

Pontiac Cars Are New For '42

Re-Styling and Mechanical Improvements Feature Several Models

The new Pontiac cars for 1942 which dealers have been receiving and which have been seen on the streets will be announced officially Tuesday, Sept. 23.

Although this is a year when improvements are least expected, Pontiac engineers and production men have restyled the appearance and added several worthwhile mechanical improvements to produce a line of cars for 1942 that are worthy successors to the greatest year in Pontiac history.

Styling which Pontiac introduced two years ago with great success is continued in a fleet of two basic lines of models—the Torpedo with seven body models on the 118 inch wheelbase chassis and the Streamliner with two bodies on the 122 inch wheelbase chassis. Also, there are two Streamliner-Chieftain models with several added style features.

All models are available with either six or eight cylinder engines at the same small price differential of \$25 between sixes and eights that Pontiac established last year.

Bore and stroke of the 90 h. p.

USE A Want Ad FOR QUICK ACTION

WANTED

WANTED—Man with good automobile to handle established rural Watkins business in Wilkes county. Must be in good health, ambitious, and business minded. No loafers considered. \$25.00 or more per week possible to right party. Write Watkins, Box 1975, Charlotte, N. C. 9-22-27

FOR RENT

BEDROOM for rent. Mrs. J. W. Bowles, 310 Fifth street. 1tp

FOUR-ROOM home on Trogen avenue. See Clyde Hayes at Hayes and Hayes office. 9-2-4t

FOR RENT—Three room apartment with bath, newly painted; suitable for couple; lights and water furnished. Phone 295-W. See C. B. Grayson. 9-25-2t

FOR RENT—Four room house; three room apartment; two room apartment; two bed rooms. Close in. Phone 205-M. 1tp

FOR RENT—Furnished rooms; hot and cold water. Close to business section. Rates very reasonable. Call or write The Journal-Patriot. 9-18-4f (D)

OR RENT: Three-room apartment, private bath, steam heat and hot water furnished. R. T. McNeil, Phone 32. 8-18-1f

FOR SALE

FOR SALE—One pair mules 6 years old, weight 2,000 pounds; color bay. Will work anywhere. Price reasonable. Mrs. Mattie Hutchison, Joyner, N. C. 9-25-2p

FOR SALE—2 black mares, ages 3 and 6 years; 1 two-horse wagon; 1 electric fence battery; 1 riding cultivator; 1 riding corn planter. Priced reasonable. Mrs. Stace Alexander, Wilkesboro, N. C.

FOR SALE—51 acres land; house and outbuildings. Located in Frushy Mountain township; three acres in orchard; two good pastures; 29 acres in cultivation; some young timber. Write J. A. Ball, Gilreath, N. C. 9-29-4tp

FARM FOR SALE—Persons interested in buying a valuable farm containing approximately 100 acres, more or less. Elk township, Wilkes county, with good seven-room house, tenant house and barn at reasonable price. See H. D. Burke, attorney-at-law, North Wilkesboro, N. C. 9-15-4f

ADVICE to prospective piano purchasers. If you think of purchasing a piano, any time in the near future, or between now and Christmas, would advise you to act now. There is a shortage of materials for the piano industry, consequently a shortage of pianos. Also prices will advance in the near future. We have a few Spinets and Small Studios to close out at the old prices. Come in and let us talk it over with you. Garwood Piano Co., Old Wilkesboro. 9-22-2t

MISCELLANEOUS

QUITS and Dresses Cleaned and Pressed, 35c; Pants 20c; cash and Carry. Towne Cleaners, Old Ledmond Stand, Back of Hotel. 8-11-4f

the engine to be 3-16x4" while the 164 h. p. eight's bore and stroke remain 3-1-1/2x3-1/4". In the matter of material substitutions Pontiac has been particularly fortunate where substitutions show about most in performance. This is notably true with the electro-plated iron alloy pistons which obviously will be continued after sixteen years of continuous use in all Pontiac engines.

For the eighth year the "Silver Streak" continues as the most striking Pontiac identification. There is a more generous use of plastics for decorative and ornamental purposes, while a new and attractive copper finish appears on the instrument panel, radio grill and clock replacing the chromium plate of former years. Without change in wheelbases, styling experts have increased the all around impression of greatness by only slightly increasing the overall length and re-balancing the front end design appearance-wise.

From the front the greater mass effect is produced by making the front bumpers four inches wider; spacing the headlamps ten inches farther apart; by redesigning the radiator grille and making it nine inches wider; by longer, horizontal parking lights, and by broadening the nose of the hood two inches on the Torpedo and three inches on the Streamliner.

