pin bearings are plain. The 12 x 5 in. fly wheel is taper keyed to the shaft.

Cooling and Lubrication.

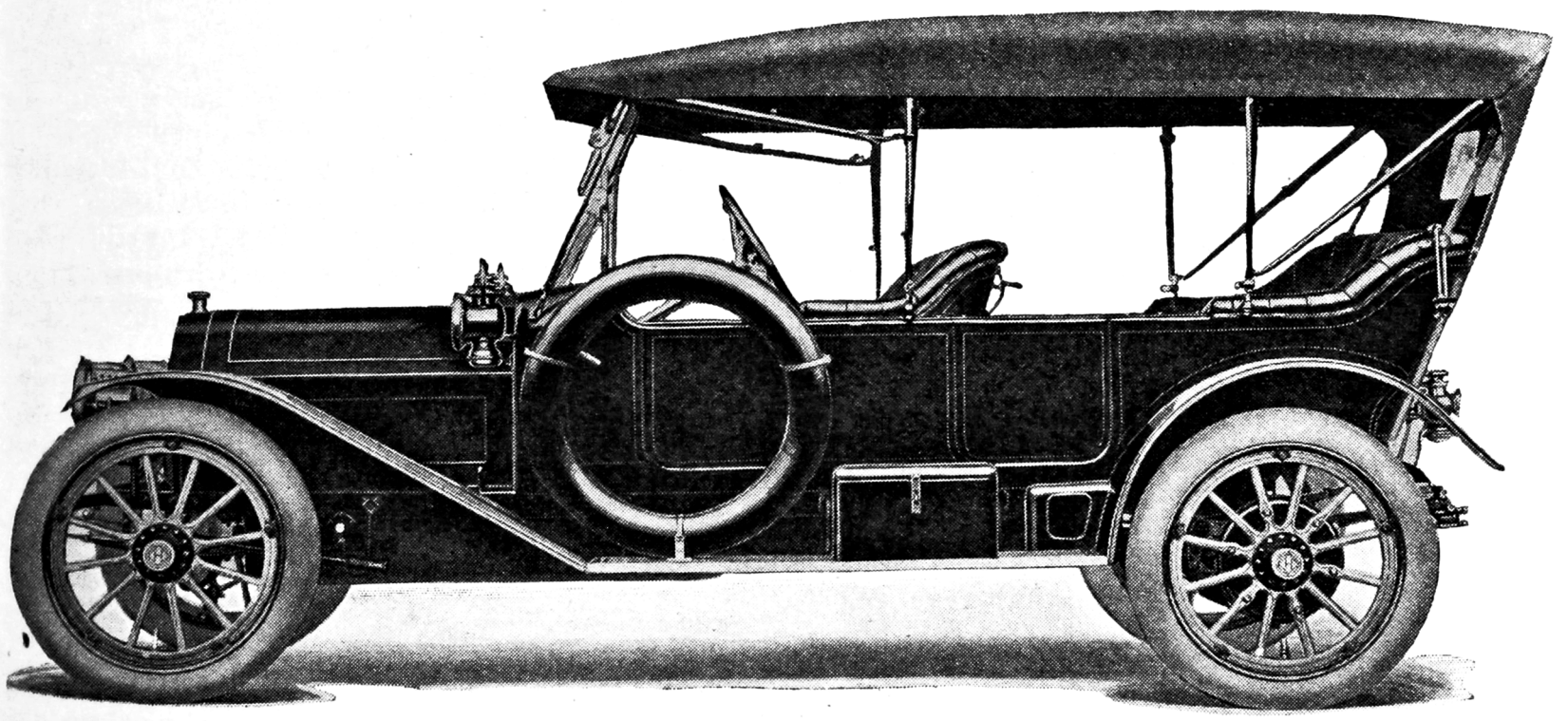
Cooling is by water, thermo-syphon system, with large inlet and discharge pipes. The cylinders are cast with open top, enclosed by an aluminum dome plate which has formed with it the water outlet. The cooler is honeycomb type. Air draft is induced through the cooler by a five-bladed fan, driven through a ½ in. flat belt. Fan support integral with which is the water intake, is bolted to the front of the cylinders.

Lubrication is constant level splash system. Flow of oil is induced by a plunger pump which raises the oil from the reservoir in the bottom of the crank case to the dash. The oil is then delivered to the front end of the crank case, passes through the gear case and then back into the crank case. Cylinder walls and the like are cared for by the splash set up by the connecting rods. The oil base is separate, bolted to the crank case, there being an independent well under each rod.

Carburetion and Ignition.

A hot air jacketed Stromberg carburetor is used, this located on the left side of the engine, attached to a symmetrical, aluminum intake, which in turn is bolted to the cylinders. Fuel feed is by gravity. Carburetor has an auxiliary air valve with two adjustments and a shut off valve in the primary air tube, this closed for starting.

Ignition system is dual. The magneto is anchored to an integral bed plate on the right, forward side of the crank case, driven from the motor gears. Spark plugs are located over the intake valves, cables lead from the magneto through a curved, brass tube support on the cylinder dome plate.



The Herreshoff Six-36 Touring Car, $1700.

Clutch and Transmission.

A 20-plate multiple disc clutch is used, four springs for tension. All plates are 8 in. in diameter, throughout bronze. The driving discs are supported in a pressed steel carrier, pack hardened so that the plates cannot cup.

The four-speed and reverse selective sliding gear transmission forms a unit with the motor, forward end of the gear box being circular and bolted to a similar projection on the crank case. The unit power plant