

AUTOMOTIVE NEWS

SKINNER SHOWS 1936 PONTIACS TO PUBLIC HERE

Three lines of new Pontiac models for 1936, the straight eight, six and de luxe six, are now on public view at Skinner's Garage, Medford, Pontiac dealers' salesroom at 143 South Riverside.

The "Silver Streak" radiator and hood grille that formed that central design motif of 1935 and earned for Pontiac the descriptive characterization of the "most beautiful thing on wheels," continues as the basic theme with certain pleasing changes that reflect even greater refinement of taste and more artistic beauty than was expressed in the original.

Improvements included in the 1936 line are greater in number than they were for the 1935 models and fully as important to the motorist. Many of them are not as apparent at a glance and probably none of them stand out as boldly as Fisher turret top bodies, hydraulic, triple sealed brakes or the sealed chassis of 1935.

A close examination discloses that the Pontiac engineers have gone thru the 1935 chassis and bodies, feature by feature, refining this one and perfecting that one, keeping in mind the comfort and convenience of the motorist, and the economy, performance and safety of the car.

A ten-minute ride in a new Pontiac model with a well informed salesman should be taken to realize the significance of many of the improvements.

The straight eight and de luxe six are available in six body styles each, while seven are mounted on the six chassis. Common to all lines are two-door and four-door touring sedans (with built-in trunk), all accommodating five passengers; the standard coupe for two passengers and the sport coupe for four passengers. The cabriolet built for four passengers is also available on the six chassis.

Probably the most striking change in external appearance is in the front and treatment, where the chromium grille has been crowned as it sweeps up over the radiator in an unbroken line, thus emphasizing speed and giving the impression of a longer, sleeker, faster and lower car, despite the unchanged wheelbase of 117 inches on the eight and 112 on the sixes.

New radiator ornaments are in the modern motif. Chrome trimmed brackets support the headlamps on the radiator shell. Further improvement in exterior appearance includes a more deeply crowned one-piece front fender sweeping down to the bumper level and all-rubber steel reinforced running boards. Rear fenders are more deeply crowned, with the rear half raked further back to a point below the wheel center. Rear lamps are mounted on the fenders. Rear bumpers are longer. Bumper ornaments are refined and smaller. All sheet metal is fully rust-proofed.

Little improvement could be asked for in the grace and structural strength of the Fisher turret top solid steel body. But there are a score or more changes in the interior fittings, appointments and trim of all body models.

For convenience, front doors of all models are hinged at the front and open from the rear. The instrument panel is entirely new and ultra modern. It is finished in burled poplar and chrome. Dial numerals are more easily read and dial lighting has been improved.

Artistic paneling on the doors and expensive new cloth trim further distinguish the body interiors. Cabriolets are trimmed in hand buffed, crushed grain tan Spanish leather or taupe worsted Bedford cord.

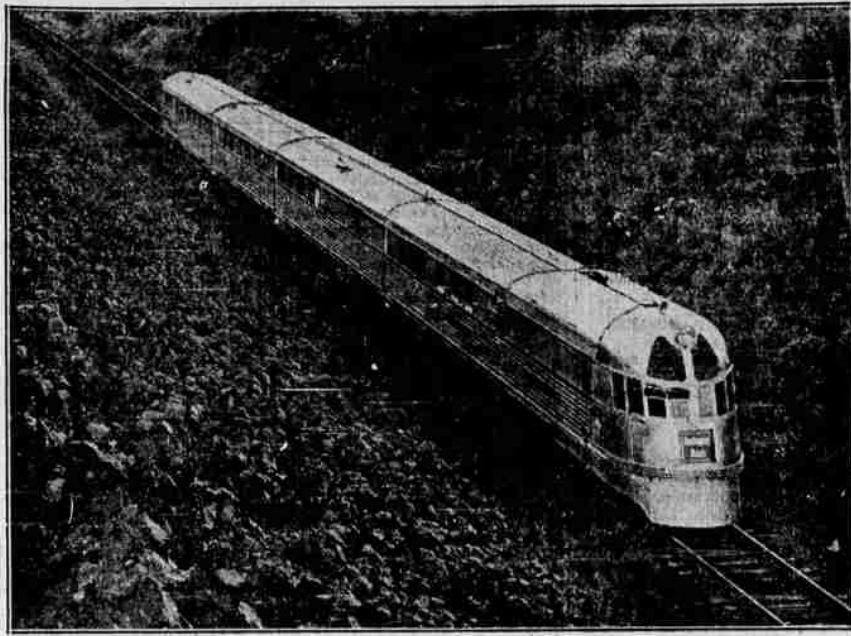
Optional upholstery on the three lines is as follows: six, taupe mohair or brown pattern broadcloth; de luxe six, taupe mohair or modified taupe pattern broadcloth; eight, taupe mohair or brown, pin stripe broadcloth.

