

KEEPING AUTO CLEAN PROLONGS ITS LIFE

And Don't Neglect Drip Pan,
Buick Man Urges.

NOT MADE AS DIRT HOLDER

Most Motorists Never Look at It, But
Dirt There Is Likely to Reach
Engine Parts.

"Along with the national movement for everyone throughout the United States to be cleaning up their yards and streets, why is it not a good idea to get your motor car out in the yard and clean it first and then clean the yard?" says E. T. Strong, general sales manager of the Buick Motor company, Flint, Mich.

"Most motorists are proud of the

MITCHELL CAR ON EX-BAD STRETCH OF PACIFIC HIGHWAY.



A LOT OF DIFFERENCE BETWEEN THIS STREET MONTH AGO AND NOW. This photograph was taken in East Seventeenth street on the main east side Pacific highway to Salem. Though right in Portland, until it was paved recently this five blocks was the roughest stretch between Portland and Salem. One motorist who is mighty glad to see it paved is Ray Albee, who used to travel it frequently en route to Salem as territory man for the Mitchell, Lewis & Stayer company. Albee is standing beside the Mitchell, which is the new Victory model.

external cleanliness of their cars. They like to see the fenders well polished and the nickels clean and bright. On the other hand, many motorists are lax about the cleanliness of parts that are not exposed to view, simply because they assume that such cleanliness does not matter. But it does matter.

"Good automobile housekeeping demands cleanliness that is thorough and extends to the nooks and corners under the hood, around the engine, transmission, brakes and other working parts.

"For such cleanliness has a much deeper meaning than the mere satisfaction of having things clean and attractive. It has to do with the life of the car and the continued satisfactory performance of the car. Viewed in this light, the question of under-the-hood cleanliness takes on a new aspect.

Clean It Up, He Says. "Probably the most neglected part of the average motor car in this respect is the drip pan under the engine. If a little oil is spilled in filling

TIRE GOES RIGHT THROUGH HARDWOOD FLOOR.

Automobile tires are often called upon to perform many unusual stunts for which they were never intended and suffer more abuse and neglect than any other part of a car, but it is doubtful if a tire has ever been required to complete a performance such as the one that has been reported from Melbourne, Australia. In a recent fire in a chocolate factory in that city a number of Hummable cars standing in an adjoining garage were overwhelmed in the fall of a brick wall. So sudden and terrific was the impact in this instance that an automobile wheel upon which was mounted a Goodyear tire was forced through a hardwood floor, without damage to the tire. Upon examination the tire was found to contain an air pressure of 70 pounds.

the crankcase, few people will stop to wipe it up. Down it trickles into the drip pan, the first of a series of such overflows to happen as long as the car is in use. But if some of the oil is spilled on the apron or fender, it is industriously wiped off, simply because it is exposed to view.

"Now, the purpose of the drip pan is not to catch oil and dirt. It is put there to protect the engine and other working parts from foreign matter that could otherwise get in from below. When you drive along a country road after or during a rain, mud and water are splashed up unavoidably on the under side of the fenders, body and chassis, and if it were not for the drip pan, these advance agents of rust and abrasion would get into the nooks and corners of the frame, settle around bolts and nuts and some would sooner or later find a way into the working parts.

"So the term drip pan is really a misnomer, because it gives the impression that the pan is there to catch oil or anything else that might fall into it. But such substances should not be allowed to collect in the pan, because permitting them to do so defeats the very purpose for which the pan is designed.

"The question naturally arises, 'What harm will it do to let these things accumulate?' Before we attempt to answer the question, let us see what happens.

"After the car has been in use for several months, considerable oil has probably been allowed to drop into the pan. At first, it spreads out in a film over the surface, and in driving, dust settles upon this film, changing it to a sticky, non-drying mud, a pro-

cess that continues in spite of the drain hole in the bottom of the pan.

"Sometimes it happens that in cleaning under the hood, a rag or bit of waste is dropped into the pan. Instead of removing it, the tendency is to let it go, with the result that it may become lodged in the drain hole and stop it up entirely, when the excess oil would have no outlet.

"Of course, oil itself is a lubricant and will not damage any of the working parts. But oil mixed with dust and foreign matter that is bound to collect in it is nothing short of an abrasive material and no chances should be taken of getting any of it into the crankcase or any other part of the mechanism. And if the drip pan of a car is permitted to be the gathering place for refuse of this kind, it might as well be left off the car entirely.

