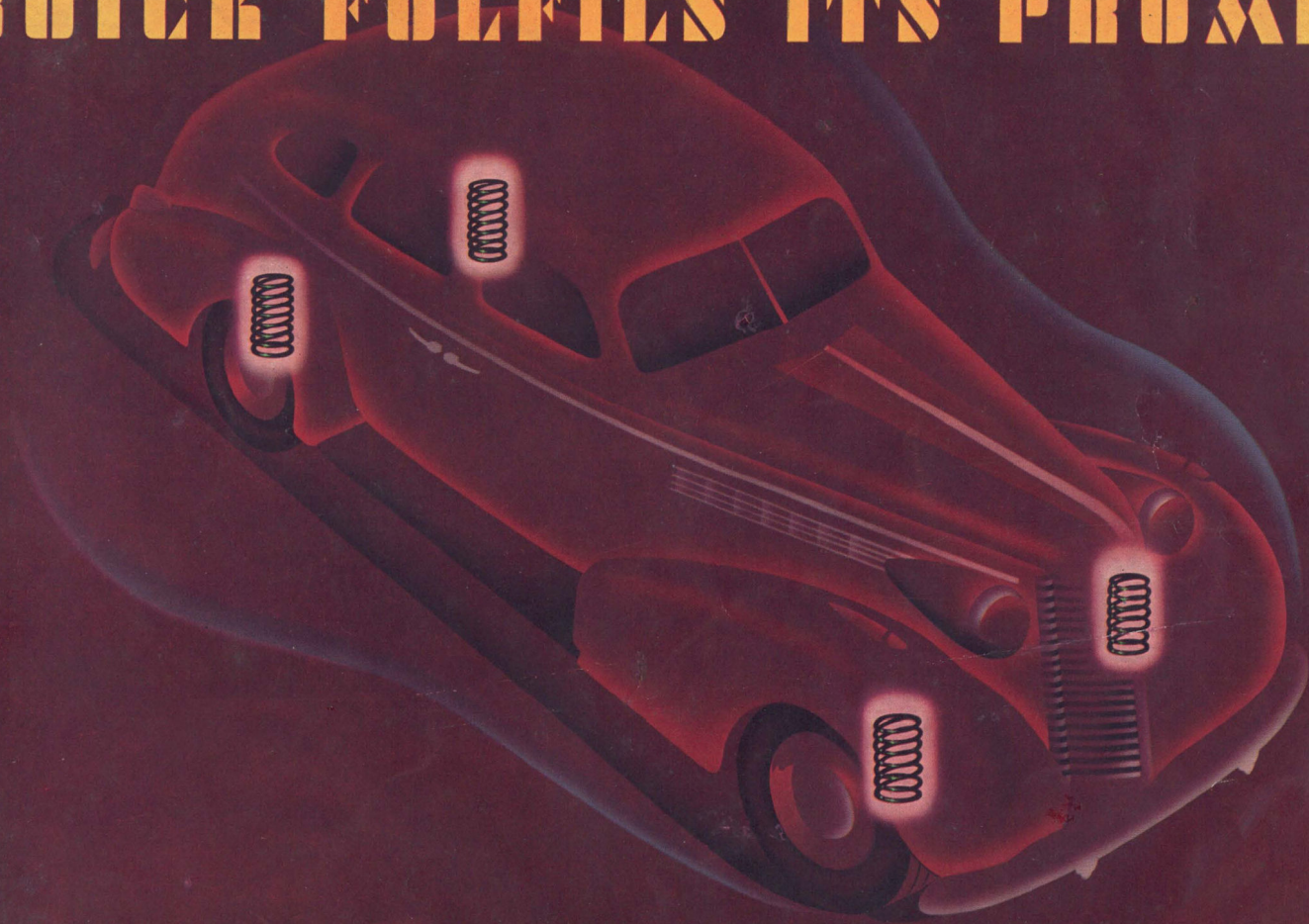


BUICK FULFILLS ITS PROMISE

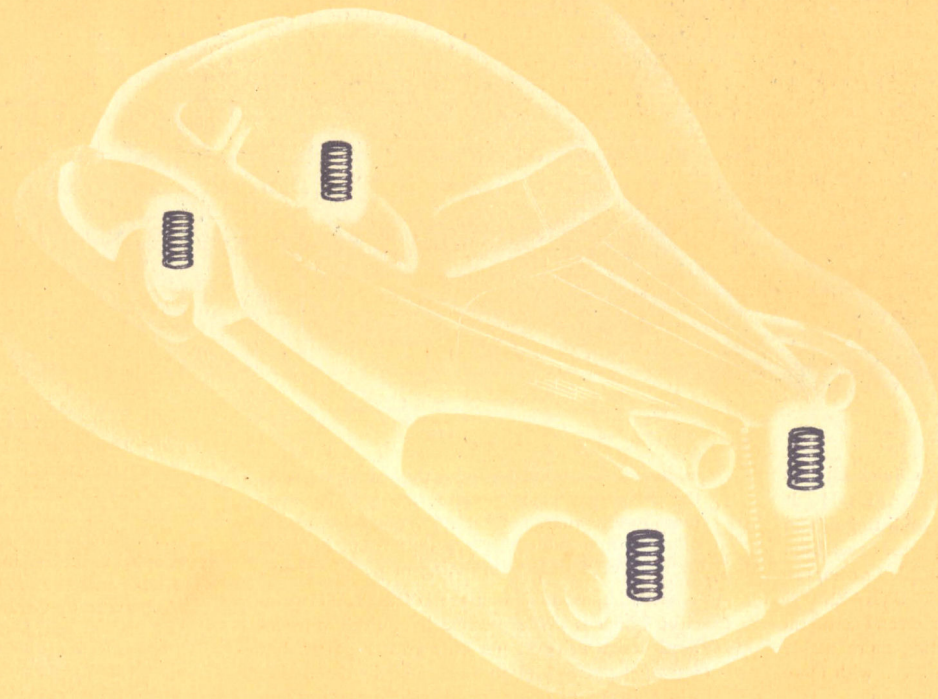




Buick FORTY Sedan

There has always been a glamour about Buick . . . an air that sets it apart from all other cars. Once again that is exemplified—in this splendidly poised, magnificently composed Buick Special Sedan with Unisteel Body by Holden. It looks even longer than its 122 inches of wheelbase . . . and as powerful as its 107 Horse Power. Exclusive colour schemes enrich an interior already notable for distinctive door handles, lighting fixtures and craftsmanly finish.

