

AUTOMOTIVE NEWS

RUMOR OF SPRING MODELS OF BUICK DECLARED FALSE

Contradicting the many rumors that have circulated through automobile circles, the Buick Motor company will not introduce a new model this spring, according to word received in Medford by R. A. Skinner, Buick dealer, direct from W. F. Hufstader, general sales manager for the company. "Rumors that Buick will introduce a new model within the next few months, is entirely unfounded," Mr. Hufstader said in his special bulletin to all Buick dealers. In the same bulletin the Buick official cited the sweeping public acceptance of Buick styling and pointed out that the present 1935 models have one hundred definite improvements over the 1934 models.

The recent extension of the Automotive code, confining the introduction of new car models to a period of sixty days before or after October 1st, according to the Buick bulletin, and an automobile show featuring new creations is planned for about November 5th.

Sales of Buick motor cars during January were 16.7 per cent ahead of the corresponding month last year, Hufstader also stated.

At the same time, volume since the first of the year has shown a steady increase, he said, with the third 10-day period of January showing sales half again as large as the first 10-day period.

The company is maintaining a steady production pace at high levels for this season of the year," Mr. Hufstader said. "We entered February with a large bank of unfilled orders and look for a consistent retail volume throughout the current month."

The Buick sales department has concluded a series of meetings of its zone managers, covering the central, southern and eastern regions, in which plans were outlined for the spring season and trade conditions were discussed. "From throughout the field the reports are of improved business conditions and good buying power such as has not been experienced in a number of years," Mr. Hufstader said.

Fluhrer's New Delivery Truck Has Mann Body

One of the smartest delivery trucks now serving southern Oregon people is the new Ford V-8 recently delivered by the C. E. Gates Auto company to Fluhrer's bakery.

The custom-built truck body constructed by Mann's Auto Service, 1729 North Riverside, has a capacity of 1500 pounds of bakery products. Fluhrer's colors and official signs were used in decorating the Mann body.

Mann's Auto Service has completed truck bodies for a large number of firms in Medford and other cities. Indications are that the demand for custom-built trucks will be even greater this spring, according to Ed Mann.

Gasoline Filter Often Neglected

Although virtually every car now has a gasoline filter, the average motorist fails to give this device sufficient attention, according to the emergency road service of the Oregon State Motor association. The filter is cleaned by unscrewing the thumb nut at the bottom of the small glass reservoir, usually located in the fuel line under the hood, and removing accumulated matter from both the glass and the small screen it contains. This requires only a few minutes and should be done several times a year.

For How to Wear Day
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DAILY'S AUTO PAINTING

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Final Stage of Tour to Mexico City Completed



Verdure clad hills of wondrous beauty greeted the Pathfinder car as it arrived at San Vicente, 625 miles south of Laredo, Texas, on the Pan-American highway and about 139 miles north of Mexico City. San Vicente is the highest point on the road and about 8,400 feet in elevation. The topmost point is at the tree at the left. The rearward range of visible mountains in this picture is more than seventy miles distant. A little further toward the south the hills change to semi-arid rock formation.

MEXICO CITY, Mexico, Dec. 28.—(By mail)—The journey is over. It has been great in thrills and awe-inspiring in the potential future holds for a new and more pleasing relationship between the two distinctive cultures of the Western Hemisphere—the American and Canadian, which is almost American, and the Spanish.

Leaving my road camp, Cullevra, about 600 miles south of Laredo, Tex., on the Pan American highway, I was at Jacala, 20 miles farther south in an hour. Jacala is the beginning of the revolution of a civilization as old as that of Pompeii, Italy, which it is somewhat like. Jacala is a town of river rock, the round kind rather than the hexen rock of settlements far from rivers. Many of its older streets, paved with round rock, are just wide enough for a single car. Others, in the newer section, but all centuries old, are wider. Jacala marks the beginning of the improved road into Mexico City. The 80 miles from Jacala to Ismitquillpan is the new widened Pan American highway and the concluding section of the mountain road. It has received its first coat of rock ballast and the steam roller. It is wide enough for three cars side by side. On the stretchways a speed of 50 miles per hour is comfortable. On turns, and it is almost all turns, better speed down to 20. Mexican engineers, and they are first rate with even the entire world in competition, have developed a perfected style of banking the road. It is so well banked that the Studebaker Pathfinder followed around the turns with a mere suggestion of pressure on the steering wheel.

