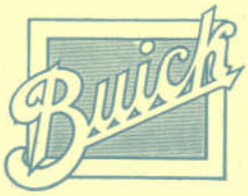
Buick

VALVE-IN-HEAD MOTOR CARS


Buick

Everybody knows
"Valve-in-Head"
means BUICK

THE BUICK VALVE-IN-HEAD

for 1918

Roadsters, Touring Cars Sedans and Coupe

Fours and Sixes

BUICK MOTOR COMPANY

Pioneer Builders of Valve-in-Head Motor Cars

MAIN OFFICE AND FACTORY, FLINT, MICH.

BRANCHES IN ALL PRINCIPAL CITIES, DEALERS EVERYWHERE

The Buick Valve-in-Head

Complete Line for Nineteen Eighteen

Fours and Sixes

THE BUICK line of four and six cylinder valve-in-head motor cars for nineteen-eighteen is complete from every standpoint of finish and refinement. Eight models provide a car for every demand.

Not only are Buick cars correct in principle and design but each part used in their manufacture is made of the best procurable material subjected to such treatments as will produce the lightest possible cars consistent with safety and efficiency in performance.

The name Buick is the quality guarantee of an organization with nearly twenty years experience in building high grade valve-in-head motor cars.

During this time the valve-in-head principle of motor construction has been refined and developed with the result that the Buick valve-in-head has for a long period of time held an enviable reputation in the motor world.

The present models maintain the reputation earned by the Buick Motor Company for building cars of dignified beauty, extreme comfort, surplus power, and complete efficiency, coupled with attention to those minor details that add so much to the pleasure of possessing a motor car of completeness.

The Buick product provides high quality cars that will give efficient continual service in return for the amount invested.

Each Buick car built must merit the distinction of being a car of absolute dependability as there is no other way in which to retain the confidence now placed in them by the motor buying public.

The Buick Valve-in-Head

Seven Passenger Touring Car

E-Six-Forty-nine

IN this Buick model throughout there has been nothing slighted or overlooked in beauty, elegance and completeness of finish, grade of workmanship, or quality of material.

Luxurious upholstering, long wheelbase, proper proportioning of weight on the chassis and resilient cantilever springs assure the extreme of passenger comfort on all roads at all speeds.

This Buick touring model has extra carrying capacity and its beauty is enhanced by a graceful double cowl.

The two extra auxiliary seats fold completely out of the way into the backs of the front seats. When in use there is plenty of room for real comfort in the large roomy tonneau.

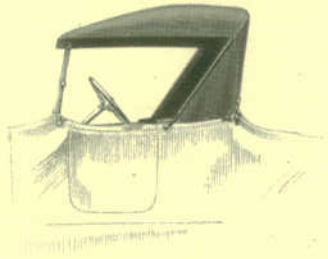
The right-hand tonneau doorway and running board can be lighted at the will of driver or passenger—a convenience that demonstrates the careful attention that was given to detail in design and equipment in this model.

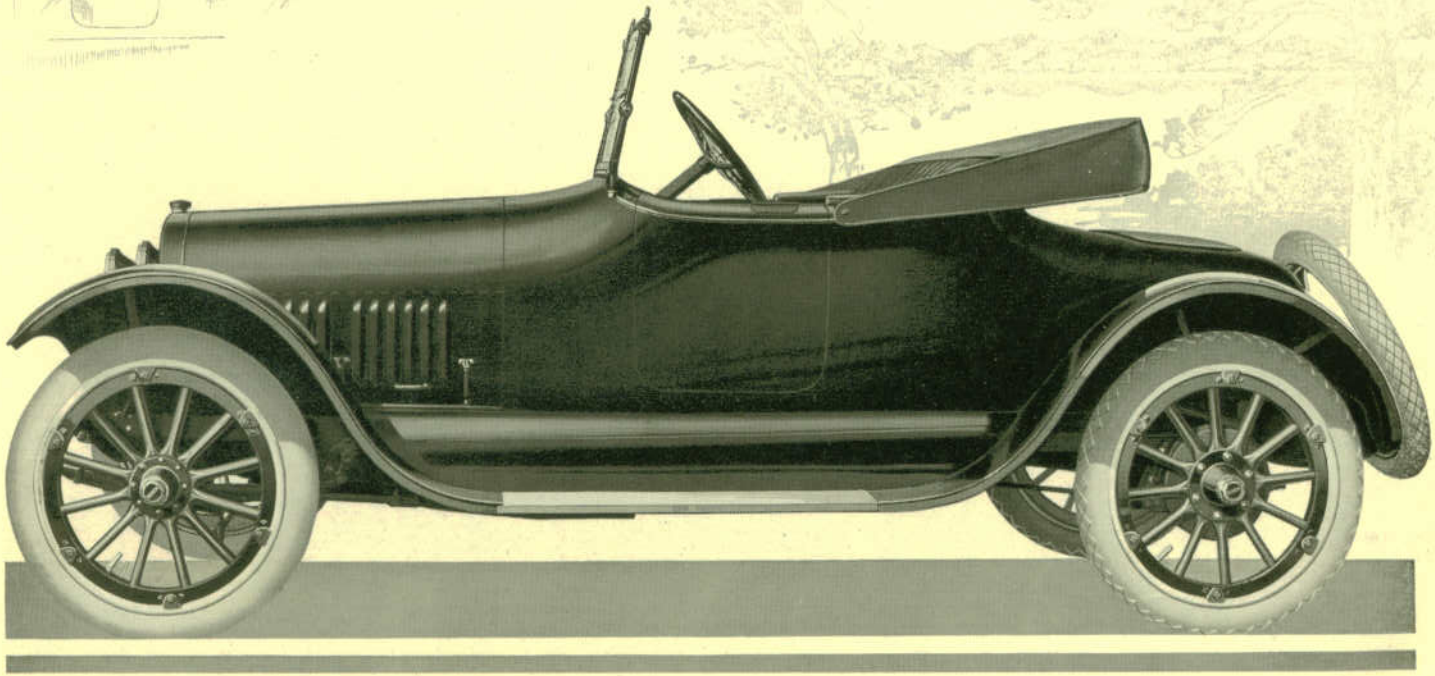
The top is a new design and adds to the attractiveness of the car. The storm curtains are folded in envelopes conveniently located and quickly put in place, protecting the passengers from storm and the chilly blasts of winter. The storm curtains at door openings are held in place by special supports and open with the doors.

A sixty horsepower Buick valve-in-head motor furnishes unlimited power. Its flexibility is quickly noted in its pick-up, ability to develop speed, and the ease with which it throttles down to meet the requirements of slow moving traffic.

For harmony of appearance and consistency of performance this Buick valve-in-head model meets with the complete approval of critical motor car buyers. For illustrations see pages 14 and 15.

Price and detailed specifications on page 25





The Buick Valve-in-Head Three Passenger Roadster Model E-Six-44

The Buick Valve-in-Head

Three Passenger Roadster

E-Six-Forty-four

A LOW racy roadster with a generously proportioned seat that will comfortably accommodate three people, built on the same chassis as the model E-Six-45, and except for the body, is an exact counterpart of that model.

The lines of the top are in harmony with those of the sloping windshield, and graceful body.

Storm curtains are carried in an overhead retainer and may be attached without leaving the seat. When in place, the car becomes a snug and storm-proof conveyance, making it adaptable for all weather driving.

The rear deck houses a large compartment with a water-tight dust-proof hinged cover on top, securely fastened by lock and key.

