

AUTOMOTIVE NEWS

STYLE MARKS 1935 FORD V-8 MODELS

Style is written all over the new Ford V-8 for 1935!

That is the verdict of millions of those who viewed the new Ford creation during the first 48 hours after it made its debut to the motoring public last Saturday.

The grille, hood, bodies, fenders, lamps, wheels, in fact the entire car, from bumper to bumper, has been restyled. However, the styling of the Ford for 1935 has not overlooked the mechanical improvements. Special attention has been given to riding comfort and ease of control, including spring suspension, weight distribution, passenger position, clutch action, braking and steering.

Throughout the chassis effort has been made to keep overall weight as low as possible. Ford has adopted "center pose" to summarize three principle groups of design elements which have been combined in an effort to obtain improved riding comfort.

The first group relates to the spring suspension system. The Ford transverse method of spring mounting is retained but it has been completely re-designed, with new front and rear springs, a new frame, radius rods and other allied parts. Both springs are longer, the front being 7 5/8 inches longer than on the 1934 car. The front spring is also wider, by 1/4 of an inch.

The frame is entirely new and attention has been directed toward increasing its rigidity.

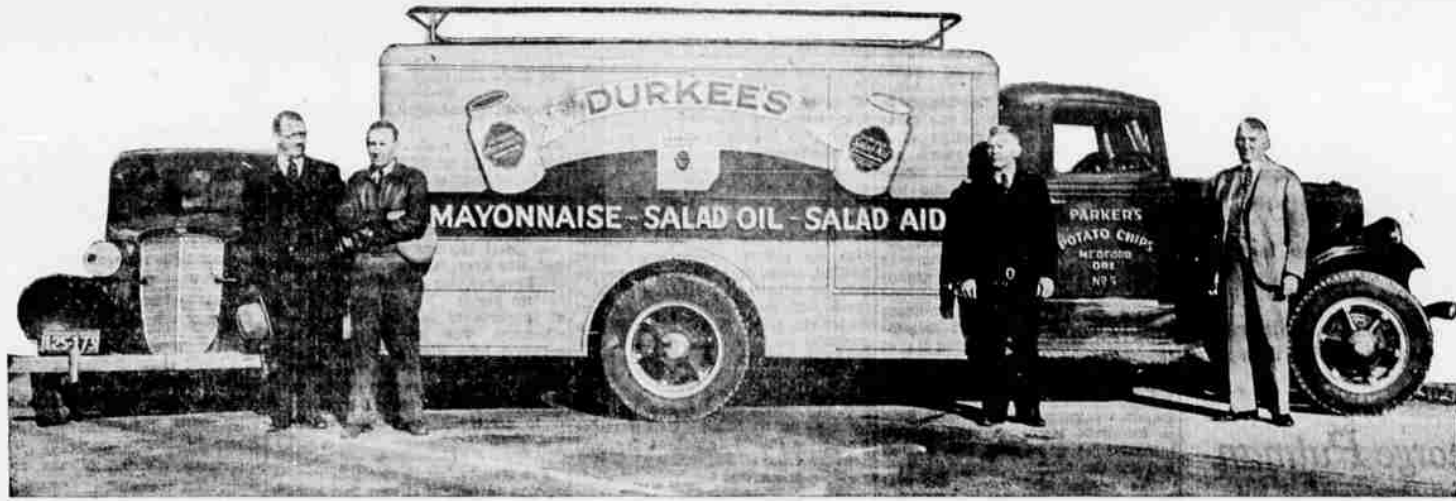
The second group of features contributing to improved riding comfort revolves around a completely new distribution of chassis and body weight. The engine has been moved forward 3 1/2 inches and is now partly over the front axle. This results in an almost equal distribution of weight between the front and rear axles.

Coincident with moving the engine forward, the torque tube and drive shaft have been made longer. The drive shaft has been increased in diameter from 1 1/2 inches to 2 1/2 inches. The axle tread has been increased from 56.68 to 58.25 inches to afford space for the larger tires and permit wider rear seat cushion.

The third feature involved in obtaining greater riding comfort is a change in passenger location. Advance has been taken of the forward position of the engine to move the front and rear seats forward a corresponding distance. Thus both the front and rear seat passengers are placed close to the center of the chassis.

In addition to the three factors contributing directly to "center pose" riding comfort is also increased by larger tires and smaller wheels.

