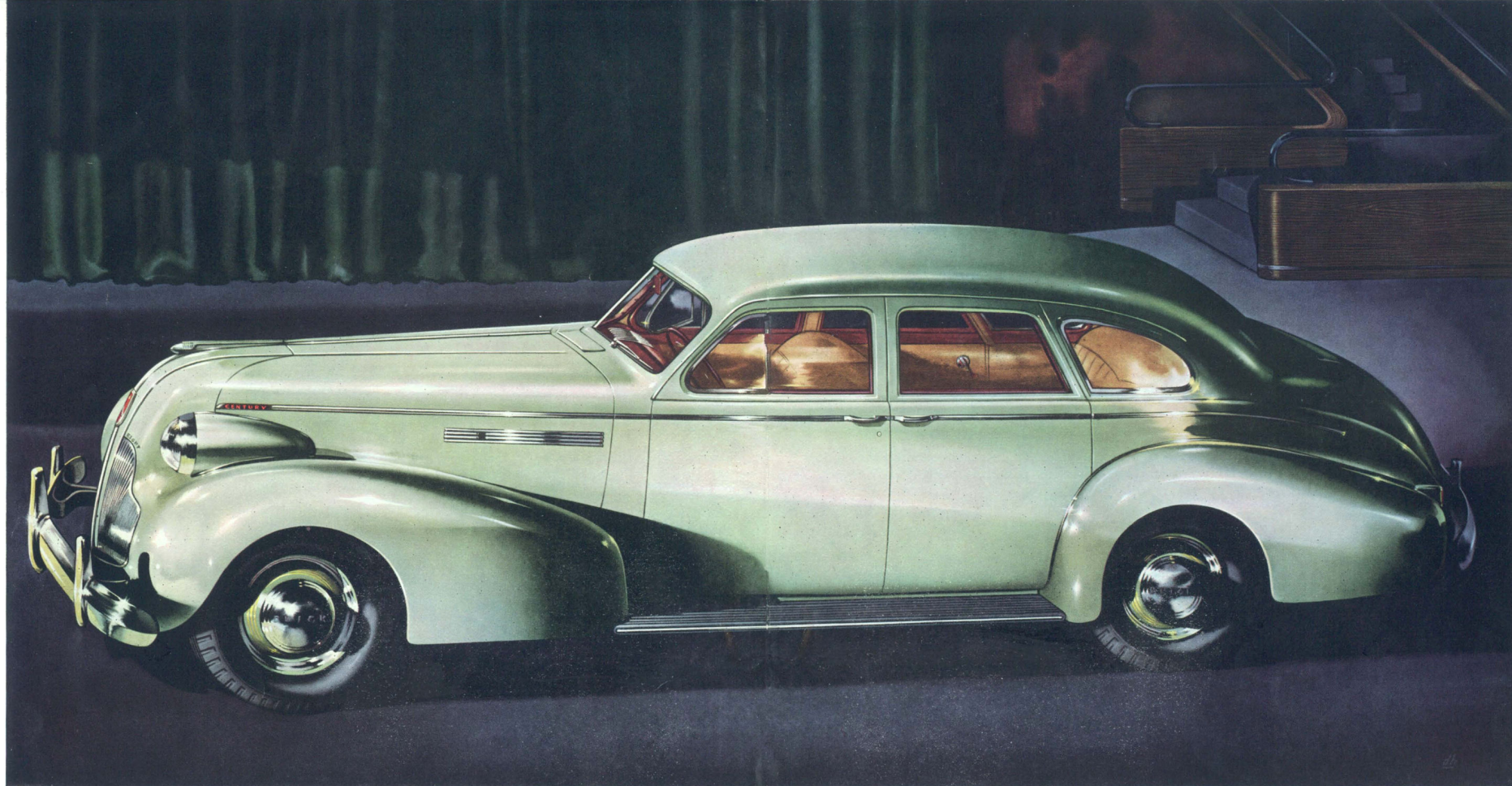


THE 1939 EDITION OF THE WORLD'S MOST HONOURED CAR



*"Buick's  
the  
Beauty!"*

THERE'S A FRESH LOVLIENESS of line about this new Buick. First thing your eyes light on is the slim, aeroplane-type of front end with its striking "catwalk cooling." What a glorious sight it is! And when you step into the magnificent Holden Body you find something you've never seen before. Off-setting the warm shades of the dull finished leather is the scintillating richness of ruby coloured hardware. Sitting at the smart ruby-toned wheel you are concious of a superb depth of comfort surrounding you. You are concious too, of the wonderful convenience of everything - the dials and controls on the dash and the Safety-shift Gear Lever right at your fingertips. Whether seated in the front or back, your vision is considerably clearer - about 400 square inches more safety glass takes care of that. No detail has been overlooked in making this car the greatest Buick of all time. *And that's saying something!*

ONLY

*Buick*

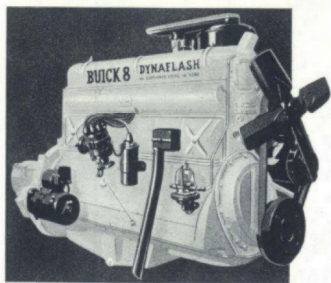
HAS ALL

## THESE FEATURES

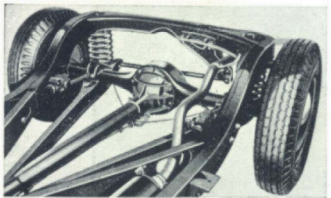
**T**HE NEW BUICK has a list of features as long as your arm — as long as both of them — that's why we can't include them all.