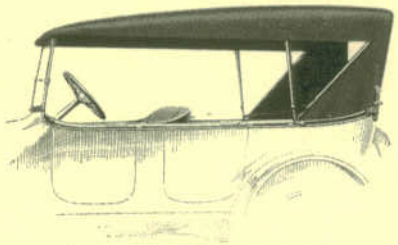
The deep, soft cushions are buttonless, upholstered in high-grade leather over curled hair and specially constructed springs.

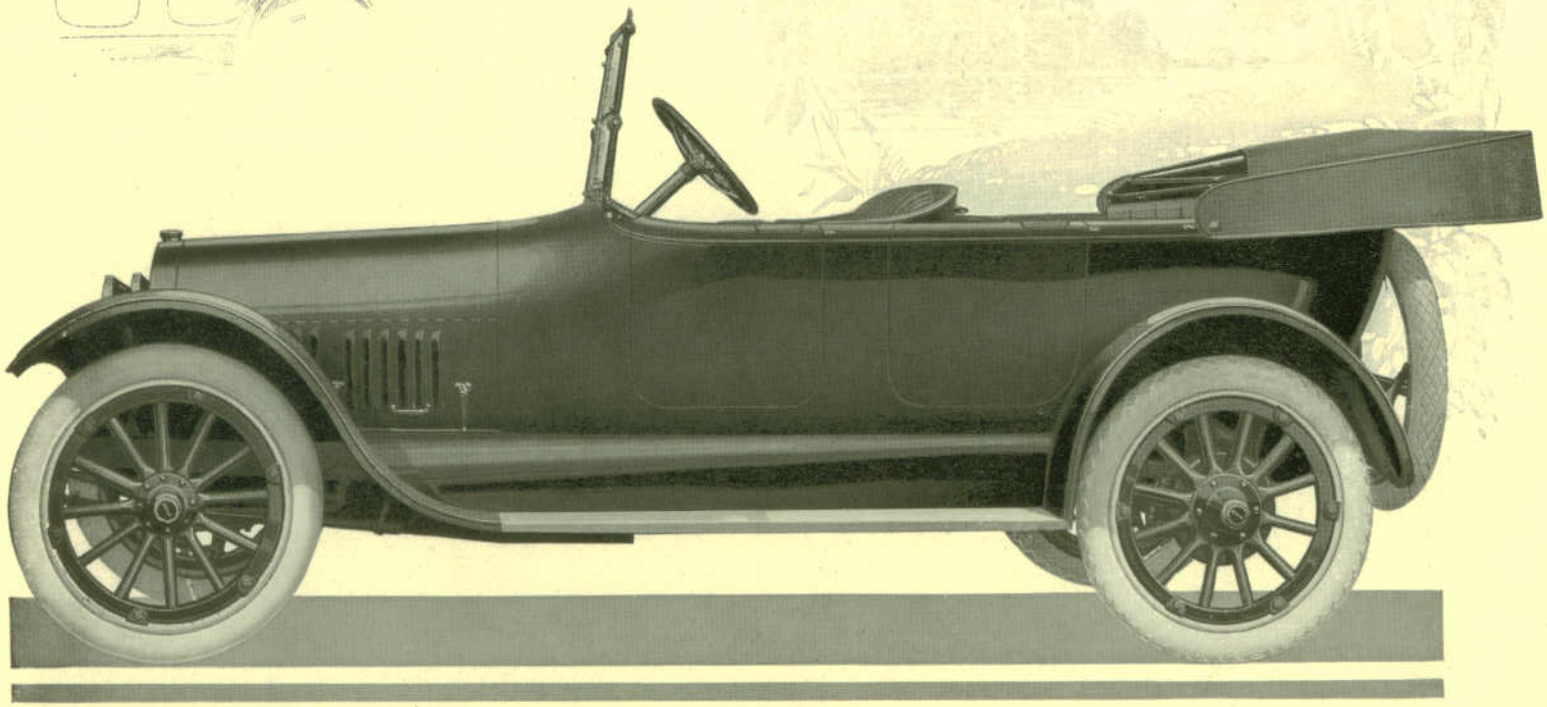
The quiet and efficient sixty horsepower Buick valve-in-head motor furnishes power beyond the usual requirements, guaranteeing a reserve at all times. This type of motor stands first in the field of gasoline motors and extracts power from gasoline in a more efficient manner than any other type of motor made.

A bracing ride to school or work in this Buick roadster puts one in prime condition for the day's work and proves a relief from the daily grind—a tonic that makes appetites.

Professional and business men whose demand is for a six-cylinder high-powered, easy-riding roadster, that will stand extra hard usage over city pavement or cross country roads will find in this Buick model beauty, comfort, convenience, power and stability beyond their expectations.

Price and detailed specifications on page 24





The Buick Valve-in-Head Five Passenger Touring Car Model E-Six-45

The Buick Valve-in-Head

Five Passenger Touring Car

E-Six-Forty-five

THE beautiful streamlines of this Buick touring car sweep from the honeycomb radiator gracefully along the body sides, merging into the pleasing contours of the rear.

The sloping windshield and new style top help lend to this Buick its air of individuality.

The top is of the improved one-man type, exceptionally free from visible side bows. Storm curtains, carried in overhead retainers are quickly lowered and attached when needed.

The upholstery is of high-grade leather in buttonless plaited design over curled hair and specially constructed spiral cushion springs, affording unusual comfort, on the long tour.

The sixty horsepower Buick valve-in-head motor responds to the accelerator with a snap that delights the most experienced motorist.

Under its never-failing power the car quietly glides along at high speed or creeps away at a snail's gait, easily and quickly changing from one speed to another, obedient to the will of the driver.