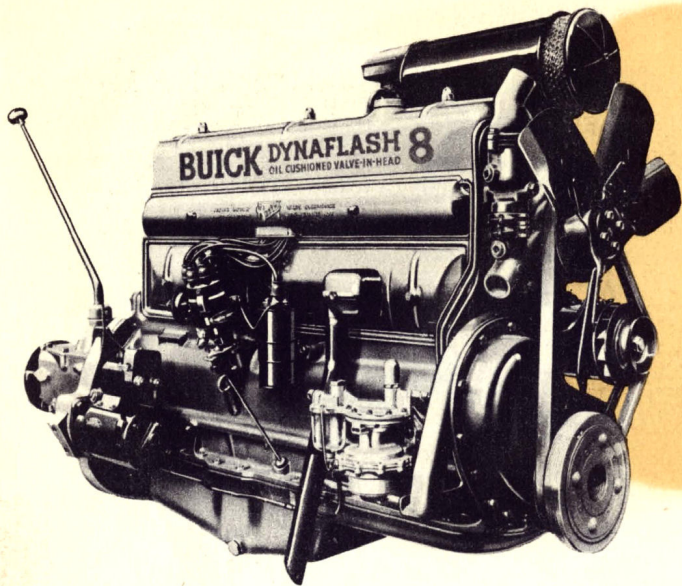
WHEN BETTER CARS ARE BUILT BUICK WILL BUILD THEM



Buick invites you to discover

A new, thrilling Engine Performance
... A new, incomparable Ride





A CYCLONE in each Cylinder

ON the valve cover of to-day's Buick Engines you'll find a new name—DYNAFLASH. It is a name expressly coined to distinguish an Engine that is so different that it is set apart from and above all others. A new principle of compression is employed in the Buick DYNAFLASH Engine . . . a principle which creates a literal cyclone in each cylinder, extracting more usable power from every charge of fuel . . . with more brilliant performance yet greater economy.

You have only to know that without any increase in their piston displacement or petrol consumption the two engines of the Buick Series which last year developed 100 H.P. and 130 H.P. respectively, today develop 107 H.P. and 141 H.P., to realise what an appreciable advance in Engine efficiency this is. What happens briefly is this: Speeding from the carburettor through the intake manifold, the fuel charge rushes into the cylinder at a speed of approximately 250 miles an hour. Leaping to meet it is the piston with an unique device called the Turbulator built into its top. This scientifically shaped Turbulator drives the draught of fuel into a miniature cyclone.

Then occurs something more than high compression—literally *cyclompression*—as the swirling petrol

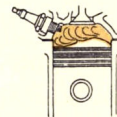
mixture is compressed around the spark plug. As the charge ignites, a hurricane lets go. Pressures jump to four times normal . . . every down push of the piston gains nearly ten per cent. in drive from an even smaller rationing of petrol vapour.

What is important is that the DYNAFLASH principle which is made possible by Buick's valve-in-head design achieves not only greater power, but smoother power with an absence of the detonation which is apt to occur in other high compression engines. In the conventional combustion chamber, high pressure tends to ignite spontaneously the fuel on that side of the combustion chamber opposite to the spark plug, before the burning process started by the spark plug reaches it. With Turbulator head design, however, it will be seen that the area of this portion of the cylinder has been reduced while the heat dissipating surfaces of the combustion chamber and piston head are relatively larger. Thus temperatures and pressure are reduced in that portion of the combustion chamber where spontaneous ignition was apt to occur, true progressive combustion being achieved.

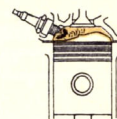
All this extra efficiency, mark you, is quite additional to the normal 10 per cent. greater efficiency of the Buick valve-in-head type engine, as compared

with other engines of similar size and capacity. The Dynaflash principle adds another advantage to engines which already offer such notable features as . . . Aerobat Carburettor . . . Anolite Pistons . . . Instantly Lubricated Cylinder Walls . . . Streamlined Inlet Valves . . . Individually Cooled Cylinders and Valve Seats . . . Automatic Choke and Vacuum Controlled Starter Switch . . . Automatically Controlled Engine Ventilation, etc.

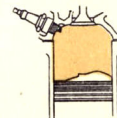
The diagram shows the turbulence created in the fuel mixture as it enters the cylinder at 250 miles an hour.



See how the spark plug fires the whirling cyclone of evenly mixed fuel which burns more efficiently because of its concentration round the spark plug.



Now for the power stroke. More of the heat in the fuel is converted into usable power so that the piston receives a stronger downward push.



A SAFETY CUSHION

on each Wheel

TO match the advance in Buick engine performance, Buick engineers sought a way to provide an equally incomparable ride. They give you now on all four wheels, the safety and steadiness of a system of springing you will find in no other car.

Poised at each wheel on coil springs of easy-flexing steel, Buick floats along, free of bobble, jar or bounce. No matter how the wheels dip and curtsy, Buick rides level as a flying arrow. It's a new serene comfort you enjoy . . . for Buick's permanently-gentle rear coil springs combine with Independent Front Wheel Springing to provide the first system of springing specifically designed for the modern motor-car.

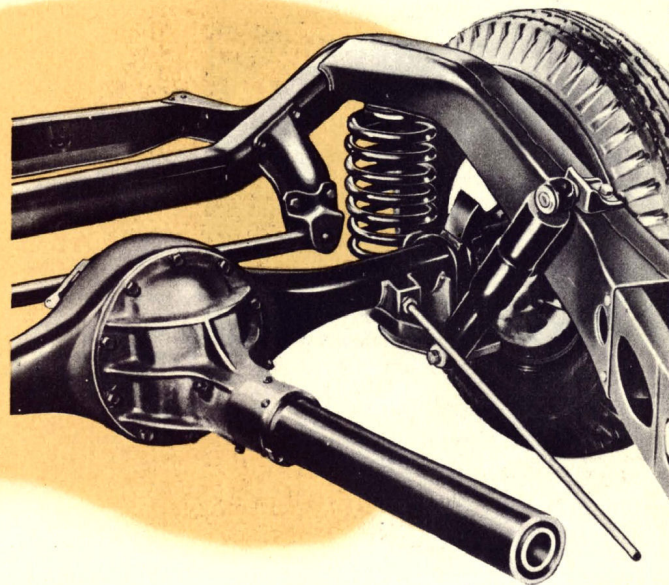
This new ride is made possible only by a long famous feature of Buick engineering—the Torque Tube Drive. In Buick a rigid Torque Tube joins rear axle to transmission, preventing the rear axle from thrusting forward and flexing the rear springs wherever there is a sudden action of the rear wheels such as in starting, braking or accelerating. In other words, Buick's Torque Tube relieves the rear springs of the additional duty they have to serve in other cars of holding the back axle in place.

The result is Buick has been able to change to modern coil springs in place of old buggy-type leaf springs—with the following advantages. Buick's rear coil springs eliminate eight greasing points . . . they do away with shackles and the evils that come from shackle wear. But most importantly, they contribute new safety to driving, new freedom from skidding and new security in the case of blow out.

Repeated tests on the General Motors Proving Ground have demonstrated that with this new suspension, rear wheels track exactly where the front wheels lead. On sharp turns or gravelled roads there can be practically no skidding and even on icy surfaces there is a greater margin of safety before skidding can occur.

