

Buick, Featuring All New Styling, Presents Complete New Line of Cars in Four Series

Variable Pitch Dynaflo Gives Better Performance

For 1955 Buick presents a completely new line of cars in four series, featuring all new styling, higher compression V-8 engines, and a revolutionary new variable pitch Dynaflo transmission which greatly improves performance. They are on display at Skinner's Garage, 143 South Riverside ave.

Advanced new styling features a new front end with a new wide screen grille, new rear fenders with long, flowing lines give the trunk compartment a longer, lower look, new wheel discs with locomotive hubs and massive new taillights combined in a single bezel with the backup lights. Interiors also have been improved with many color combinations in luxurious new fabrics of nylon and cordaveen.

Performance Improved
The new Twin Turbine Dynaflo with variable pitch stator blades improves performance on the low end and in passing.

The new Dynaflo operates on the same principle as the variable pitch propeller in an airplane. Just as an airplane pilot sets the propeller pitch for increased engine performance on take-off, the driver, by pressing the accelerator to the floor, can change the angle of the vanes in the stator to a high pitch for fast acceleration, either from a standing start or for passing.

The new device works silently and smoothly, with no jerks or interruptions of power from the engine to the rear axle.

For all normal operation the new Dynaflo works the same as before. Only when the driver wants the increased performance and presses the accelerator clear to the floor does the pitch of the stator blades change.

15 Body Styles
The new Buicks come in 15 six-passenger body styles, mounted on two wheelbases with two horsepower ratings. The horsepower in the Roadmaster, Super and Century Series has been increased to 236. In the Special Series it has been boosted to 188.

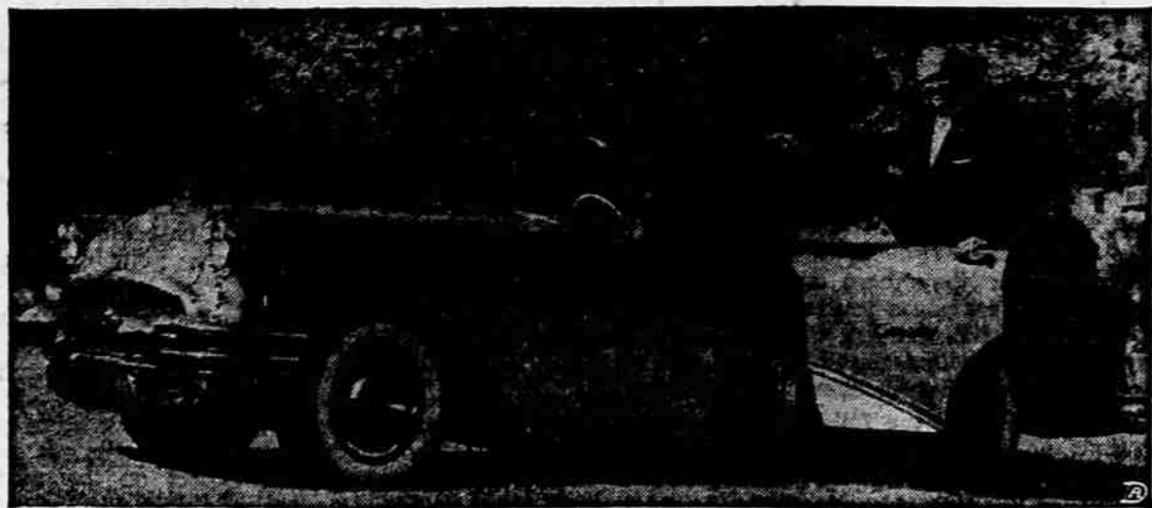
Both the Roadmaster and Super Series are mounted on a 127-inch wheelbase, and the Century and Special utilize a 122-inch wheelbase, the same as last year. Overall length remains the same, 216.8 inches for the Roadmaster and Super and 206.3 inches for the Century and Special.

The compression ratio has been increased to 9-to-1 on the Roadmaster, Super and Century Series, and 8.4-to-1 in the Special.

Tubeless tires are standard equipment on all models, except those equipped with wire wheels.