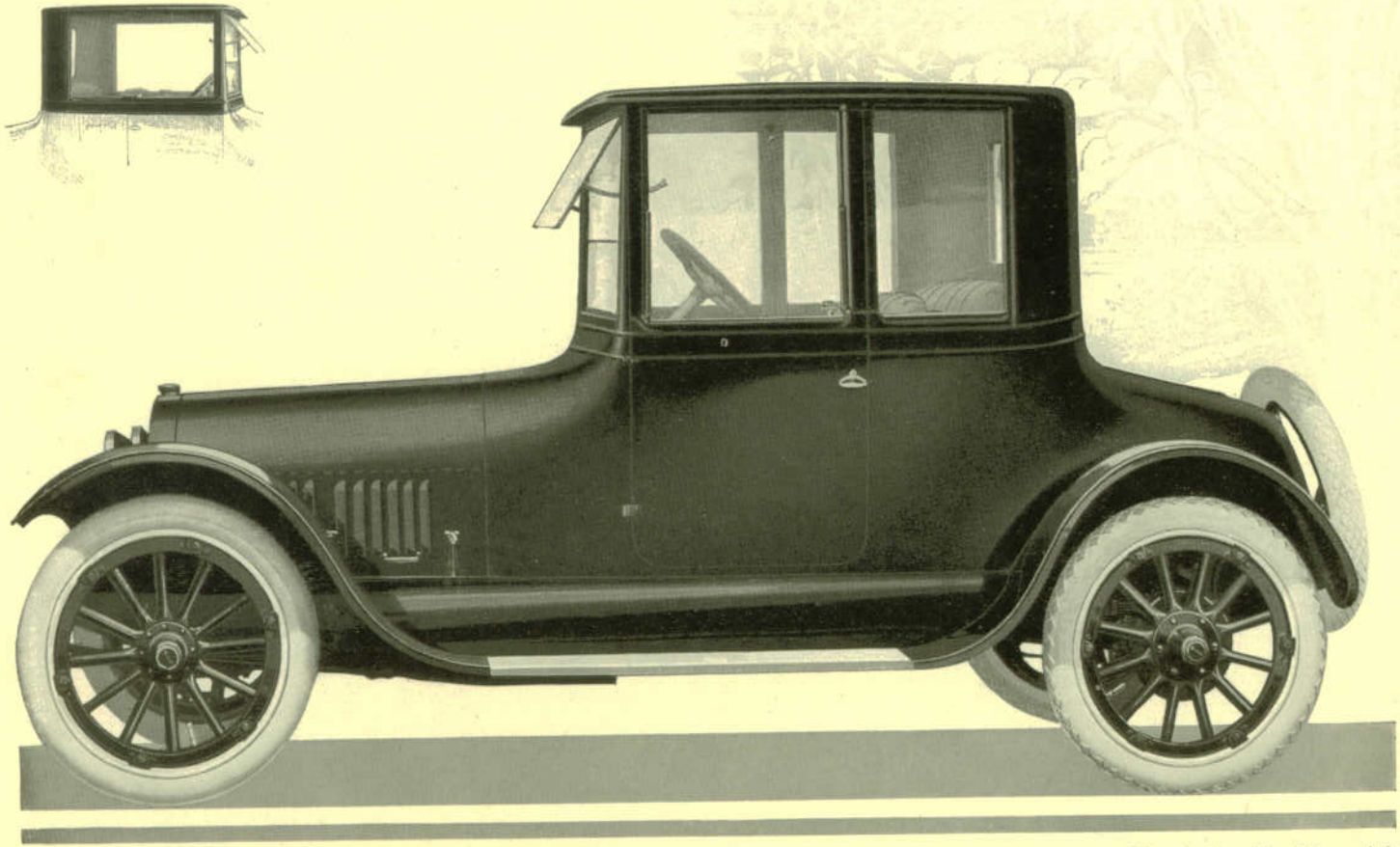
The Buick clutch is disengaged by the slightest pressure of the foot and is exceptionally smooth but positive in action.

The ease and simplicity with which Buick cars are controlled is largely responsible for the vast number of ladies and young folks who are Buick enthusiasts.

Buick models will be found on every city and country highway carrying delighted owners to and from places of business and entire families on week-end jaunts and tours.

The Buick valve-in-head has won a warm place in the hearts of mother and the girls as well as father and the boys.

Price and detailed specifications on page 24



The Buick Valve-in-Head Four Passenger Touring Coupe Model E-Six-46

The Buick Valve-in-Head

Four Passenger Touring Coupe

E-Six-Forty-six

THIS Buick touring coupe is built to carry three full grown people with provision made for the accommodation of a fourth by an extra seat just inside the right-hand door, which swings under the cowl when not in use.

The top is of the permanent type and is fitted with plate glass windows that are easily lowered, thus in a few minutes it may be converted into a practical cross country touring model with all the advantages of the popular roadster type of car.

The windshield is of the three-piece ventilating and storm-proof type adjustable for sunshine, rain, or snow.

The driver's seat is just slightly advanced, affording more comfort to passengers and freedom in driving.

The left-hand door may be securely locked from the inside and a neat outside lock fastens the right-hand door then used as an exit.

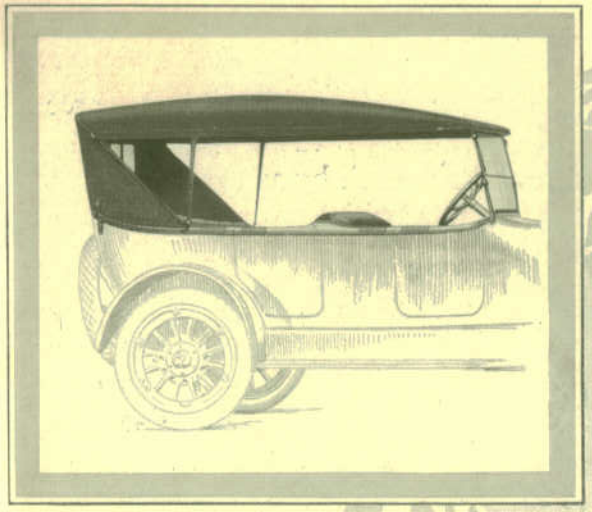
Equipped with the Buick valve-in-head motor of sixty horsepower, this model meets every requirement demanded in a car of this type including appearance, power and stability.

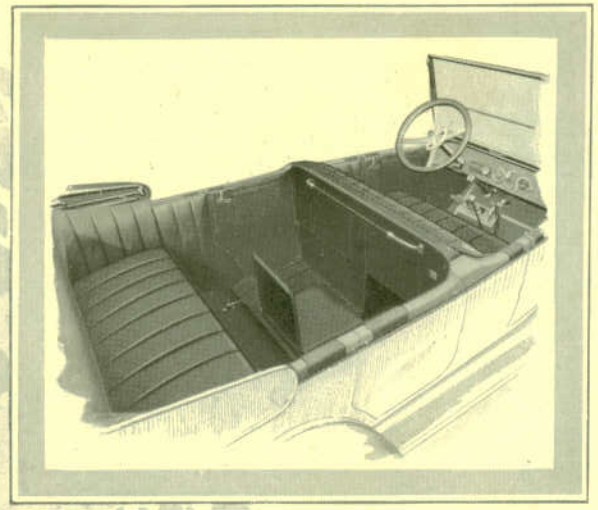
The car has a completeness and refinement coupled with a practical finish and ruggedness that makes it the proper equipment for every occasion.

