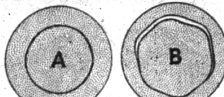


AUTOMOBILES

Only OAKLAND has the Harmonic Balancer

(A) Power flow of the new Oakland Six engine with Harmonic Balancer—vibrations less, uniformly smooth at all speeds.



(B) Power flow of other makes without Harmonic Balancer—less uniformly smooth, but having vibration periods as illustrated.

Readings taken with the Crankshaft Indicator, a device for measuring torsional vibration

Flash from a walk to the very limit of this new Oakland's amazing speed-range. At all speeds—unmatched freedom from vibration. That's the new Harmonic Balancer—simple in design but sensational in results. Only Oakland has it—only Oakland can give you the freedom from vibration it alone imparts.

If this were all—if the Harmonic Balancer were Oakland's sole new feature—this new Oakland Six would still be outstanding. But in addition there are new Bodies by Fisher—Air Cleaner—Oil Filter—Four-Wheel brake refinements—and a host of other features.

And with all of these advancements, the new Oaklands are priced from \$70 to \$350 lower! See the new car—drive it—then you'll wonder why anyone would be satisfied to pay more and get less.

Touring Car	\$1025	(Old Price \$1095)
Coach	1095	(Old Price 1215)
Landau Coupe	1125	(Old Price 1295)
Sedan	1195	(Old Price 1545)
Landau Sedan	1295	(Old Price 1645)

ALL PRICES AT FACTORY

General Motors Time Payment Rates, heretofore the lowest in the industry, have now been made still lower

WINNING AND HOLDING GOOD WILL

OAKLAND SIX

BLOOMFIELD AUTOMOBILE CO.
PHONE 550 113 BROWNELL STREET
(Near East Maple Avenue) Birmingham, Mich.

PRODUCT OF GENERAL MOTORS

EXPLANATION OF HOW TIRE WAS CHANGED ON PACKARD NON-STOP RUN

Since completion of their trans-continental non-stop automobile trip from Los Angeles to New York, Lieut. Leigh Wade, world flier, and Linton Wells, newspaper man, have been asked more times about their stunt of changing a punctured rear tire while the car was in motion than about any other feature of their trip.

From Tucson, Ariz., near which city the puncture occurred, comes the story of how the thing was done, possibly the first time it ever was attempted. The tire was changed in about forty minutes with the change crew running along side the Packard Eight for about four miles.

The car was on the pavement when the deflated tire was first detected. Wade was driving. Wells joined the crew from the pilot car and the process of discovering the intricacies of the "Dolly" jack strapped to the running board was started. This jack, equipped with four wheels, had been tested only for the front wheels before the start from Los Angeles. It was found that it would not raise the car quite high enough to clear the tire from the ground. Another mile—and a short piece of plank was fastened to the top of the jack.

By this time the tire had gone down so far that the height of the jack when released plus the thickness of the plank would not permit the jack to go under the axle. Then a big rock was placed under the off-fering wheel and Wade, who had traded places at the wheel with Wells, followed the plank-capped jack as closely as possible to the rear axle. The Packard rolled over the rock, Wade shoved the jack in place and as the rock was left behind the car hit a solid position on the jack.

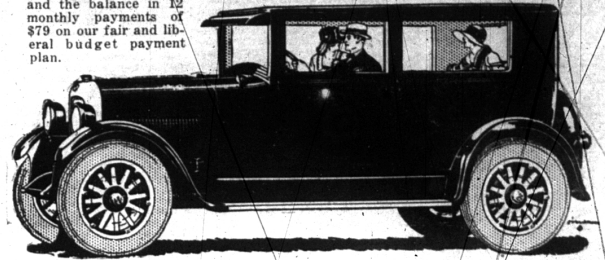
An accommodating speed cop arrived with a gallon jug of iced water to counteract a temperature of 116 in the shade of a cactus and a working temperature of about 173 1/2.

By means of a special individual rear wheel braking device the crippled wheel was partially locked and enough traction was thrown to the other rear wheel to propel the car. The hub bolts had been loosened during the difficulties of setting the car on the jack.

The balance of the toughest tire change that has ever been accomplished consisted of lining up the holes in the disc wheel with those of the hub while the high itself carefully released itself from the brake and occasionally took a spasmodic revolution or two enroute.

\$443 Down---in Birmingham

and the balance in 12 monthly payments of \$79 on our fair and liberal budget payment plan.



Same Fine Studebaker Coach —but at a new low One-Profit price

BECAUSE all Studebaker cars are manufactured on the one-profit basis, we have been able to reduce the price of the Standard Six Coach without sacrificing any of the equipment or quality which made it a big seller at a higher price.

Scientific design, better materials, and finer workmanship distinguish it. And the following self-evident superiorities make it more up-to-date than the newest "yearly models":

Excess Power—According to the rating of the National Automobile Chamber of Commerce this is the most powerful car of its size and weight.

Abundant Room—Room to stretch your legs—room to enter or leave without disturbing occupant of folding seat.

Sturdy Body Construction—Fine northern ash and hard maple are used. We pay a premium to get the best quality steel.

Full-size Balloon Tires—for which the steering gear, fenders and even the body lines are specially designed.

Automatic Spark Control—eliminating the usual spark lever on steering wheel.

Safety Lighting Control—on the steering wheel.

Instruments—including 8-day clock, gasoline gauge, speedometer, air-pressure gauge and ammeter, in single grouping under glass, on beautiful silver-faced dial.

Improved One-piece Windshield—automatic windshield cleaner, weather-proof visor, rear-view mirror, cowl lights and cowl ventilator.

Coincidental Lock-A-to ignition and steering wheel, which serves to reduce the theft insurance rate on Studebaker cars.

New-type Cowl Ventilator—foot operated.

There are only two cars manufactured on the one-profit basis—the Studebaker in the fine-car field, and the Ford in the low-price field. Only in these two cases does one company in its own plants and with its own centralized organization, make all bodies, all engines, all clutches, steering gears, differentials, springs, rear ends, gray iron castings, and steel forgings.

Studebaker has no "yearly models," but instead keeps its cars constantly up to date. Therefore this Standard Six Coach is ahead of the newest "yearly model," yet owners are protected from the artificial depreciation which has cut millions of dollars from the resale value of many makes during the past 20 days.

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DODGE BROTHERS SPECIAL TYPE-A SEDAN

Its beauty is particularly appealing because it distinguishes a vehicle of sturdy worth.

You are afforded the satisfaction of driving a car that actually lives up to its smart appearance.

Five Balloon Tires

Evans-Jackson Motor Co.
119 SOUTH WOODWARD AVE.
PHONE 301 - Birmingham, Mich.



for Economical Transportation



New Low Prices

The Coupe	- \$675	- former price \$715
The Coach	- \$695	- former price \$735
The Sedan	- \$775	- former price \$825

All prices f. o. b. Flint, Michigan

Increased demand has made it possible to improve the quality and lower the price. Come in and see these remarkable values.

BERGER SALES COMPANY
505 N. Woodward Avenue Phone 351
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QUALITY AT LOW COST