Lengthwise, the styling is accentuated by making the front fenders 50 per cent longer, sweeping them back midway into the doors. Added to this is the horizontal, triple-ribbed front fender reinforcing heads, twice as long as last year, continuing on across the rear fenders both fore and aft of the wheel openings.

Although actual overall length is increased only three inches, this artistic arrangement of masses and lines cleverly multiplies the increase.

A rich brown mahogany swirl finishes the surface of instrument boards, garnish mouldings and door panels. Burma-copper with chrome trim is the finish used on the radio grille at the center of the instrument board, the dials on the new instrument panel at the left and the electric clock at the right. Below the radio grille is a central ash tray with plastic handle. Plastic numerals illuminated with "edge lighting" at night adorn instruments and clock.

Brown mahogany garnish moulding panels extend along the inside from windshield to rear seat cushion. Wide wine-colored leather kick pads protect doors, the front of the rear seat cushions and the front of the front seat frame.

Pedals, gearshift lever and steering column are finished in Santone brown. Clear Lucite plastic covers the horn button. A mahogany finish ash tray with plastic finger pull is placed in the center of the front seat back on all four door sedans, while there are dual ash trays in the arm rests of sedan coupes and two-door sedans.

Seven Body Styles on Torpedo—The two-door sedan coupe, which set a record in the Streamliner series of 1941 by being the first two-door car to outsell a four-door sedan, has been added to the Torpedo line. Another surprise addition to the Torpedo line is the new convertible sedan coupe. Besides these two models are the Streamliner coupe, sport coupe, two-door sedan, four-door window sedan and the four-door 6-window sedan. These fourteen models give Pontiac its greatest variety of model appeal in its lowest price class.

A three inch addition brings the Torpedo overall length up to 204 1/2 inches. A new feature of the convertible sedan coupe is the quarter window which can be raised or lowered whether or not the top is up. An advantage of these quarter windows are added ventilation, and extra vision to the driver thus making it an added safety feature. The top is operated by two electric motors and can be put up or down whether or not the engine is running.

Streamliner and Streamliner-Chieftain models are both available with the record-sales-breaker sedan coupe and the four-door 6-window sedan bodies. There is also a Streamliner station wagon and a Streamliner-Chieftain station wagon on the 122 inch wheelbase chassis. Streamliner-Chieftain models differ from the Streamliner series in a wider selection of richer upholstery fabrics, a superior type of seat cushions, folding center arm rests in rear seats and the brilliant triple mouldings on front and rear fenders.

Features Retained and Improved—Mechanical features that have distinguished Pontiac for many years and that again are found in the 1942 models include—square bore stroke ratio, electro-plated iron alloy pistons, full-pressure metered-flow lubrication, rifle-drilled connecting rods, Scotch mist manifold, exclusive oil cleaner, tru-arc steering, sealed chassis, Duflex rear springs and triple sealed brakes. Most easily seen mechanical im-

provement is the simplified and combined road and instrument panel light switch. When switch button is pushed out road and instrument panel lights come on and when rotated the instrument panel and clock lights are made dim or bright. Dual trumpet type horns, said to be superior to the seashell type used last year in both tone quality and warning ability are new.

Pontiac's exclusive oil cleaner has been changed and made still more effective. It is claimed that 97 to 99 per cent of all the dirt that will pass through the conventional 30-mesh screen will be removed.

Pontiac engineers have increased the width of front brakes from 1 3/4 inches to 2 inches. Brake drum diameters remain eleven inches. With the shifting of more braking effort to the front and a progressively greater overhang of sheet metal forward of the front wheels thus altering the direction and pattern of wheel splash, the engineers have increased the front brakes from double to triple sealing, the same as Pontiac pioneered on the rear brakes in 1935. This improvement has been provided in spite of the higher cost involved.

No change in rear springs was found necessary to improve the Pontiac ride, but the engineers have inserted oil soaked thin wood strips between the spring leaves to eliminate the last trace of a squeak. Metal covers are retained to keep the spring lubricant in place and to keep out dirt, mud, slush, and water.

Side members and "X" members of the Torpedo cabriolet chassis frame are now of heavier stock, adding 135 pounds to the weight of the standard Torpedo sedan to provide added rigidity and stability.

Advanced Heat Conditioner—Pontiac engineers hail the improvements in their underseat heater design as perhaps the most important mechanical advancement in the '42 models.

Instead of circulating the air inside the body, 100 per cent fresh outside air is forced to the heater through a large pipe by means of an electrically driven sirocco blower placed just below the left headlamp and back of the radiator grille.

A thermostatically operated valve regulates the flow of hot water to the heating element under the seat, thus controlling the temperature just the same as in a house or an office.