En route to Ismitquillpan from Jacala we passed the highest point on the road, San Vicente, 8400 feet above the level of the sea. The view from it is majestic. It is a wild heaving of mountains, different from the Rockies in the fact that the torrid zone climate and rains make a verdure that maintains a thick green growth on the mountainsides. There is everything from grass to pine trees—not the majestic pine of mountains in the United States, but a long needle medium-growth pine.

At Ismitquillpan we hit the paved road and a new type of country. It is flat and semi-arid with mountains in the distance on each side. The mountains are of the rich, red to purple sands and rock of our Arizona country. On each side of the road, stretching back for miles, the maguay cactus is cultivated. The maguay cactus is the plant from which tequila, the national Mexican hard drink is distilled. A little about the cactus and the drink.

The maguay is quite like the top of a pineapple. Its leaves are long and spiked at the end. They are like the pineapple in character only. In size they are ten times as big, reaching a normal length of five feet and an extraordinary length of eight feet. The leaves or arms are a dull hunter green and seem to thrive on bare sand.

Tequila, as a finished product, runs from clear to a light brown. It is a liquor that ranges from 40 to 70 per cent in alcoholic strength. It is probably more nearly like gin than any other American drink but is slightly more sticky than gin and smoother.

On from Ismitquillpan and even before it, we pass abandoned monasteries and nunneries and churches magnificent in their stone boldness and domination, and dignified beyond telling with the marks of age—moss-chipped rock and crumbling roof arches of stone masonry.

On to Mexico City. The speedometer registers 2448 miles from South Bend, Ind., as we meet the police escort that is to take us into Mexico City. Elythe Morris, of the Commercial Metropolitan Co., Studebaker dealers in Mexico, relieves the driver of the wheel, and in we go. As we pull up to the Hotel Imperial the speedometer registers 2455 miles, of which 764 was put on in Mexico.

The Mexican consul at Chicago told me the road with its detours was 761 miles. One of us is three miles out. The Studebaker thus becomes the first scout car in the world to travel the new Pan American highway from Laredo, Tex., to Mexico. Others have tried at other seasons and failed. Failure was not their fault. The Studebaker was right in season, right in native sturdiness of the car and so thoroughly equipped with credentials that the way was smoothed where it could be.

If I can tell Americans anything out of my experience it is this. Visit Mexico. Living is about one-third to one-half in cost to what it is on the American side of the line. For the next several months, if you come by motor from Laredo, Tex., you can come only as far south as Tamazunchale, 534 miles below the border. In that 534 miles you can see a brand new world. Indians whose tradition and language antedates history on the American continent. Jun-

MIAMI ENJOYING BOOM RIVALING MARK OF 1926

Winter Resort Mayor Declares Living Costs Only Slightly Increased; Hotels 30 Per Cent Over 1934

MIAMI, Fla.—(UP)—Not since the boom days of 1926 has Miami enjoyed such a record flow of tourists, according to Mayor E. G. Sewell. The hotels, railroad and steamship lines, travel agencies and business houses report an increase of over 30 per cent above last year, which was then an all-time record, according to Sewell. This exceeds by nearly 50 per cent the volume of tourist traffic during the boom days of 1925-26. The city's record of close to one million and a half visitors in 1934 brings America's fourth largest industry, the tourist business, back to its normal rating, Sewell said.

Housing Surry.
Miami has just completed a survey of housing and living conditions, the mayor said, which shows that there still can be accommodated another 50,000 visitors without any material congestion. It showed thousands of rooms in well appointed apartment houses and private residences as low as \$7 weekly, and in many hotels from \$2 to \$5 daily, according to Sewell. He said Miami can accommodate 150,000 visitors at one time. "There is no reason why a winter visitor in Miami cannot find what he wants in the way of living accommodations and at a price he wants to pay if he will only look around and do some shopping," Mayor Sewell said. "We have more medium priced hotels and apartment houses than any other winter resort city in the United States."

