Here's one wo

COMING at you, it looks like a million. Going away, it looks like good fortune you've missed.

A lot of fussy care went into the way it looks from the rear—you know, that's the angle from which it's oftenest seen.

Going or coming, it moves like a honey bee about its business. Better look quick if you want to see it—one sudden *"swo-o-o-sh!"* and it's gone!

How about it—*is* this stunning 1939 Buick really as *lively* as it looks? Well, just try it and see—you'll find it the car and the value of the year!

Maybe a bullet gets off faster. Maybe a rabbit can beat it on the jump or a skyliner lead it from point to point.

But you'll never want a highway cruiser that answers quicker to the green light's "go"—that slips more deftly through the holes in traffic—that with keener relish eats up the miles.

That bonnet houses a full complement of *eight* cylinders, and Dynaflash cylinders at that. All four wheels dance on BuiCoil springing of stout spiraled steel; no quiver or shiver shakes the luxurious body in its flight.

You'll see the world—lots of it—for this sightly Buick now parades the passing panorama through windows with up to 413 *more* square inches of outlook than before.

BUICK 1939 PRICES ARE LOWER
—lower than last year,
lower than you'd expect,
lower even than some sixes

NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES

DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE . . . world's ablest eight, with a cyclone in each cylinder.

BUICOIL TORQUE-FREE SPRINGING . . . flutter-free "full float" ride—anti-skid safety—longer tire life.

MORE VISIBILITY . . . up to 413 *more* square inches of safety glass in sedans.

HANDISHIFT TRANSMISSION . . . gearshift on the steering post, out of knee-way.

KNEE-ACTION FRONT SPRINGING . . . with new geometry for banking effect on curves and light, positive steering.

TORQUE-TUBE DRIVE . . . nearly two inches lower . . . chassis sealed against wear and dirt.

TIPTOE HYDRAULIC BRAKES . . . safe, sure, smooth stops at a touch.

CROWN SPRING CLUTCH . . . 9 parts instead of 41, longer trouble-free life, quicker shifts.

"CATWALK-COOLING" . . . radiator at point of greatest air pressure.

OPTIONAL REAR AXLE GEAR RATIOS . . . take your choice between power and speed, brilliance and extra gas economy.

FLASH-WAY DIRECTION SIGNAL . . . no need for arm signals in bad weather.

ROOMIER UNISTEEL BODY BY FISHER . . . with lighted trunk, No Draft Ventilation, Silent Zone body mountings, built-in defroster connection.