

AUTOMOTIVE NEWS

AUTOMOBILE CODE WILL STAND UNTIL JUNE 16 IS EDICT

WASHINGTON, Feb. 9.—(AP) President Roosevelt said today that the new automobile code would stand until the designated date of expiration—June 16.

Between now and June 16, he said at his press conference, that constant inquiry would be made into things not clear, with a view to correcting them in whatever new code may be adopted.

Attention was called that there will be a new NRA, according to all plans, by June 16.

The President said he was still studying a cigarette code now before him.

He said in all probability the recommendations for the new NRA would be forwarded to congress some time next week, but no date has been selected.

Likewise, he expects to send to congress next week the report of ocean mail contracts with a message including his recommendations for new legislation.

TALENT FIRM TO CLEAR LAND NEAR GRANTS PASS

TALENT, Feb. 9.—(Sp)—The Skeeters brothers have taken a contract for clearing land in the Grave creek section near Grants Pass. They will employ from 20 to 25 local men and operation will begin next week. The first load of equipment went out Wednesday.

BOISE, Idaho, Feb. 9.—(AP)—Edward Dunn, 69, of Boise, father of Miss Agnes Dunn, secretary to Governor Ross, and husband of Mrs. Cordelia Dunn, prominent figure in the Democratic party in Idaho, died here today of heart disease.

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Home Building Operations in Full Blast, Palm Thatch Huts Rising on Mexican Road



Beginning almost at the American border and extending to Mexico City, thatch huts are common dwelling places of the average Mexican farm worker. In the palm country, the huts, like the one pictured, are erected of saplings and roofed and walled with palm leaves, making a cool rainproof dwelling. The pathfinding car passed thousands of such homes en route to Mexico City on the Pan American highway.

SAFETY OFFICERS APPLAUD TERRAPLANE BRAKING ABILITY



Police measuring stopping distance recorded by a 1935 Terraplane which bettered requirements in this respect by nearly 50 per cent.

Detroit Police and Insurance officers conducting rigid brake test on 1935 Terraplane which broke all previous records for stopping distances.

Insurance and police officers of the City of Detroit recently conducted a brake test on a 1935 Terraplane Sedan. The purpose of the test was to compare the ability of this new 1935 model to stop with the standard figures approved by the Police Department at various speeds.

Reporting on the brake test, the insurance and police officers state that at speeds of 40 and 50 miles per hour the Terraplane stopped in about half the distance called for by the Police Department. This department uses figures compiled as the result of a large number of tests made by the Bendix Brake Company. For example, at 50 miles per hour the Detroit Police Department states that with brakes in excellent condition, the car should be able to stop in 111 feet. The Terraplane at 50 miles an hour stopped in 65 feet.

While tabulations of the Police Department at 40 miles an hour call for 71 feet, the Terraplane stopped in 40 feet, 1 inch. At 20 miles an hour, as against the police requirements of 18 feet, the Terraplane stopped in 10 feet 8 inches.

NEW AUTO PARTS FIRM WILL OPEN

A new auto parts house, Medford Auto Parts Co., will be opened on East Main street near the Bear creek bridge some time next week, according to V. E. Nolan and O. B. Wilson, owners.

The new parts house will carry a large line of nationally advertised brands and will be strictly a wholesale house, selling to garages, machine shops and large independent firms and large corporations. In the event that any person wishes to buy merchandise retail, the sale will be made through a local garage, according to Wilson.

The two men are both from Marshfield, where Nolan owned the Nolan service station and the Motor Inn, and Wilson was an employee of the Safeway store. After investigating all of the towns in southern Oregon and northern California, they decided to move to Klamath Falls but, after investigating conditions in this city, decided this was the best location in the state.

Both men moved to Medford with their families a month ago.

Use Mail Tribune want ads

TRAVELOGUE CAR CONTINUES TOUR TO MEXICO CITY

At a nameless road camp on the Pan American highway, 562 miles south of Laredo, Texas, and in the heart of the mountain construction of the road, Dec. 27, by mail.

