



BOUR-DAVIS MODEL "21-S" SPECIFICATIONS

MOTOR—Continental Red Seal, Model 9N, 6-cylinder, $3\frac{1}{2}$ " bore, $5\frac{1}{4}$ " stroke; S. A. E. rated horsepower, 29.4; actual horsepower at 1900 revolutions per minute, 51. Number of main bearings, 3; cylinders, cast en bloc; crankcase, aluminum; valves, all enclosed, located on right-hand side of motor; intake manifold, hot-spot system (heated by the exhaust).

COOLING—Centrifugal pump circulation.

LUBRICATION—Plunger pump driven by camshaft, delivers oil to main bearings, camshaft bearings and timing gears; connecting rods and pistons are lubricated by splash; oil reservoir consists of pressed steel oil pan provided with strainer.

FAN—18", mounted on roller bearing, driven by $1\frac{1}{4}$ " wide flat belt from motor pumpshaft.

RADIATOR—Flat-tubular system, core $3\frac{1}{2}$ " thick, extra heavy radiator shell.

FRAME—Deepest section 6" high, metal $\frac{3}{8}$ " thick, reinforced by 5 cross-members and gusset plates.

FRONT AXLE—(Salisbury) Heavy type, mounted on four sets of Bower Roller Bearings. Steering crosslink located behind the axle I-beam.

FRONT SPRINGS—2" wide, $37\frac{1}{2}$ " long, semi-elliptic, flat type, 8 leaves.

REAR AXLE—(Salisbury) Heavy type, pressed steel housing, New Departure Ball Bearings, Timken and Hyatt Roller Bearings.

REAR SPRINGS—2" wide, 53" long, semi-elliptic, underslung, flat type, 8 leaves.

CLUTCH—(Muncie) Multiple disc clutch, twelve friction surfaces.

TRANSMISSION—Unit with motor, manufactured by Muncie Gear Works; 3 speeds ahead, 1 reverse.

PROPELLER SHAFT—Made of $2\frac{1}{4}$ " O. D. tube, front and rear universal joints made by Spicer.

BRAKES—Foot brake external band acting on rear wheel drums $16\frac{3}{4}$ " diameter, 2" wide. Hand brake internal expanding, acting on rear wheel drums 16" diameter, 2" wide.

STEERING GEAR—(Lavine) 18" corrugated hand wheel, walnut finish, horn push button in center.

WHEELS—Wood, 12 spokes, rear wheel spokes embossed to withstand stress of braking action.

RIMS—Firestone demountable rims, 24" standard.

FRONT TIRES—33" x $4\frac{1}{2}$ " Goodyear, smooth tread, straight side.

REAR TIRES—Non-skid, 33" x $4\frac{1}{2}$ " Goodyear, straight side.

FUEL SYSTEM—Main tank, holding 17 gallons, is located in the rear of car supported by straps.

FUEL FEED—Automatic (Stewart) vacuum feed.

CARBURETOR—(Zenith) Horizontal type.

ELECTRICAL EQUIPMENT—Separate starting and lighting units (Westinghouse make).

IGNITION—High-tension coil and distributor, made by Westinghouse.

MAGNETO—Bosch magneto, equipped with timer, may be furnished on application.

BATTERY—Willard, 3-cell, 6-volt, 125-ampere hour. Supported independently from body.

HEADLIGHTS—11" diameter, lights mounted on spherical socket; direction of lightbeams adjustable. Two sets of bulbs for bright and dim lights.

EQUIPMENT—Included without extra charge: Boyce Motometer, Windshield Cleaner, Trojan Electric Horn, Stewart Speedometer, Ignition Lock with Combination Yale Key, Ammeter, Oil Pressure Gauge, Tonneau Light to be used as door light or as trouble light, operating on 10-foot cord; Tool Kit, Tire Repair Kit, Tire Pump, Jack, Tire Carrier with Tail Light and License Holder, Firestone Rim Spreader and Lug Wrench.

BODY FEATURES—Optional Body Colors, 3 Optional Leather Finishes, Stright Plaited Upholstery, Marshall Ventilated Cushion Springs, 2-piece Adjustable Windshield, slanted at 20 degrees; One-man "Neverleek", Lined Top, with 2 beveled-edge glass rear windows, gypsy quarter curtains; thermos bottle compartment in 7-passenger model, double-door spare compartment in 5-passenger model, large deck-place in roadster model; adjustable, wide Leather Robe Strap; Vertical Instrument Board, leather covered to match body upholstery; Silver-plated Outside Handles on all doors.

MODELS—Models 21-S, seven-passenger touring car; Model 21-F, five-passenger touring car; Model 21-R, three-passenger roadster.

WHEELBASE—126 inches.

TREAD—Standard, 56 inches.