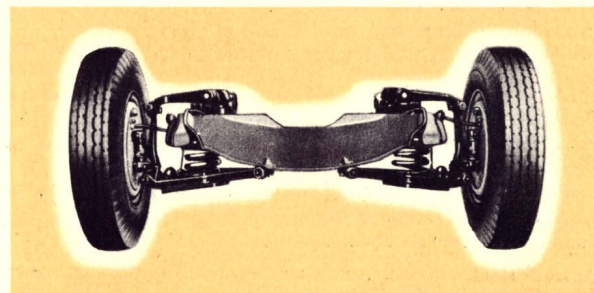
The advantage of Buick's perfectly controlled ride by means of coil springing at both front and rear can be most appreciated under extreme conditions such as when blow-outs occur. Under ordinary driving conditions when a tyre blows out on either front or rear wheels, the driver must correct his steering. In some cases he may be unable to do so quickly enough to avoid an accident because of the number of degrees through which he must turn the steering wheel. Actual tests on Buick however in which tyres were intentionally blown out with dynamite caps ignited by electricity, produced amazing results.

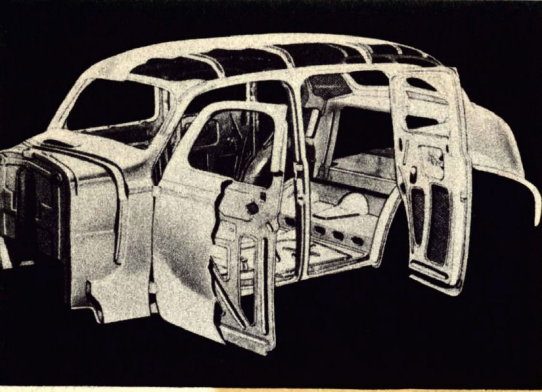
The left front tyre on a sedan was blown out at 50 miles an hour and it was only necessary for the driver to correct the steering wheel by $1/3$ rd of a revolution to hold the car within six inches of a straight line. At 70 miles an hour, $1/4$ th of a turn of the steering wheel was sufficient correction, the car deviating only about three inches.



The rear tyre blow-out produces more often than not serious results in the case of ordinary cars. But when one was blown out on the new Buick at 50 miles per hour and again at 70 miles per hour, no additional correction was necessary and the car did not swerve from its path.

.....
Above is illustrated the Rear Coil Spring Suspension and Buick's Torque Tube Drive which makes this type of springing possible. Below is shown the Independent Front Coil Springing.





Around you the security
and luxury of Buick's

UNISTEEL BODY *by* HOLDEN

THE enthusiastic Buick owner knows a hundred sources of satisfaction unrealised by owners of lesser cars. As he steps up to open his car, the door handle feels that much more massive beneath his hand. As he closes the door after him, the sound of it closing home seems that much more solid than any other car. As he takes his seat he surveys approvingly the cream Tenite steel-sprung steering wheel with its gleaming horn ring . . . the handsome instrument panel, with its electric clock, ash trays, glove box and instruments. And as he moves idly off in this perfectly poised car, he is conscious of the soothing silence and completeness of comfort that reward the Buick owner for his outlay.

What he may not realise is that almost everything in the interior design and appointments of his car, he owes to the skill and taste of Australian designers and engineers.

A Holden development is that Multi-Adjustable Front Seat which adapts itself to his comfort as no previous adjustable front seat has done . . . inclining him at a comfortable angle when it is pushed back . . . raising the shorter driver to a more upright position when it is pulled forward.

Another Holden development is that soft resilience of the Relax-o-Form Seat Springing beneath the carefully chosen soft hide upholstery.

Australian craftsmanship again is responsible for the tastefully designed interior door and window handles and the unusual side lighting fittings.

And underneath all this luxury of a body that is replete with carpeted floors, pockets in all doors, silken cord robe rail, assist straps and No-Draught Ventilation system, is a firm foundation of body engineering that is not only unduplicated in Australia, but ranks with any in the world.

Buick's Unisteel Body by Holden is all that its name implies—one solid structure of steel, with steel top, steel floor, steel sides, all fused in a single rigid steel unit without the use of a single bolt, rivet, screw or nail.

It requires giant presses and equipment such as is possessed by Holden's alone in Australia to produce such a body . . . weave-proof and twist-proof . . . permanently strong, permanently quiet . . . scientifically insulated alike against sound and heat.

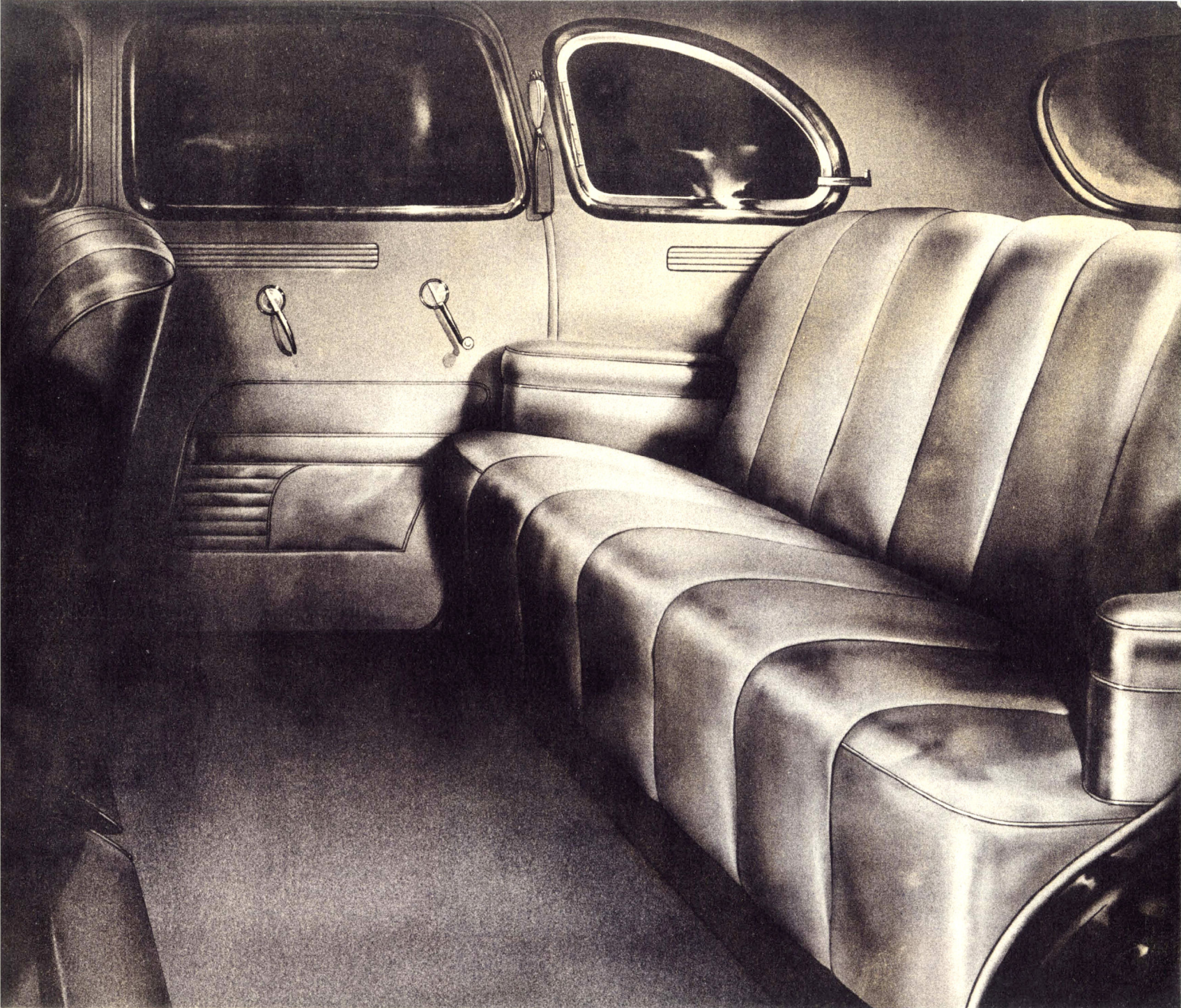
To ride at high speeds in a Buick over loose metalled roads and gravelled stretches is to experience a new sense of restful travel, free of road rumble and outside noises. You have no need to raise your voice, but can speak in the same easy tone you would use in your own home.

