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and save enough to pay for a vacation

The same public discernment which made Essex the world's largest selling "Six," gives picture-like vividness to this car's enormous excess of value.

It is impressive to know that point the Essex Super-Six equals or excels any car up to \$300 or \$400 greater cost. But cold figures can't express the drama of this Chicago school teacher who writes:

"I looked at several costlier cars first, but I liked the Essex much better in every way, and I saved enough to pay almost all expenses of my European trip."

Or this Ohio business man: "My Essex gives me every fine car quality and performance ability which our former costlier car gave, and we saved enough to pay for the whole family's touring vacation."

\$735 and up

Coach \$735 Sedan (4-Door), \$795 Coupe \$745 (Rumble Seat \$30 extra Roadster \$850
All prices f. o. b. Detroit
Buyers can pay for cars out of income at lowest available charge for interest, handling and insurance

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Completely equipped machine shop for handling all classes of auto repair work.
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OAKLAND-PONTIAC NOW IN NEW PLANT

Moving day, that time of housewives forced to plan the transfer of their effects from one apartment to another, has particular significance in its application to a great automobile concern.

Approximately 700 machines

weighing upwards of 50,000 pounds each are the principal "effects" which maintenance engineers of the Oakland Motor Car company are now moving from the old Oakland engine plant, at Pontiac, Mich., to the new group of Oakland-Pontiac buildings on the edge of town.

Flat cars are being used for the transfer. Eighty millwrights, electricians, steam fitters and carpenters are busy on both ends of the moving line—one group dismantling machines and the other fitting them into place in their new location.

tio. Seventy flat carloads will be moved.

This transfer is in accordance with company plans to centralize manufacturing operations in the recently completed Oakland and Pontiac factory buildings, which are said to be the most modern and best equipped in the industry, Gordon Lefebvre, vice-president, stated.

The machinery being moved is used to build engines for all Oakland All-American Six models. About 3,000 workmen are affected

ASKS JUSTICE FOR ALL MOTOR OWNERS

WASHINGTON, D. C., Aug. 8.—That the motor car owner may be assured of the justice to which he is fully and fairly entitled when in court on a speeding charge, responsible police and court officials must take it upon themselves to see that police speedometers are absolutely correct at all times and at all speeds. This can be done by a thoroughly scientific test of these instruments at least twice a month.

These points are made in a statement today issued from national headquarters of the American Automobile association in which it is declared that a host of motorists have been unfairly fined tens of thousands of dollars because "police and court officials do not realize that the speedometer is by no means the accurate instrument of measurement that it is supposed to be."

"The duty of the traffic policeman is to protect the public; to see that no individual imposes upon the rights of nor endangers another," says the statement. "In virtually every municipality arbitrary speed limits have been established for motor vehicles and, in exceeding these, the motorist is assumed to be imposing upon the rights of other street users. Determination of the fact that he is exceeding the speed limit, however, requires that the motorcycle officer's speedometer be entirely accurate. If it is not—and it cannot be unless it is rigorously and regularly checked—the policeman is in the position of imposing upon a large part of that public which it is his duty to protect."

In making its demand for a bi-weekly check of police speeds meters, the A. A. A. disclaims any desire to protect the car owner who fails to abide by the traffic regulations. No agency, says the statement, has been more active over a longer period in seeing the cause of safety advanced through punishment of the careless, reckless, and indifferent.

On the other hand, it is pointed out, it is impossible to sit silent while the story of a monumental injustice against law-abiding motorists is being written by police departments which are slovenly and casual in checking up on their equipment. The following incident, typical of scores that have come to the attention of the 1925 clubs that comprise the A. A. A. nationwide chain, is cited in corroborating of the condition which demands a remedy:

A car owner in an eastern city was arrested and accused of driving 28 miles an hour in a zone where the legal speed limit was 22 miles. In court, the car owner testified that he had seen the officer pacing him and that he had noticed by his own speedometer that he was traveling at 19 miles an hour, well within the prescribed limit. His attorney demanded a check of the officer's speedometer, and it was found to be seven miles an hour fast at the particular speed which he accused the motorist of making.

It was further found that the policeman's instrument had not been checked in more than two months. "These findings," says the A. A. A., "are especially significant in the light of the accepted and widely known vagaries of the average speedometer. How long the policeman's speedometer had been seven miles an hour fast at 28 miles an hour and how many motorists had been unfairly fined as a result are questions that the police department and traffic court should answer. Justice demands it."

