



**D**espite its name, the Klink Motor Car Manufacturing Company managed to stay in business from 1907 through 1909. Actually it happened to be quite a good car for its day. ■ Klink made two four-cylinder engines — one rated 35 hp and the other 30 hp. These had their cylinders cast in pairs, used an L-head valve arrangement, and the blocks were bolted to an aluminum crankcase. The crankcase had two inspection holes, one on each side, and considering the lubrication system, probably needed less inspection than many cars whose bearings were harder to inspect. ■ The Klink's crankcase had an upper and a lower pan. Oil was forced by a two-gear pump to the upper pan, where it flooded the bearings and then ran into four small compartments for connecting rod dipper. You could also get a special model with forced-feed lubrication to the bearings. ■ Klink tried very hard to make their engines as long-lasting as possible. The crankshaft, for instance, was cut from a solid, steam-hammered billet of 45 per cent carbon steel. Pistons were trued to size and

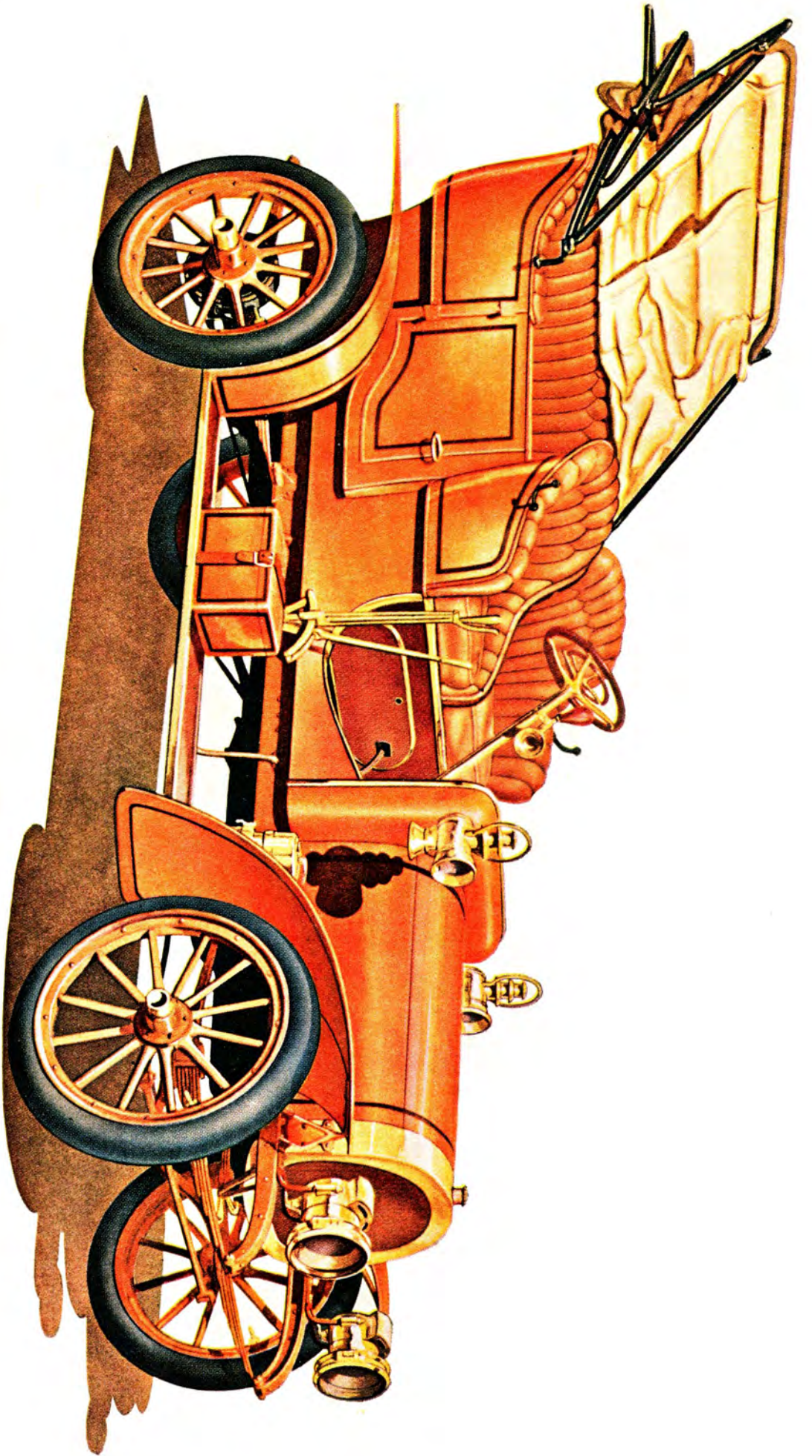
balanced. Bearings, made of white bronze, were adjustable with shims. The differential used roller bearings on the rear axles, with ball bearings at the outer ends. Even the flywheel was (to quote a contemporary brochure) "machined all over for perfect balance." ■ Driving brakes were external contracting, with the emergency shoes on the insides of the rear drums. These drums had a hefty 12-inch diameter. The linings themselves were camel-hair belting, making it a likely bet that there must have been a good number of bare camels and asphyxiated pedestrians in 1907. ■ Front springs, semi-elliptic, had six leaves and were 36 inches long. Rears were also semi-elliptic. ■ The Klink factory in Dansville, New York, turned out three models — two touring cars and something else — records don't specify the third. One tourer was a five-passenger affair and came with the 30-hp engine. The other carried seven passengers and had five more horses. There are no recorded reasons for the Klink's demise, but it's assumed it wasn't because of the name. ■

## SPECIFICATIONS

Seating capacity	Five
Wheelbase	108 inches
Tread	56 inches
Engine horsepower	28.9 (A.L.A.M.)
Number of cylinders	Four
Bore	4.25 inches
Stroke	4.75 inches
Block cast	In pairs
Valve arrangement	L-head
Clutch	Aluminum cone, cork facing
Radiator	Vertical tubes
Ignition	Magneto
Headlights	Gas
Transmission	Sliding gears
Drive line	Shaft
Tire size	3.50 x 34
Weight	2150 pounds

PRICE: \$1750 — INCLUDES METAL TOOLBOX, GAS HEADLAMPS, OIL, DASHLIGHT AND ONE TAIL LAMP, HORN, TIRE REPAIR KIT.





*1907 Studebaker Model 30*

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Temple