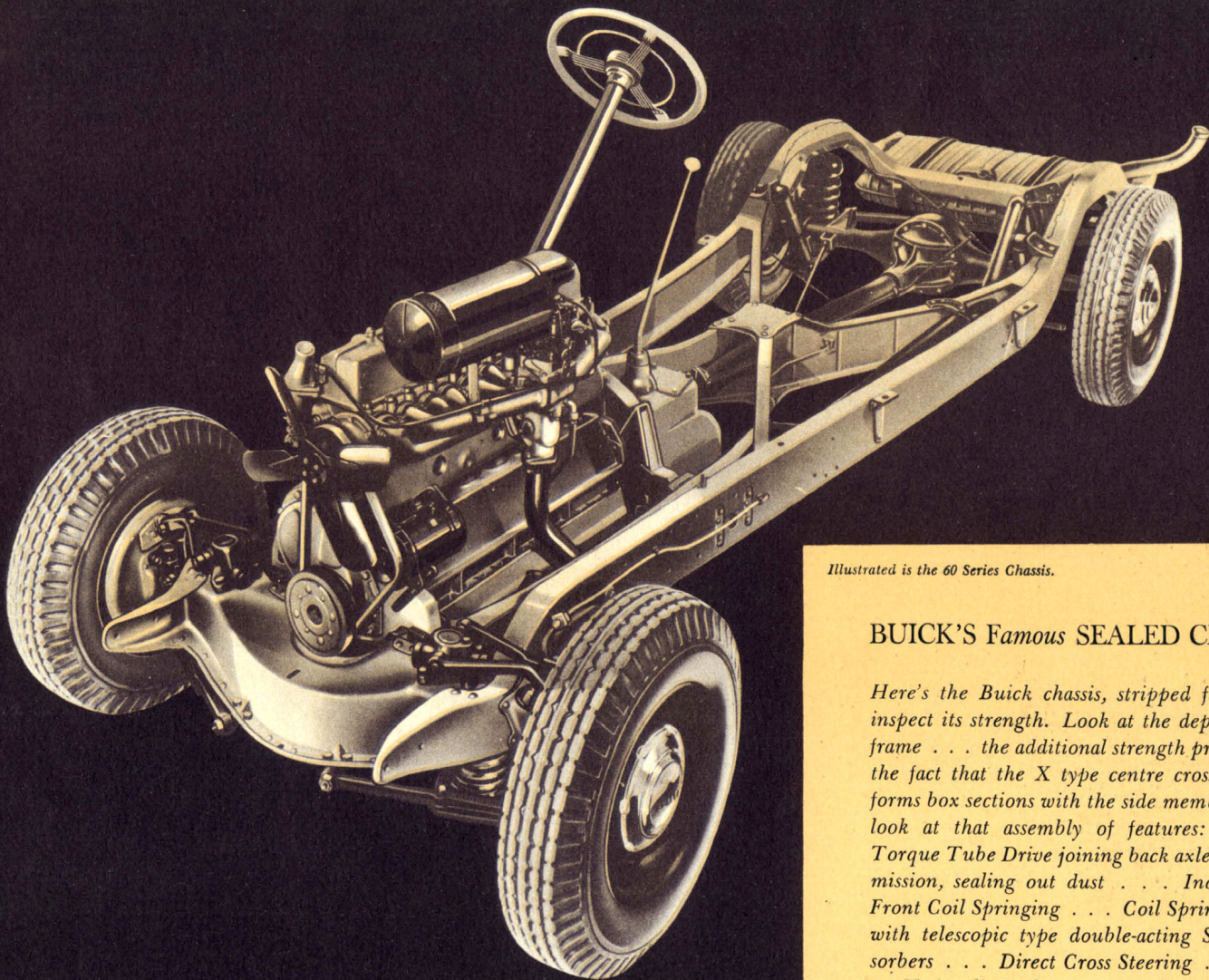
Heat too, like noise is defeated by Buick's Unisteel Body . . . actual tests in blazing sunlight proving that Buick's Unisteel Body is many degrees cooler than those of some other cars.

Just one of the many touches of individuality in Buick's interior are the new attractive side lighting fittings with which are embodied the assist straps. In addition to the standard equipment on all models already mentioned on this page are electric clock . . . locking glove box . . . ash receivers at either end of the instrument panel . . . dual windshield wipers . . . two interior sun visors

. . . armrests front and rear . . . rear view mirror . . . rear blind . . . dual vibrator-type horn . . . bumpers front and rear . . . combination tail and stop light. Sedan models have such additional equipment as a smoker's outfit with cigar lighter in the rear compartment . . . additional folding armrest in the centre of the rear seat and two foot hassocks in rear compartment. All models bring you the protection of Armourplate Safety Glass in Windscreen and side Windows while the careful tailoring of all interiors includes head lining cloth which is considerably more sound absorbent and luxurious in appearance than substitute materials.





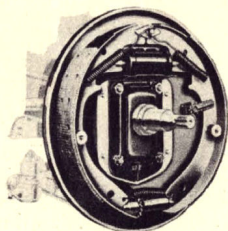


Illustrated is the 60 Series Chassis.

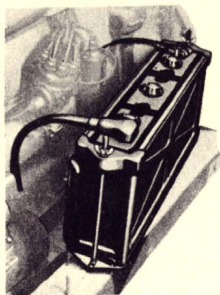
BUICK'S Famous SEALED CHASSIS

Here's the Buick chassis, stripped for you to inspect its strength. Look at the depth of that frame . . . the additional strength provided by the fact that the X type centre cross member forms box sections with the side members. And look at that assembly of features: Enclosed Torque Tube Drive joining back axle to Transmission, sealing out dust . . . Independent Front Coil Springing . . . Coil Springs at rear with telescopic type double-acting Shock Absorbers . . . Direct Cross Steering . . . Tip-toe Hydraulic Brakes . . . Synchromesh Transmission . . . Silent Zone Body Mountings . . . Big, Smooth-operating Ventilated Clutch, etc.

