

SPRUCED UP YOUR CAR AND ADD TO ITS LIFE

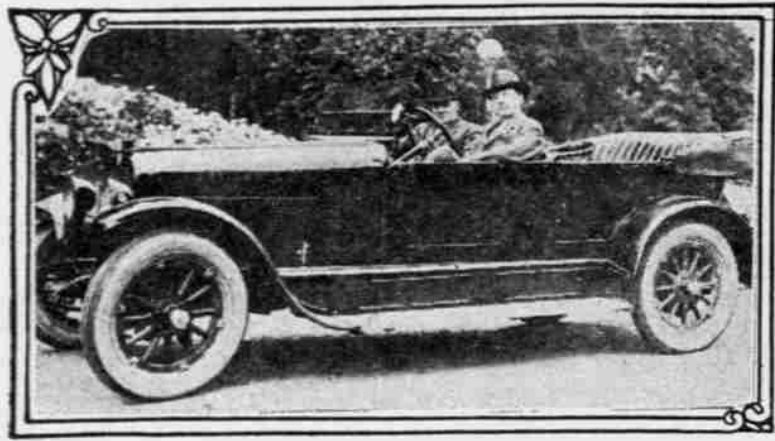
Here's the Real Dope on How
to Keep It Clean.

IF YOU'RE LAZY, SKIP THIS

While Original Luster Can Be Kept
Long Time, It Takes Some
Work to Do It.

At this season of the year there are
leaving the various motor car factories
of America a steady stream of brand
new vehicles, things of beauty in their
glistening enamel, running the rainbow
gamut of shades and colors and ex-

JORDAN SILHOUETTE CHOICE OF PORTLAND PHYSICIAN.



Dr. Frederick A. Kiehle at wheel of his Jordan Six, purchased through Ed Ostendorf of the Mitchell, Lewis & Staver company.

quisitely finished with appropriate upholstery. Alas, could we look ahead a few short months, how fallen from their estate of pristine radiance would most of these unfortunate vehicles be found!

Instead of gleaming new enamel, the finish would be dull and lusterless, with cracks and blisters in plentiful array. And all because the average owner does not learn how properly to take care of the fine finish of his new car. If proper care is given to the vehicle from the first, it will retain its first luster for a long time, and in fact need never reach the stage of being "shabby." The last few years have produced a number of devices and preparations designed to make it easy for the car owner to maintain the original appearance of his car. In fact there is no excuse for shabbiness except ignorance or laziness.

One of the best ideas in preserving the finish of the car is the so-called wax polish, which gives admirable results when properly applied. In the use of wax polish the first step is to give the body of the car a thorough cleaning.

Not Too Much Wax.

Then the polish is applied with a piece of cheesecloth and another similar cloth is used to distribute the wax evenly all over the surface. The common mistake on the part of the car owner is to assume that the more wax used the better. As a matter of fact the thinnest possible film of the wax is needed. After the wax has been applied, the finish so imparted will last anywhere from four days to a week, and when it begins to get a trifle dull again, a new rubbing with clean cheesecloth will bring the luster back.

The wax polish may be used for the body, fenders, hood and such other polished surfaces as may be found. It is also a good idea thoroughly to clean the under sides of the fenders and apply the wax polish, after which mud and dirt will not deposit there as readily as before.

The other type of body polish, which is comparatively speaking a recent development, is sprayed on the surface with a big syringe-like affair. In the use of this sprayed polish also the body must first be thoroughly cleaned with water. If the surfaces to be treated are merely dusty, the polish may be sprayed on and the excess be wiped off with clean cheesecloth. In fact this is the accepted method of using sprayed polishes, the spraying and then removal of the excess with cheesecloth. No vigorous rubbing is necessary with this type of polish.

Use Plenty of Water.
And after we get through with all these polishes we must return to the fundamental fact that plain water is still the prime essential in cleaning the car. Washing the car is not the casual job that too many owners seem to assume. The lustrous finish of the modern motor car is a delicate thing; it can be damaged irreparably by careless or ignorant handling.

To begin with the car should be washed as soon as possible after it has become muddy or dirty. If mud is allowed to dry on the surface its removal is likely to leave traces behind. Washing the car plain water should be used at a temperature of about 50 degrees Fahrenheit. Water either too hot or too cold is likely to damage the finish.

Never turn a stream of water on the body surface. The water is quite likely to carry grains of sand or grit into the enamel and scratch it. Perhaps the best way to deal with the water is to use a large sponge, which should be soaked in the water and then squeezed out at the top of the car. The water flows down over the surface in a gentle stream and floats off the mud, which is the proper method.

It is unwise to soap about the body of the car, except possibly to eradicate grease or oil spots. In that case a cloth soaked in castile soap suds may be used to remove the offending spots. The hood must never be cleaned with gasoline, kerosene or other oils, as that rots the rubber which is in their composition. Castile soap suds and water applied with a scrubbing brush, make the best cleanser for the two.

