

AUTOMOTIVE NEWS

TWO MILLIONTH FORD FEATURED AT EXPOSITION

The two millionth Ford V-8 arrived at America's exposition, Balboa Park, San Diego, last Sunday. It rolled off the assembly line at the Ford Motor Company's River Rouge plant at Dearborn, Mich., on June 13 to be driven on an exhibition tour across the country. Upon its arrival in San Diego it was placed on display at the Ford Exposition building.

The car bears the motor number 16-2,000,000, the 18 being the motor serial, or design number. The 1-000,000th Ford V-8 ran off the line at the Ford plant on June 21, 1934, not quite one year prior to the completion of the 2,000,000th car.

The production schedule of the Ford Motor company calls for the manufacture of 1,000,000 cars during 1935. At present considerably more than 500,000 Ford V-8s have been completed.

To carry out this program of car manufacturing, more than 3,200,000 pounds of wool, the product of approximately 800,000 sheep, will be required. Some 30,000 cattle will be needed to furnish 1,500,000 square feet of leather for upholstery. In addition to production of skins made from both hides and milk, stearic acid, greases, glycerine and soap chips. Goats' hair to the amount of 35,000 pounds will be required, representing the shearing of 87,500 goats.

Extremes Noted In Motor Start In Hot Weather

Shivering in the sunshine—cold and sluggish even though the thermometer dances around the century mark! That's the queer plight automobiles are in these days when the motor is first started, according to research scientists who have been studying fuels in an attempt to get an extra mile of travel from every gallon of gasoline.

The weather may be hot to human beings, they say, but still cold to motors, which is why some car owners waste up to a cupful of fuel on every "cold start" even in summer. This research is being done in Shell Oil company laboratories, where work never ceases on the study of ways to improve motor operation. An interesting account of discoveries about summer driving conditions has been received by P. Johnson, Shell Oil company's chief manager.

The motorists often wonder why, in summer, it is necessary to use the choke in order to start the motor and why motors frequently give sluggish performance when first started, even though the day may be blistering hot.

The answer is simple. What may seem hot to human beings is still far below the efficient operating temperature of a motor. You may be suffering from heat, but your motor may still be really cold.

For these reasons, it is necessary to have a "quick starting" gasoline in summer, just as it is in winter. Of course you don't notice starting difficulties so much in summer, but still waste fuel if you have to use the choke unduly.

"Super-Shell gasoline, by actual test, gives efficient performance in a cold motor in one-half the time required by gasolines which are not so finely balanced. You use the choke only half as much with Super-Shell. That is why Super-Shell is the most economical fuel in hot weather, just as it is in winter," added Johnson.

Forcstry Dept. Buys New G.M.C. Trucks

Robert Skinner, of Skinner's Garage, local dealer for G. M. C. trucks, reports that the forestry department for the state of Oregon recently purchased 110 new hydraulic brake equipped G. M. C. trucks. Thirty-seven of these trucks which were shipped in 15 carloads were unloaded Friday for southern Oregon at Grants Pass.

Other recent truck deliveries made by Mr. Skinner include the following purchasers: Prospect school district, W. W. Brana and Allan Chamber.

Auto Association Expresses Thanks To Mail Tribune
Mail Tribune.
Auto Editor:
Thanks very much for your letter of June 17 and attached publicity from the June 9 issue of the Mail Tribune.
The fine co-operation you have always given the American Automobile association is very deeply appreciated by all here at national headquarters, and if there is anything we can do for you, please let us know.
Yours cordially,
A. J. MONTGOMERY,
Director, Department of Public Relations,
Washington, D. C.
June 28, 1935.

The First 500 Miles Are the Sanest

JOHN, WHY ARE YOU DRIVING SO SLOWLY?
I GOTTA TAKE CARE OF THIS CAR. I'M NOT SUPPOSED TO DRIVE MORE THAN 30 MILES PER HOUR, THE FIRST 500 MILES.

IT'S FUNNY HOW CAREFUL MOST DRIVERS ARE ABOUT BREAKING THEIR CAR'S IN, THE FIRST 500 MILES.
NOW, WHY ARE YOU GOING SO FAST?
WE'VE PAST 500 MILES, NOW I CAN STEP ON IT!