Seat cushions have been reshaped to conform more nearly to the human figure. They are longer and deeper and extend to the floor in both front and rear. There is a new seat and clever combination arm rest and door handle.

A full three-passenger four-door sedan front seat cushion is now standard on the de luxe six two-door sedan and touring sedan, as well as on the eight, giving these cars ample room for six people.

Many refinements in the power plants and chassis have been made to

Mark Twain, Another Zephyr Train Of Stainless Steel, Makes Its Debut



The Mark Twain, a light-weight, stainless steel, diesel-electric train, has just been completed by the Edward G. Budd Manufacturing Company, of Philadelphia, for the Burlington Railroad. It will replace two steam trains between St. Louis, Mo., and Burlington, Iowa.

This new train, consisting of four cars, including a baggage car

and railway postoffice, and having seats for 92 passengers, will be the Burlington's fourth stainless steel streamliner. It was built after the railroad had demonstrated the safety, reliability and economy of light-weight construction in the operation of its three Zephyrs which have averaged under 34 cents a mile, less than half the cost of oper-

ating a comparable standard train. The name Mark Twain was selected because the train will run through Hannibal, Mo., boyhood home of the famous humorist whose one hundredth anniversary will be observed November 30. One car is named Huckleberry Finn and another Tom Sawyer, after characters in Twain's books.

gave improved performance, quicker acceleration, easier starting, higher speed, better economy and greater convenience in handling. Pontiac features that have proved highly satisfactory, such as metered flow lubrication, cross flow cooling, silver-cadmium bearings, electro-plated pistons, rifle drilled connecting rods, square bore and stroke, and ample engine mass for dependability and durability, naturally are retained.

COHAN FARCE AT NORMAL, PLEASES

"Seven Keys to Baldpate," latest dramatic offering of the Southern Oregon Normal school, Friday night played before a packed house in the school auditorium at Ashland. The thriller, a melodramatic farce by George M. Cohan, was received as one of the best dramatic offerings the school has ever produced.

The scenery, designed and executed by the classes in play production, set off the unusual character of the play to a nicety, the plot being laid in a summer hotel high on a mountain in the dead of winter. The sound effects were also very good.

Angus Bowmer, dramatic instructor, was cast as William Hallowell Magee, the author, who goes to the deserted inn to write a play in 24 hours. The unravelling of the plot, during which seven keys appear where only one was supposed to be in existence, was carried through with splendid portrayal, with Bowmer giving his usual suave performance.

"Bits" in the play made it an outstanding hit with the big audience, particularly that played by John Harr as Peter, the hermit. He combined exactly the right amount of native wit with simple mindedness to make his part very convincing.

Another "bit" part very well done was that of Margaret Knox, as Myra Thornhill.

The play will be presented again on Monday, with promises being for another sellout.

Lumber Exports Ebb
SAN FRANCISCO, Oct. 19.—(AP)—Trade reports of declining exports of lumber from the Pacific Northwest this summer were borne out today in statistics released by the bureau of foreign and domestic commerce.

WINDOW GLASS—We sell window glass and will replace your broken windows reasonably. Trowbridge Cabinet Works

CHRYSLER LOOKS FOR MORE BUYING

NEW YORK, Oct. 19.—W. P. Chrysler, chairman of the board of Chrysler corporation, stated today that for the first time in five or six years he looks for a much larger market for automobiles in the higher-price fields.

"The next year for automobiles," he said, "which begins this year two months earlier than heretofore, should be a better year for higher-priced lines of cars than any year in the recent past.

"This, however, will not be at the expense of the lower-priced cars. People all over the world have come to recognize the extraordinary transportation value obtainable in the low-priced automobiles. I believe this market will continue to expand.

"So much improvement has been made in automobiles during the last few years that much of it is taken for granted. For example, safety of construction. A safe car with steel bodies, hydraulic brakes, low center of gravity, interlocking bodies and frames, is expected by the discriminating motor car buyer. In this field, having pioneered these essential elements of construction, Chrysler corporation has gone much farther and is now actively promoting safe driving.

Great strides have also been made in economy and performance.

"In my judgment, the next greatest advance of this period has been in riding comfort. The Airflow design has admittedly established new principles of weight distribution. Thus, by moving the motor forward over the front axle and moving the passengers forward so that they ride between the axles, together with low center of gravity, you get a more perfect ride than has ever before been possible. Last year the Airflow principles were reflected in cars of so-called conventional design. And the result has been a general increase in riding comfort."

