

1941 Oldsmobile Is Shown Here by the Gray Motor Co.

Oldsmobile this week launches its 1941 season through the Gray Motor Company at 23 north 8th street with a display of six new series—three sixes and three eights—that present the widest variety ever offered in the 43-year history of the company. There is now both a six and an eight-cylinder Oldsmobile in each of the three price fields which the company covered in recent seasons.

Oldsmobile's exclusive Hydra-Matic Drive, that eliminates clutch, clutch pedal and shifts gears automatically, is again optional, at extra cost, on all models, and, due to enlarged production facilities, promises to be a decisively greater sales factor in 1941. Increased room and comfort, greater engine power, striking new body designs, and scores of detailed improvements all bear witness to the genius for progress that carried Oldsmobile in 1940 to the highest sales marks the company ever reached.

Examination of Oldsmobile's six lines of cars reveals that in the low-priced field, this year, the special series replaces the "60" models of former years. Wheelbase of this series has been extended to 119 inches, and horsepower of the six-cylinder model has been upped to an even 100 from the 95 of last year. Wholly new, and bound to attract keen interest in this highly competitive market is the new eight-cylinder special series, with 110 horsepower to give it flashing performance.

In the popular-price field, the "70" series of last year has for successor the dynamic cruiser series.

Last year's Custom Eight Cruiser, with the front seat full five feet wide, proved far and away the most popular eight Oldsmobile ever built in its entire history. This year, the Custom Cruisers appear with refinements of detail and finish, and with the option of either an eight or six-cylinder engine. The mammoth front seat is, of course, as wide as ever, and widening the tread in the rear has made possible widening the rear seats.

Because it is the sole type of transmission that wholly relieves the driver of the necessity of shifting gears and pressing a clutch, Oldsmobile's hydra-matic drive continues as a point of intense public interest in the 1941 models.

Perhaps the most significant fact about the hydra-matic drive for 1941 is that, after wide service in the hands of 25,000 owners, not a single change of importance has been found necessary in it. An interlock control has been devised which automatically places the control lever in neutral position when the starter pedal is depressed, and the addition of this minor safety factor has been the greatest change made in the hydra-matic drive for 1941.

Common to all the 1941 Oldsmobiles is a front end design that bears a general resemblance to that of 1940, but which is rendered decidedly more effective by much heavier chrome bars and grille work. The entire design of the three lines is accented by the more liberal use of chrome. Chrome speed lines carry back along the fenders and follow the body moulding at the line of the door handles. Chrome sparkles around the window reveals, and chrome serves to outline another feature—the concealed running boards.

Here Oldsmobile has solved an old problem in a highly satisfactory way. Many people like the utility of running boards but not their looks. In the Special and Dynamic Oldsmobiles, the bottom of the doors curve out and down in a graceful sweep that hides a running board which is less in width than the old type used to be, yet ample to make it easy to enter the car. And because they are covered except when doors are opened, these running boards will never clog with snow or become slippery with ice.

Contributing in a very considerable degree to the appearance of the new Oldsmobile is the new fender design, called the "wing-type," which is found on all models. The fenders have lost all semblance of separate units; they blend into the body itself like the folded wings of a bird.

Not only is there an instant impression of roominess and "big car feel" about all the new Oldsmobiles, but it is amply borne out by dimensions, for the new cars are decisively bigger. The Special Series, for example, has been increased in over-all length by full six inches over the "60" series which preceded it. Not only has the Dynamic Cruiser Series been brought up to equal the 125 inch wheelbase length of the Custom Cruisers, but interior dimensions have been increased astonishingly over the "70" series of last year. The club sedan is actually eleven inches longer in interior dimensions than the 1940 club coupe which it replaces and the front seat is also eleven inches wider. On both Dynamic models, the widened rear tread of 61½ inches has made possible rear seats 4½ inches wider, a comfort factor of no small importance.

Many details of the body construction are new and interesting. Doors are wider on the Special and Dynamic Series, and all rear doors are now hinged at the front. Likewise they are equipped with door checks that prevent them from closing of their own weight when the car is parked on a slanting surface.

Lynx Hollow

Mr. and Mrs. H. McCrigger of West Springfield, has purchased the A. B. Wolfard ranch and will take possession at once.

Mrs. Jane Lebow returned to Portland after spending several weeks visiting neighbors and relatives in the Hollow. Mrs. Lebow owns a stock ranch in the Hollow, now occupied by the Harold Radway family.

The all-day meeting of the Community club held at the home of Mrs. Harold Radway was well attended, with three guests present, Mrs. J. Clyde Cooper of Glendale, California, Mrs. W. W. Boyerton of Wilmington, California, and Mrs. Vera Mahler of the Hollow. Eighteen members were present. The next meeting will be October 9th at the Cottage on the school ground with no hostess.

Mrs. Dee La Crosse and baby son returned to their home in Green Ridge camp from the McFarland maternity home in Cottage Grove.

FLYNN LEAVES FOR WEST

NEW YORK—Edward J. Flynn, national democratic chairman, left by plane Monday for an "organizational trip" to western states and the west coast.

Flynn said the trip, which will require a week, was not a "speaking tour," but was being made "so that we can meet democratic leaders and county chairmen and others."

Delight Valley

Mrs. Oscar Jackson and sons Lyle and Dean and Mrs. Robert Rausch and sons of Eugene motored to Corvallis Sunday where Dean remained to enter his sophomore year at Oregon State college. Mrs. L. M. Harding, an aunt of Mrs. Jackson, returned with them to spend a few days at the Jackson home.

Mrs. Lee Nixon spent Saturday night and Sunday at the home of her son-in-law and daughter, Mr. and Mrs. Harold Wolfard and family, in Cottage Grove.