—AND HOW CARELESS A LOT OF THEM GET, FROM THEN ON ABOUT BREAKING THEIR OWN NECKS.
SEEMS TO ME YOU WERE A LOT MORE INTERESTED IN TAKING CARE OF THE CAR THE FIRST 500 MILES THAN YOU WERE IN TAKING CARE OF US, THE SECOND 500 MILES!

car henry!

Nine out of every ten automobile accidents which in 1934 involved driving errors resulted from too much speed. It is shown by reports compiled by the Travelers Insurance Company. This fact is brought out in numerous ways by the statistics on automobile accidents, among which are these:

The rate of death in 1934 per accident on highways was more than 100 per cent greater than the average for all accidents combined. This shows that the highway is no place for a driver to be "asleep at the switch."

The rate of death per accident on curves was 131 per cent worse last year than the average for all accidents combined. The question has been asked, "what does the driver think about when he goes around a curve too fast or on the wrong side of the road?"

Government mortality statistics show that the rate of death from automobile accidents continues to mount faster in rural territories than in urban districts. In 1933, the latest year that such statistics are available, the death rate from automobile accidents increased 6.4 per cent compared to 1932. In urban districts it increased 4.5 per cent, while in rural territories it increased 10.1 per cent. From 1923 to 1933 inclusive, the total death rate from automobile accidents increased 53.7 per cent, although in urban districts it increased only 32.5 per cent. In rural territories, however, the rate of death jumped 101.9 per cent.

Many motorists fail to appreciate the fact that "the person who always drives at a reasonable rate of speed saves gasoline, trouble, money and human life." Don Herold in his cartoon above hits the nail on the head. He wonders why drivers usually are so careful breaking in new cars but are so careless with their own lives and the lives of others just as soon as the "breaking-in" distance has been traveled.

BEAVER CREEK-SISKIYOU LOOP TRIP IS SUGGESTED

If the heat of the valley is too much for the exploring family today, a fine trip suggested, and one or only about 80 miles, is the new Beaver Creek-Siskiyou summit loop. The road has but recently been opened and is smooth and well graded. Although there are no lakes or large streams on the route, and the scenery consists mostly of mountains and large trees, the novelty of getting deep into virgin country such as this is a treat vouchsafed to few.

The way lies, for the first part, the same as traversed to the Blue Ledge country last week, as far as to the Beaver Creek turnoff. Follow up the Applegate river past Star ranger station and cross to the south side of the river a short distance up stream from the station. About three miles above the bridge, signs mark the way to the left over the Beaver Creek road.

By following this road up onto the Siskiyou summit and circling back down, one ends up at the city reservoir in Ashland, after a trip through some of the most entrancing mountain views within a range of hundreds of miles. There are only a few divergent roads over the entire trip, and these are plainly marked so that there is no possible chance of getting lost.

Near the summit is a turn-off, marked, leading to the Dutchman lookout station, only about a mile distant. The view from this lookout, the perch of the eagle's eye that watches the forest for the first sign of smoke, is magnificent, and the officer in charge will be glad to point out the places of interest.

There are many grand places to picnic along the way, and if you drive by one you can easily find another. However, water is not too plentiful, and it is best to take along a vacuum bottle either of water or lemonade. There are no gasoline stations along the way, so fill up before leaving the valley.

Be sure, on the up grade, not to take the road to the left which leads back to the Little Applegate country, as you would thereby circum-

vent the trip.

Three cylinder models. Their body lines are so modified as to give a maximum of stream-line effectiveness and yet be handsome and not too radical. The lights are especially interesting. They are mounted in about the conventional place yet the hood behind them is so faired as to eliminate all wind drag. According to information we have received, this car is so designed as to push the air pressure to work, so to speak. By this we mean that the body design has not been made just to eliminate wind drag but also to exert something of a downward pressure at the same time. This has a tendency to hold the car to the ground, which is a safety advantage. Another novel idea incorporated into these new bodies is the elimination of the rear quarter windows. It is said to be unnecessary on these Hupmobiles because the two door windows are so wide that they give as much or more vision than the conventional cars with the rear quarter windows.