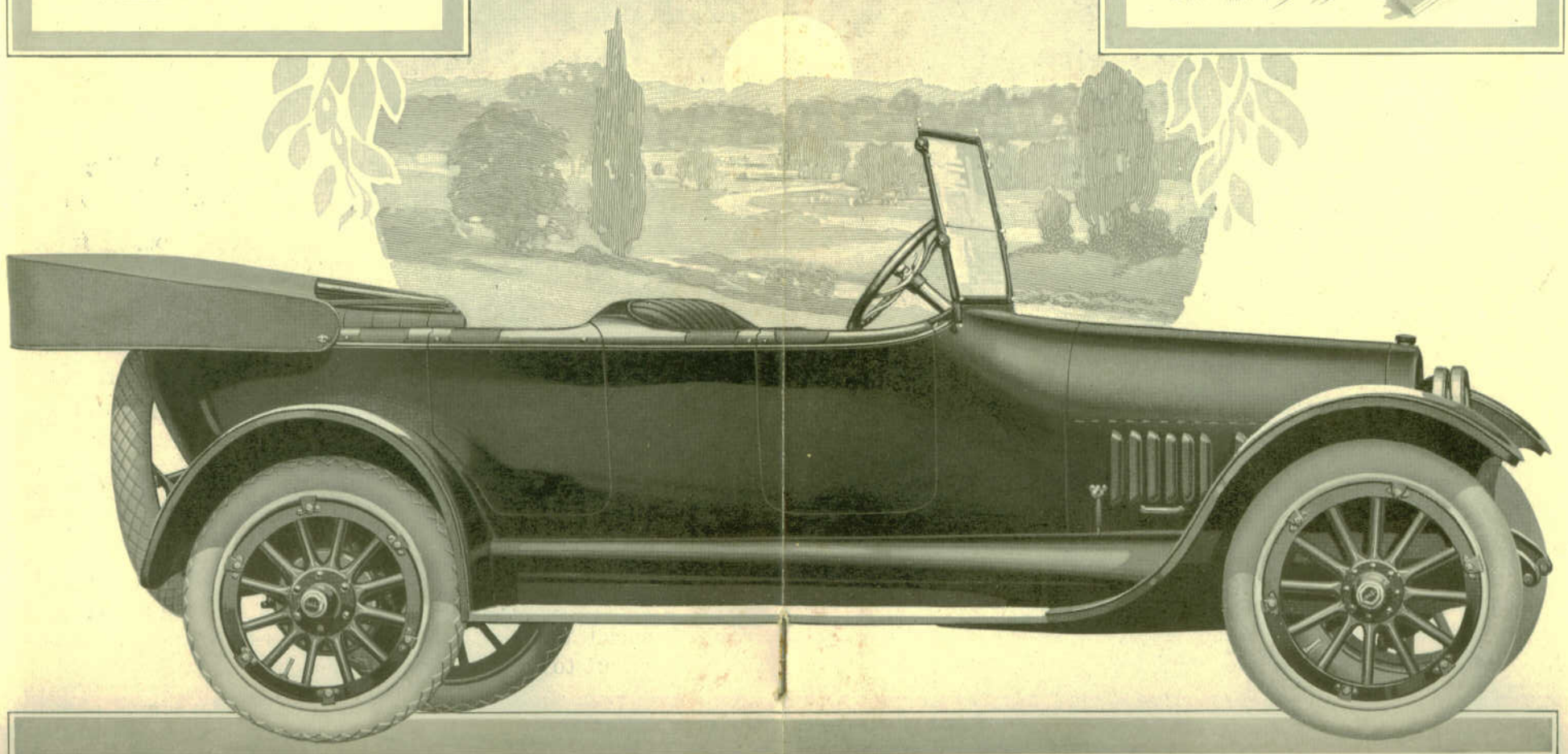
Women and young folks like the Buick touring coupe for the reason that it is the right car for social occasions, shopping, touring and the drive about town.

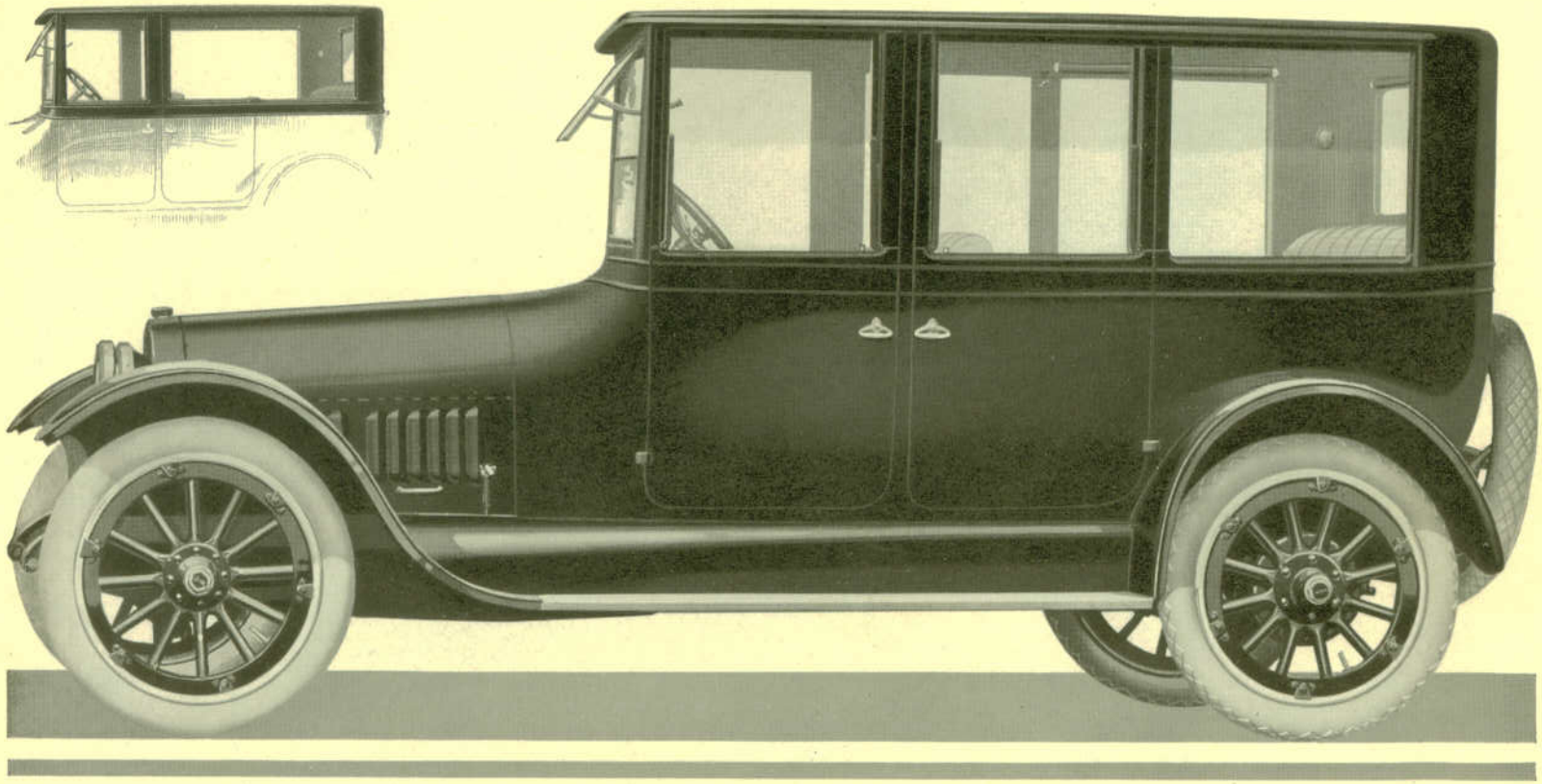
Physicians and professional men who travel about daily regardless of the weather find it convenient, comfortable and particularly adapted to their needs.

Price and detailed specifications on page 24









The Buick Valve-in-Head Seven Passenger Touring Closed Car Model E-Six-50

The Buick Valve-in-Head

Seven Passenger Touring Closed Car

E-Six-Fifty

EVERYTHING about this beautiful sedan denotes quality and refinement. It has been designed for the family whose mode of living demands a car equal to the requirements of active social life.

Built on a long wheelbase chassis with cantilever springs, it is exceptionally easy riding. Its handsome upholstery, its finish and completeness marks it with distinction in any group of closed cars and brings to its owner the gratification that comes with the possession of those things that are universally admired and approved.

Nothing that extreme good taste could suggest has been omitted and the most painstaking care has been given to even the small details.

Roomy seats and cushions of luxurious softness assure the restful comfort of all passengers. The two comfortable auxiliary seats when not in use fold neatly out of the way.