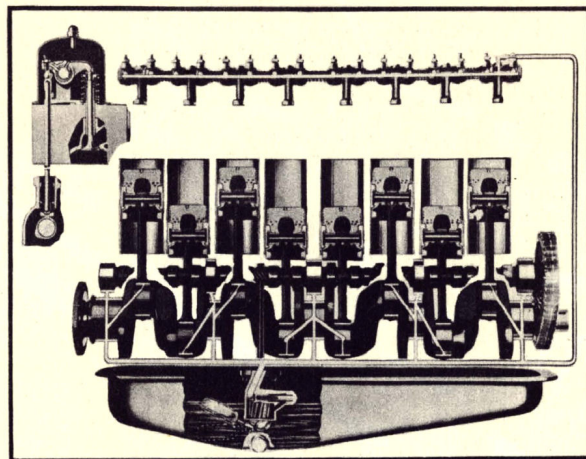
The fact that it is a BUICK tells you it has EVERY ADVANCED ENGINEERING FEATURE



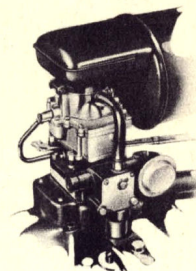
Buick's tiptoe hydraulic brakes are of the internal-expanding type, utilising the motion of the car to supply brake effect, which naturally reduces the pressure necessary on the foot pedal. In addition, wear on brake bands is more uniform than in brakes of other types.



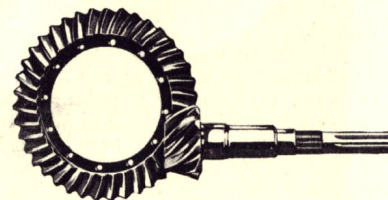
Buick's battery is to-day mounted under the bonnet, where it is instantly accessible for service and attention.



As the power and speed of engines have increased, a greater need has developed for better lubrication that will positively protect the hundreds of tight-fitting, faster-moving engine parts in hour-after-hour driving. From the moment the Buick engine starts, a stream of oil is forced through a drilled opening in the connecting rod end bearings, spraying the cylinder walls and thereby completely lubricating pistons, rings and pins. In addition oil is forced by a gear-driven pump to all main bearings, cam-shaft bearings, rocker arm shaft bushings, timing chain and valve lifter mechanism. An important feature of Buick's lubrication system is the ingenious oil pump screen and inlet pipe which float near the surface of the oil as can be seen in the diagram above. With this new Buick floating screen, the cleanest oil is always used because it is drawn off the top surface, above the sediment and impurities which sink to the bottom of the pan . . . an obvious advantage over the fixed type oil inlet which must be placed very low in the oil pan to ensure an adequate supply of oil to the pump.

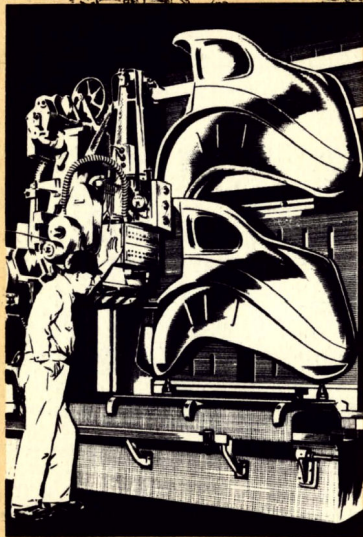


Aerobat Carburettor—built on the same principle as carburettors used in aerial acrobatics—ensures constant supply of petrol vapour no matter what the angle of engine—will not flood when car is parked on a hill—eliminates stalling on sharp turns or in sudden stops.



Buick's hypoid gears in the rear axle permit a lower car floor level without an excessive drive shaft tunnel. This permits a lower centre of gravity without any sacrifice in head room. Other advantages of Buick's Hypoid Gears are greater tooth strength in relation to the ring gear decimeter and greater quietness.

"Better buy Buick!"



Expensive machinery like this is one of the reasons for the superior construction and styling of Buick's Body by Holden. Here you see the Keller Reproducing Machine working on the die used for producing the rear quarter panel of a sedan. At the top is the wooden model which is first built. As the tracer arm moves across the contours of this pattern, the cutting arm reproduces the design on the huge metal casting below.

A CHAIN is no stronger than its weakest link. Often-used words—but they have a real significance to the thinking motor-car buyer in a country such as Australia where everything but the main units of the chassis of a car is manufactured locally.

The thinking Australian motor-car buyer will assess not only the merits of a car as it is marketed overseas . . . but the ability of the local Australian organisation to entirely recreate it, market it, and provide permanent service and spare parts facilities for it.

There is perhaps little need to dwell upon the merits of Buick itself . . . with its 34 years of leadership and the association it enjoys with General Motors Research Laboratories and that testing ground of so many major motoring engineering developments, the General Motors Proving Ground.

Here, however, are some aspects of the organisation behind Buick in Australia which may be new to some.

In plant, equipment and personnel, General Motors-Holden's Ltd. loom among Australia's largest and most important industrial organisations. The sketch at the top of this page illustrates the Melbourne plant on its 50 acre site. This plant serves as administrative headquarters as well as being one of five great Australian assembly plants which supplement the activity of the 40-acre Holden Body Works at Woodville.

Situated in the principal capital cities of Australia these plants house the costly machinery with which a skilled organisation assembles Buick chasses and builds Buick Unisteel Bodies.

Associated with these plants special departments in each centre organise service facilities, advise and supply full

technical information to Distributors for the efficient maintenance of every Buick that takes the road. Similarly the Parts Department organisation ensures ready availability of genuine Buick parts at fair uniform prices throughout the Commonwealth.