"Not enough emphasis has been laid on the question of keeping the automobile clean, and we can't help thinking, in this connection, of the old retired sailor who used to tidy up his cabin by sweeping the dust behind the door. When the pile got big enough he would gather it up in a dust pan and throw it out. This method suited him all right, but it wasn't very good housekeeping. And it isn't good automobile housekeeping, either."

CONSTRUCTION TO BLOCK ROAD

Ruthton Hill Section of Highway to Be Improved.

HOOD RIVER, Or., June 28.—(Special.)—While announcements were recently made by the state highway com-

mission that paving operations on the Columbia River highway between here and Cascade Locks would not completely block the route, and that traffic would be allowed over the road at certain hours of the day, State Senator J. R. Nickelsen, who is in charge of maintenance of the route in this county, says that a blockade will necessarily exist when the Ruthton hill section of the road is being paved.

Mr. Nickelsen says the road here is so narrow and in such condition that all traffic will have to be shut off while work is in progress. He suggests a detour by Cascade Locks-Stevenson ferry system over the North Bank road, which was recently opened.

HERE'S SOMETHING NEW

"DETECTANOK" HUNTS DOWN ENGINE KNOCKS FOR YOU.

Knocks or Squeaks, It's All the Same to This Device Invented by G. M. Gorden.

Ever drive along, have you, and be annoyed by a faint but persistent knock, knock, knock somewhere in the engine? Something that eluded every effort to locate exactly, but was unmistakably there, somewhere?

Most car owners have had some such experience. If not with an engine knock, at least with a squeak in body or chassis. When something like this happens, most car owners want to get rid of it right away, if only they can put a finger on the trouble.

Now comes to the rescue an unusual little device invented for the very purpose of hunting down these knocks and squeaks and locating them exactly. It's called by the fitting name of "detectanok," by its inventor, G. M. Gorden, designer of special machinery, at 227 Stark street. Mr. Gorden is a peculiar genius in things mechanical, as anyone would have to be to think up and work out a "detectanok."

What is it? Well, it looks and acts and is operated a lot like a doctor's stethoscope, though it is more complicated of build. It consists of a sound catcher to put on various parts of the engine, connected with a magnetic sounder, which in turn transmits the sound to ear tubes to be placed in the ears, just as the doctor does with a stethoscope.

Apply the earpiece, put the sound-catcher on the motor, and if there is any knock there, you instantly hear it. It's a simple matter to run down the

knock and locate its exact position. Squeaks are similarly located.

GOODYEARS ON FRENCH CARS

Racers at Indianapolis Use American Tire Equipment.

A great deal of interest was manifested at the big Indianapolis race in the four French racing cars brought over by Jules Bahot, built in 120 days especially for this race. The cars were made at the Bahot company's factory, Paris, and hauled on motor trucks from Paris to Havre, then by the steamer Espagnole to New York, the cars being loaded directly off the motor trucks

into the ship's hold but a few hours before time for the ship to sail.

It is significant that, although the drivers of these cars showed great pride in exhibiting them as all French, the tire equipment applied was distinctly American, as all of them were shod with Goodyear cord tires of the straight side type. In the race, however, these cars did not show the speed expected, as only one of them came within the money and could do no better than capture fourth place.

Sound the horn when approaching a turn in the road or the brow of a hill, for another car may be coming toward you.



Stretched, as in the tire, good tubes do not rip when cut. They cut but do not rip. Make your dealer prove that the tube he sells will stand the Norwalk test.

The slightest cut in an inferior tube—Rip! and the tube is ruined.

The Scissors Test

Take sample piece of tube one-fourth inch by three inches. Stretch to nine inches or three times its original length. Cut on the edge with the scissors. The cut should not be more than one-eighth inch across the sample. If the strip tears apart the rubber is inferior.

Nothing, Something, Everything

1. The scissors test costs nothing. It shows that Norwalk Tubes, red and gray, do not rip. It shows that the cut from puncture or blow-out can always be repaired.

2. You buy a Norwalk floating stock* Tube. That's something. You learn to know it as the highest quality tube made.

3. And then you look for everything, for a complete proposition. You ask whether there is a casing as good. There is—a Norwalk cord or non-skid fabric with handsome black tread and snow white sidewalls.

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NORWALK TUBES and CASINGS

Knock and locate its exact position. Squeaks are similarly located.

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