New Bumpers, Headlights
In addition to the new grille, the front end styling for 1955 includes a new bumper, new headlights and a new hood ornament. The new grille and the new, wider bumper give the front end a more sturdy appearance, yet retains the Buick identity.

The grille itself is of a honeycomb design set in a curving grille frame. Bumper bombs are located on top of the bumper near the outer edge of the grille. Leading from each of the bombs is a bumper rail which wraps around the outside edge of the front fender, parallel with the



Buick General Manager Ivan L. Wiles poses proudly beside the automobile industry's latest style sensation, a four-door "hardtop" sedan. Like the two-door Riviera "hardtop" coupe Buick pioneered six years ago, the four-door model eliminates the center posts between the doors, combining the trim, racy lines of a four-door convertible with the comfort and roominess of a sedan. Buick will offer the new Riviera sedan in both the Century and Special Series. Production will begin early next year.

top of the bumper. A new emblem, incorporating the Buick tri-color is set in the center of the grille with wings extending horizontally toward the bumper bombs. Two air scoopers are located in the bumper directly beneath the bumper bombs. The license plate frame is mounted on the bumper directly beneath the grille.

Hood Lowered Slightly
The hood on the 1955 Buick has been lowered slightly by recessing the center section. This improves appearance and gives the hood added rigidity. The hood ornament consists of four concentric rings with a "V" passing through them.

Front fenders feature a wheel cutout with the lower portion behind the wheel swept back slightly. Ventiports have been

restyled with four ports on the Roadmaster, Super and Century, which use the 236 horsepower engine, and three on the Special with the 188 horsepower engine. Previously four ventiports were reserved for the Roadmaster only.

Buick's new rear fenders, with their long, flowing design, give the rear compartment a longer, lower look without adding any length to the car. The top fender line flows straight back to the rear wheel where it is capped by a chrome tail and backup light housing.

Circular Housing
The top half of this housing, in which is set a combination, tail, stop and directional signal light, is swept back with the backup light in a circular housing in the center. A reflector is

located below the backup light just above the rear bumper.

The taillight assembly, together with the new rear bumper which is tailored to the contours of the rear end, gives an appearance of grace and beauty unequalled in Buick styling.

4-H Club

The Applegate Sewing Susans met at the home of Anita Rosemy, April 20. President Betty Jean Nielsen called the meeting to order and the minutes of the last meeting were read by Secretary Dona Brown.

Karen Newman and Mary Sue Freemantle gave a demonstration on how to pull a thread in material.

On May 17, our club will have dinner and spend the afternoon with the Antelope Sewing club.

Our leader told us that the Sacred Heart and Community hospitals were very glad to get the Easter baskets, which we made at our last meeting. The baskets were to be put on the breakfast trays Easter morning.

The meeting adjourned and refreshments were served.
Gwen Krouse
Gwen Krouse

Red Barn, Symbol of U.S. Rural Life, Being Changed

Washington — The big red barns, bulging symbols of America's rural abundance, are heading for some changes.

Long adorning the landscape, many picturesque barns stand outmoded by present-day efficiency farming. When they burn or deteriorate beyond use, smaller barns will likely take their place.

Several reasons have been given. Baled hay needs less space than hay mows. The trend now is against a stall for every cow and toward "roaming" quarters instead. Compact mechanized equipment, housed in a shed, replaces work horses.

Multi-Purpose Barn
Already some ultramodern barns have developed, including highly functional aluminum ones. One new-type structure was spotted by an airplane pilot about 20 miles west of Montreal, Canada. He mistook its glinting surface for a flying saucer.

Silvery fiber glass sections were fixed in a wooden framework, forming a 32-foot-high dome 83 feet across. Beneath it the dairyman sheltered 23 Ayrshire cattle, a year-round feeding lot, milking stalls, several score chickens and turkeys, and his farm implements.

The red barn is no more a standard type of American building now than the little red school house. Red as a predominant color seems definitely passing. Green and white barns are frequently seen — sometimes gray barns. Many farmers strive to make barn and house colors harmonize.

Red barns long ago became an American habit. One explanation is that early upstate New Yorkers painted barns red, houses white and left Nature to hang a blue sky to form a patriotic color combination.