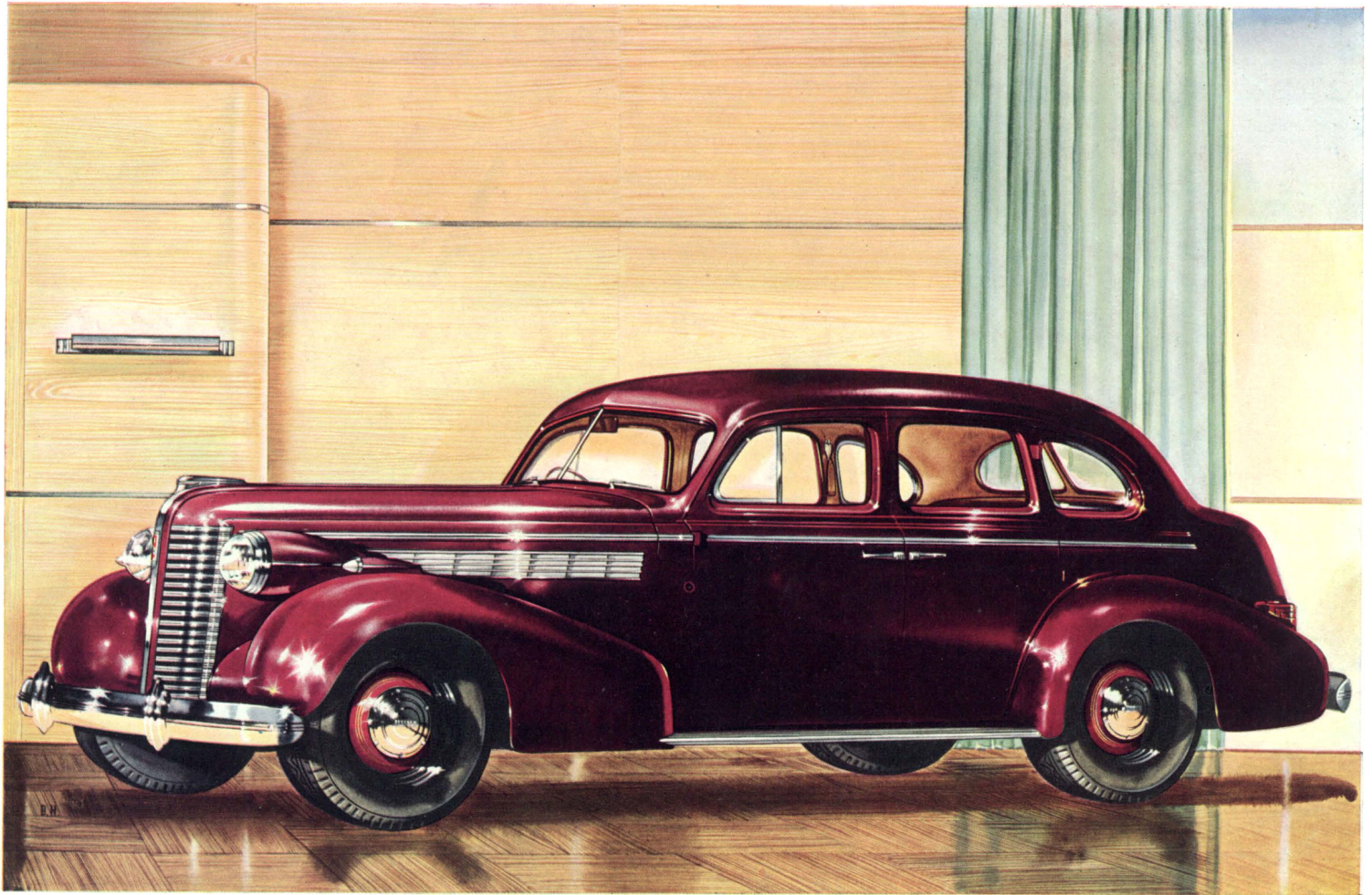
Such an organisation with such concrete evidence of permanence of establishment gives a real significance to the Warranty under which every Buick is sold. It is a guarantee of a long and lasting satisfaction in the car you buy.

TO VISITORS TO ENGLAND:

You can buy your new Buick before you leave through any Buick dealer—trading in your present car in the normal way. The new Buick will be waiting for you on arrival in England.

All details of English registration and the obtaining of an English driving licence will be arranged for you. English insurance with a Company represented in Australia will be arranged—and a pro rata credit for unexpired portion of the English policy will be given to be applied against the new policy you will take out when you return to Australia.

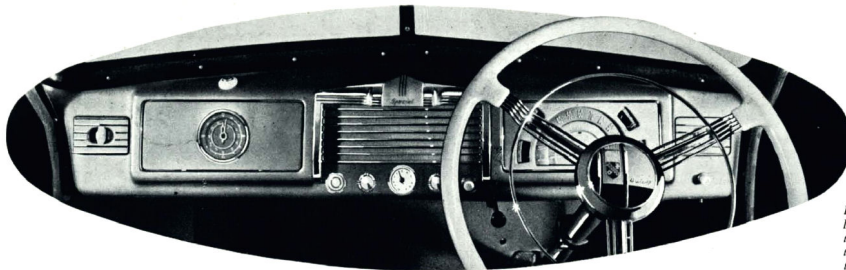
Full "after-sales" service facilities for your Buick will be made available in any part of England—and these service obligations will be fulfilled scrupulously. You will also be relieved of worries attendant on the shipping of your car back to Australia—this will be handled by the officers of the Overseas Sales and Service Division. If you prefer, resale of your car in England will be assisted. Consult your Buick dealer about this special overseas service.



Buick SIXTY Sedan

A car for the connoisseur . . . this sumptuous Buick Century with its 126 inches of wheelbase and 141 Horse Power. Every detail of it down to the minutest stitching of the soft leather upholstery has been debated by Holden designers and body engineers. Exclusive colour harmonies have been developed for its interior . . . along with new and distinctive interior door handles and window winders. Altogether a car individualized in the extreme.

★ YOUR NEW BUICK ★ ★ ★ ★ ★



Illustrated is the Buick Instrument Panel showing the Air Chief Radio Control and Dial in place in the centre of the dash.

AMOTORING authority once said "The accessories of to-day are the standard equipment of to-morrow." Look at your new Buick to see how true this statement is. Not so very long ago a hand-operated windshield wiper was an extra—now Buick has, of course, twin electric wipers as standard. Other standard equipment you enjoy in your Buick include twin interior Sun Visors, an Electric Clock, a rear vision mirror, visor vanity mirror, cigarette lighter, built-in ash trays, and de luxe spring steering wheel. You may think there is hardly another thing you could want for your new car. But who could say "No" to an "Air Chief" Car Radio, for instance!



This set is warranted by National Automotive Service Company (a division of General Motors-Holden's Ltd.) and has passed all the rigid tests to qualify as a car radio worthy of Buick. The "Air Chief" Car Radio is specially designed for Buick—provision being made in the car design to install the radio unit itself, the speaker, the aerial and the special controls which match the styling of the instrument panel. It is a 6-valve superheterodyne, employing one dual-purpose and one triple-purpose valve giving 9-valve performance—better indeed than many home console sets. "Air Chief" gives long range daylight reception (the Melbourne Cup description was easily picked up in Central Australia) and it has automatic tone and volume control.



An entirely new feature in car radio design now applies to "Air Chief" in the form of an Acoustinator . . . a mechanical "ear" which also fits on the instrument panel handy to the controls. The Acoustinator can be adjusted in four positions. The first three are marked Voice, Music and Bass; you simply turn to any of these to give you the correct reproduction for the type of programme you are listening to. In the fourth position the Acoustinator shuts out

electrical interference in bad localities such as near tram lines, electric wires, or when atmospheric disturbances are bad. The speaker fits neatly above the windscreen—flush with the roof, and you may have either an under running-board aerial, or one of the stylish new overhead aerials seen on so many cars to-day.



The price of an "Air Chief" Car Radio is 26 guineas, and this can be included in the Terms Payments if you are taking advantage of the easy G.M.A.C. plan.