The new heater distributes heat evenly all through the car. By maintaining an air pressure in the body slightly above atmospheric pressure outside, cold outside air currents are prevented from entering through any small openings or through the trunk compartment. Fogging of the windshield, side and rear windows is practically impossible, it is claimed, even with the windows closed tight.

Other 1942 improvements include: oil resistant rubber seals on front suspension; shorter travel of the gear shift lever; heavier front door hinges; and the elimination of any necessity for checking the lubricant in the steering gear, transmissions and rear axle more than once a year.

The McNeill Pontiac company is the local Pontiac dealer, and the firm now has a new car no display.

Dr. Carl Reynolds' Stand Is Endorsed

Raleigh.—The State Board of Health, meeting in Raleigh, unanimously passed a resolution endorsing Dr. Carl V. Reynolds' effort to suppress the spread of venereal diseases through the suppression of prostitution.

The resolution, which declared Dr. Reynolds' efforts to represent the fixed policy of the board on this subject, was recorded in the minutes as follows:

"Resolved, at the meeting of the State Board of Health in Raleigh, September 12, 1941, that the board endorse the policy of its Secretary, Dr. Carl V. Reynolds, in his efforts to suppress venereal disease and prostitution not only around the military areas in North Carolina but also among the civilian population. Venereal disease control in North Carolina is a public health program and it is the fixed policy of the board to give all of its efforts to the improvement of this situation. We feel that progress is being made, and we assure Dr. Reynolds of our full cooperation in the continuance of this program."

The board, during its meeting, also passed on several routine matters.

WELL-WELL!

American wine consumption is on the rapid rise. Total apparent consumption in the U. S. last year was \$9,802,000 gallons of the joyous and less-joyous juice.

THIS TIME—YES.

"Surgeant, can a man be punished for something he hasn't done?" "Certainly not, Private Smith!" "Well, I haven't cleaned my rifle."

More Defense Foods Needed



"More milk, more eggs, more pork" is the food-for-defense appeal being made to American farmers by the U. S. Department of Agriculture. Farmers are responding untriedly, the Department says, and are turning huge quantities of feed from the AAA Ever-Normal Granary into energy-giving foods. Milk production is highest on record; egg production is higher than in any year except 1930; extra numbers of brood sows are being held over for fall farrowing. Nevertheless, the Department declares, even additional increases in these products must be made to supply the growing home demand and the emergency needs of Great Britain.

Farmers To Get \$23,000 At Fair

Raleigh.—Premiums for North Carolina farmers and other exhibitors at the State Fair, to be held at Raleigh from October 14 through 18, will total \$23,000 or approximately \$3,000 above the record prize money offered last year, Manager J. S. Dorton announced today.

Since the State Department of Agriculture took over actual operation of the exposition five years ago, premiums have been steadily increased and prizes have been limited to North Carolinians.

Commissioner of Agriculture W. Kerr Scott, ex officio director of the fair, said he was confident that "the exhibits featuring agriculture, industry and education will reach a new peak of quality."

"We are primarily interested in maintaining the State Fair as a State institution with primary emphasis on educational features," Commissioner Scott emphasized. "The enthusiastic sup-

port of farmers and others during the past four expositions leads us to believe the fair is serving as a worthwhile department of State government."

Supporters of the fair and cooperating agencies directing the educational features will include personnel of the State College Extension Service, U. S. and N. C. Departments of Agriculture, State Department of Public Instruction, Vocational Agriculture departments, State school commission, N. C. Experiment Station, N. C. Employment Service, Safety Commission, Soil Conservation Service, State Board of Charities and Public Welfare, N. C. Cron Improvement association, State Department of Labor, Highway and Public Works Commission, Boy Scouts, Department of Conservation and Development.

An entertainment program "will be on a par with the finest offered by any State exposition," Dr. Dorton emphasized.

Crops production in England this year is at a record peak, arable cropland having been increased by one-third in the past two years.

Helps Find Jobs For Men Let Out Of Army Service

Urging the cooperation of every employer in the State of North Carolina to see that every returning soldier has a job when he gets home, General J. Van B. Metts, State Director of Selective Service, today also announced that the Selective Service System will give the same assistance in finding jobs for all men completing their terms of service in the regular army, navy or marine corps as it does to its own selectees and members of the national guard.

Director Metts pointed out that while the Selective Service System, with the cooperation of the war department and the State Employment office, has inaugurated a carefully studied and organized program to obtain civilian jobs for returning soldiers, the complete cooperation of all employers is a vital requirement for its successful operation. He said:

"It is not merely a question of obligation imposed by law—that the Selective Training and Service Act requires former employers of returning soldiers to restore them to their former positions or to positions of like seniority, status and pay. It is a moral and patriotic responsibility of all employers to make certain that these men who have made sacrifices to defend themselves for the armed defense of our liberties be protected themselves from any unnecessary hardships.