In addition to those illustrated on this page, Buick gives you whopping big Tiptoe Hydraulic Brakes that stop on a threepenny-bit and leave tuppence change; light, positive, Featherweight Steering that takes you sharply round bends without you having to wrestle with the law of gravity or centrifugal force. Torque-Tube Drive nearly two inches lower, enabling lower, flat doors to be designed; an Improved Drive Line; a stronger-braced Frame of Box Section Steel for greater rigidity; New ride-controlling Shock Absorbers; Narrower Windscreen Pillars to eliminate blind spots; Safety Door Handles close-set against the body; Invisible Door Hinges; Streamboards in place of running-boards; Increased Luggage Space in the Trunk; and almost everything else you could think of.

This year Buick values are greater than ever. Don't miss having a demonstration drive.



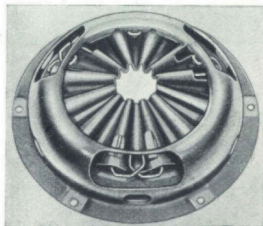
**DYNAFLASH:** Buick is powered by a quick, quiet Dynafash Valve-in-Head Straight Eight Engine, lively as a cricket, as quick off its mark as a startled hare, as silent as a bird in flight. Cyclonic combustions in each cylinder squeeze every atom of power out of every drop of petrol. With its scintillating performance it combines very purse-pleasing economy.



**BUICOIL:** Gentling every jar is Buick's Rear Coil Suspension and Independent Front Wheel Springing, designed with new geometry to "bank" the car around curves and corners, giving the effect of a "bank-cambered" road. The softer, smoother, stout spiralled steel springs are torque-free, eliminate quivering, shivering, fluttering and skidding — and in the process greatly increase tyre life.



**SAFETY-SHIFT:** New style Transmission with the gear-shift on the steering post, is out of knee-way to provide more passenger space and to make changing even simpler, swifter, safer.



**NEW CROWN SPRING CLUTCH:** with 9 parts instead of 41 gives longer trouble-free life, smoother take-up of load and quicker gear changes. Like the iron fist in a velvet glove it is firm and sure yet silent and smooth.



ONLY

*Buick*

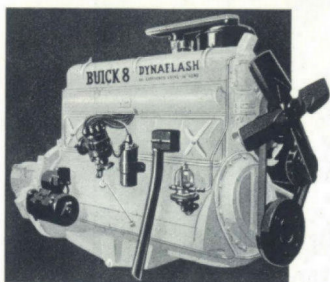
HAS ALL

## THESE FEATURES

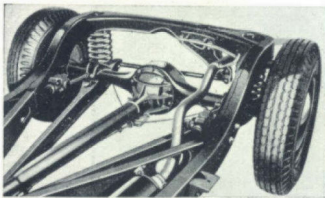
**T**HE NEW BUICK has a list of features as long as your arm — as long as both of them — that's why we can't include them all.

In addition to those illustrated on this page, Buick gives you whopping big Tiptoe Hydraulic Brakes that stop on a threepenny-bit and leave tuppence change; light, positive, Featherweight Steering that takes you sharply round bends without you having to wrestle with the law of gravity or centrifugal force. Torque-Tube Drive nearly two inches lower, enabling lower, flat doors to be designed; an Improved Drive Line; a stronger-braced Frame of Box Section Steel for greater rigidity; New ride-controlling Shock Absorbers; Narrower Windscreen Pillars to eliminate blind spots; Safety Door Handles close-set against the body; Invisible Door Hinges; Streamboards in place of running-boards; Increased Luggage Space in the Trunk; and almost everything else you could think of.

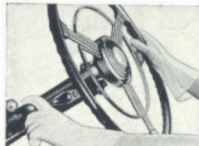
This year Buick values are greater than ever. Don't miss having a demonstration drive.



**DYNAFLASH:** Buick is powered by a quick, quiet Dynaflash Valve-in-Head Straight Eight Engine, lively as a cricket, as quick off its mark as a startled hare, as silent as a bird in flight. Cyclonic combustions in each cylinder squeeze every atom of power out of every drop of petrol. With its scintillating performance it combines very purse-pleasing economy.

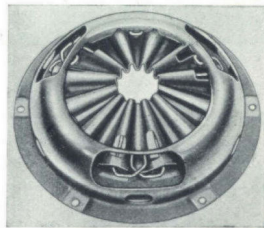


**BUICOIL:** Gentling every jar is Buick's Rear Coil Suspension and Independent Front Wheel Springing, designed with new geometry to "bank" the car around curves and corners, giving the effect of a "bank-cambered" road. The softer, smoother, stout spiralled steel springs are torque-free, eliminate quivering, shivering, fluttering and skidding — and in the process greatly increase tyre life.



**SAFETY-SHIFT:** New style Transmission with the gear-shift on the steering post, is out of knee-way to provide more passenger space and to make changing even simpler, swifter, safer.

**FLASHWAY:** Buick places its Direction Indicator in the most sensible of all places — at the rear, integral with the stop light, right under the nose of following motorists. Now there's no need to stick your arm out in the wet and cold and dust. Operated by a switch at your finger-tip.



**NEW CROWN SPRING CLUTCH:** with 9 parts instead of 41 gives longer trouble-free life, smoother take-up of load and quicker gear changes. Like the iron fist in a velvet glove it is firm and sure yet silent and smooth.