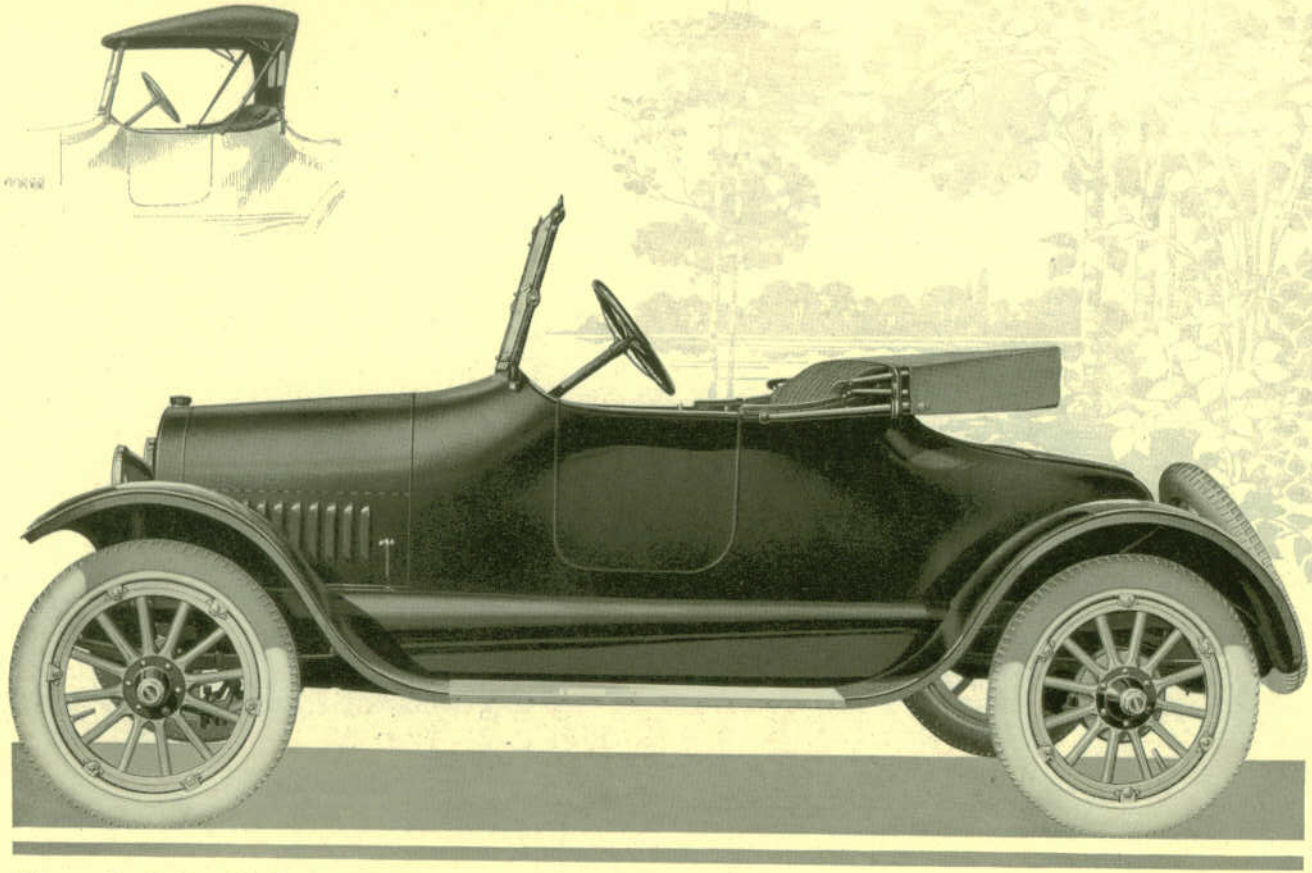
Frosted glass corner lights illuminate the interior with a soft flood of light.

Quickly and without inconvenience to the passengers, all windows may be lowered, rear window sash removed and the three-piece storm-proof clear-vision windshield adjusted to make it into an open touring car.

Power in abundance is furnished by the famous Buick valve-in-head motor of sixty horsepower.

Tastefully upholstered, trimmed with beautiful automobile cloth and complete in appointment, this Buick closed car marks its owner as one who without going to the point of extravagance possesses the best.

Price and detailed specifications on page 25



The Buick Valve-in-Head Two Passenger Roadster Model E-Four-34

The Buick Valve-in-Head

Two Passenger Roadster

E-Four-Thirty-four

THIS Buick model was designed for those who have need for a medium priced, sturdy and reliable four-cylinder roadster.

Size considered, no motor car on the market will compare with this Buick valve-in-head model for power, economy and general all-around efficiency. Its low upkeep expense and economical gasoline consumption make it a particularly desirable car when the question of a moderate investment is the consideration.

The streamline body and slanting windshield give it a natty appearance. The weatherproof top is complete with snug-fitting storm curtains that are quickly attached.

A large luggage compartment with weather and dust-proof hinged top door is in the rear and a spare tire carrier is rigidly attached to the rear end of the frame.

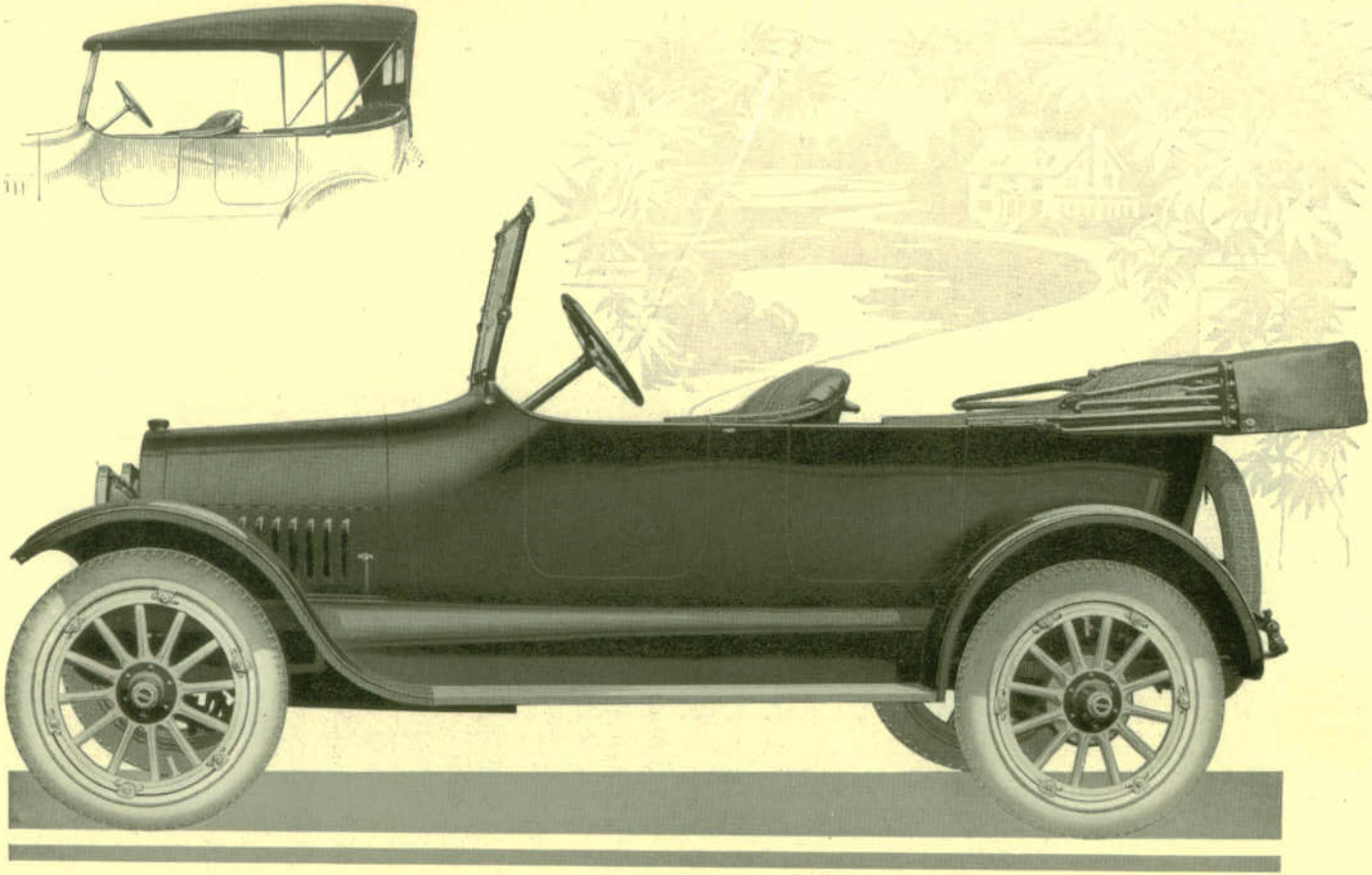
A thirty-five horsepower Buick valve-in-head motor furnishes power more than sufficient for even the extreme emergency.

