

be freedingeconomy andremarkand repairs The dome-shaped cylinder head and sliding sleeves of the patented Knight engine combine to form a perfectly sealed combustion chamber -assuring high, uniform compresssion at all speeds and with any gash
"FINGERTIP CONTROL" One button, in center of steering whee, starts motor, operates lights, sounds horn. Simple design - no wires in steering wheel. You can keep your foot al ways on the brake
when starting or restarting on a hill.


##  <br> Knight

 Alfred-Billingsley Motor Company 333 Center Street



RREATER than ever-and that, in a Studebaker Commander, is achievement indeed! Yet today's cessor-which sped 25,000 miles in less than 23,000 minutes in heroic proof of its speed and staying power.
Now, as suave straight-eight or brilliant six, The Commander by Studebaker, Builder of Champions, provides a new-day grace and beauty as a setting for
its superb performance. Youthful and smart, the new Studebaker coach craft splendidly interprets the fleetness and endurance of the new Commanders.
The new Commanders are lower, due to a costlier double-drop frame. Ball bearing spring suspension, pioneered by Studebaker, provides still further ease, deep-sprung cushioning Safety is enhanced by
greater road-steadiness at higthspeed, non-shatterable windshield, steel core steering wheel, and amplifiedaccepted as standard.
Straight-eight or six, the new Commander is a worthy heir to the world-wide fame of thu hame it bears. Drive it an hour-or a day. Its mettle s dill win you.

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The Commander Six or Eight
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