"This is but one illustration. How many times can it be multiplied throughout the country where thousands of motorcycle officers are making a host of arrests every hour of the day? It is up to the courts and the police officials, who unquestionably are desirous of avoiding injustice, to determine the remedy is to establish an inflexible schedule of speedometer testing by the most scientific of methods. The failure to apply the remedy is due to ignorance of its need, perhaps, but that condition cannot long be allowed to prevail. The A. A. A. is convinced that once aware of the situation, the agencies responsible for it will take remedial steps without delay."

COL. MOSES TRANSFERRED
CORVALLIS, Ore., Aug. 7.—Col. George H. Moses, for six years commandant of the reserve officers training corps at Oregon State Agricultural College, left today for Boise, Idaho, where he has

Six Campus Favorites



The men are Clifford L. ("Brick") Mitchell, freshman football coach, Bill Monahan, student body manager, and Clarence M. ("Nibs") Price, head football coach, all of the University of California. Each has just bought a new Buick, the car which a campus census shows to be the favorite among the student body at Berkeley.

FLINT, Mich., Aug. 8.—Youth's exacting demands for style, performance and reliability in motor cars are most fully met by Buicks. A census of automobiles at the University of California would seem to indicate. The census was conducted by the daily campus newspaper, and it showed Buick an overwhelming favorite among cars of its class.

Just as in the world at large, where Buick outsells any three of its competitors, its conquest of this college campus has been almost complete, says a word from Berkeley. In fact, only one other car, and that in the lowest price class, outnumbered Buick here. Buick's prestige among the students at Berkeley has recently

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The impressive forward march of Willys-Overland continues—uninterrupted! Following the most successful six-month period in Willys-Overland's 20-year history, with sales exceeding those for the entire year 1927, came July with tremendously increased sales over any previous July. 100% more Whippet and Willys-Knight cars were purchased than during July of last year.

This success is not surprising. Whippet Fours and Sixes and the three great Willys-Knight Sixes offer a degree of comfort, safety and economy never previously available at such extremely low prices.

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Whippet Six
WORLD'S LOWEST PRICED SIX SEDAN \$770

with 7 BEARING CRANKSHAFT
Whippet Six Touring \$815; Roadster \$685; Coach \$695; Coupe \$695.

WILLYS-KNIGHT
DOUBLE FIVE VALVE
\$995 COACH

Standard Six Coupe \$1045; Sedan \$1095; Touring \$995; Roadster \$995. Special Six prices from \$1295 to \$1495. Great Six prices from \$1850 to \$2695.

Whippet Four Touring \$455; Roadster (2 pass.) \$435; Roadster (with rumble seat) \$525; Coupe \$535; Cabriolet Coupe (with collapsible top) \$595; Coach \$535. All prices f. o. b. Toledo, Ohio, and specifications subject to change without notice. Willys-Overland, Inc., Toledo, Ohio.

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been transferred by the war department and traffic court should answer. Justice demands it.

"This is but one illustration. How many times can it be multiplied throughout the country where thousands of motorcycle officers are making a host of arrests every hour of the day? It is up to the courts and the police officials, who unquestionably are desirous of avoiding injustice, to determine the remedy is to establish an inflexible schedule of speedometer testing by the most scientific of methods. The failure to apply the remedy is due to ignorance of its need, perhaps, but that condition cannot long be allowed to prevail. The A. A. A. is convinced that once aware of the situation, the agencies responsible for it will take remedial steps without delay."



Press the Pedal and oil your car

Motor cars of high price, such as the Rolls Royce, prize Bijur centralized chassis lubrication as an invaluable feature.

Nash, at moderate price, has it as standard equipment on all "400" Advanced Six Models.

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There's a lever conveniently placed for your left toe at the floor board. Simply depress it once and 21 points

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Wear at vital chassis points is avoided.

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The world has a new and finer motor car, with features of excellence hitherto found only on very costly cars. Bijur Centralized Chassis Lubrication is one of them.

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Twin-Ignition motor	7-bearing crankshaft (hollow crank pin)	World's easiest steering	One-piece Salon fenders
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Pontiac Six has long served as an outstanding example of quality—of materials, of design and of workmanship.

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Coupe, \$745; Sport Roadster, \$745; Phaeton, \$775; Cabriolet, \$795; 4-Door Sedan, \$825; Sport Landau Sedan, \$875; Oakland All-American Six, \$1045 to \$1265. All prices at factory. Check U. S. Motor Pontiac delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rates.

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