The new owner can make no better investment than buying a Fender Marker, which clamped to the mudguard on the near side, indicates the extreme limits of the car and makes it possible to park in congested areas without fear of scraping the guard. The Fender Markers are obtainable in Black and White or Black and Orange and are priced at 7/6 each.

Another thing that a careful owner of a new Buick should not be without is a good tyre gauge. Tyre mileage depends so much on maintaining correct tyre pressures that you cannot afford to take risks by using tyre gauges at different filling stations. They are apt to vary in measuring tyre pressures. Have your own, only use your own, and you know exactly where you are. The NASCO Tyre Gauge is available at all Buick Dealers at 6/6.



When you take delivery of your new Buick it has a fluid called NASCO Radiator Rust Preventative added to the water in the cooling system. As the name implies this fluid prevents rust from forming and keeps the cooling system always in first-class working order. Every six months (or whenever you drain the radiator to change the water) you should put more NASCO Radiator Rust Preventative in the cooling system. Your Buick Dealer can supply this fluid in bottles at 2/3 each.



For only 7/6 you can buy another accessory which not only looks attractive, but has a practical value too . . . an Exhaust Extension. As you know the standard exhaust pipe is of black steel, but this extension is heavily chromium plated. It is about 11" long and clamps over the nozzle of the existing exhaust pipe adding greatly to the appearance of the rear end. The Exhaust Extension is fan-tailed and this fan tail is deflected slightly downward so as to eliminate any possibility of the exhaust gases marred the lacquer of the rear panel. Price 7/6.

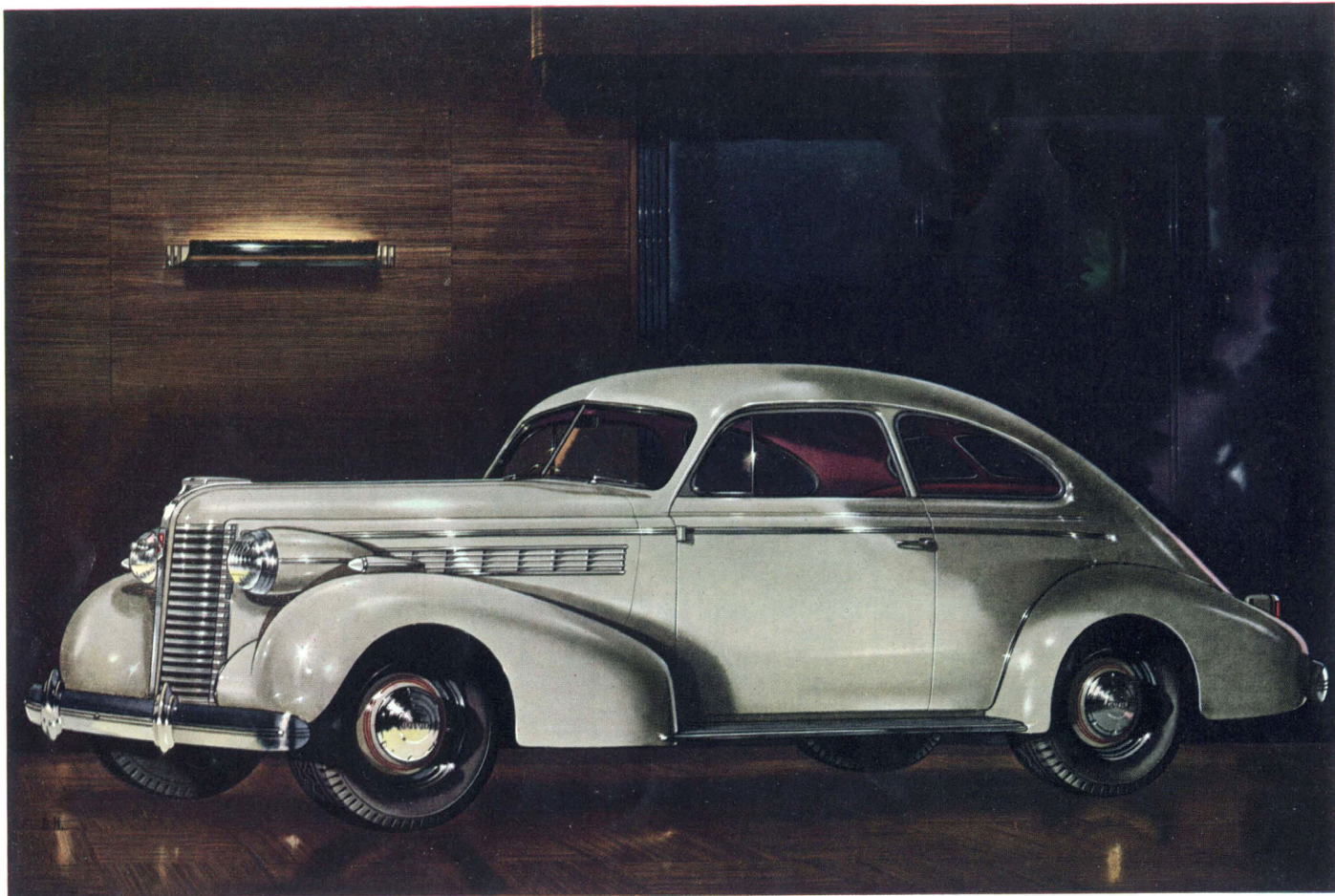
And finally, a word about the Duco finish of your new Buick. If you are an owner who takes a pride in looking after his car and cleaning it up at the week-end, you will see more result for your effort if you use GM-H Duco Cleaner and Polish. This preparation comes in bottles (2/6 and 4/-) and it actually does a two-fold job; first it removes the dull hard coating of traffic film and then it gives a brilliant lustrous polish to the Duco lacquer.



While your car is new it is well worth while to spend a little extra and have the pleasure and satisfaction of these Genuine NASCO Accessories. Equipped with these you will keep your car looking better, you will get more pleasure out of driving it and the little you spend adds pounds in higher resale value when you decide to trade in.

For your convenience we list here additional accessories available from all Buick Dealers:

Locking Petrol Tank Cap	9/6 or 12/6
Peep Mirror (outside fitting)	15/-
Chromium Cleaner and Polish	4/6
NASCO Leather Cleaner and Preservative	3/4
Insect Screens	12/6
Thermometer	5/6
Door Ease	1/-
Kool Kooshion	25/-



Buick FORTY Coupe

Buick's fleetness of line is still further emphasised by the down-swept roof line of this purely Australian body development . . . this all-enclosed, all-weather Six-seater Coupe originated by Holden's. The wide close-fitting doors give occasional passengers easy access to the comfortable rear seat, which is ingeniously designed to disappear when not required, thus making the whole back of the car, (in addition to the normal trunk area) available for luggage.

Condensed Specifications

SERIES 40



SERIES 60

BUICK VALVE-IN-HEAD STRAIGHT EIGHT ENGINE—Bore and stroke 3 3/32" x 4 1/4"—Displacement 248 cubic inches—Developed Horsepower 107 at 3400 r.p.m.—Anolite Turbulator Head Pistons—Full Pressure Lubrication to main, connecting rod, camshaft and rocker arm bearings—Counterweighted Crankshaft with Torsional Balancer—Crankcase ventilator—Oil capacity 5 quarts.

