



RUSSIAN ODDITY—Reporter Aline Mosby of United Press International sits behind the wheel of a four-cylinder Moskvich car as she prepares to road-test the Russian-made vehicle in Moscow. Since women drivers are an oddity in Russia, Miss Mosby's road test was limited to a half dozen turns around a statue of Stalin on the factory grounds. A Syracuse, N.Y., auto dealer has signed a deal to import 10,000 of the small cars to the United States next summer. With a top speed of about 71.9 miles per hour, the Moskvich reportedly delivers 31 miles to a gallon of gasoline.

UPI Reporter Allowed To Test Drive New Russian-Made Auto

By ALINE MOSBY
Moscow — (UPI) — I "road tested" an America-bound Moskvich car — by whirling six times around Stalin's statue.

"Our Moskvich car is going to the United States!" is the latest proud boast that has replaced rockets in cab driver conversation around Moscow since a Syracuse, N.Y., auto dealer signed a deal to import 10,000 of the small Soviet cars next summer.

But roadtesting one in Moscow in advance of its entry into the U.S. small car scramble is not accomplished the same way as in the U.S.

For one thing, Moscow has one small automobile showroom where Russians wait for their number to come up on the waiting list for Soviet cars — the Moskvich, Pobeda, Volga and luxury Zil. I saw two Volgas and a potted palm on display. There was no gas, oil or a salesman for a drive around the block.

hospitably agreed to give a preview of the cars that will head for U.S. streets. The man who confirmed the appointment, however, inquired, "But can a woman really drive?"

Victor Polyakov, 44, the factory manager, showed off the rows of finished gleaming models in a large garage where the cars receive final washes and checkups. While workers, both male and kerchiefed, covereded females, stood around watching, I kicked the tires and tested the horn of the four-door, four-passenger sedan in traditional American car-testing fashion.

"Our cars have great strength," Polyakov said. "We don't have as good roads as you do in America so the cars are made to drive on poor roads — good cars for mountains and country. And they're economical, six-to-eight liters of gas per 100 kilometers (approximately 31 miles to a gallon.)"

At last Polyakov let me

drive the car, although he wheeled it out of the garage first.

Since women drivers are an oddity in Russia, my "road test" was limited to a fast six turns around a white statue of Stalin on the factory grounds with three nervous factory officials giving directions. The wheel turns easily.

As on many European cars, the gearshift on the steering column starts with first at the top, down for second, up again for third. The dashboard is simple with no frills such as an ashtray or clock. Each model will go to America with a Russian heater and radio.

The 159 2/3-inch-long car has a sturdy, practical look with the hint of a tailfin in back and a front grill faintly reminiscent of a Ford of some years back. I had a feeling I was sitting up high, as the car is built high (61.4 inches) for rutty roads and even fording shallow streams.

The four-cylinder, 45 h.p.

8 MAIL TRIBUNE, Medford, Or.
Thursday, March 3, 1960

motor looks like any new motor to me — clean. It goes up to 71.9 miles per hour. The export model comes in pale blue, orange, beige and green, two-tone colors and white.

The upholstery matches in a half solid color, half lively striped plastic fabric.

Unfortunately for American buyers who want the car to look Russian, the dashboard labels for "gas," "water," etc., will be printed in English. So will the instruction book and book for spare parts. Russians complain they have trouble buying spare parts, but the factory manager said Americans will be shipped plenty.

If I want to buy a Moskvich, I'd better get to the U.S. Here, unless you pull rank as a foreigner, the waiting list is up to two years.

In Moscow, the Moskvich is priced at \$2,500, at the tourist rate of exchange. Officials aren't saying how much the cars are costing the importer. The price in the U.S. will be up to the importer, but probably will be competitive with other foreign imports like the Volkswagen and Volvo.

OPS Not Exempt From Excise Tax

Salem — (UPI) — The Oregon Supreme Court has ruled that although a physician's service was organized under the state non-profit corporation law, it is nevertheless not exempt from payment of the corporation excise tax.

Oregon Physicians' service, Portland, sought to set aside a State Tax Commission order and appealed a Multnomah Circuit Court decision which dismissed the suit.

CHAPLIN TO MARRY
New York — (UPI) — Actor Sydney Chaplin, 33, son of Charlie Chaplin, took out a marriage license Tuesday with French dancer Noelle Adam. They plan to be married Sunday.

12 SEEK NOMINATION
Tallahassee, Fla. — (UPI) — Twelve persons including a Ku Klux Klan leader qualified to seek nomination for governor of Florida before Tuesday's deadline for entering the May 3 party primary.

ries. The field includes 10 Democrats and 2 Republicans. Gov. Leroy Collins is prevented by law from seeking reelection.

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Small Worlds Around Us

By Lynn M. Watkins

The first time I actually saw a "key deer" I could hardly believe my eyes. He was ridiculous. It was on what was then called Big Pine Key, one of the smaller keys that comprise the chain of tiny islands that form the Florida Keys, on the road between the state of Florida and its southernmost city, Key West.

It was late in the afternoon of a very hot summer day. The little fellow, a buck, had just raised his head from a small hole in the coral rock where some fresh water had been pocketed.

He was a full grown adult, yet he was barely larger than a wire-haired terrier dog and could not have weighed over 30 pounds. As his quivering nostrils caught the scent on the faint breeze, he leaped away just like a "regular deer" and disappeared.

And that is exactly what the entire race of "key deer" are doing — disappearing forever, not into the diminishing

cover of the keys, but into utter oblivion — and complete destruction. There can't be over a handful of these tiny creatures left alive.

Smallest Deer
They are the smallest of American deer. A full grown buck will barely measure three feet from the tip of his tiny tail to the end of his nose. A really large one may measure two feet high at the shoulders and will weigh barely 40 pounds.

The ancestors of today's key deer were probably the first deer ever seen by white men on the American continent. Columbus, on his fourth trip to the New World, wrote in his journal about these miniature animals that he found on the keys.

A peculiar truth regarding deer in America is that the farther south we go, the smaller they become. A large white-tail buck in the Maine woods may weigh as much as 400 pounds; a full grown buck in the Florida peninsula

about a hundred or less. Going as far south as we can in the United States, we find the key deer the smallest of them all.

Many Shot Illegally
It is rather shocking to hear that many of these tiny deer are illegally shot every year, in spite of the efforts made by a few kind-hearted citizens to save the remnants of the herd. It is rather difficult to conceive of a man who professes to be a human being, killing one of these little animals. And too, the building up of the keys has crowded the animals into the last corner. The last sanctuary is pitifully small and shrinking every month.

On a few tiny islands where water holes in the coral rock act as catch basins for the fresh water the deer must have, the harmless little key deer are making their last, feeble stand. It would seem that in another very few years the last of our "smallest deer" will either be killed or crowded off into the waiting sea. One so small cannot last against the combined forces of greed, murder and encroachment. Another name probably will soon be added to the growing list of "things that were."

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