Carol J. Parker Takes Delivery on International Truck With Mann-Built Body



Smart, new custom-built International truck, delivered last week to Carol J. Parker of this city by Walter W. Abbey, Inc. Left to right: Walter W. Abbey, Ed Mann of Mann's service, body builders; Carol J. Parker, Medford manufacturer and distributor of food products, and H. B. Hodson, executive of the Durkee company with headquarters in Berkeley, Cal. Carol Parker's Nash-Lafayette is shown at the left, just behind the new truck.

Delivery of a new two-ton International truck was made during the past week by Walter W. Abbey, Inc., to the Carol J. Parker company of this city. The handsome green truck is equipped with a famous International sleeve-cylinder motor.

The truck body was constructed by Mann's Auto Service at 1729 North Riverside, a local plant operated by E. H. Mann and B. E. Adams. Both are experienced automobile men, Mr. Adams having started as a workman for the Nordock & Marmon company in Indianapolis in 1902.

The Medford-made body on Carol Parker's new International truck is thoroughly insulated throughout, assuring perfect condition for various products handled by Parker. There are 38 compartments with convenient removable shelves providing a wide range of compartment sizes.

Rogue River valley ash was used for the wood frame construction, according to Ed Mann. This is one of a number of truck bodies made by Mann's Auto Service for southern Oregon concerns.

Shultz Brothers' paint shop at 137 North Central avenue deserves credit for the attractive job on the Parker truck. Durkee's products are featured in large signs on the truck body.

The International line of trucks offers a wide range of sizes and body styles, all handled in Medford by Walter W. Abbey, Inc.

Live Oak Grange met at the Girl Scout home Monday night in regular session with the new officers in the chairs. After a short business session the members gathered around the stove and enjoyed the lecture hour. A potluck dinner will be held at 6:30 at the next meeting, January 21. The Boy Scouts of Rogue River and the council from Medford will be guests of the Grange at this supper.

Mr. and Mrs. Chas. Forsyth had as guests over the holidays Mrs. Forsyth's mother, Mrs. Dora Shawver, from Tacoma; Mrs. Forsyth's twin sister, Mrs. J. W. Sipple and son, Phillip, from Boston, Mass.; Capt. H. Dowell and Mrs. Forsyth's youngest son, Tom Web, who motored down from Seattle; Mr. and Mrs. C. Walling and F. Middleton, from San Diego, Cal. This is the first time in 18 years that Mrs. Forsyth, her mother and twin sister have spent the holidays together.

Mr. and Mrs. Day, a niece of Albert McVain's, and Frank Dry were dinner guests at the McVain home on Tuesday.

Rogue River Women's Civic Improvement club met at the home of Mrs. Effie Birdseye January 11. A book program was presented, one book review being of a book recently published, the author being a former teacher in Rogue River. Members all dressed or acted to represent a book.

Ladies' Aid of the Presbyterian church met with Mrs. Una McVain January 4. Ten ladies were present. Various items of business were disposed of and an alright heater was purchased for the manse from Mr.

Heath. Next meeting will be at the home of Mrs. Fowler.

Bellview

BELLVIEW, Jan. 12.—(Sp.)—Mrs. J. E. Gowland, who has been sick for several days with bronchitis, is recovering satisfactorily.

Mrs. Ruth Helfrish who has been spending the winter with her sister, Mrs. Ray Burns, has gone to Eugene for a two-week visit. She will return to this district.

Miss Mabel Grow spent the week as a house guest at Mr. and Mrs. Ray Burns and is having some dental work done in Ashland.

Mrs. Fred C. Homes, who has been ill for several weeks with flu, is recovering nicely.

Walter Byron Beebe, who came to Ashland 28 years ago, passed away Thursday at his home in this district. The funeral was held in the Elks' temple Saturday afternoon with Rev. Charles E. Dunham officiating.

January meeting of the Parent-Teacher association of Bellview will be held at the school house Friday evening, January 18.

K. of P. W.M. Officiate—Knights of Pythias, Tuleman lodge, will officiate at the grave side services at the funeral services of Brother C. H. Paul of Scotia, Calif., who died during the week. The funeral will be held from the Perl funeral home, at 2 p. m. today.

GRAZING DISTRICT FORMATION ROILS NEARBY FARMERS

The formation of grazing districts in Jackson county is leading to considerable controversy, according to County Clerk George Carter.

Discord has been manifest since the establishment of the Pilot Rock district, Carter said, in that ranchers from that section are not satisfied with the way the situation has worked out.

Ranchers living just outside the district, who have been running their cattle and sheep within the boundaries for years are now forced to ask permission to do so from those living within the actual lines. It is said this has not worked out satisfactorily, the county clerk declared, and feeling is running high in some sections.

