

for
YOUR OWN GOOD

and your
CAR'S LONG LIFE

*A few suggestions for
the new owner of an
OAKLAND SENSIBLE SIX*



OAKLAND MOTOR CAR CO.
Pontiac, Michigan

Introduction

Two things contribute to the satisfactory performance of an automobile.

The first is the care and intelligence spent by its maker in building the car; the second is the care and intelligence spent by its owner in using it.

In the *Oakland Sensible Six* you have just purchased, the maker has done his full part.

To obtain from this car the highest and most efficient service of which it is capable, you must do yours.

A brief outline of the things that constitute your part is set forth in the paragraphs that follow.

There is no better way to insure your car's long life and your satisfaction than by knowing these things and acting upon them.



Instruction Book

With every car the Oakland Motor Car Company builds, it sends out a carefully prepared instruction book. This book is issued for one purpose only: to help the Oakland Sensible Six owner understand his car, its operation and its care. It is a very complete book, prepared by experts in the knowledge of car operation and maintenance. *It should be read by every driver of an Oakland Sensible Six, by the members of your family as well as by yourself.* Reading this book will give you more than a knowledge of the needs of your car. It will give you protection against the pitfalls so often encountered by the new or the careless driver. We have attempted, while keeping the instruction book concise in form, to make it understandable. Should you wish further enlightenment on any subject in it, however, a request for such information will receive personal and prompt attention.

Breaking In the New Car

The first five hundred miles that a motor car is driven is the most critical period in its life. No matter how good an engine is, no matter how expensive, it can be ruined in the early stages of its operation by excessive speed. The reason for this is that a new engine is, as experts term it, "tight." This means that the reciprocating parts are a very close fit with the surfaces along which they travel; the bearings have been drawn up very



snugly; the timing gear teeth mesh closely, and so on. This condition extends to the clutch, transmission and rear axle as well. *We earnestly caution you against operating your car at a high speed during the first five hundred miles you run it. Until it has been run fully five hundred miles, it should not be driven in excess of fifteen or eighteen miles an hour.* Some engines will "wear-in" in a shorter distance than five hundred miles; others have been known to be tight after many more miles than five hundred. This tight condition is not one that an owner should wish to see done away with immediately. The process whereby the engine becomes limbered up is nothing more or less than the "wearing-in" of the parts so that they start their active work with proper adjustment and fit. During this period the engine should not be allowed to run when not applying power to the rear axle, or as termed by automobile men, the engine should not be allowed to "race."

Gasoline

While automobile engines have steadily been improved, the quality of fuel for them has steadily deteriorated. The gasoline market today is filled with a cheap grade of heavy or low degree gasoline, which does not vaporize as readily as the former better grade. Carburetor makers have been able, by wonderful progress in making gasoline-air mixing mechanisms, to overcome almost entirely the hindering features of poor gasoline. It is, nevertheless, false economy to buy cheap gasoline, wherever there is a better grade to be had. Any motorist who persists in using cheap gasoline will learn the truth of this statement. The use of a chamois skin for straining gasoline when it is being placed in the gasoline tank is very desirable, especially so when purchasing gasoline from an un-



known vendor. Water in gasoline is the cause of a great deal of annoyance: the engine will operate intermittently; the symptoms are misleading, and drivers are prone to attribute the fault to the ignition when in reality the trouble is the result of water in the gasoline. The quantity of water need not be great—even a drop or two of it in the carburetor will cause trouble. If you find your engine operating jerkily; firing on two or three cylinders only; dying down or stopping entirely, do not form a hasty conclusion that it is the ignition — REMEMBER THE GASOLINE. Inspect the carburetor and feed line in accordance with instructions in the instruction book; it will save you time and needless labor.