These bodies are also wide enough to accommodate three passengers in either front or rear seat. The interiors of these Hupmobiles are also very smart and they harmonize very nicely with the car as a whole. One feature which was demonstrated on the show room floor a few days ago is the bed that can be made up in the car. It is quite large and though we didn't try it, it is looked as if it might be very comfortable. Although we don't believe this would be any great advantage for town driving, yet for touring it might prove quite convenient some time! The dashboard is quite small but is located very close to the steering wheel so it is very easy to see and convenient to reach. The front seat is also easily adjusted and the doors, both front and rear, are very wide which makes the car very convenient to get either in or out of.

The specifications of this car should be especially interesting to Medford people because it has been pretty much "out of the picture" as far as they have been concerned in recent years. The engine used in the models on display is a six-cylinder L-head engine. It develops 101 horsepower and has a piston displacement of 245.3 cubic inches. It is mounted by means of a four-point rubber insulated suspension. The compression ratio is 5.75 to 1. The pistons are of light weight alloy and have two compression and two oil regulation rings. The exhaust valves are made of aviation type steel and the inlet valves are of nickel-chromium steel. The radiator is of the cellular core type and correct and efficient cooling is maintained by the centrifugal pump and the thermostatic control.

The car has a wheelbase of 118 inches while the over-all length is 189 inches. The transmission is synchro-silent with helical gears. The good riding qualities are attributed to the semi-elliptic springs used both front and rear along with the two-way hydraulic-thermostatically and automatically controlled shock absorbers. The brakes are hydraulic for the foot brake and mechanical, internal expanding brakes for the emergency which work on the rear wheels only. The cam and lever type steering gear is used and we found it very smooth and especially good over rough roads where it was easy to see that road shocks and road vibrations were very effectively wiped out.

Family Boats Health Record.
NORWALK, Mo.—(UP)—Three generations without a single break by

golden wedding anniversary. They have 10 children and 18 grandchildren. The couple recently observed their

Reform School Trio Wins.
ROCKVILLE, Mo.—(UP)—Three reform school inmates overshadowed all local competition at an amateur night here. They were awarded first honors for their harmony.

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3. Reset generator—summer charging rate.
4. Inspect, clean and set gaps on spark plugs. **\$1.95**

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A wedge cushion, protecting against fatigue of long drives. **59¢**

KOZAK SPECIAL

Genuine Kozak Polishing Cloth. Gives car a dry wash—polishes as well as cleans. Limit—3 per customer. **39¢**

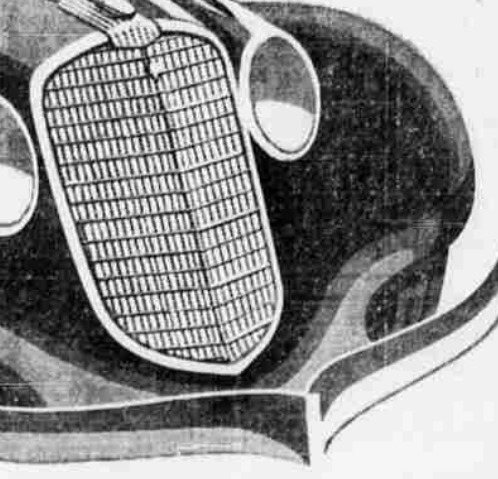
Firestone

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Because of the intense loyalty of Hupmobile owners.

Because of the incredibly widespread conviction that Hup has always built a good car.

Because present Hupmobile models are the lowest-priced of the genuine stream-

lined cars—and distinctly the most highly refined and pleasing in appearance.

Because their performance is literally breath-taking—with more horsepower for their weight and wheelbase than any car of comparable price—and more speed than you'll need.

Because they are designed with the science born of experience—and built with a care, precision and quality that assures full value and lasting satisfaction.

Because they present the best features of the best cars—with numerous advantages and developments of their own.

Reasons like these were fully good enough to decide us. They are good enough, we believe, to justify our asking YOU to consider the Hupmobile before YOU decide.

The AUTO WAY.

By Cyril Sander

The Hupmobile automobile is now being shown here in Medford by J. B. Meehan, the newly appointed Hupmobile dealer. It has been a good many years since there has been a Hupmobile dealer in this town and we are sure the public will welcome the opportunity to see and examine this new "Air-line" car.

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