Michigan Solon Passes
KALAMAZOO, Mich., Oct. 19.—(AP)—Rep. Henry M. Kimball (R., Mich.) died today. He suffered a stroke of apoplexy last summer, while serving his first term as representative of the Third Michigan district and had been ill since.

For Hose that Wear buy
NOLDE & HORST
Ehrlens W. Hoffmann.

INDIANA ROUTED BY NEGRO STAR

CINCINNATI, Oct. 19.—(AP) A rugged defense that beat off five Indiana goal line thrusts in the last half, and the long distance punting of big London Gant, negro back, gave the University of Cincinnati Bearcats a 7-0-0 victory over the Big Ten eleven from Bloomington today.

Gant accounted for the only score of the contest in the second quarter when he pulled down a 20-yard pass from Linus Haby, Bearcat quarterback. The Indians 18-yard line, shook off two red-clad tacklers and crossed the goal line standing up. Fred Yeager, blocking back, place-kicked for the extra point.

Use Mail Tribune want ads.

CADILLACS AND LA SALLE LINE SHOWN IN CITY

Three new lines of cars for 1936—a Cadillac-Fleetwood Series, a Cadillac Series Sixty, and a LaSalle, were introduced yesterday by the Cadillac Motor Car company, through the Medford dealers, Skinner's Garage.

Prices are lower on all lines, especially in the Cadillac group, to which has been added the Series Sixty, an entirely new and smaller Cadillac of superior performance. The Series Sixty, lower in price than any Cadillac since the four-cylinder models of 1928, lists at only \$1645 at the factory. This model, according to company officials, has been created for those who desire Cadillac quality and distinction in a personal car of convenient size. It is exceptionally easy to park, a feature which should appeal particularly to women drivers.

The new Cadillac-Fleetwood Series, including the V-8, V-12, and V-16, all offer sharply improved values in beauty, comfort and performance. Fleetwood bodies are standard throughout this series. All carry turrettops, this being the first application of steel top construction to custom-built bodies.

The 1936 LaSalle reveals further refinement of the slender lines which have created a new vogue in body design. The performance promise implied in these fleet lines is amply confirmed by LaSalle's pick-up and speed. Reduced LaSalle prices now range from \$1175 to \$1255 at the factory.

The brilliant Cadillac Series Sixty, newest member of the Cadillac family, establishes an all-time high in Cadillac performance. Equipped with an entirely new V-8 motor of more than 125 horsepower, it provides spirited acceleration and is capable of road speeds up to 90 and 100 miles per hour. Also it offers surprising high gear pick-up even at touring speeds above 70 miles per hour. The wide margin of power has reduced to a minimum the need for shifting gears.

Built in three body models by Fisher on the most rigid frame ever employed on any American automobile, the Series Sixty meets the exacting Cadillac standards of passenger security. In the closed models, the turret top, sides and the entire rear floor are of steel. Body choices include a five-passenger four-door touring sedan with rear trunk; a closed coupe with opera seat for an additional passenger, and a convertible coupe with rumble seat. Interior appointments and upholstery reflect the combined talents of Cadillac and Fisher craftsmen. Double stabilizers add definitely to passenger comfort in both the Series Sixty and in the Cadillac-Fleetwoods. The 1936 Cadillac models employed this anti-wobble device at the rear of the chassis. A

second stabilizer now is carried at the front of the chassis as well.

Narrower radiators and increased streamlining serve to emphasize further the traditional beauty of the Cadillac-Fleetwoods. The radiator fins on all Cadillac models are of two-tone chrome and the radiator ornaments in a graceful, forward-leaning feminine figure in bright chrome. Smart Fleetwood interior appointments accord in all details with Cadillac standards. Material increases are noted in seat width, seat height and in head room, the latter having been achieved without affecting the overall height of the cars.

Mechanically, the Cadillac-Fleetwoods offer much that is new. Even quieter operation is assured by a more rigid engine, by complete crankshaft counterweighting and by Cadillac's hydraulic valve adjusters which eliminate tappet clearance. Improved lubrication and cooling systems protect the motor under all extremes of service and temperature. A "peak load" generator varies its output to maintain the battery at full charge. A "triple range" choke functions automatically, but also may be operated manually if the driver so desires, or used as a "dechoke" if necessary.

