

TIMELY HINTS GIVEN TO WINTER AUTOISTS

Many Devices Make Driving
More Pleasant.

ROBES ARE NECESSARY

Heavy Woolen Cover Put Over Battery in Cold Weather Protects Delicate Parts.

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For the benefit of those many drivers who use their cars in winter as well as in summer, it is well to consider some of the devices that contribute to making winter driving not only possible, but pleasant.

If the matter of money is not a prime consideration, by all means have a demountable top of some kind. Demountable tops have been brought to a very creditable degree of perfection. Instead of being the seat of all sorts of squeaks and rattles, as was once the case, these temporary roofs are now built so that they form an integral part of the vehicle and even add to its appearance. Of course many car owners prefer the permanent top, in which glass sides may be let down for warm weather use. These latter are known as the convertible type and they have many advantages to recommend them. For the man who cannot afford to install a closed top of any kind, there are many sorts of storm curtains which fit so well that the ordinary touring car is turned into a very fair imitation of a sedan.

Door Curtain Best.
In addition there is a type of curtain which opens with the doors so that ingress and egress are facilitated. These curtains do not flap around or come loose like the common curtain.

With some form of protection in place, the next consideration is a heater to raise the interior temperature to a point where a person sitting still will be comfortable. There are a number of types of heating devices on the market, by far the most popular being the sort that utilizes the hot gases from the exhaust as a heat producing means. These heaters are usually installed in the floor of the tonneau, sometimes in the form of radiators or again as the brass foot rail. They have means of adjustment whereby the temperature of the compartment may be controlled and they cost nothing to operate, the exhaust gases supplying the heat. The first price of these heaters is not prohibitive, ranging from as low as \$8 up to a maximum of about \$15. They may be installed by the car owner. It should be ascertained that the heater is easily dismantled for the removal of any carbon deposits that may form in the course of operation. For a large car it is advisable to have a heater installed in the front seat as well as in the tonneau.

Personal Comfort Point.
Having provided for keeping the temperature of the car at a reasonably comfortable point, the next consideration will be the personal comfort of the driver. The most important of the first points of attack for Jack Frost is the hands of the man who drives the car. Good, warm, gloves are almost as necessary as an overcoat. To drive a heavy motor car when the hands are numb with cold is to invite disaster. To meet this situation the various manufacturers of motoring equipment have provided a number of varieties of winter gloves, among which every driver will be certain to find the sort that will suit him. There are leather gauntlets with padded palms and a warm interlining.

There are many drivers, however, who object to wearing heavy gloves, holding that these interfere with the operation of the vehicle. To meet the needs of this class of drivers there have been devised various methods of warming the steering wheel itself. One of the components of these is an arrangement of grips at the points on the rim of the wheel where the hands naturally fall in manipulating the steering mechanism. By means of wires from the battery these grips are electrically warmed and obviously the hands that hold them cannot become chilled.

Of course a supply of robes is necessary in winter, even though the car may be heated, for drafts are inevitable. If the ordinary touring car is used so much the more necessary it is to have something to bundle up in. The manufacturers of this type of equipment leave no want unfilled. Robes may be had in any degree of elaborateness up to bedskins at a good round price.

Mat Is Needed.
Another suggestion that may be the means of averting an accident is to have a rough-surfaced mat of some kind fitted on the running board. In winter when snow and ice gather on the running board the motorist alighting from the car is very likely to slip, with possible unpleasant results. With a rough surfaced mat the foot gets a hold that obviates this danger.

In this same connection of wraps it may be well to mention that a heavy woolen cover to put over the battery in cold weather protects the delicate parts from the cold and helps to maintain its ability to produce current. A cover for the magneto is also useful if the equipment includes that device. For the hardy souls who drive an open car all winter the conditions are somewhat different. Presumably they do not mind the cold, but they may well welcome some mitigation of its full intensity. There are now on the market robes made to fit the various types of cars which button over the whole front compartment in such a way that the driver's body from the waist upward protrudes, while the rest of him is protected. This makes a sort of limited limousine and is really very comfortable. If the wheel is fitted with warm grips and heavy gloves are worn the really hardy motorists will not mind the rest of it very much.

To those who remember the early days with the various unhappy looking types of motoring clothes that were forced upon us, the present attractive types of winter automobile garments are a sheer wonder. For men there is a leather coat with a lining which may be unbuttoned and taken out at need, which is really the last word in special sport clothes. This is written merely to suggest to the man who remembers motoring clothes of other days that he will find the sport clothes of the present specially designed to make winter driving pleasant not only effective to that end, but extremely attractive as well.

In Georgia the new color scheme adopted for the state automobile license tags for 1921 will be a warm-toned pink background with green figures.

TYPICAL SCENE ALONG NEW SPARK'S LAKE ROAD, JUST COMPLETED THROUGH DESCHUTES NATIONAL FOREST.



While packhorses are still in perfectly good order, this new road, opened late in September, is accessible to motor vehicles for its entire length. It opens a section of the Cascade range hitherto inaccessible to automobiles.

SEASIDE GREET'S TOURIST

OPENING OF ROAD MEANS ALL-YEAR-AROUND RESORT.

Splendid Progress Made by Coast City and Highway Excellent, Says J. P. Jaeger.

With the completion of the lower Columbia river highway, Seaside is now available as a splendid all-year-around resort, according to J. P. Jaeger of Jaeger Brothers, who returned to Portland last week after having motored to Seaside with his family for a week's stay. The narrow strip of pavement from Seaside eastward, together with excellent macadam, makes the road from that point to Astoria easily negotiable, he stated, and there is no difficulty whatever in making the trip by machine clear to the seashore.

