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STOPS ITCH—RELIEVES PAIN

For the first time science has found a new healing substance with the astonishing ability to shrink hemorrhoids and to relieve pain—without surgery.

In case after case, while gently relieving pain, actual reduction (shrinkage) took place.

Most amazing of all—results were so thorough that sufferers made astonishing statements like "Piles have ceased to be a problem!"

The secret is a new healing substance (Bio-Dyne®)—discovery of a world-famous research institute.

This substance is now available in suppository or ointment form under the name Preparation H®. Ask for it at all drug counters.

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loose, wobbly, and lower dentures.
Really makes them fit as they
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fortable, smooth and durable sur-
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Why "Good-Time Charlie" Suffers Uneasy Bladder

Unwise eating or drinking may be a source of mild, but annoying bladder irritations—making you feel restless, tense, and uncomfortable. And if restless nights, with nagging backache, headache or muscular aches and pains due to over-exercising, strain or emotional upset, are adding to your misery—don't wait—try Doan's Pills.

Doan's Pills act 3 ways for speedy relief. 1—They have a soothing effect on bladder irritations. 2—A fast pain-relieving action on nagging backache, headache, muscular aches and pains. 3—A wonderfully mild diuretic action thru the kidneys, tending to increase the output of the 15 miles of kidney tubes. So, get the same happy relief millions have enjoyed for over 60 years. For convenience, buy the large size. Get Doan's Pills today!



The '63s

(Continued from page 14)



Rambler American



Mercury Comet



Corvette



Plymouth Valiant ▲

Chevy II ▼



Chrysler decided its cars in recent years have been almost too distinctive. That's changed now. All of Chrysler's offerings are still distinctively Chrysler, but there is a noticeable relationship this year to the tried-and-proved general automotive styling theme.

At G. M., Buick's Riviera, Olds' Starfire, and Pontiac's Grand Prix are styled in classic simplicity and are largely unadorned by bright metal. They are distinguished by dashing slanted metal panels (somewhat wider than you've seen of late) between the side windows and a broad, concave rear window.

Inside, they are luxuriant with bucket seats and transmission controls on a console between the seats. In performance, they will match anything on the road, for they carry top power for their relatively short wheel bases. Buick, for example, boasts 340 horsepower on a 117-inch wheel base. Pontiac provides 305 horsepower (and optionally 40 more) on a 120-inch wheel base.

These designs, of course, are not the only place you can find hot performance if you want it. Mercury provides power options up to 405 horsepower. There are also some souped-up Dodge versions.

STEPPEd-UP performance has been accompanied, as noted, by stepped-up sizes. Many new cars and complete lines are larger in their fundamental dimensions—wheel base, over-all length, and width. Dodge Darts, which replace last year's Lancers, are on a 111-inch wheel base, up 4.5 inches from last year; the over-all length is more than seven inches longer. Plymouth is three inches longer, 1½ inches wider.

Olds' compact F-85 is 4.2 inches longer and 1.8 inches wider—it looks even more full-sized than it has in the past. Pontiac's Tempest is five inches longer and 1.2 inches wider. Cadillac's 1963 models are an inch longer (though they look more than that, thanks to the way the front fenders flow into the bumper area).

At the other end of the size scale, Rambler provides a deviation from the general pattern—its wheel base has been lengthened but its over-all car length is somewhat reduced. Yet, thanks to ingenious engineering, interior room is practically unchanged while maneuverability is vastly improved.

Another application of efficient space manipulation is seen in Ford Fairlane station wagons. They are eight inches shorter over-all than before, but have a load length of only 1.3 inches less. Pontiac does it differently, widening its rear track by 1.5 inches, which in turn increases interior width.

Something novel in station-wagon design is Studebaker's Wagonaire, which has a sliding metal roof panel that retracts into the front half of the top. This provides direct sunlight for those who want it and permits the transporting of very bulky objects.

Beyond these developments are many interesting improvements in safety, styling, and handling.

All 1963 cars are supplied with terminal fittings for seat belts anchored directly to the frame—the safest possible fastening. The seat-belt idea keeps growing as more and more motorists learn that belts offer their greatest protection in the normal driving ranges (20-40 m.p.h.) and that they increase comfort by aiding posture. Seat belts probably will be required equipment by 1965, but every wise motorist will install them now.

All cars for 1963 use amber turn-signal indicators in front—there is no excuse any more for confusing them with parking lights. Transistor radios are found in many cars—and there are combination FM-AM radios for the first time. Ford draft windows are now crank-regulated. Rambler's side glass is curved—the first use of this outside the luxury-car field.

Better cars, safer cars, more-fun-to-drive cars! The year ahead will be the best yet for everyone who responds to that urge to step out in 1963 motoring style.