

PART TWO

WALKER TO FACE ARREST

Los Angeles, Request that the police department strictly enforce the Los Angeles "jay-walking" ordinance during the Christmas shopping period has been made of the police commission. Under the ordinance arrests may be followed by fine and imprisonment of the offender.

With the sidewalks crowded to capacity, and the streets filled with an increased number of motor vehicles and street cars, special care should be taken, the commission said, in order that there will not be an increase of accidents in the downtown and other business centers.

"Jaywalking," always dangerous will be doubly so while the streets are overcrowded. While the temptation to cross a street between blocks may be a little stronger than it was, the pedestrian should remember that his chances of enjoying a safe trip are greatly enhanced if he walks across the street at authorized crosswalks, with the signal.

NEW W. PONTIAC SIX IS TO BE SHOWN TODAY

The second "birthday anniversary" of the Pontiac Six is marked today by the first public showing of the new Six which is said to surpass in beauty, power and performance all previous offerings of the Oakland Motor Car company in the low-priced six-cylinder class.

The new Pontiac Six chassis with four-wheel brakes, gasoline pump, and entirely new type of radiator which prevents evaporation, semi-enclosed lock, improved carburetor, crankcase venting, lighter head, improved compression, new clutch and steering gear, heavier frame and other mechanical advances, approved by the statement of the manufacturer that it is new to the world.

BUICK TO HAVE MOTOR CHANGE

Flint, Mich., Dec. 31.—Among the engineering features which share credit for Buick's record-breaking sales since introduction of the 1928 models last summer, is the improved six-cylinder valve-in-head engine, featuring the vacuum ventilator and the counter-balanced crankshaft with torsional balancer. Engine changes in the new models include a new cylinder head, a new camshaft, new and lighter valve-operating mechanism, and an enlarged exhaust system.

Of these changes, one of the most interesting, in Buick engineers' opinion, is the Buick cylinder head, which makes use of the same principle as has long guided the design of firearms, and with the same object in view: to get all possible force directly behind the projectile. In the case of the engine, the projectile is the piston, and the power which the pistons collect by the explosion within the combustion chamber.

The combustion chamber in the engine of the new Buick is circular, with smoothly rounded walls, and is of the same diameter as the piston itself. It fits exactly over the big end of the cylinder block. Its walls forming a continuation of the latter so that when the explosion occurs, every ounce of power is concentrated directly upon the piston.

But the beauty of the new Six is not "skin deep." Under that sleek new hood is an engine which develops 43 horsepower at 2,600 r. p. m., a substantial increase over the power of the previous Pontiac.

This greater power gives even better acceleration, while the new equalized and mechanically operated four-wheel brakes, previously correspondingly sure and rapid deceleration. The front brakes are internal and the rear external. If the car is making a turn, the inside front wheel automatically rolls free, a safety factor which enables the driver to retain full control under all conditions.

One of the outstanding pioneering features of all new cars is the radically changed principle of engine cooling as embodied in the unique "cross-flow" radiator, from which it is practically impossible to lose either water or antifreeze solution by evaporation. The water flows horizontally through the radiator cells instead of vertically as in other radiators. The water circulation is automatically controlled and the flow is maintained by a new water pump of the highest mechanical type.

Among other important changes on the engine are the adjustment of the G-M-R cylinder head and the replacement of the conventional vacuum tank with a gasolene pump, two late developments both of which are patented successfully on the Oakland All-American Six.

The new G-M-R cylinder head (developed by General Motors Research engineers) is of the same type that eliminates spark knock and roughness in the Oakland All-American Six. It gives an insubstantial smoothness to the steam engine and has also enabled the engine compression ratio to be raised to 4.2 to 1. This is chiefly responsible for the increased power while retaining the same 120 cubic-inch cylinder displacement which remains larger than the displacement of any six cylinder car under \$1,000.

This higher compression, the spark which permits the spark to be maintained by the automatic distributor at the point of highest efficiency, a new carburetor designed especially for this car and a complete re-arranging of both intake and exhaust manifolding systems, combine to produce exceptional power and performance.

Although the new Series Six retains its former wheel base of 110 inches for ease of handling and parking, the car has the appearance of being considerably larger and more sturdy than its predecessor. This is achieved principally through the larger, deeper radiator, surmounted by its Indian head radiator cap. The new radiator and the new raised panel on top of the hood are nearly two inches higher than in 1927. Full cover fenders with hood lips completely covering the front of the frame give distinction to the front of the car.

From the side, the larger hub and spokes, the solid appearance given the front wheel, the new front brake drum, the drooping of the front window lines and raising of the body panels, all combine toward an impression of swelling, comfort and safety.

PULL OVER TO THE CURB. Snow plows have a way of making the parking problem intricate. If, during the winter of the street, they pass the snow over to the curb in such a way that parking parallel is an almost impossible driving accomplishment. If the particular spot at which one wants to park the car is one at which the rear wheels cannot be placed a few inches from the curb, find another rear wheel spot, or, if left with no other choice, a good target for all oncoming traffic.

250 OAKLAND DEALERS FROM NEW ENGLAND RETURN HOME

The 250 New England Oakland dealers and salesmen in convention for two days in Pontiac last week left for Detroit where the closing event of the meeting, a banquet at the Book-Cadillac hotel, was held.