Plenty of Room.
"Miami is well able to take care of all its guests this winter. A great

majority of Florida's visitors are coming on a 10-day or two-week trip, which gives Miami a quicker turnover in tourist travel than ever before. Fifty per cent of our tourists are coming by automobile, spending a week here, five days touring the rest of the state, and the other three days or so en route.

"Current rumors in the north that Miami's prices are sky-high are not true. Our rates are 10 per cent less than they were in 1925-26 and 75 per cent less than they were in 1925. The increase in rates over last season averages around 10 per cent, an increase that is due to rising prices under government codes in all directions."

Dinner and Dance Central Pt. Grange Scheduled Feb. 22

Contributed.
Again on Washington's birthday, February 22, Central Point Grange will put on one of their famous dinner dances. This time offering a little bit different menu—roast chicken with dressing and all the trimmings, done up in good old country style, and topped off with a dessert of home made apple pie with whipped cream. When we say that Central Point Grange cooks are preparing the dinner, that is recommendation enough, as most of you know.

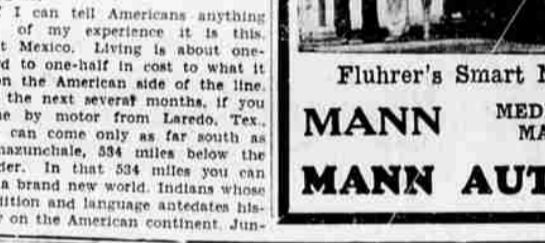
Now, don't think just because we are offering such a lovely dinner for such a reasonable price that the evening is anywhere near through. All diners are invited to stay as guests of the Grange and enjoy an evening of dancing.

Grange hall will be open at 6:00 and serving will be from 6:00 to 8:00. The dining hall and tables will be decorated in appropriate motifs and designs and again you will meet the charming waitresses whose uniforms will carry out the idea of celebrating Washington's birthday.

We are sure that everyone who attended the Armistice Day dinner dance at the Central Point hall has been looking forward to attending another such dinner and now the opportunity has arrived. Don't forget folks, the Central Point Grange hall, Central Point, February 22. Your friends will all be there so we invite you to come and join them. You will find the prices advertised in this issue.

Fluhrer's Smart New Delivery—On a Ford Truck Chassis—Has a MANN MEDFORD MADE CUSTOM-BUILT BODY

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WINTER RESORT MAYOR DECLARES LIVING COSTS ONLY SLIGHTLY INCREASED; HOTELS 30 PER CENT OVER 1934

Dinner and Dance Central Pt. Grange Scheduled Feb. 22

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GOLD MINERS ON STRIKE VOTE TO DEFEY MOVE EDICT

JACKSON, Calif., Feb. 16.—(AP)—Striking gold miners, ordered to "move on" from their picket lines by deputized sheriff's aides with bristling shotguns, voted once again to continue their strike in a closed meeting late today.

Filing out of the meeting soberfaced, the men declared they had voted unanimously to "stick it out" after a talk by A. J. Harder, Sacramento attorney for the mother lode miners' union.

Harder, who came to the meeting today accompanied by a bodyguard of six Sacramento longshoremen, announced he will propose to mine owners and the American Protective league, citizen organization, that mine workers be allowed to vote secretly on whether they wish to join the union. Harder challenged the claim of the owners that mine workers were being pressed into union membership against their wishes.

No violence marred the day, as guarded workers went to and from their posts. The Argonaut mine superintendent announced 100 men are now on the payroll there, while 28 are working at the original Amador mine.

Brakes Affected By Car Position

Motorists sometimes wonder why the brakes on their machines sometimes appear to grip wheels unequally under various driving conditions, even though the brakes are properly equalized, according to the Oregon State Motor association.

The position of the car on the road has a great deal to do with braking effects, it was explained. Some roads are crowned, and unless the car is in the exact center the weight distribution is altered sufficiently to change the brake equalization.

The reason for this, the association pointed out, is that the wheels on one side of the car will be supporting more weight than those on the other side. And the wheels that are carrying the least weight will naturally lock and slide sooner than those which are carrying the heaviest load.

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