Thrifty New Englanders reputedly used a wild red berry as a cheap and handy pigment so they could spend more on white house paint.

Whatever interior rearrangements modern farm techniques bring, the huge barn that ornamented America's 18th and 19th century countryside will have a lasting place on artists' canvases and history pages. "Large as palaces," one foreigner wrote of Pennsylvania Dutch barns in the 1750s. An early 19th century visitor described "barns of stone, a hundred feet long and 40 feet wide, with two floors, and raised roads up to them. . . . Below are stables, stalls, pens and all sorts of conveniences."

The Dutch Like Decorations
In contrast to the strictly utilitarian design of barns farther west, Pennsylvania structures offer some highly imaginative painted decorations. A six-petaled flower motif may have been a pre-Christian symbol of immortality. The spinning whorl, notable in Lehigh county, is traceable to ancient Troy and Crete. The star or lily pattern, possibly a Cretan symbol of the sun, may date from 1300 B.C.

Thrifty tillers of Pennsylvania earth deny that these decorations were conceived to ward off evil. Rather, the so-called "hex signs" indicate a pride in buildings that reflect prosperity flowing from a bountiful land.

OUT OF POLITICS

Cedar Springs, Mich.—(U.P.)—Miss Ella Beardslee's name was missing from the Kent county Republican ticket for the first time since 1922 in Michigan's spring election this year. Miss Beardslee, who is 83, decided to retire undefeated after 33 years as clerk of Solon township.

'Turboprop' Engines Open New Chapter in Aviation

Washington — Bridging past and future, a quiet new giant of the skies is opening a chapter in North American commercial aviation.

Nicknamed "turboprop," the aircraft sucks in air like a supersonic jet but uses the powerful blast of hot gases to spin a propeller. Compared to the piston engine with myriad parts churning up and down, the hybrid motor has neither vibration nor deafening sound.

Trans-Canada Air Lines recently inaugurated service between New York and Toronto in British-made turboprops, the first to span commercial skyways in the United States. Capital Airlines awaits delivery of the first of 60 turboprops on order and plans to give travelers a taste of such flight in early summer.

New Life in an Old Body
In appearance the turboprop fits into the family of familiar streamlined transports. Its design is a cousin of the pet plane that bulleted military fighters and bombers into a new era of aviation.

"The turboprop is 80 per cent propeller and 20 per cent jet," aviation engineers say.

Inside the engine, compressed gas fires onto blades around a large wheel, the turbine. High-speed rotation of its shaft turns the propeller that pulls the plane. Unused exhaust gases shoot from the engine's tail, giving the craft an extra push.

The propellerless jet plane, by contrast, depends entirely on the thrust of escaping gases, operates best at high speeds and high altitude, and eats fuel voraciously. Widespread commercial use of jets still lies in the future.

Designers claim these advantages for the turboprop as a practical, everyday work horse: faster, quieter, smoother flight

than a piston plane offers; quick take-offs; easy maintenance. It uses more fuel than conventional planes, a disadvantage said to be offset by its speed and ability to lift heavier cargoes.

An American Accent

The turboprop destined to speed passengers between American cities is a product of Vickers-Armstrongs, a British firm that built the famous wartime Spitfire. The new skyliner packs four long, slim Rolls-Royce engines that develop 1,400 horsepower each, with an extra 365-pound jet thrust. Other features are its range, 1,700 miles; average speed, 320 miles an hour; passenger load, 40 or more persons.

Although British-made, the imported turboprops have a strong American accent. Gordon R. McGregor, T-CA president, says: "We put our ideas to Vickers, and they flew a European model to Canada. We flew it all one winter out of subzero Churchill (northeast Manitoba). The engines performed wonderfully. The airframe and cabin were something else. We wanted better heating; improvements in the fueling, and modifications to use gasoline instead of kerosene, as was being burned in Britain."

The advent of turboprops, in the jet age, kicks new life into the time-honored propeller. However, it's the jet age's whirling turbine that bosses the blades.