The new LaSalle, with four attractive bodies by Fisher, continues the distinctively narrow LaSalle radiator, but the grille has been rounded out in a slightly convex effect. A long, slim torpedo rib now joins the top halves of the cup-shaped ventilating ports along the hood. Doors are hinged forward instead of at the rear. Other changes include a new instrument panel finished in a chrome-stripped modern motif, and a new hand brake lever now placed under the instrument panel at the driver's left. The chassis is built around a frame of even greater strength and rigidity. In the closed coupe body of the LaSalle, as in the Series Sixty Cadillac, an opera seat is placed behind the conventional coupe seat.

then just as he was nailed by a tackler turned and flipped it to Smith, who promptly reversed his field and carried it back ten more. The ball was held for downs there, with Smith punting to the 10 on the last down. Marshfield again kicked out. Lewis again took the ball and for the second time in a row lateraled to Smith, who carried it back to the 25. He picked up nine more around left end, his next pass was knocked down, and as the ball was snapped the gun exploded. Circling his left end again, Smith again scored standing up, but missed the next drop kick, ending the half.

TIGERS' LATERALS AND POWER ROUT MARSHFIELD 33-0

(Continued from Page Four)

ending at least two deep drives. Medford's passing attack, that clicked so neatly against Roseburg last week, failed to get started yesterday, while the Marshfield air attack was their greatest threat. First downs in the second half, not counting those made by the first team in the first few minutes, stood 11 for the Tigers and three for Marshfield, two on passes and one on a buck.

Starting lineups:

Medford	Marshfield
Blair	RE
Dickinson	RT
Wilson	RG
Baker	LG
Santo	LT
Kunzman	LE
Ettinger (B)	Q
Smith	RH
Lewis	LH
Sakraida	FB
Subs	Medford: Fraley, Offard, Todd, Stocks, Stewart, Henry, Pennington, Ettinger (R.), Bishop, Valler, Doty Wright, Gillinsky, Baylis, Root, Townsend.

Gofas Amuck
ADDIS ABABA, Oct. 19.—(Exchange Telegraph)—What was described as an attempt by thousands of wild Gofas tribesmen to storm Addis Ababa and kill all foreigners was averted today by Emperor Haile Selassie's Imperial troops and armed police.

Border Guard Killed
MOSCOW, Oct. 19.—(AP)—A young Soviet border official was killed October 12 in a clash with a Japanese Manchoukuan detachment, said dispatches received here tonight.

Medford kicked off to the Pilots on the next play, and after being stopped in three plays, they tried a line buck. Smith smacked the runner so hard that he fumbled the ball and the Tigers recovered. Taking the ball, the Tigers broke Lewis loose around left end, and he hoped to the three before being stopped, with Sakrada dynamiting the hog hida over from there on a buck, making two touchdowns on three plays. Smith missed the drop-kick.

With the entire second string warming up on the sidelines, Marshfield kicked to Lewis, who brought it back 10 yards to the 35. Sakrada then stepped back and rifled a perfect pass to Kunzman who, just before he was tackled, spotted it out to Ettinger racing wide, and Ettinger was forced out of bounds on the Marshfield 46 as the second string entered the fray.

With Fraley and Offard lending the fire, the second string fought inch for inch with the string Pirates and the rest of the game went scoreless. The reserves, with Baylis and Gillinsky doing most of the ball tottering, ran the ball to within the 15-yard line three during the half, but lacked punch to score, with fumbles

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CADILLAC presents
THE 1936 SERIES OF
the Royal Family of Motordom

IN THE LOWEST PRICE RANGE SINCE THE DAYS OF THE SINGLE-CYLINDER CADILLAC

Today, the 1936 series of the Royal Family of Motordom—a new La Salle, a new Cadillac, and a new Cadillac-Fleetwood—are on exhibition at our showrooms. Revealing the greatest strides ever made by Cadillac in performance, comfort, safety, beauty and roadability

—they also offer the pleasant surprise of startlingly lower prices. In fact, prices start at the lowest point since the days of the single-cylinder Cadillac. You are cordially invited to see and inspect these magnificent new cars. They are certain to prove a revelation.

A FINER, FASTER AND SAFER La Salle \$1175
La Salle again heads the style parade and sets the new vogue. And, within its price field, its leadership is just as decided in all other phases of motor car excellence. Its performance is delightful. Its comfort is simply superb. And it handles, in all ways, like the thoroughbred it is. There are four body styles—a Coupe, a Convertible Coupe, a Two-door Touring Sedan, and a Five Passenger Touring Sedan.

AN ENTIRELY NEW AND FINER Cadillac \$1645
For years, there has been a growing demand for a personalized Cadillac—smaller, faster and easier to handle. The new Cadillac V-8, Series 60, is the answer to that demand. We state, without reservation, that no other car in America is so fascinating to drive. Its speed is whatever you desire. Its balance on the road is unsurpassed. And its general comfort is a constant delight.

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AN EVEN MORE LUXURIOUS Fleetwood \$2445
Fleetwood is world renowned. In all phases of their excellence, the new Cadillac-Fleetwoods are beyond comparison. They mark the closest approach to perfection in the history of the motor car.

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