Oscar Jackson, Lee Nixon and Robert Rausch of Eugene went on a hunting trip over the week end. Mr. and Mrs. Fred Witcher of Blue River were Sunday dinner guests at the Ralph Sears home.

John Dunlevy made a business trip to Roseburg, Sunday.

Mr. and Mrs. Claire Hogate and family of Cottage Grove were Sunday dinner guests at the Dave Hite home.

Mr. and Mrs. W. Lantz of Santa Cruz, California, visited Sunday at the M. A. Horn home.

Mr. and Mrs. Lawrence Brown and son Lowell attended the dedication services of the Christian church at Marcola, Sunday.

Mr. and Mrs. C. H. Haight spent Monday in Eugene.

Miss Opal Myers, who has been employed in Eugene, spent Sunday at the home of her parents, Mr. and Mrs. Ray Myers. She left Sunday evening for Corvallis where she will attend Oregon State college.

Mr. and Mrs. C. E. Brown left Saturday for Seattle where they will spend a few days. Mr. and Mrs. Strong, Mrs. Brown's parents, are staying at the Brown home in their absence.

Typewriter and adding machine ribbons, all makes of machines at Sentinel office. 21-tfx

Latham

Mrs. Mary Williams and son Vern of Yoncalla visited at the home of Mrs. Williams' sister, Mrs. Mamie Trunnell, Monday.

Mr. and Mrs. A. L. Bennett, formerly of this vicinity, are spending several weeks with their granddaughter, Mrs. Robert Allen, in Cottage Grove.

Jeanette Trunnell and Mary McKibben have returned from working in Eugene.

Mrs. Amanda Hull has returned to her home with the C. S. Plasters after visiting her other children for many weeks.

Mrs. Charley Powell of Cougar Bend was called to care for Mrs. Mamie Trunnell last week.

Jim Huckins is erecting a new house on land recently purchased here from Curtis Hansen.

Mr. and Mrs. Max Buffington came from Hugo Friday, spent the night with Mr. and Mrs. L. A. Yearous and went on to Dexter, Saturday.

Mrs. Elvis Boswell wrote from Death Valley, California, of a cloudburst there that did considerable damage to highways.

A. E. Walker is employed on the Reed cabins.

O. A. Nichols and Mrs. Winnie

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Florescent and other modern lighting equipment.

Wiring, Conduits, Farm Power & Light Plants.

Hagerty spent Sunday at Marcola visiting Mr. and Mrs. Lee Pasch-elka who recently returned from

a hunting trip in eastern Oregon. R. O. Yearous is building a new chicken house.

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THE Rexall STORE

Vitamin Products

HALIBUT LIVER OIL CAPS., 50's	89c
ABBOTT-ABD CAPS., 100's	\$2.69
PURETEST A B D G CAPS., 100's	\$2.59
MULTAMINS, 25's	\$1.00
VITA-KAPS, IMPROVED, 100's	\$4.34
PURETEST HIGH-POTENCY C. L. OIL, 16 oz.	\$1.00
PURETEST YEAST & IRON TABS., 100's	69c

BUILD NOW RESISTANCE TO WINTER ILLS

OLDSMOBILE

ANNOUNCES

A NEW DEALER FOR THIS TERRITORY-

GRAY MOTOR COMPANY

23 North 8th St., Cottage Grove

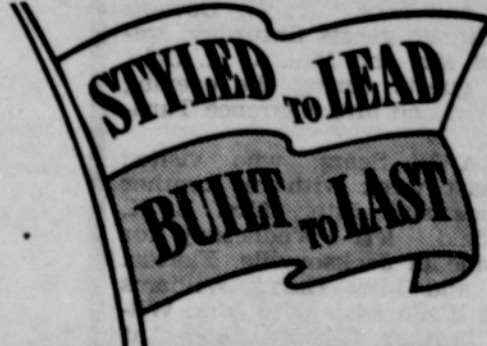


AND SIX NEW LINES OF OLDSMOBILES FOR '41

3 SIXES... 3 EIGHTS... 3 STUNNING STREAMLINE STYLES!

OLDSMOBILE cordially invites you to visit your new Oldsmobile dealer—inspect his sales and service facilities and see the stunning new Oldsmobiles for 1941! Stop in and get acquainted—your new Oldsmobile dealer is well prepared to serve you! The service personnel is efficient, courteous and factory-trained. Tools and equipment are of the modern, factory-approved type. A stock of genuine Oldsmobile parts is maintained at all times. You will find complete facilities for servicing Oldsmobiles and all other makes of cars at reasonable rates.

For 1941, Oldsmobile presents the biggest and most complete line of cars in its history! There's a new, low-priced Oldsmobile Special series—a new, popular-priced Dynamic Cruiser series—and a new, medium-priced Custom Cruiser series. Each offers wider, roomier interiors and your choice of a six or eight cylinder engine. See them, today, at your new Oldsmobile dealer's. Be among the first to drive the car ahead for 1941. It's Oldsmobile!



ALL OFFERING OLDS' SENSATIONAL HYDRA-MATIC DRIVE

(OPTIONAL AT EXTRA COST)

Top news of the day—and top engineering achievement of the year—is Oldsmobile's exclusive Hydra-Matic Drive! More than just a fluid coupling, even more than an automatic transmission, Hydra-Matic Drive is a combination of both! There are no gears to shift and there's no clutch to press in a Hydra-Matic Oldsmobile. Driving is simplified—performance is stepped up to great new highs—and you save money on gasoline. Hydra-Matic Drive marks Oldsmobile more than ever as the car ahead for '41! Come in and try it!



THE CAR THAT HAS EVERYTHING Modern!