At the Friday session of the county court, plans were discussed relative to forming a Pitt View grazing district, and all persons interested were asked to air their views.

A great many did so, chiefly among whom were those with objections, Carter stated. The court was busy most of the day hearing this testimony, but no conclusion was reached.

The subject was postponed until January 25, when further discussion will be heard, and a conclusion probably reached.

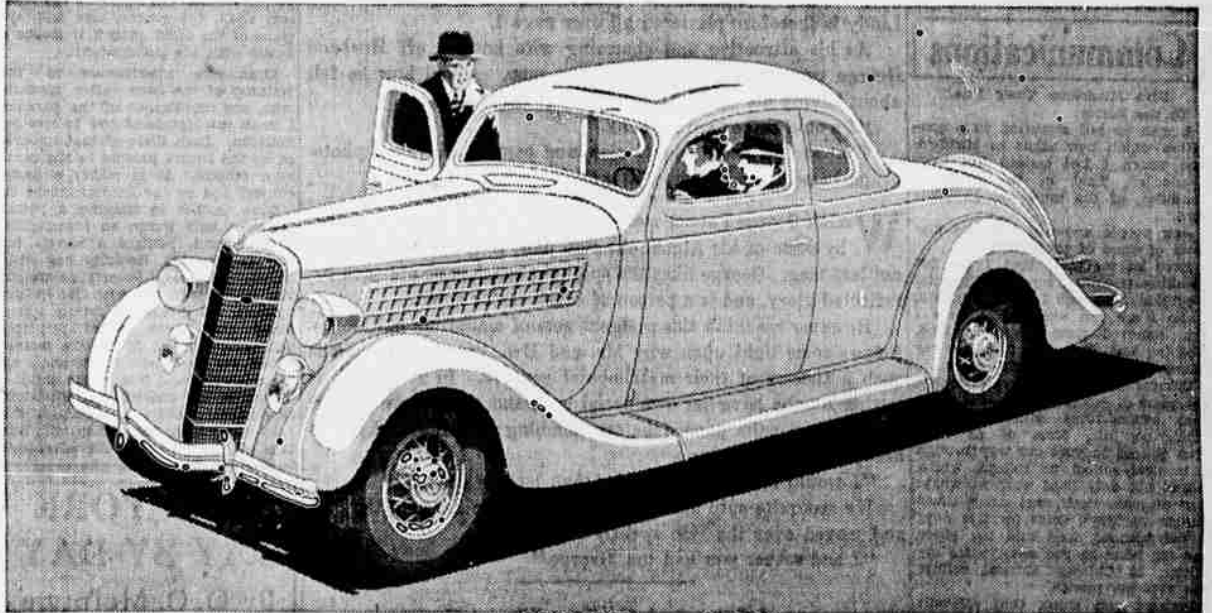
TEXAS ONION ACREAGE TO INCREASE IN 1935

CARRIZO SPRINGS, Tex. (UP)—The onion acreage this year will be larger than any in the past several years, it was indicated as the planting season got under way.

Most of the acreage increase will be on the large farms, as smaller farmers have had difficulty in securing finances for their crops.

The sets which have been planted are reported to have made a good start.

The New Ford V-8 for 1935 A New Kind of Motor Car—Designed for Easy Riding



NEW SEAT POSITION NEW WEIGHT DISTRIBUTION NEW, LONGER, MORE FLEXIBLE SPRINGS

In the New Ford V-8 for 1935, all the weight of car and passengers is correctly balanced and distributed. Seats are moved forward so that passengers on the rear seat ride nearer the center of the car. This, with new spring suspension, and longer and more flexible springs, gives new smoothness, ease and riding comfort on every road.

back of the rear axle. This design gives you increased comfort without sacrificing ease of handling.

Front and rear springs are longer and more flexible, with tapered leaves for the most effective spring action and quieter operation.

NEW FEATURES FOR SAFETY, COMFORT AND EASE OF HANDLING

See the New Ford V-8 at the showrooms of Ford dealers. They have many interesting things to tell you and show you about its outstanding V-8 performance and comfort, luxurious new upholstery and appointments, improved, quiet-stopping brakes, new easy-pressure clutch, easier steering, new rigid X-type frame, Clear-Vision Ventilation and the many other features of the car. All 1935 Ford V-8 cars have Safety Glass throughout, at no additional cost. All have all-steel bodies.

12 BODY TYPES \$495 AND UP

(F. O. B. Detroit. Standard accessory group including bumpers and spare tire extra. All body types have Safety Glass throughout, at no additional cost. Small down payment. Economical terms through Universal Credit Company.)