Lubricating Oil

The cheapest item in connection with the operation of an automobile, and the *most essential*, is lubricating oil. Never, under any circumstances, buy a cheap lubricating oil. Lubricating oil must have a good body. Cheap oils do not have this requirement. It is universal practice to use a light oil in winter and a heavy or medium oil in summer. There are many motorists who use a medium oil throughout the year, especially in temperate climates. *The importance of good oil, and the dire results from the lack of it, cannot be over-emphasized.* If your car runs short of gasoline, the engine will stop. If it runs short of water, the engine will become very hot and the pistons seize, stopping the engine. *If it runs short of lubricating oil the engine will run until a great amount of damage has been done to the bearings, cylinder walls, pistons, camshafts and other moving parts.* Good oil, and enough of it, is the very cheapest insurance against this happening. While it will not concern you



at present, we feel that it will be well for us to mention here that lubricating oil should be drained from the motor at the end of each one thousand miles. This removes from the crankcase oil which has lost its life and body and become mixed with carbon from the cylinders, impairing the efficiency of new oil added to the old. See the instruction book for details. Clean the pan or lower crankcase portion with kerosene.

Storage Battery

The storage battery (located under the front seat of your car) requires little attention, but it is imperative that the little attention required be conscientiously given with regularity and system. *The battery must be replenished from time to time with PURE water.* By pure water we mean distilled water, water melted from artificial ice, or rain water if caught on or in a perfectly clean surface or receptacle made of earthenware, glassware or crockery. *Never keep water for this purpose in a metal container, such as a tin bucket or can.* Well water, spring water or hydrant water from iron pipes, all contains iron in solution and will ultimately cause trouble.

Water is mixed with sulphuric acid to make the active agent of the battery, which is known as electro-lyte; the proportion of water to acid must be maintained. The acid will not evaporate and can be lost only through leakage. But the water does evaporate, and needs to be renewed. Water evaporates much more rapidly in warm weather than in cold. In the summertime the water should be put in the battery at least every ten days, and examination more often than this, while not obligatory, is desirable. *Keep the water above the plates which are suspended vertically in the battery.* The instruction




book on the care of the battery, which accompanies the car, should be carefully read. If it is not thoroughly understood, the needed information should be secured from us or from the battery makers.

General Lubrication

The most important chapter in the instruction book is the chapter devoted to lubrication. Lubrication of moving metal parts or surfaces where friction exists is absolutely necessary, and *a thorough perusal of the chapter devoted to this subject is essential to the proper maintenance of your car.* With adequate lubrication, parts having hard metal surfaces will operate for years without perceptible wear. Allow the lubrication to be insufficient and in a few moments more damage is done than could have happened under proper conditions in the course of years. All Oakland Sensible Six cars leave the factory well lubricated. The care that an owner need exercise in this respect is covered fully by the instruction book. An owner should, however, *see to it that all of the grease cups are filled with grease.* The human element enters into the assembly of a car, and possibly a grease cup may have been overlooked. An examination which can be made in a very few minutes will reveal whether all of the grease cups on the springs and different parts of the car are filled with grease. Such an examination is the part of wisdom.

Repairs and Adjustments

DO NOT TINKER WITH YOUR NEW CAR. Its maker has carefully put it in proper running condition before allowing it to leave the factory. But to many men, there comes with the ownership of a car a tendency to investigate, readjust and dis-



assemble its mechanism. It is a dangerous practice. The maxim "Let well enough alone" should be in mind at all times.

In making an absolutely necessary repair, the driver's experience will tell him how to proceed and the desired results can be accomplished, providing he has made a study of the car and is acquainted thoroughly with the instructions given in the instruction book. If he is not thoroughly acquainted with the car, it is much the better way for him to have the repair made by someone who is.

Correspondence with Factory

The Oakland Motor Car Company is pledged by policy to see that every owner gets satisfactory service from his car. For that reason it is always glad to answer in detail any question that an owner may ask.

Oakland dealers throughout the country are men of experience and it should seldom if ever be necessary for the owner to write the factory for information. *The dealers will be perfectly willing to diagnose any case of trouble of which the owner himself cannot find the cause.*

In the event that a letter is written to the factory, bear in mind that we must have all the details or else our efforts to analyze your trouble will be futile. Give us, in a case of this kind, the *model* of your car, the car *number*, miles car has been driven, if any recent repair work has been done and the nature of the work, along with a detailed outline of the symptoms of your car's trouble.



Important Things for You to Do

Hereafter are given the all-important things that you should do for your car, and the intervals at which these things should be done.

Every Day—50 to 100 miles

See about gasoline in tank. (See Gasoline Gauge).

See about engine oil. (See Oil Gauge on Engine).

See that radiator has plenty of water.

See that tires are properly inflated.