Every other part of the car is in keeping with the valve-in-head motor, which is ample guarantee that the car will perform in a perfectly satisfactory manner.

It makes a good buy for the doctor, lawyer, architect, contractor and all other busy men whose duties demand the constant use of a car with carrying capacity limited to two people.

In all Buicks will be found rare beauty and charm coupled with extremely high value, a combination that makes a strong appeal to those who are artistic in their taste but moderate in their expenditure of wealth.

Price and detailed specifications on page 26



The Buick Valve-in-Head Five Passenger Touring Car Model E-Four-35

The Buick Valve-in-Head

Five Passenger Touring Car

E-Four-Thirty-five

THE easy-riding qualities and ample leg room of this Buick four-cylinder touring model make it a car of unusual merit. It meets with the approval of those who have use for a full-powered, economical and well-proportioned light touring car.

Expert engineering, the best of material and skilled labor have produced in this Buick model a medium-weight car at a medium price—a car of the pleasing streamline body type well and comfortably upholstered.

While this car is moderate in its price, it is really a big car and is very similar in appearance to the other Buick models. It has a style and finish that immediately puts it in a class with the automobiles one is proud to own.

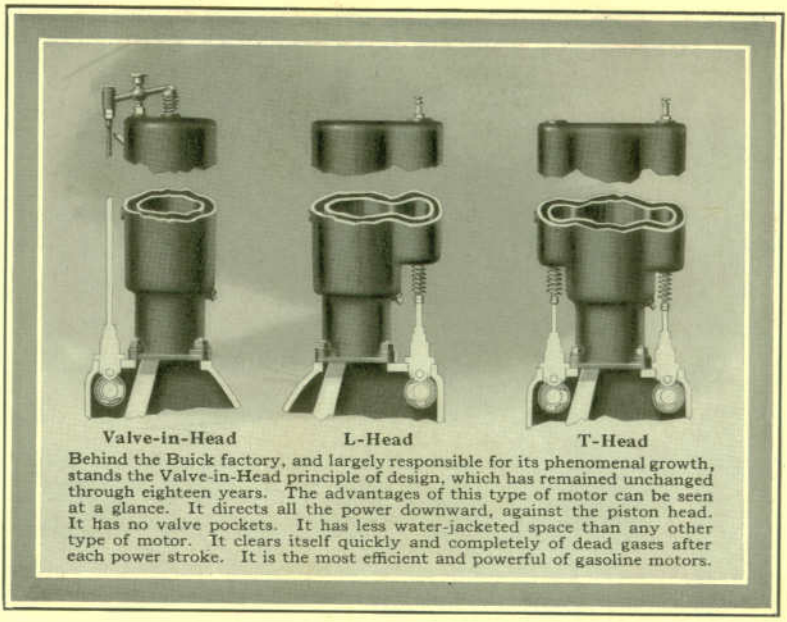
It is nicely equipped and fitted with a waterproof top and storm curtains that are carried overhead when not in use. It has all the advantages of the larger cars and will give more continuous miles of efficient service than many that are higher in price.

Its thirty-five horsepower Buick valve-in-head motor and light weight gives it much more power than ordinarily needed and assures economy in operation.

This valve-in-head model has become a favorite because it is a Buick from every standpoint and all that the name implies.

With this car in their possession the small family, enjoys to the fullest extent all the benefits to be derived from the ownership of an automobile at a cost well within the limits of the most conservative buyer.

Price and detailed specifications on page 26



Valve-in-Head L-Head T-Head

Behind the Buick factory, and largely responsible for its phenomenal growth, stands the Valve-in-Head principle of design, which has remained unchanged through eighteen years. The advantages of this type of motor can be seen at a glance. It directs all the power downward, against the piston head. It has no valve pockets. It has less water-jacketed space than any other type of motor. It clears itself quickly and completely of dead gases after each power stroke. It is the most efficient and powerful of gasoline motors.

Why Buick Valve-in-Head is the Most Efficient Type of Motor

IN the Buick valve-in-head motor the valves through which gas enters and leaves the cylinders are in the tops, or heads. In other types of motors these valves are placed in pockets at the side of the cylinder.

For this reason the dead gases resulting from each explosion in the Buick cylinders are more completely expelled than in any other type, thus preventing the incoming charge of gas from being weakened through mixture with remaining portions of dead gases, consequently increasing the efficiency of the Buick motor.

All automobiles are heat engines and gasoline is the fuel which supplies the heat. When gasoline is taken into the carburetor it is vaporized and mixed with air, or transformed into gas. This gas is taken into the cylinders, and by means of an electric spark it is burned, or "exploded."

This burning, or "exploding" of the gasoline, creates a very high degree of heat. Heat, as everybody knows, expands, and it is this expansion of

heat against the pistons which causes the automobile to move.

The heat pushes the piston downward, turning the crankshaft and rear wheels.

When gas is exploded in the cylinder of an automobile motor there are just two places the heat can go, two avenues of escape for it.

It finds an outlet by pushing the piston downward, or it can escape through the cylinder walls into the water that is used to keep the cylinders from getting too hot.

The walls of the cylinders are hollow, and through this hollow portion a current of water passes, to take up some of the heat which would otherwise melt the iron of the cylinders.

In the Buick more of the heat goes against the pistons and less into the water, than in any other type of motor.

All the heat which goes elsewhere than against the piston is waste. The Buick motor conserves, and uses, a higher percentage of this heat than any other.

In the Buick valve-in-head motor the valves, being in the heads of the cylinders, a spot that is already water-jacketed, no additional water-jacketed space is necessary to accommodate them.

In "L" and "T" head motors, the valves are placed in compartments alongside the upper parts of the cylinders—and these compartments must be water cooled, exactly the same as the cylinder proper, requiring a larger water-jacketed area and an increased opportunity for heat to escape.

Less opportunity for heat to escape into water in the Buick valve-in-head motor means more heat against the pistons, which means more power for the rear wheels and less fuel consumption.

The Buick valve-in-head motor is guaranteed to have more power and to be more economical in gasoline consumption than any other type.

Specifications

Buick Models E-Six-44-45-46

BODIES—E-Six-44; three passenger, roadster type.
E-Six-45; five-passenger, touring type.
E-Six-46; four-passenger, touring coupe.

UPHOLSTERY—E-Six-44, E-Six-45 and E-Six-46, dull finish, black leather; deep comfortable buttonless cushions molded over curled hair and soft cushion springs. Some of the touring coupe models E-Six-46 are upholstered in automobile cloth.