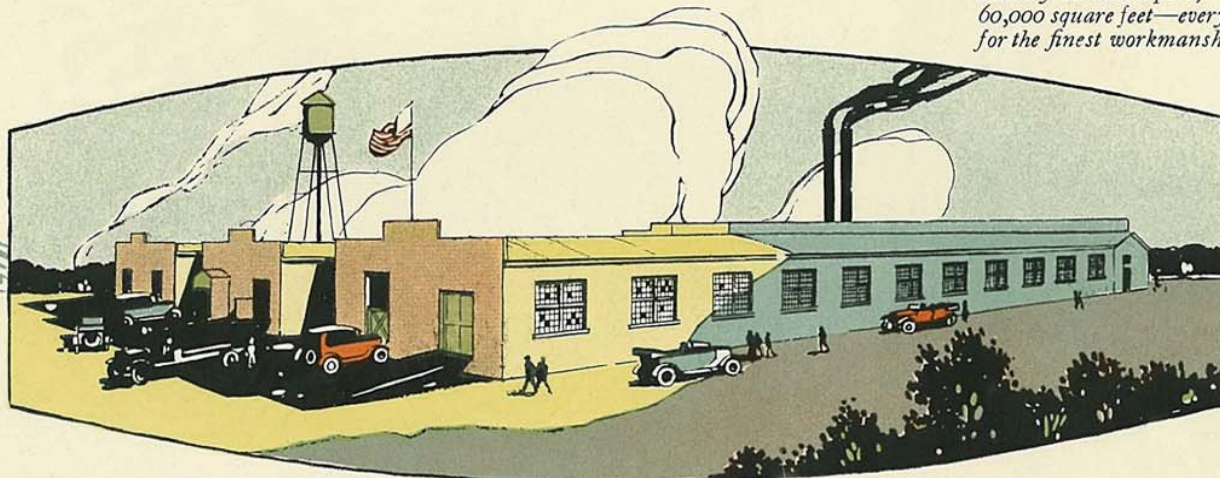
DISTEEL WHEELS FURNISHED ON APPLICATION

Bour-Davis Cars carry the National Automobile Chamber of Commerce Guarantee

LOUISIANA MOTOR CAR COMPANY, SHREVEPORT, LA.

Export Offices: 100 BROAD STREET, NEW YORK LONDON & PARIS

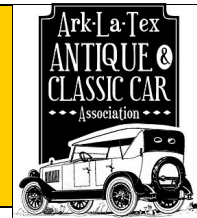
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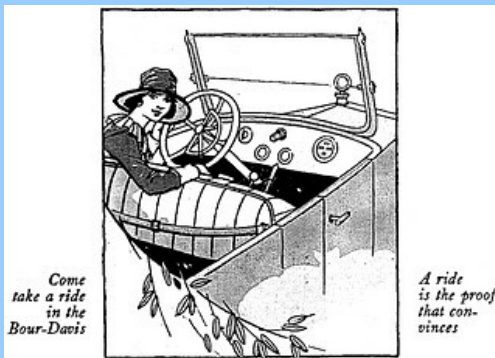
1921 Touring Car



**Built and Restored 1970—2011 by
The Ark-La-Tex Antique and
Classic Car Association**



Bour - Davis



**Manufactured 1920-22 by
Louisiana Motor Car
Co. Inc.**

**Shreveport, Louisiana
Factory Cedar Grove**

Original paint Coach Body Blue

**Original Price: \$2,385
(\$ 31,725 today)**

Friends of LSEM, Inc.

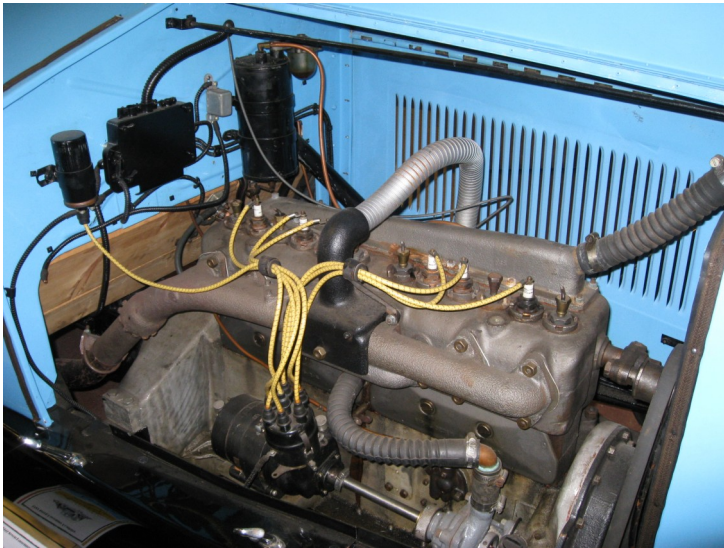
**Louisiana State Exhibit Museum
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**3015 Greenwood Road. Shreveport, LA 71109
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BOUR — DAVIS 1921 Touring Car

During the 1920s, thousands of independent auto companies emerged as cars became more affordable, popular and necessary to an increasingly mobile population. While many company owners fancied themselves mechanical engineers, most independents produced assembled cars, built with parts from contract suppliers and capped with a fancy badge.



Continental's large sales staff took a catalog of ready-made engines when visiting assemblers. If the client needed an engine design not in their catalog, the company would assign a staff engineer to modify an existing design.

Continental Red Seal six cylinder engine with 224 cubic inches

Continental Motors claimed 90 percent of the independent auto makers of the 1920s used Continental's Red Seal engines.