Every Week—200 to 500 miles

See that the following units are lubricated: King Bolts, Tie Rod, Generator, Engine Valves, Valve Rocker Arm and Valve Lifter Rods. (See chart in instruction book, page 17).

Test storage battery and if necessary add some distilled water. (See Prest-O-Lite instruction book).

Wash and polish car.

Examine tires for cuts.

Every Month—600 to 1000 miles

Drain oil from engine and refill with fresh oil; clean screens in pump if necessary.

See that all bolts and nuts throughout the car are tight.

Examine entire lubrication system and with oil can lubricate wind shield hinge, body locks and hinges, and all other parts that might cause squeaks due to rubbing each other when dry.

If necessary, have carbon removed and valves reground. (See instruction book, page 30).



Examine fan belt and tighten if necessary.

Examine water circulation for leaks; flush out radiator and refill.

Remove spark plugs and clean with gasoline. Replace tightly. See that all electric connections are tight.

See that the following units are lubricated: rear wheels, front wheels, rear axle, universal joints, steering gear, road springs, third member and transmission. (Full information for care of these units will be found in instruction book).

Miscellaneous

Some of the items included under the following heading, "Don'ts for the New Motorist," may seem too common to have found their way into the list. Nevertheless, they are all important, every one. Given a car as good as the Oakland Sensible Six, they can very well mean the difference between real economy and satisfaction and needless extravagance and disappointment in its operation. They are the fundamental rules of safety for car and passengers.

Don'ts for the New Motorist

1. Don't drive fast any time. (It is a poor chance you are taking—you can only lose once.)
2. Don't fail to obey traffic regulations.
3. Don't speed on a wet pavement or road.
4. Don't forget the horn is to be used as a warning. When blown, it tends to put the liability on the other fellow.
5. Don't overload your car. It is yours. It costs you money—why wilfully chance breaking the springs and damaging the mechanism?




6. Don't cross tracks, culverts, etc., straight. Drive across diagonally. It saves tires and makes riding easier.
7. Don't drive fast over bridges, culverts, etc. There is almost invariably a hole on one side or the other.
8. Don't drive in car tracks. Save your tires.
9. Don't fail to buy anti-skid chains or appliances. "Safety First."
10. Don't try to pass approaching vehicles at night without throwing off full glare of headlights and using dimmer. This is courtesy—The Golden Rule of the road
11. Don't attempt to overtake and pass a vehicle, day or night, without sounding horn.
12. Don't try to stop car too suddenly. Why put the unnecessary strain on the different parts of the car?
13. Don't watch road too close to machine. Take a wider view. Watch the road a hundred or one hundred and fifty feet ahead of the car.
14. Don't start car with emergency brake set.
15. Don't apply brakes when clutch is in and the gears are engaged.
16. Don't run the car if clutch grabs, without having the clutch oiled with a little Neats-foot oil. It is a simple task.
17. Don't run car with a slipping clutch. Fuller's earth is easy to apply and remedies the evil.
18. Don't drive with under-inflated tires. Keep tires up to prescribed pressure as given in Instruction Book, page 23. A gauge is cheap. It will pay for itself in a short time. This conserves the life of the tires and well inflated tires, too, take less power.
19. Don't allow an extra tire casing to be exposed to the sun and light. A cover is cheap.
20. Don't allow grease and oil to come in contact with your tires. They soften the rubber.



21. Don't allow the car to stand for several days without putting blocks under the axles. It relieves and saves the tires.
22. Don't forget when car is out of gasoline it will stop; out of oil—well, may mean buying a new engine.
23. Don't buy poor gasoline. Strain the gasoline through a chamois skin. Water in gasoline will cause you a great deal of inconvenience.
24. Don't overlook the carburetor primer. Saves self-starter in cold weather.
25. Don't allow engine to run idle when car is standing. There is no harm done except natural wear and tear. It, however, strikes at your pocket-book. Make the self-starter earn its living.
26. Don't shift into reverse when car is moving forward unless you wish to take a chance on having to buy new transmission parts.
27. Don't forget the brakes should be kept properly adjusted.
28. Don't allow mud or dust to remain on body unless you do not care to retain the luster of the body finish.
29. Don't use a match to locate car troubles.
30. Don't use an alkali soap in cleaning the body.
31. Don't raise one-half of hot hood cover and put it against the other half. This spots the finish, especially when new.
32. Don't put dirty water in the radiator. You will clog the system.
33. Don't drive with squeaky springs. A little graphite between the springs will do away with the noise.
34. Don't try to put acid in the battery. It will never be necessary unless battery is broken and leaks. In a case of this kind, let an experienced man do the work.
35. Don't put top down without putting cover on, and being sure top fabric is folded smooth, so that it will not chafe.