The upholstery ought to be given a cleaning once every week. It should be brushed off with a whisk broom and the dirt that accumulates under the piping and around the buttons should be carefully ousted. After the dust has been removed leather upholstery may be cleaned off with a weak solution of ammonia and water. Castile soap and

water may also be used on leather, but gasoline never, as it causes cracking. Once a month or so it is a good plan to give the leather a treatment with linseed oil thinned with vinegar. This mixture is applied with a cloth and is permitted to stay on the leather for an hour or so after which it is wiped off. For the imitation leather now so much used, soap and water will remove the spots, while a little linseed or sweet oil may be used to brighten up the finish.

Finally, let us call the attention of the average car owner to the condition of the running gear of his car. It is usually encrusted with dirt inches deep. This should be removed with a stout splitter of wood and then the parts should be scrubbed with a stiff brush, plentifully supplied with soap and water.

CHINESE INTERESTED IN ROADS
Flowery Kingdom to Make Soldiers Do Highway Building.

Among the visitors at the foreign trade department of the National Automobile chamber of commerce was Kingsu Whang, formerly a member of Parliament in China and now a special commissioner to investigate economic conditions in America. His headquarters are at Peking.

Mr. Whang is especially interested in the motor car industry because he



--hittin' the Spot!

Not with a rifle, or something good to eat--but simply with good old-fashioned hard work and experience—with

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Auto Sheet Metal Works

now ready for you at

11th and Davis

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Concrete; brick face; fireproof construction; 100x100; 13,000 square feet of floor space; 5000 square feet of glass windows; 5 separate departments, completely equipped; wide driveway and plenty of room inside so repairs can be made under cover.

**RADIATORS
FENDERS
BODIES
WHEELS**

**RUNNING BOARDS
LAMPS
DUST SKIRTS
MUFFLERS**

**HORNS OR
ANY WOODEN
OR SHEET
METAL PART**

The Golden Rule

Life was meant to be enjoyed. Before we can enjoy it, we must first help others enjoy it. Good cheer, a smile, a cordial attitude, permeates every nook and corner of our "works."

Rigid attention to the highest ideals of service—a belief that arguments have no place in business and that our customer is always right—is an iron-clad policy here.

We have always thought more of continued patronage than of immediate profit—a Spirit of Service, a Conscience, if you please, that puts your satisfaction ahead of all else.

G. G. Gerber

ANNOUNCEMENT

We have awarded to G. G. Gerber, the sole agency for Multnomah County for the well and favorably known

PRITCHARD WIND DEFLECTOR

This deflector not only adds to the comfort of the passengers, but it is ornamental and also has a point of safety, as the front curtains can be dispensed with, thus at all times giving to the driver a clear vision.

P. W. JONES
Distributor for Oregon
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SEATTLE SPECIALTY COMPANY
Distributors for Oregon, Washington and Idaho
Seattle, Wash.

(SPECIAL NOTICE: In a series of advertisements soon to follow we will further interpret the meaning of "Hittin' the Spot," and why we charge for time and material only. Next Sunday we will make an announcement that will surprise and please every owner of an automobile—something entirely new and heretofore unattempted in this line of business locally.)

BE CAREFUL ON THE HILLS

INEXPERT DRIVER LIKELY TO
KILL HIS ENGINE.

Many a Bad Smashup Results From
Too Long Delay in Shifting
Into Lower Gear.

It's the ambition of most every new auto driver to "make" the hills on high. It's a dangerous ambition. And besides that it is hard on the engine.

The newer the driver, the less the chances he should take of having to shift gears part way up. It takes quick and expert action to shift from high to second, or on a very steep hill to low, at just the right instant to have the

gears mesh properly and to avoid killing the engine.

And if the engine is killed and the brake happens not to hold there's every chance of a bad pile-up in backing down the hill or to a position crossways of the road to get a fresh start.

Best shift into second near the bottom of the hill. Be sure the car is slowed to the pace at which second speed would carry you if you already had shifted.

In driving up a hill on first or second speed, you must know that your engine has some reserve power, that it is running fast enough so that it will not stall. And if you have to shift, do it quickly, so as not to let the car slow down to a point that will kill the engine when you throw in the clutch again.

Some Governor!

The \$20,000,000 highway bond issue recently authorized by the New York state legislature was voted by Governor Smith.



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ALWAYS DEPENDABLE

1½, 2, 3, 4, 5, 6 and 7-ton Capacities

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PARK AND DAVIS STREETS



C. B. Clarke.

Here's introducing C. B. Clarke, new retail distributor here for United States tires in all sizes, including cords and fabrics, and truck solids or pneumatics, at 24 North Broadway. He succeeds C. E. Hamilton, who has become an automobile dealer. Mr. Clarke for the past four years has been superintendent of the Portland Gas & Coke company's garage, in which capacity he has done all their tire buying and gained a first-hand practical knowledge of tires. So when the opportunity came to get into the tire business with the United States line he seized it at once.