

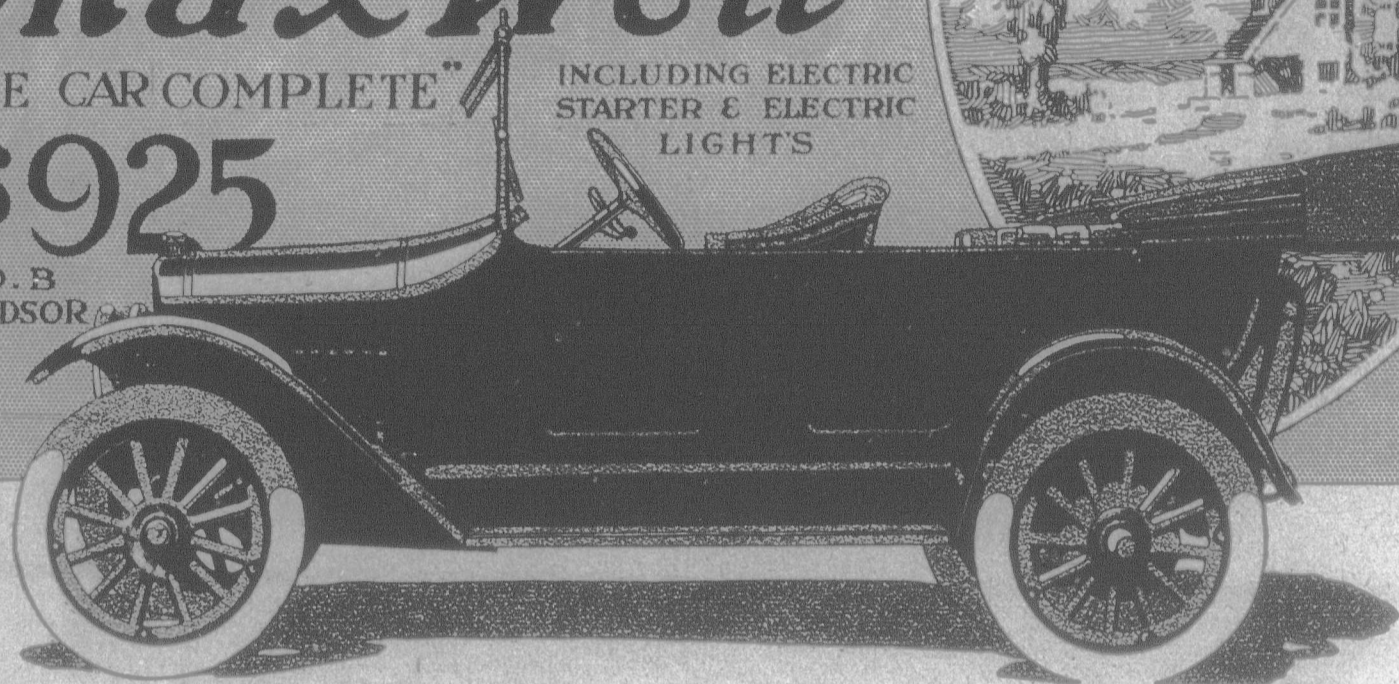
Maxwell

"THE CAR COMPLETE"

\$925

F. O. B.
WINDSOR

INCLUDING ELECTRIC
STARTER & ELECTRIC
LIGHTS



The Value of "Complete"

YOU never raise a barn without including the cost of a roof—to make it complete.

You never buy a wagon without including the cost of the tongue—to make it complete.

You should never buy an automobile unless everything needed to make it complete is included in the price advertised.

Maxwell—The Proof

\$925 is the limit of your Maxwell investment. All the dollars that you might spend for "accessories" so often necessary would not make the Maxwell more comfort-creating—more finished—more complete.

Compare the Maxwell with what you had expected to find in an absolutely high-grade automobile of *proven performance* for \$925.

Read the list of features that go to make the Maxwell complete—all are yours without extra cost when you buy a Maxwell.

And the *after-cost*—the Maxwell again stands for the *utmost* in motoring economy. By actual records, based on sworn affidavits and the unsolicited reports of thousands of

owners, the Maxwell has established undisputed supremacy for low gasoline consumption—low oil consumption—excess tire mileage—low repair bills.

Think what this means. For \$925 you can own a powerful, fast, handsome, dependable, full five-passenger automobile.

You can know its benefits *without* incurring the high expense that is part of most automobiles of equal size and completeness.

Write for some interesting facts and photographs and name of nearest Maxwell Dealer

MAXWELL MOTOR COMPANY OF CANADA, Limited
Dept. A. M. WINDSOR, ONTARIO

This gives you the right idea of Maxwell completeness at \$925

ELECTRIC Starter and Electric Lights.
MOTOR—Four-cylinder, L-head type, cast en bloc. Bore 3½ in.; stroke 4½ in.; detachable head; oil reservoir of aluminum; valves completely enclosed.
MAGNETO—Simms high tension.
CLUTCH—Cone, faced with multibestos lining, runs in oil, takes hold smoothly and without grabbing.
TRANSMISSION—Selective sliding gear. Three speeds forward and one reverse.
CONTROL—Center, left side drive; foot ac-

celerator. 16 in. steering wheel; improved instrument dash board with all instruments set flush.

WHEEL BASE—103 inches; tread 56 in.; 60 in. optional for the South.

WHEELS—Artillery, of best grade hickory; 12 spokes in both front and rear; equipped with Stanweld demountable rims.

TIRES—30x3½ in., front and rear. Famous make of anti-skid tires in rear.

SPRINGS—Front, semi-elliptic, 32 in. long. Rear ¾-elliptic, lower half 40 in. long, scroll 16 in. long from center of spring shackle to spring seat; fixed at front, shackled at rear and mounted on rocking seat.

AXLES—Front, drop-forged, I-beam section, complete with spring seats. Rear, floating type. No load carried on driving shafts.

BRAKES—Internal and external, actuated on 12½ in. drums on rear wheels.

EQUIPMENT—Two electric head lights with dimmer, electric tail light, generator, storage battery, electric horn, speedometer, "one man" mohair top with envelope, and quick adjustable storm curtains, double ventilating rain-vision windshield, improved instrument board with all instruments set flush, demountable rims, spare tire carrier with extra demountable rim, jack, special wrenches and tools.

EVERY ROAD IS A Maxwell ROAD