FUEL, EXHAUST AND COOLING SYSTEMS—Dual Down-draught "Aerobat" Carburetion with down-draught manifold—Thermostatic Heat Control—Automatic Choke—Automatic Idle Control—Fuel Pump—Intake Silencer—Air cleaner—Fuel Filter—Thermostatically controlled by-pass water temperature control—Centrifugal water pump—Four blade 16" fan—Water capacity, 11 quarts—Fuel Tank capacity, 15 gallons.

CLUTCH AND TRANSMISSION—Single Plate 10-inch Dry clutch of increased spring pressure—All silent helical gear Synchro-Mesh transmission—All gears nickel chromium.

REAR AXLE AND UNIVERSAL JOINT—Semi-floating Rear Axle with Hypoid Gears—Torque tube drive—Inclosed tubular balance propeller shaft—Axle ratio 4.44 to 1—One universal joint automatically lubricated from transmission.

SUSPENSION—Independent Front Coil Spring Suspension—Front coil springs, silicon manganese—Rear coil springs, with direct acting Telescopic design shock absorbers.

STABILISER—Dual Stabilisation by means of side stabiliser at front and telescopic shock absorbers and torque-free springing at rear.

FRAME—Rigid Girder Type, Double Drop X type Frame—Section 7 1/2 x 2 1/2 x 7/16". (1 Beam X member.)

STEERING—Direct-Cross Steering—Worm and Double Roller Steering Gear.

SHOCK ABSORBERS—Front and rear—Delco Double Acting.

BRAKES—Four Wheel Hydraulic Brakes—Centrifuse brake drums—Size 12 x 1 1/2 inches—Mechanical emergency and parking brake.

ELECTRICAL SYSTEM—Delco-Remy 2 unit 6-8 volt—Octane Selector—Solenoid Starter, Hand Throttle or Accelerator Control—Tilt Ray headlights with foot dimmer switch and Selector Switch on Dash—17 Plate 130 Amp-hour capacity Battery. "High Output" Generator with Voltage Regulator.

WHEELS AND TYRES—Demountable Steel Disc Wheels—Tyre size, 16 x 6.50—Drop centre rims. Spare tyre carried in separate compartment to trunk where it is readily accessible without removing luggage.

WHEELBASE—122 inches.

BUICK VALVE-IN-HEAD STRAIGHT EIGHT ENGINE—Bore and Stroke 3 7/16" x 4 5/16"—Displacement 320 cubic inches—Developed Horsepower 141 at 3600 r.p.m.—Anolite Turbulator Head Pistons—Full Pressure Lubrication to main, connecting rod, camshaft and rocker arm bearings—Counterweighted crankshaft with torsional balancer—Crankcase ventilator—Oil Capacity, 6 1/2 quarts.

FUEL, EXHAUST AND COOLING SYSTEM—Dual Down-draught "Aerobat" Carburetion with down-draught manifold—Thermostatic Heat Control—Automatic Choke—Automatic Idle Control—Fuel Pump—Intake Silencer—Air cleaner—Fuel filter—Thermostatically controlled by-pass water temperature control—Centrifugal water pump. Four blade 18" fan—Water capacity, 14 quarts—Fuel Tank capacity, 15 gallons.

CLUTCH AND TRANSMISSION—Single Plate 11-inch Dry Clutch of increased spring pressure—All silent helical gear Synchro-Mesh transmission—All gears nickel chromium.

REAR AXLE AND UNIVERSAL JOINT—Semi-floating Rear Axle with Hypoid Gears—Torque tube drive—Inclosed tubular balanced propeller shaft—Axle ratio 3.9 to 1—One universal joint automatically lubricated from transmission.

SUSPENSION—Independent Front Coil Spring Suspension—Front coil springs, silicon manganese—Rear, coil springs with direct acting Telescopic design shock absorbers.

STABILIZER—Dual Stabilization by means of side stabilizer at front and telescopic shock absorbers and torque—Free springing at rear.

FRAME—Rigid Girder Type; Double Drop X type Frame—Section 7 1/2 x 2 1/2 x 3/8". (1 Beam X member.)

STEERING—Direct-Cross Steering—Worm and Double Roller Steering Gear.

SHOCK ABSORBERS—Front and rear, Delco Double Acting.

BRAKES—Four Wheel Hydraulic Brakes—Centrifuse brake drums—Size 12 x 2 inches—Mechanical emergency and parking brake.

ELECTRICAL SYSTEM—Delco Remy, 2 units 6-8 volt—Octane Selector—Solenoid Starter, Hand Throttle or Accelerator Control—Tilt Ray headlights with foot dimmer switch and Selector Switch on Dash—17 Plate 130 Amp-hour capacity Battery. "High Output" Generator and Voltage Regulator.

WHEELS AND TYRES—Demountable Steel Disc Wheels—Tyre Size, 15 x 7.00—Drop centre rims. Spare tyre carried in separate compartment to trunk where it is readily accessible without removing luggage.

WHEELBASE—126 inches.

EQUIPMENT

All Buick models are complete with the following equipment: Relax-o-form Leather Seating . . . Adjustable Driver's Seat . . . No-Draught Ventilation . . . Electric Clock . . . Dome and Rear Quarter Lamps . . . Dual Windshield Wipers . . . Locking Glove Box . . . Ash Receiver . . . Foot Rest . . . Two Interior Sun Visors . . . Arm Rests—Front and Rear . . . Assist Grips . . . Armourplate Safety Glass

Windscreen and all side Windows . . . Rear View Mirror . . . Wool Pile Carpet . . . Rear Blind . . . Dual Vibrator Type Horn . . . Bumpers Front and Rear . . . Combination Tail and Stop Light . . . Complete Tool Kit. Sedan models also have the following additional equipment: Silken Cord Robe Rail . . . Two Hassocks . . . Smoker's Outfit with Cigar Lighter in rear compartment . . . Additional Folding Arm Rest in centre of Rear Seat.

USE THE CONVENIENT CONFIDENTIAL G.M.A.C. PAYMENT PLAN.

When you acquire your Buick under the G.M.A.C. Convenient Confidential Payment Plan you enter into business relations, not with an outside finance organisation, but with a Company which is a unit of General Motors, and thus has a direct interest in maintaining your satisfaction in your car. Because General Motors Acceptance Cor-

poration is the largest Hire Purchase institution in the world, it is able to offer low rental charges, and to arrange a payment plan fitted to your individual requirements. Your local dealer can explain the G.M.A.C. Plan to you and arrange your payments on a basis convenient to you.

Prices, specifications and equipment subject to change without notice.

GENERAL MOTORS — HOLDEN'S LIMITED

BRISBANE

SYDNEY

MELBOURNE

ADELAIDE

PERTH

L717

Printed in Australia.