

More Facts

Representative gas engine men from all over the country visited this convention and all were anxious to see the GRAY plant.

We have no secrets from any manufacturer. Our plant is open to the inspection of our **customers** and competitors alike.

The unanimous verdict of these men who are in the business and who know, was, that the **GRAY facilities are unexcelled.** That the Gray plant is certainly **the modern plant.**

If you would like to learn about this wonderful plant a little booklet has been written on it entitled, "A visit to a Great Plant." It is pretty interesting reading and will be sent upon request.

Our Special Experience It takes experience and lots of it to build a good gasoline engine. We have had the right kind of an experience—an experience that **particularly** fits us to turn out the best kind of an engine.

For years we have been the largest manufacturers of marine gasoline engines in the world.

An honestly built and designed marine engine must be better than the ordinary stationary engine. It cannot do its work in a haphazard manner.

First it is judged by the power it develops. GRAY engines have always been winners.

Secondly it must be compact. A boat cannot carry a whole lot of dead weight and take up unnecessary room.

Third it must be reliable. The fisherman off Newfoundland who goes out into the Ocean will tell you his life often depends on his marine engine never missing.

The GRAY engine has been designed to meet these various conditions, and the same experience enables us to build a better farm engine.

30 Day Free Trial with every engine. Read about our way of doing business on page 10.

Gray Engines Have the Power

First of all we know how to get the power. We get the power by **careful designing** and **perfect machine work** and **close fitting of pistons, rings** and gas tight joints by **skilled workmen.**

Pig iron is the cheapest element that enters the make up of an engine. Its **cheaper** to get power by building an engine **big, unwieldy** and **cumbersome** than it is to **put automobile** workmanship in the cylinders, pistons and rings.

Design an engine with a big bore and stroke, give it just ordinary internal work and you can get power out of it.

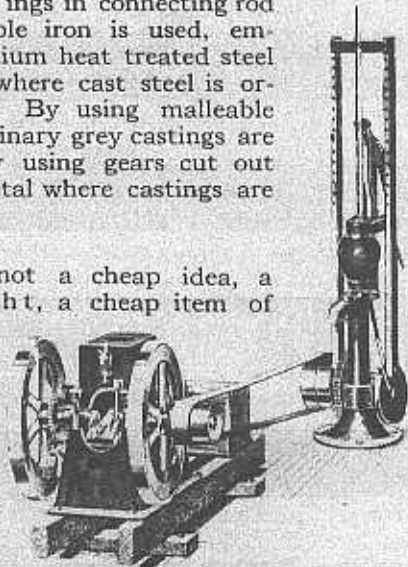
This is the **ordinary** way of manufacturing stationary gasoline engines of the cheap type, with loose fitting pistons, and rings. This power is dearly paid for. A lot of the gas escapes and you use more gasoline per horse power than you do in the scientifically constructed engine like the GRAY.

You are not always getting a bargain when you buy a big engine. The cheap big kind are hard to start and wasteful on fuel, too heavy to be moved around, and the friction of the roughly finished parts soon wears them out.

High Grade Materials

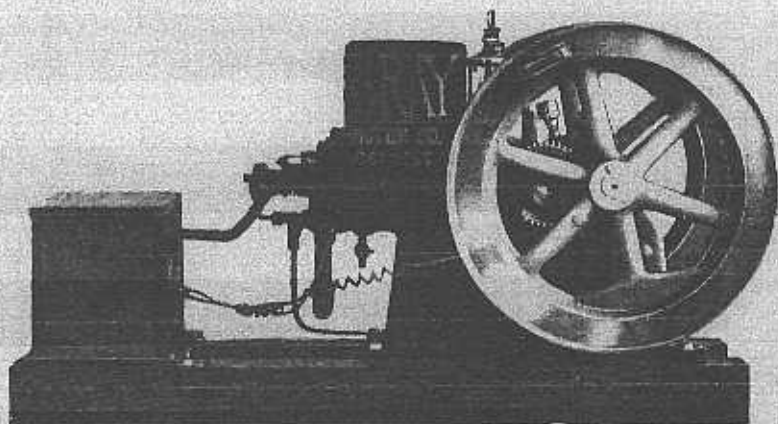
We also save weight by using high grade metals, employing drop forgings in connecting rod where malleable iron is used, employing Vanadium heat treated steel crank shafts where cast steel is ordinarily used. By using malleable iron where ordinary grey castings are furnished. By using gears cut out of the solid metal where castings are often used.

There is not a cheap idea, a cheap thought, a cheap item of labor or a cheap piece of workmanship in this engine. You can prove it by taking advantage of our free trial offer.



"It needs no expert"

An All Around Power Producer for Everybody



1 1/2 Horse Power Gray Jr. Ready to Run \$49.50

Speed 400 to 600 R. P. M.; Pulley 4" dia., 3" face; Fly wheel 15 1/2" dia.;
Floor space 18" x 36"; Net weight 250 lbs.; Shipping weight 315 lbs.

We realized the enormous demand for a *light, compact, powerful* engine to do the hundred and one back breaking jobs that are found in the work shop, in the factory and on the farm.

The GRAY JUNIOR 1 1/2 H. P. has been designed to meet this demand, not to meet a certain price.

The engine is built just as good as we know how and better than any engine has ever been built before for the same purpose.

The price has been kept down by our wonderful manufacturing facilities. It isn't a question of being able to afford the GRAY JUNIOR, it is more a question, can you afford to do without it?

With our facilities we could build a 1 1/2 H. P. engine that would run and keep running for that matter at a price as low as \$30.00 and still make *more* profit than on our present machine.

But we are not making "that kind" of an engine. The GRAY JUNIOR is the engine "that needs no expert."

None are needed to start it. No experienced gas engine man is needed to set it up. We have the experts but they work in our factory.

The GRAY JUNIOR is its own engineer. It starts easy, oils itself, regulates itself according to the load. You need no knowledge of mechanics or machinery. Any 10 year old boy or girl can start it.

The GRAY JUNIOR is no experiment, it has no freak designs or features. Still it is *different* from most small engines because it is built to last an *average life* time—it is not merely a light pumping engine built to meet popular demand at a low price. It is built for a handy general purpose engine to be used anywhere that a 1 1/2 H. P. engine is required.

It is designed to deliver constant power day in and day out at a 10 to 12 hour a day clip if you need it.

Your only cost will be 1 1/2c an hour to run the machine and take full capacity out of it.

It only "eats" while it works, and saves its cost in no time.

Buy this engine for pumping and you will find it will soon pay for itself in cost of hire on pumping jobs alone.



"It needs no expert"