"This means that every former employer of a returning soldier should not only see that he is promptly reinstated in his former job, or an equivalent one, but also should endeavor to give jobs to as many as possible of those who do not have jobs awaiting them. And that same spirit of patriotic cooperation should extend to every employer, regardless of whether or not any returning soldier was formerly employed by him."

With direct reference to the obligation of former employers to reinstate returning soldiers who were former employees, Director Metts pointed out that there can be no uncertainty concerning the mandate.

"The law," he said, "makes it mandatory for the employer to restore a returning soldier to his former position, or a position with like seniority, status and

benefits, unless the employer's circumstances have so changed as to make it impossible or unreasonable to do so." And he stressed that the mere abandonment of a position because the employer had reorganized his business does not remove the obligation.

"The only type of undue hardship contemplated by the law," the director declared, "which could be sufficient to relieve an employer of this responsibility must result from outside circumstances beyond the control of the employer. These circumstances must be such as to impose an unreasonable financial burden upon the employer—not merely an inconvenience."

Director Metts stated, however, that reports from local boards indicated that the vast majority of North Carolina employers of selectees and other returning soldiers have the disposition to exceed rather than evade their obligation under the law. He is confident, he said, that North Carolina industrialists and employers generally will cooperate with the Selective Service System and the State Employment office to see that every man from the state who has served faithfully in the nation's armed forces will obtain a job when he comes home.

Motor-Body Co. Ready to Serve You

Motor-Body Company, a new body and fender repair shop, which opened last week in the United Supply building midway between the Wilkesboros, announces today the addition to its repair force Ab Eller, well known local mechanic who has had years of experience in the general automobile repair business.

Mr. A. E. Rhoades, manager of the new repair shop, and he states that his business has gotten off to a fine start, and that all patronage received from automobile and truck owners of this section will be greatly appreciated.

The Motor-Body Company does all kinds of fender and body rebuilding and repainting, and general repair work on all makes of cars and trucks. The management states that lowest prices are quoted, and that all work is guaranteed.

Teacher (in grammar class)—"Willie, please tell me what it is when I say, 'I love, you love, he love'?"

Willie—"That's one of them triangles where somebody gets with like seniority, status and shot."



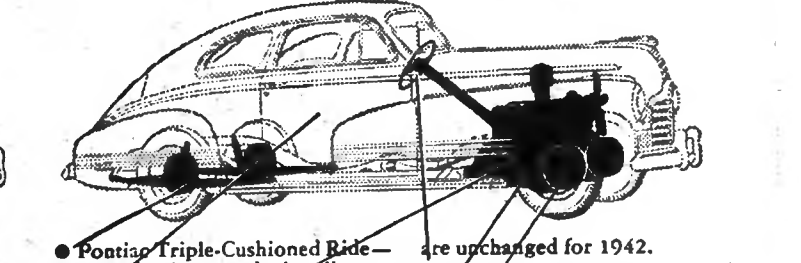
ANNOUNCING THE NEW 1942 Pontiac Sixes AND Eights*



New streamlined Sedan Coupe in Pontiac's lowest-priced line.



Proud To Be Doing Our Part
Pontiac is doing its part for National Defense by building a new type of rapid-fire cannon for the United States Navy. Two plants, covering 426,123 square feet of floor space, have been devoted to the manufacture of these cannon. Thousands of craftsmen have been trained for the highly technical machines. This means building fewer cars—but Pontiac places defense work ahead of everything else.



- Pontiac Triple-Cushioned Ride—even further improved—is still yours in 1942.
- New Unistat Bodies by Fisher equal in quality—even exceed in beauty those of any previous Pontiacs.
- Pistons and all vital engine parts are unchanged for 1942.
- Travel of the gearshift lever has been reduced 30%.
- Gas and oil economy has not been sacrificed.
- Front wheel brakes have been increased in size.

*ONLY \$25 MORE FOR AN EIGHT IN ANY MODEL!
SURPRISINGLY ADVANCED in style and luxury, the new Pontiac Sixes or Eights for 1942 today come sweeping into the spotlight—refreshingly new in appearance, but still the same, fine, faithful Pontiacs in time-tried quality. Two series of new Pontiacs include ten widely varied models—among them a streamlined Sedan Coupe in the lower-priced series. New features are many. And in every instance, they represent actual improvement resulting from progress in design. We invite you to come in now to give these new Pontiacs your most thorough and critical inspection. You will find Pontiac today, more than ever, the *Fine Car* with the *Low Price!*

McNeill Pontiac Company

Boone Trail Highway North Wilkesboro, N. C.