A. R. Glaney, president of the Oakland Motor Car company, was the principal speaker on the program. Mr. Glaney's subject, "We have Placed the Cards in Your Hands—Will You Play Them?" Other speakers on the program included Gordon Lefebvre, vice president in charge of production, W. R. Tracy, vice president in charge of sales and E. C. Silbey, Boston district manager.

Friday the dealers and salesmen marched from the Roosevelt Hotel to the Oakland Administration building, led by the Nutmegger band of Boston, which accompanied the delegation.

Accompanying the New England delegation are four automobile editors from Boston papers. The editors are Jack Harrison, Boston Post, Jack Dempsey, Boston Herald, and James T. Sullivan, Boston Globe and M. R. Melvin, Boston Transcript.

good business to share the prosperity it is enjoying with those who buy its product. They explained that prospects never have looked brighter for Packard than they do now, that the factories are now working overtime to meet current demands for cars and that the reduction will make the Packard in Custom Eight cars available to so many more persons that the demand will become even greater.

PRICES CUT BY PACKARD

Following closely on the heels of a quarterly statement which showed the company to be doing the greatest volume of business in its entire history, the Packard Motor Car company today announced a big price reduction on all types of its own custom model cars. The announcement said the Packard factories are busier than ever before in nearly 30 years of motor car building and that when seasonal activity is least expected, this bears out the statement for the first quarter of the company's fiscal year, including the month of September, October and November, made public last week. The statement showed that during these months Packard shipped 17,000 cars, a record for any single quarter since the first Packard car was built. It also exceeded the total number of cars for many total years of operation.

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Unlimited options of paint and upholstery, established from as early as 1914, are available to custom cars. At the same time the equivalent is a very considerable price reduction, was made through equipment added to the cars, including such things as two spare wheels and tires mounted in wells in the front fenders for which it is customary to add very considerable to the price.



Lower Prices for Genuine Willards

Here's a real battery bargain—a genuine Willard Automobile Battery at a rock-bottom price. Willard Quality through and through. Other big values. The Willard Threaded Rubber Battery, too. It saves you money because its insulation is built to last for the entire life of the motor.

Birmingham Battery Service 125 East Maple Phone 902

The Willard Battery men

Now Ready - a New ESSEX SUPER SIX

New Bodies—larger and Roomier—New Appearance from Radiator to Tail Light—Finer Fittings—four Wheel Brakes—High Compression—Long Life Motor & An Amazing Price



THE SEDAN, 4-Doors, is two shades of blue, with cream striping, is larger and roomier, with four fitting seats, wider doors, rich upholstery and appointments. \$795

THE COUPE has wide seat, ample legroom, space in rear deck, and a comfortable leather tonneau seat, which is removable. \$775

THE COACH is longer, wider, roomier. A full size five-spoke Super-Six, a distinctive appearance as it is practical. \$735

One look at the new Essex Super-Six will convince you that it will excel in popularity the Essex which has just completed the most successful year ever achieved by a six-cylinder car. From radiator to tail light it is a smarter, more beautiful car than even the Essex which preceded it. And in performance it surpasses in smoothness, reliability, speed and ease of handling, the standard Essex owners are so proud to acclaim. You get an impression of completeness and fine quality in the design of every detail from the

new pattern Colonial lights—the higher, narrower radiator with vertical shutters—the heavy sweeping fenders—the rubber-covered running boards—the new improved steering mechanism and the steering wheel similar in design and construction to that now used on the very latest and now highest priced cars—there is outstanding reason for pride. With all these advantages, there is also an amazing price reduction. The sedan at \$795 (f. o. b. Detroit) is \$40 below the Sedan price of last year.

Boughner Bros. Garage 134 S. WOODWARD AVE. BIRMINGHAM

PACKARD EIGHT PRICES REDUCED

PACKARD'S own Custom Eight cars are today reduced in price as follows:

MODEL	OLD PRICE	NEW PRICE	REDUCTION
Seven Pass. Sedan Limousine	\$5250	\$4550	\$700
Seven Passenger Sedan	5150	4450	700
Two Pass. Convertible Coupe	4950	4250	700
Two Passenger Coupe	4800	4150	650
Five Passenger Club Sedan	4950	4450	500
Four Passenger Coupe	4950	4450	500

The Packard factories are busy to capacity—busier than ever before in nearly thirty years of fine motor car building and at a season of the year when activity is least expected. It is but good business for Packard to share its prosperity with those who buy its products. Therefore the new prices.

There has been no change in quality. Each car is identical with those Packard has been building. The new prices continue to include complete custom equipment and unlimited point and upholstery options, costing hundreds of dollars extra on many other cars. This, together with today's price reductions, gives the Packard Eight an important first cost advantage.

The lower prices make it possible for many additional thousands to step up to the possession of America's finest and most modern car.

We shall be pleased to put this great car into your hands for a demonstration and in return give you only the privilege of telling us what your present car is worth in part payment. Any Packard may be purchased on our payment plan.

PACKARD

ASK THE MAN WHO OWNS ONE

EVANS-LEGG MOTOR CO.

119 South Woodward Ave. Birmingham, Mich.

Phone 301