For 1935, Ford has taken another revolutionary step forward. To the proved performance of the famous Ford V-8 engine has been added remarkable riding comfort. And the entire car has been clothed with a new and modern beauty, both inside and out.

The illustration on this page shows the distinctive modern lines of the New Ford V-8 for 1935. When you see the car in the showrooms or on the road you notice at once its larger size as well as its handsome appearance. It is longer, with more body room, more leg room and more baggage room. It is lower to the ground

—easier to step in and out. The front seats are as much as 5 1/2 inches wider in some body types. The curved gear shift lever gives additional front-seat comfort.

NEW, LONGER SPRINGS OF UNUSUAL FLEXIBILITY

The springing of the New Ford V-8 for 1935 is entirely new. The springbase of the car (the distance from the front to the rear spring) is 123 inches, or 1.7 inches longer than the wheelbase. This has been accomplished by mounting the front spring in front of the front axle and the back spring in

TUNE IN THESE FORD RADIO PROGRAMS—Ford Sunday Evening Hour. A full hour of familiar music, with majestic rendition, by the Ford Symphony Orchestra and celebrated guest soloists. Every Sunday night from 9 to 10 o'clock (E. S. T.). Fred Waring and His Pennsylvanians. Now a full hour, every Thursday night from 9:30 to 10:30 o'clock (E. S. T.). New singers. New novelties. New dance music. Both programs over the complete coast-to-coast network of the Columbia Broadcasting System.

See the New 1935 Ford V-8 at C. E. GATES AUTO CO.

Sixth and Riverside YOUR FORD DEALER Phone 141

Parker's "International" Truck
was Painted by
SHULTS BROS.
Auto Painting—Auto Glass
Body and Fender Repairing
137 North Central Phone 1050

INTERNATIONAL TRUCKS

APPEARANCE for Prestige PERFORMANCE for Profit

Arrange for a demonstration of one of these NEW Internationals. You know how important it is nowadays to have good looks in your truck. Regardless of how large or small your business is, your truck or trucks must be able to increase your prestige.

These new International Trucks will do that... and a lot more. In International Trucks, beauty is not just paint deep. If you've got an eye for mechanical details you can find practical beauty under the hood... beauty of design and construction, which accounts for economical operation and rugged performance.

Come in and give these new streamlined Internationals a thorough examination. We know that the deeper you dig, the more you will admire these very latest trucks. We will arrange a try-out on your own job—on any model you choose. Come in, or use the telephone.

NEW LOW PRICES

- INTERNATIONAL Model C-1
- Half-ton Chassis \$390
 - With Cab 490
 - With Cab and Pick-up Body 515
 - With 6-ft. Panel Body 630
 - With 7-ft. Panel Body (125-in. wheelbase) 667
 - With 6-ft. Canopy Top Express 615
 - With Station Wagon Body 770
- All prices on 125-in. wheelbase chassis, F. O. B. factory. Shuck observers and freight charges extra.



Walter W. Abbey, Inc. \$390. AND UP 123 So. Riverside Phone 303 125-in. wheelbase chassis, F. O. B. factory.

Rogue River

ROGUE RIVER, Jan. 12.—(Sp.)—Funeral services were held Wednesday afternoon 2:30 for D. E. Dehman. The body was taken to the ranch home where burial was held Monday morning. Mr. Dehman was about 70 years of age and had lived here for many years. He is survived by his widow and one son, D. E. Dehman, both of Eugene Valley.

Mr. and Mrs. Fred Dangler arrived Sunday on the Elmer E. Eganway from a week's trip in which they visited various points in California, and also in Arizona and New Mexico.

Week-end visitors at the Charles Dehman home were Mr. and Mrs. F. Dehman from Sand Point naval reserve station at Seattle, and Mr. and Mrs. Geo. Arnold from Honolulu.

Mr. and Mrs. Albert McVain had their guests January 9 Mr. and Mrs. Henry Morgan from Grants Pass, Mrs. Gladys Martenson and daughter

The Body On
Carol J. Parker's
NEW
International
Truck was a
MANN
Custom-Built
Job

Here is another fine example of the exceptional quality of MANN'S CUSTOM-BUILT bodies... made right here in Medford exactly to meet the requirements of Mr. Parker... It is a thoroughly insulated body, assuring perfect condition for Parker products—has removable shelves in 38 compartments for the convenient handling of many items. Here is a HOME PRODUCT that cannot be excelled for quality... and the wood used in the construction of this body was Rogue River Valley Ash...

MANN'S AUTO SERVICE
ED. MANN B. E. ADAMS
1729 N. Riverside Phone 335-31