CONTROL—Friction retained spark and throttle lever on top of steering wheel; independent foot accelerator; pedals for clutch, service brake, starter and muffler cut-out; levers for gear shifting and emergency brake, conveniently placed in center of driving compartment; center control.

WHEEL BASE—118 inches.

MOTOR—Six cylinder, four-cycle, valve-in-head type; unit power plant, suspended at three points from main frame; cylinders 3⅜ inch bore by 4½ inch stroke; semi-steel block casting; extra heavy crank shaft with four large bearings; exceptionally light pistons and connecting rods; large valves mounted in cages and readily accessible; operated by noiseless adjustable push rods; 60 actual brake horse power.

COOLING—Water cooled with centrifugal circulating pump driven by spiral gears; cellular type radiator; pressed steel radiator fan driven by adjustable flat belt from cam shaft.

LUBRICATION—Self contained, constant level, circulating splash system; operated by gear pump driven by spiral gears from cam shaft and completely enclosed in lower part of crank case; oil level guage on crank case; sight feed on instrument board.

CARBURETOR—Automatic float feed type supplied by vacuum system from gasoline tank mounted on rear end of frame; air regulator on instrument board.

IGNITION—High tension, jump spark system; current supplied by Delco generator and storage battery; automatic spark advance with manual control by lever on top of steering wheel.

STARTER—Complete Delco, single unit system for electric starting, lighting and ignition, built as an integral part of the motor and operating in conjunction with large storage battery; combination switch with ammeter and automatic circuit breaker on instrument board.

CLUTCH—Multiple disc, dry plate type; smooth in engagement and positive in action; makes gear shifting easy; ball bearing release collar; fully adjustable for wear.

TRANSMISSION—Selective, sliding gear type, three speeds forward and reverse; special heat treated, chrome nickel steel gears; positive interlocking hand control integral with gearset.

DRIVE—Through single large self lubricating universal joint and fully enclosed propellor shaft to spiral bevel gears in rear axle; propellor shaft housing connected directly to rear end of transmission by large ball joint enclosing universal; both torque and drive taken through ball joint.

REAR AXLE—Full floating type with entire weight of car carried on the housing; wheels driven by detachable shafts and mounted on large double row annular ball bearings; differential mounted on Timken roller bearings; propeller shaft on double and single row annular ball bearings; spiral bevel type driving gears, fully adjustable and extremely quiet.

BRAKES—Service brakes, external contracting type; emergency brakes, internal expanding type; both operating on rear wheels drum; fully adjustable for wear.

FRONT AXLE—Dropped forged I-beam section; double heat treated, with integral yokes; drop forged steering knuckles and tie rod yokes; Timken roller bearings for front wheels.

WHEELS—Wood, artillery type, with large hub flanges; 12 spokes; demountable rims.

TIRES—34 x 4 inch, straight side type; non-skid tread on rear wheels.

STEERING GEAR—Semi-irreversible split nut and worm type, with large adjustable ball thrust bearing to take up wear; 18 inch steering wheel with horn button in center; spark and throttle levers on top of wheel; left hand drive.

FRAME—Reinforced, pressed steel; channel section, with exceptionally deep and stiff side members; four heavy cross members; integral gasoline tank supports.

SPRINGS—Front, semi-elliptic type; rear, floating cantilever type; exceptionally long and easy riding.

TOP—E-Six-44-45; Special "one-man" type clamping directly to windshield when extended; made of special waterproof fabric; inside operating curtains; full wing dust cover; clamp type top holders.

E-Six-46; Convertible stationary.

WINDSHIELD—E-Six-44-45 rain vision, ventilating type; slanting design, giving exceptional range of vision in all directions; rubber filler strip to prevent leakage; adjustable friction stops to hold glass in any position.

E-Six-46; Three piece storm proof ventilating type.

STANDARD EQUIPMENT — Double bulb electric headlights; electric tail lamp; combination electric instrument board and trouble lamp; speedometer; motor driven electric horn; tire carrier with extra demountable rim; jack, pump, tire repair kit and complete set of tools; robe rail and foot rest in touring car. No allowance will be made for any part of standard equipment omitted by customer's order.

Prices, f. o. b. Flint, Michigan

Model E-Six-44 . $1265.00 Model E-Six-45 . $1265.00
Model E-Six-46 . 1695.00

Specifications

Buick Models E-Six-49 and E-Six-50

BODIES—E-Six-49; seven-passenger touring type of streamline design with double cowl, folding and disappearing extra seats, roomy glove lockers and door pockets. E-Six-50; seven-passenger touring sedan type with permanent top and disappearing glass side panels.

UPHOLSTERY—E-Six-49; Hand buffed leather in buttonless plaited design; deep comfortable cushions molded over curled hair and special soft cushion springs. E-Six-50; Upholstered and pleasingly trimmed with beautiful, high grade automobile cloth.

CONTROL—Friction retained spark and throttle levers on top of steering wheel; independent foot accelerator; pedals for clutch, service brake, starter and muffler cut-out; levers for gear shifting and emergency brake conveniently placed in center of driving compartment; center control.

WHEEL BASE—124 inches.

MOTOR—Six-cylinder, four-cycle, valve-in-head type, unit power plant, suspended at three points from main frame; cylinders 3⅜ inch bore by 4½ inch stroke; semi-steel, block casting; extra heavy crank shaft with four large bearings; exceptionally light pistons and connecting rods; large valves mounted in cages and readily accessible, operated by noiseless adjustable push rods; 60 actual brake horse power.

COOLING—Water cooled with centrifugal circulating pump driven by spiral gears; cellular type radiator, pressed steel radiator fan, driven by adjustable flat belt from cam shaft.

LUBRICATION—Self contained, constant level, circulating splash system, operated by gear pump driven by spiral gears from cam shaft, and completely enclosed in lower part of crank case; oil level gauge on crank case; oil sight feed on instrument board.

CARBURETOR—Automatic, float feed type supplied by vacuum system from gasoline tank mounted on rear end of frame; air regulator on instrument board.

IGNITION—High tension, jump spark system; current supplied by Delco generator and storage battery; automatic spark advance with manual control by lever on top of steering wheel.

STARTER—Complete Delco single unit system for electric lighting, starting, and ignition, built as an integral part of the motor and operating in conjunction with a large storage battery; combination switch with ammeter and automatic circuit breaker on instrument board.

CLUTCH—Multiple disc, dry plate type; smooth in engagement and positive in action; makes gear shifting easy; ball bearing release collar; fully adjustable for wear.

TRANSMISSION—Selective, sliding gear type; three speeds forward and reverse; heat treated chrome nickel steel gears; positive, interlocking hand control integral with gearset.

DRIVE—Through single large, self lubricating universal joint and fully enclosed propellor shaft to spiral bevel gears in rear axle; propeller shaft housing connected directly to rear end of transmission by large ball joint enclosing universal; both torque and drive taken through ball joint.

REAR AXLE—Full floating type with entire weight of car carried on the housing; wheels driven by detachable shafts and mounted on large double row annular ball bearings; differential mounted on Timken roller bearings; propeller shaft on double and single row annular ball bearings; spiral bevel type driving gears, fully adjustable and extremely quiet.

BRAKES—Service brakes, external contracting type; emergency brakes, internal expanding type; both operating on rear wheel drums; fully adjustable for wear.

FRONT AXLE—Drop forged, I-beam section, double heat treated with integral yokes; drop forged steering knuckles and tie rod yokes; Timken roller bearings for front wheels.