DOUBLE TROUBLE

South Bend, Ind.—(U.P.)—One of Mrs. Cecil Van Dusseldorp's one-year-old twin daughters swallowed several aspirin tablets, so she rushed them to a hospital. When she got there, she couldn't remember which twin needed the treatment. Both got their stomachs pumped out.

Dead line for Sunday Classified is 11:00 a.m. Saturday.

Phoenix

Phoenix—Mrs. John Q. Stewart Jr. and new baby son, Joel David, came home from a Medford hospital this week and both are doing nicely. The Stewarts have two other children, another boy and a girl.

Avis Bisseger, a senior at Rogue River Academy, is going with the senior class of the Academy, to spend the week at Walla Walla College, College Place, Wash. There will be nine in the class making the trip. Avis is seventeen and will graduate at the end of the school semester.

Mrs. A. Bisseger has been substituting at Rogue River Academy in the grades this week and will also be there the first of next week.

Mrs. Florence Drake went to Portland the first of the week to enter Providence hospital there for medical care.

Phoenix Garden club held its flower show Sunday, April 17. A good turnout and a plentiful supply of flowers, considering the weather, were reported.

Mrs. Kathryn Stancliffe is to leave April 22 for Portland to attend a state convention of Delta Kappa Gamma, teachers' honorary society. Mrs. Stancliffe is president of Epsilon chapter of the society in Jackson county. While in Portland she plans to visit Mrs. Florence Drake, who is at Providence hospital there.

Mr. and Mrs. Raymond Furry left the first of the week to visit friends in Sacramento, Calif.

Lieut. and Mrs. Gary A. Denzer are parents of a daughter, Patricia Jeanne, born April 20. This is the Denzers' first child. Lieut. Denzer is a pilot in the 79th Air Rescue Squadron stationed at Anderson Air Force Base in Guam and will not be home until in September. He is the son of Mrs. Kathryn Stancliffe and Frank W. Denzer of 16 Western Ave. in Medford.

'Tripod' Fish Found To Have Apendages

Washington — Until recently scientists were wrong about the use of appendages on the "tripod fish" or Benthosaurus. Two spines trailing from the fish's flanks and its long wirelike tail were hitherto thought to be filaments floating behind the fish. However, National Geographic Society photographs now show them to be almost legs—certainly props or crutches. The fish "jumps" on these props along the bottom 7,000 feet under the surface of the Mediterranean Sea.

"THANK YOU" NOTE

Westport, Conn.—(U.P.)—A Bronxville, N. Y., woman sent a letter to state police thanking them for arresting her son on a speed charge. "The summons to court was worth more than all the preaching I could ever do," she explained.