36. Don't try to make all hills on high gear. Save your car by using the intermediate gear. This is one of the reasons for having intermediate gear in a car.
37. Don't fail to remember that if an engine can be cranked and will not run, but three things have to be looked for: First: Is there a spark? Second: Is there a combustible gas, reaching the cylinder? Third: Is there compression of this gas?
38. Don't tinker. If a thing is right leave it alone.
39. Don't continue operating a car with loose fan belt. This is a simple thing, but it makes much difference with the radiation of the engine.
40. Don't be heedless of unusual sounds. Determine cause and relieve yourself of anxiety. "A stitch in time" as you know "saves nine."
41. Don't think the oil gauge is an ornament. It is a tell-tale for you to be guided by.
42. Don't use running boards as a carryall. They were never intended for this purpose.
43. Don't use self-starter to propel the car. You know why.
44. Don't allow dirt or metal parts to lie on top of storage battery.
45. Don't allow engine to become covered with oil and grease.
46. Don't wash body by applying strong stream of water to surface. The grains of dirt scratch the surface.
47. Don't use an anti-freeze solution in the radiator during the winter without draining and cleaning the radiator out in the spring.
48. Don't forget to turn off the ignition switch on the instrument board or dash.



49. Don't get your car dirty without cleaning it. Nothing depreciates the value of a new car as much as a poor exterior finish. It is not difficult to keep a car clean.

50. DON'T WORRY. THE OAKLAND SENSIBLE SIX WILL GIVE YOU SERVICE.

Oakland Motor Car Company
Pontiac, Michigan



OAKLAND MOTOR CAR CO.'S BRANCHES

Chicago	Oakland Motor Car Company	2426 Michigan Ave.
Cleveland	Oakland Motor Car Company	1975 E. 65th St.
Indianapolis	Oakland Motor Car Company	325 N. Penn. St.
Kansas City	Oakland Motor Car Company	1521 McGee St.
Minneapolis	Oakland Motor Car Company	1518 Hennepin Ave.
Michigan	Oakland Motor Car Company	Pontiac, Mich.
Omaha	Oakland Motor Car Company	2200 Farnam St.
Philadelphia	Oakland Motor Car Company	918 N. Broad St.

OAKLAND MOTOR CAR CO.'S DISTRIBUTORS

Atlanta	Southern Oakland Company	270-2 Peachtree St.
Boston	Oakland Motor Co. of N. Eng.	655-7 Beacon St.
Buffalo	Oakland Distributing Co., Inc.	1233 Main St.
Cincinnati	The Cincinnati Oakland Motor Co.	9th and Sycamore St.
Dallas	North Texas Oakland Co.	1915-17 Commerce St.
Des Moines	Ideal Auto Company	1020 Locust St.
Denver	The Sharman Auto Company	1248 Broadway
Detroit	The Radford-Block Company	1225 Woodward Ave.
Ft. Dodge	Tremain & Rankin Auto Co.	
Houston	East Texas Oakland Co.	1206 Walker Ave.
Milwaukee	Wisconsin-Oakland Co.	239 Wisconsin St.
New York City	S. B. Bowman Automobile Co.	225 W. 49th St.
Oklahoma City	Vesper Automobile Company	9th & Broadway
Portland	Oakland Motor Co. of Oregon	344-350 Burnside St.
Pittsburgh	Oakland-Pittsburgh Co.	5913 Baum Blvd.
Salt Lake City	Sharman Automobile Co.	43 W. 4th South St.
San Antonio	Southwest Oakland Co.	Commerce & St. Mary
San Francisco	Hawley, King & Co.	1130 Polk St.
Seattle	North-Pacific Oakland Co.	Pike & 12th Sts.
Spokane	Spokane Auto Company	1221 First St.
St. Louis	Mississippi Valley Motor Co.	3137 Locust St.
Washington	District Oakland Co.	1022 Connecticut Ave.

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