

"Look Mom, MINT FLAVOR!"



...in Milk of Magnesia
—the remedy
doctors recommend

Regular or Mint-Flavored.
Milk of Magnesia brings wonderful
relief from constipation
and acid indigestion

Doctors agree. We asked thousands
of doctors, "Do you ever recommend
Milk of Magnesia?" The overwhelming
majority said, "Yes!"

It's a thorough laxative. Phillips'
gently relieves constipation, and also
any accompanying acid indigestion.
It's a speedy antacid. Phillips' settles
an upset stomach in seconds! Acid-
caused pains seem to vanish.

It's pleasant to take. Choose Regular
or refreshing Mint-Flavored Phillips'.
Both the same price.

PHILLIPS'
MILK OF MAGNESIA
REGULAR OR MINT-FLAVORED

Buy **BONDS** Now

Why "Good-Time Charlie" Suffers Uneasy Bladder

Unwise eating or drinking may be a
source of mild, but annoying bladder ir-
ritations—making you feel restless, tense,
and uncomfortable. And if restless nights,
with nagging backache, headache or mus-
cular aches and pains due to over-exertion,
strain or emotional upset, are adding to
your misery—don't wait—try Doan's Pills.
Doan's Pills act 3 ways for speedy re-
lief. 1—They have a soothing effect on
bladder irritations. 2—A fast pain-reliev-
ing action on nagging backache, head-
aches, 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. New, large, economy
size saves money. Get Doan's Pills today!



STUDEBAKER LARK



TEMPEST, (by Pontiac)



IMPERIAL



FALCON



BUICK ▲ DODGE ▼



Family Weekly Auto Show

The '61 Cars (Continued from page 10)

sides have largely disappeared,
eliminating both a section of glass
where vision was often distorted,
and the "dog leg" that narrowed
entrance space.

This year also witnesses the birth
of four new cars and the retirement
of four old-timers—the largest
series in the DeSoto, Dodge, Lin-
coln, and Mercury lines. Of the
four new offerings, General Motors
presents three—F-85 by Olds, Special
by Buick, and Tempest by Pon-
tiac. Chrysler has the other addi-
tion, Dodge's Lancer.

None of the first three is a true
compact; all cluster in the 112-115-
in. wheel-base range (4 or 5 inches
longer than the compacts). And
their horsepower (155 on the V-8
engine of F-85 and Special, 140 on
the solid, 4-cylinder in-line of
Tempest) is half again that of typi-
cal compact powering. Lancer, on
the other hand, is in the orthodox
compact mold—106-in. wheel base,
101-hp. engine.

Compact cars can be powered up
if desired. The Lancer has an op-
tional 145-hp. engine in place of the
regular 101-hp. unit. Comet's 85-
hp. engine can be replaced by one
of 101 hp. So, too, with Falcon. Cor-
vair has a 98-hp. option. Stude-
baker's Lark can be had with 112
hp. The Dart comes with four en-
gines to choose from.

BUT THE changing array of lines
and models is hardly the sig-
nificant part of the size story. More
meaningful is the fact that most
dimensions have been squeezed.

Up at the top, you find three
inches shaved off Cadillac, bumper
to bumper; Lincoln Continental is
almost 15 inches shorter.

Ford is 3.7 inches shorter, 1.6
inches narrower. Chevy is 1.5 inches
shorter and 2.4 inches narrower.
More headroom and more entry
ease accompany these cut-downs—
achievements made possible by re-
vamped floor levels, new seat
heights, and wider door openings.

Farther down the size scale, the
smallest U. S. production car, the
Rambler American, is no less than
five inches shorter for 1961, but
looks longer and is actually easier
to enter and leave than in the past.

Small size by itself is a relief to
many motorists tired of maneu-
vering bulkiness in and out of garages
not built for it, unhappy at prob-
lems of parking. But small size
means more than that. It means less

weight—which reduces the toil of
driving, lowers gas consumption,
and curbs higher prices.

Less weight is achieved other
ways, too. The new Ramblers have
the first U. S. die-cast aluminum
engine block, 80 pounds lighter than
the cast iron it replaces.

When you open the door of your
1961 model, you will find other im-
portant changes.

Take the Thunderbird, for exam-
ple, its appearance basically re-
vamped for the third time in its
six-year history. You'll find the
steering column is jointed and
moves 10½ inches toward the cen-
ter, so you can slide in and out of
the driver's seat with ease.

Or get into a Rambler and look
up. You'll see a new fiber-glass
ceiling panel that sops up noise and
is fireproof, stain-resistant, and
snug against the roof to leave more
headroom.

Studebaker's body has been low-
ered a full inch on the frame, en-
larging the interior.

HAPPILY, the pesky floor hump is
on its way out. The Tempest,
by Pontiac, is the forerunner of
that welcome news. Front-engined,
it has a level floor, thanks to its
combination transmission and axle
at the rear. This transaxle is Amer-
ica's first on a front-engine car.

There are also firsts in new ve-
hicle types. Corvair and Ford have
exciting vehicles that are part sta-
tion wagon, part bus, and just a
touch of truck. One side of this
"sports wagon," as Corvair calls it,
opens almost completely; there are
six- and nine-passenger sizes.

Start off now in the car of your
choice. Suppose it's a Lincoln. You'll
find that as soon as you pick up
speed the doors automatically lock.
If you're in a Rambler, an optional
vacuum-power dashboard button
creates the same result. Mercury
will move you in a pleasant hush,
thanks to 21 kinds of insulation.

As you gather speed you'll dis-
cover other improvements. Trans-
missions play a large part. Dodge's
manual transmission is new. Stude-
baker's clutch is larger, smoothing
out both the automatic and manual
gear shifting. The automatics on the
F-85, Special, and Tempest are
weddings of geared mechanism and
torque converter, true engineering
advances. The larger Olds also has
a new arrangement to make shifting
more velvety.