WHEELS—Wood, artillery type, with large hub flanges; twelve spokes; demountable rims.

TIRES—34 x 4½ inch; straight side type; non-skid tread on rear wheels.

STEERING GEAR — Semi-irreversible, split nut and worm type, with large adjustable ball thrust bearing to take up wear; 19 inch steering wheel with horn button in center; spark and throttle levers on top of wheel; left hand drive.

FRAME—Reinforced, pressed steel; channel section with exceptionally deep and stiff side members; four heavy cross members; integral gasoline tank supports.

SPRINGS—Front, semi-elliptic type; rear, floating cantilever type; exceptionally long and easy riding; shock absorbers in front.

TOP—Special "one-man" type with full back and Gypsy curtains, clamping directly to windshield when extended; made of special woven waterproof fabric; inside operating curtains opening with doors; full wing dust cover; clamp type top holders.

WINDSHIELD—E-Six-49 rain vision, ventilating type; special wide slanting design, giving exceptional range of vision in all directions; rubber filler strip to prevent leakage; adjustable friction stops to hold glass in any position. E-Six-50; Three piece storm proof ventilating type.

STANDARD EQUIPMENT — Double bulb electric headlights; electric tail lamp; combination electric instrument board and trouble lamp; electric tonneau lamp; speedometer; keyless, rim wind and set clock; motor driven electric horn; adjustable tire carrier with extra demountable rim; jack, pump, tire repair kit and complete set of tools; robe rail and foot rest. No allowance will be made for any part of standard equipment omitted by customer's order.

Prices, f. o. b. Flint, Michigan

Model E-Six-49 . $1495.00 Model E-Six-50 . $2175.00

Specifications

Buick Models E-Four-34 and E-Four-35

BODIES—E-Four-34; two-passenger, roadster type.
E-Four-35; five-passenger, touring type.

UPHOLSTERY—Buttonless plaited design over deep cushion springs.

CONTROL—Friction retained spark and throttle levers on top of steering wheel; independent foot accelerator; pedals for clutch, service brake and starter; levers for gear shifting and emergency brake conveniently located in center of driving compartment; center control.

WHEEL BASE—106 inches.

MOTOR—Four-cylinder, four-cycle, valve-in-head type; unit power plant suspended at three points from main frame; cylinders 3⅜ inch bore by 4¾ inch stroke; semi steel block casting with detachable head; heavy crank shaft with three large bearings; large valves with noiseless, adjustable push rods; 35 actual brake horsepower.

COOLING—Water cooled with centrifugal circulating pump driven by spiral gears; cellular type radiator; pressed steel radiator fan driven by adjustable flat belt from cam shaft.

LUBRICATION—Self contained, constant level circulating splash system, operated by gear pump driven by spiral gears from cam shaft; automatic lubrication of timing gears; oil level gauge on crank case; sight feed on instrument board.

CARBURETOR—Automatic float feed type supplied by vacuum system from gasoline tank on rear end of frame.

IGNITION—High tension, jump spark system; current supplied by Delco generator and storage battery; spark advance controlled by lever on top of steering wheel.

STARTER—Complete Delco single unit system for electric starting, lighting and ignition; built as an integral part of the motor and operating in conjunction with large storage battery; combination switch with ammeter and automatic circuit breaker on instrument board.

CLUTCH—Large leather faced cone clutch with expanders under leather to insure smooth action; fully adjustable to take up wear.

TRANSMISSION—Selective, sliding gear type; three speeds forward and reverse; heat treated, chrome nickel steel gears; positive interlocking hand control integral with gearset.

DRIVE—Through single large universal joint and fully enclosed propellor shaft to bevel gears in rear axle; propellor shaft housing connected directly to rear end of transmission by large ball joint enclosing universal; torque taken through propeller shaft housing and ball joint; drive taken through rear springs.

REAR AXLE—Three quarter floating type with entire weight of car carried on housing shafts mounted on roller bearings; ball thrust bearings for differential and propeller shaft; bevel driving gears.

BRAKES—Service brakes external contracting type; emergency brakes internal expanding type; both operating on rear wheel drums; pull rods adjustable to take up wear.

FRONT AXLE—Drop forged, I-beam section; heat treated; yokes integral with drop forged steering spindles; drop forged tie rod yokes; large cup and cone ball bearings for front wheels.

WHEELS—Wood, artillery type, with large hub flanges; 12 spokes; demountable rims.

TIRES—31 x 4 inch, clincher type; non-skid tread, front and rear.

STEERING GEAR — Semi-irreversible, split nut and worm type; with large adjustable ball thrust bearing to take up wear; 16 inch steering wheel; spark and throttle levers located on top of steering wheel; left hand drive.

FRAME—Reinforced, pressed steel; channel section with four heavy cross members; integral gasoline tank support.

SPRINGS—Extra long and flat semi-elliptic springs both front and rear.

TOP—Special "one man" type clamping directly to the windshield when extended; inside operating curtains; clamp type top holders.

WINDSHIELD—Rain vision, ventilating type of slanting design; rubber filler strip to prevent leakage; adjustable friction stops to hold glass in any position.

STANDARD EQUIPMENT — Double bulb electric headlights; electric tail and instrument lamps; speedometer; electric horn; tire carrier with extra demountable rim; jack, pump, tire repair kit and complete set of tools; robe rail on touring car. (No allowance will be made for any part of standard equipment omitted on customer's order.)

Prices, f. o. b. Flint, Michigan

Model E-Four-34 . $795.00 Model E-Four-35 . $795.00

EVERY Buick owner is entitled to and will receive prompt and efficient service—the kind that will insure him the motoring pleasure he expects. No matter where you go, there is a Buick branch or a Buick dealer close at hand.

Atlanta	Buick Motor Company
Battle Creek	Buick Motor Company
Boise, Idaho	Randall-Dodd Auto Company
Boston	The Noyes-Buick Company
Buenos Ayres, Argentine Republic	General Motors Export Co.
Buffalo	Buick Motor Company
Charlotte, N. C.	C. C. Coddington
Chicago	Buick Motor Company
Cincinnati	Leyman-Buick Company
Cleveland	The Ohio-Buick Company
Dallas	Buick Motor Company
Denver	MacFarland Auto Company
Detroit	Buick Motor Company
Indianapolis	Buick Motor Company
Kansas City, Mo.	Buick Motor Company
Lincoln, Neb.	Nebraska-Buick Auto Company
London, England	General Motors (Europe) Ltd.
Los Angeles	Howard Auto Company
Louisville, Ky.	Leyman Motor Company
Memphis, Tenn.	Buick Motor Company
Milwaukee	Buick Motor Company
Minneapolis	Pence Automobile Company
New York City	Buick Motor Company
New York City	General Motors Export Company
Oklahoma City	Buick Motor Company
Omaha	Nebraska-Buick Auto Company
Philadelphia	Buick Motor Company
Pittsburgh	Buick Motor Company
Portland, Ore.	Howard Auto Company
Rochester, N. Y.	C. L. Whiting
Saginaw, Mich.	Garber-Buick Company
St. Louis, Mo.	Vesper-Buick Auto Company
Salt Lake City	Randall-Dodd Auto Company
San Antonio, Texas	Buick Motor Company
San Francisco	Howard Auto Company
Seattle, Wash.	Eldridge-Buick Company
Sioux City	Nebraska Buick Auto Company
Sydney, Australia	General Motors Export Company
Washington, D. C.	Buick Motor Company

Distributors for the

Buick Motor Company, Flint, Michigan