It is 11 o'clock in the morning and we are stuck. They are blasting on the road ahead of us. It may be 8 this evening or it may be 6 tomorrow evening before we get through. I am in the hut of the powder man of the blasting operations. It is walled with saplings and roofed with grass thatch. The bed is a frame of saplings. My typewriter rests on it. I am sitting on a box of Cia. Mexicana de Explosivos, S. A. Explosivos, Peligrosos. It means the Explosive Company of Mexico, Incorporated. Dangerous. The side of the box carries the notation—22 kilograms (about 48 pounds) of 40 per cent dynamite. But dynamite is not dangerous when warmed only by one's rump, so here goes for the story of the toughest automobile driving I have experienced in 200,000 miles over all kinds of roads and including 17 months in France during the war in the motorized artillery.

Leaving Tamazunchale, literally, the House of the Frog and corrupted to "Thomas and Charlie," 534 miles below Laredo yesterday morning, at an elevation of 600 feet, the Studebaker pathfinder passed directly into the beginnings of the mountains that lead to the plateau of the City of Mexico, about 8000 feet above sea level. In twenty-five miles to Chapulhuacan we climbed 2600 feet. The climb was easy but the road, under construction all the way, with about 5000 men at work, was tougher than tough, yet fascinating. There was loose rock higher than the liberal axle heights of the car. There was mud deeper than the hubs. There were sections where the road clearance on the lower side was not more than three or four inches. High rock walls delimited the high side. A tumble down might have been anywhere from a few feet to a few thousand. Hugging the high wall too closely would mean scraped fenders or broken wheels, excepting that the Studebaker is made so sturdily that I doubt that one could break a wheel.

The real character of the drive can be gained from the fact that in five hours of continuous driving time and three hours of waiting for blasted rock and landslides to be cleared away, the net progress was 25 miles—five miles an hour. This was high gear for a total of less than a mile for the entire 25. About half the remainder was in second and the other half in low. At times I crept over the rutted, blasted rock, as rough as plowed ground crosswise, at less than a mile an hour.

The Studebaker successfully met a test that will be of first hand interest to every American motorist. It is the newly patented front end construction that replaces the standard front axle—the independent planar wheel suspension. The front end met in the 25 miles more genuine abuse than all of the Studebakers in all of the United States will meet in the next five years, and met it triumphantly. At times it was pushing loose and jagged rock ahead of it. Occasionally the rock piled up as if in front of a road scraper and had to be extracted by hand. I clipped off at least a hundred surveyor's stakes and pushed tons of mud aside. Now the front axle looks like a stick that had been gnawed by a dog. It looks like a bad case of smallpox with the pit marks of rocks. But it never faltered, never sprung and now, with a more severe test than would be imagined could be given it, stands triumphant and shock proof. Good as gold.

HURRY UP! Road open for ten minutes. Then another blast.

I slam my belongings together, pell mell, and rush through. Then, from the vantage side, watch several hundred pounds of dynamite tear a wall of rock out of the mountainside.

This story is now being finished in Mexico City one day later.

Leaving the nameless camp, I proceeded to Chapulhuacan and went merrily beyond, but not for long. Just one mile beyond a work truck had gone over the roadside and was hanging dizzily with a drop of several hundred feet imminent. It was 4 o'clock in the afternoon. Too late to wait for the truck to be balanced, the road repaired, and then to go on.

I got into the car to back it up a mile to Chapulhuacan. The road superintendent would not let me. "Too dangerous," he said, "we will have" (Continued on Page Ten)

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- Sedan Delivery, \$515 (101" Wheelbase)
- Half-Ton Pick-up, \$465 (112" Wheelbase)
- Half-Ton Pick-up with Canopy, \$495 (112" Wheelbase)
- 1 1/2-Ton Chassis and Cab, \$605 (131" Wheelbase)
- 1 1/2-Ton Stake, \$660 (131" Wheelbase)
- 1 1/2-Ton High Rack, \$745 (137" Wheelbase)
- 1 1/2-Ton Stake, \$720 (131" Wheelbase)
- 1 1/2-Ton Platform, \$630 (131" Wheelbase)
- 1 1/2-Ton Chassis, \$485 (131" Wheelbase)

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