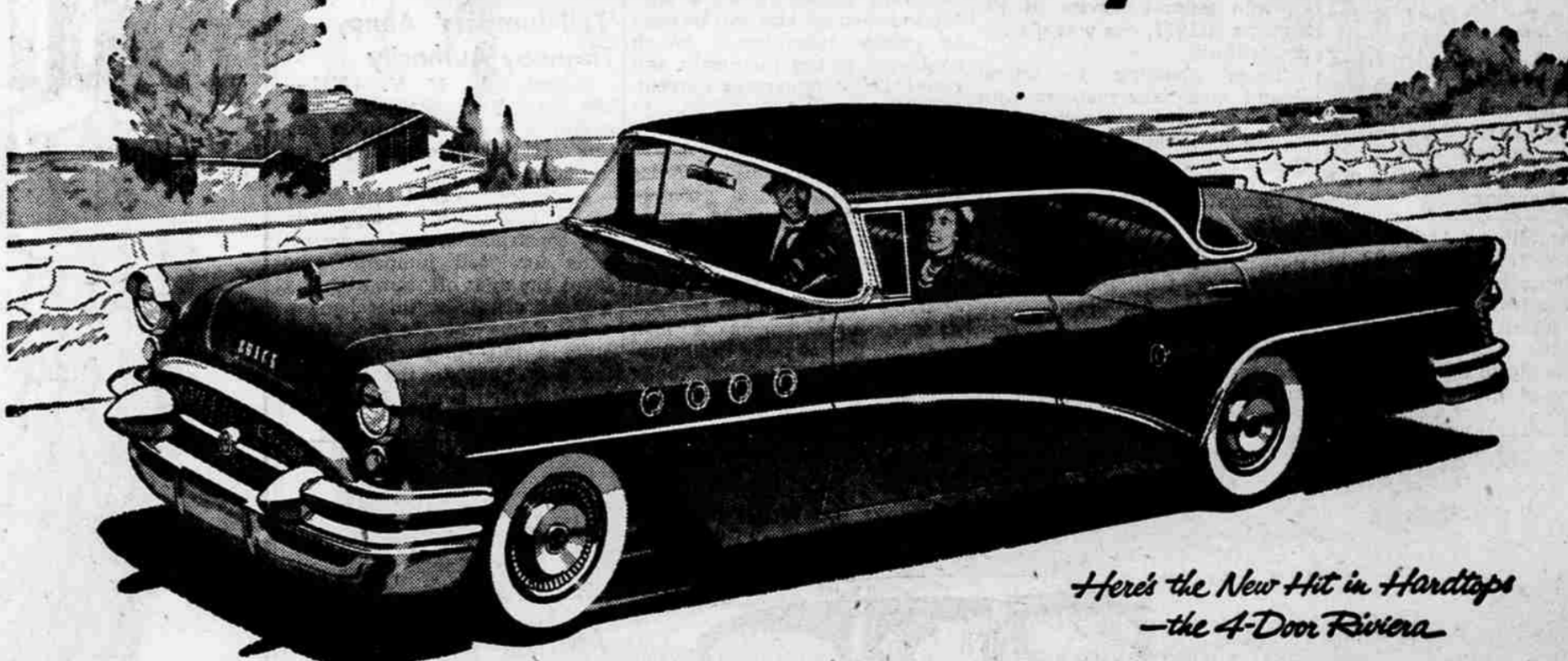
TIME TO ACT

Chenoa, Ill.—(U.P.)—Mayor-elect Theodore Hoselton told his police force today "we've got to do something about this crime in Chenoa" after his roofing firm was burglarized for the second time in four months.

Zoologists in Alberta, Canada, use helicopters to trace migratory habits of buffalo. Hovering low over the herds, aircraft crew members "brand" the animals with squirts of paint from a gun.

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Got an itch to switch the pitch?



Here's the New Hit in Hardtops—the 4-Door Riviera

WANT to do what a pilot does when he clears for take-off?

Want to feel the pulse-quickenning thrill that comes of giving the gun to a high-powered automobile with the world's first airplane-inspired transmission?

Want to try Buick's Variable Pitch Dynaflo*—the spectacular new wonder drive that's the talk of car makers and car buyers alike—and the drive that's sending Buick sales soaring to new record-breaking highs?

Well, sir—be our test-pilot guest at the wheel of a '55 Buick and let today's Dynaflo do the honors.

When you press the pedal as you normally would, you move ahead in velvety smoothness, getting plenty of miles from each gallon of gas . . .

Because twenty propeller-like blades inside the Dynaflo unit, spinning in oil, have an angle of "pitch" for top economy—like the modern plane's propellers when cruising in the air.

But comes the need for emergency acceleration, and—like a pilot does for quick take-off and climb—you switch the pitch of those Dynaflo propellers for action, just by pressing the pedal all the way down.

Instantly, you get full-power

response for split-second getaway, or for a sudden safety-surge to get out of a tight spot on the highway.

It's a response thrilling beyond all previous experience—because there's never been anything like it before in any car.

And we'd like you to try it—along with the walloping new V8 power, the cruiser-steady ride, the fine handling ease, and the true big-car roominess that are all part and parcel of every Buick.

Can you come in today—this week, for sure—and test pilot the hottest Buick yet built?

*Dynaflo Drive is standard on Roadmaster, optional at extra cost on other Series.

Local Delivered Price
of the 1955 Buick SPECIAL
2-Door, 6-Passenger Sedan, Model 48 (Illustrated) is
\$2669⁰⁰
Optional equipment, accessories, state and local taxes, if any, additional. Prices may vary slightly in adjoining communities. Even the factory-installed extra you may want are included, such as: Heater & Defroster—\$81.70; Radio & Antenna—\$92.50.



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