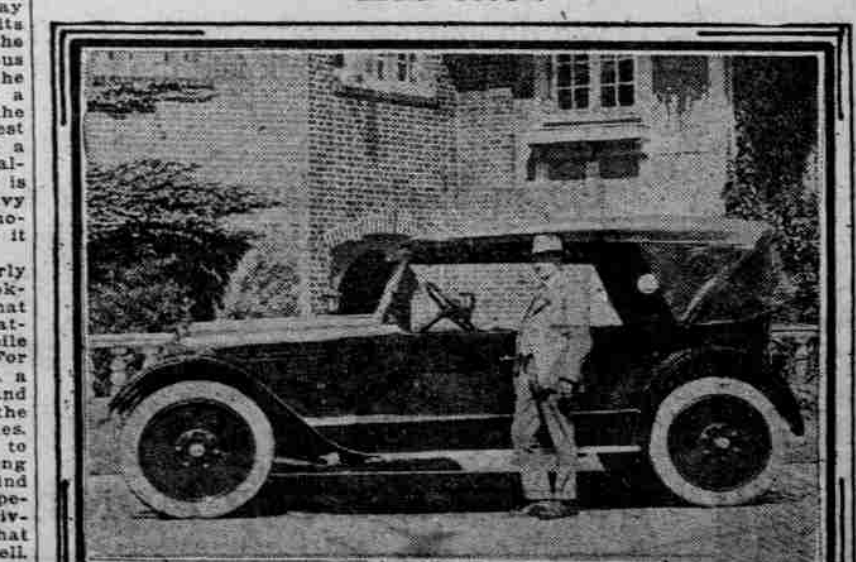
"Seaside has shown Oregon the way," said Mr. Jaeger upon his return last week. The local business man was particularly interested in the efforts Seaside is making to provide tourist hotel accommodations, being an active member of the Northwest Tourists' association. "Seaside has given us a real tourist hotel, open winter and summer, with very moderate winter rates, too. While the rest of the state has been deploring the lack of accommodations for tourists Seaside had 'sawed wood,' with the result that it has now an all-year tourist resort second only to the best in southern California."

"If Portland and the people of the Pacific northwest only realized what a fine winter resort was at the ocean end of the newly paved Columbia highway, they would flock there by the hundreds. The Seaside hotel is homey and comfortable with an exceptionally large lobby, dining room and sun parlor. The rooms are light and well heated and Manager Bowley and his assistants take great pains to make things comfortable for guests at all times."

"In making the trip to Seaside we started out for a good time, of course, but we little dreamed what a most pleasant surprise was in store for us. We found at Seaside a hotel that compares most favorably with the hostilities of southern California that have made that state famous as a tourist resort. We also found the weather balmy and much warmer than at Portland. In fact we left the east wind behind and in its place found the air even more agreeable than when we were at Los Angeles. One of the guests from Spokane, who formerly went yearly to California, has become so attracted by the weather and other conditions, that he has decided to build a fine residence facing the ocean and will hereafter spend his winters there. Be it remembered that Seaside is popular not alone during sunny weather. When the storms are raging along the Oregon coast and the winter tides are high, hotel guests find the sight of the ocean with its mountainous waves and constant roar wonderfully interesting. A real tonic for overworked nerves—the sight of the ocean and the sound of the surf is a remedy for tired men and women."

"Those who have not been in Seaside recently will be surprised to find there a city of paved streets, many of them improved in this way right down to the board walk, and this board walk is now being replaced by a

SAN FRANCISCO AUTO DEALER SEES PORTLAND IN AN ELGIN SCOUT.



W. H. Grawell, territory man for the Mark Motor company, San Francisco, Elgin six distributors, and car in which he was taken over the city by the Weller Motor company, local Elgin distributors, during his visit here.

sea wall 14 feet wide of cement with asphalt top to promenade on, and to be electric lighted all the way to its end at the Necanicum Inn. They will also soon start upon a cement pier to extend into the ocean a distance of 2000 feet, wide enough for automobiles and strong enough for sea-going boats to land at. In fact Oregon is now the possessor of a real ocean resort that is destined to become famous and to attract tourists both winter and summer from not only the entire Pacific northwest, but from California as well, and when Gearhart with its magnificent golf links and natural beauty opens its hotel in the near future, it will add another most attractive resort to lure here the rest and recreation seekers from British Columbia, Washington, Montana, Idaho and California, and it will help to make this section a motorist's paradise. The road to Cannon beach is to be made 24 feet wide at once, which will add very much to the autoist's comfort and pleasure.

"The people of Seaside are talking of a celebration there shortly in honor of the completion of pavement of the Columbia river highway from Hood River to the coast. It would seem apropos at this time, and the occasion would afford a very delightful week-end vacation to many motorists here who have waited for the word that the work is done."

PURE WATER FOR BATTERY
Acid or Water With Iron in It Is Harmful, Says Expert.

"If you test, fill and take care of your own battery, be sure and use only distilled water," advises C. T. Burg, of the local Willard service station. "Distilled water means water free from iron minerals impurities. If you use water with an iron mineral substance of any kind in it, it will injure the interior elements of your battery. Rain water taken from a crockery or wooden vessel is a good substitute for distilled water."

The city water in a number of the large cities in the northwest is pure and free from iron mineral if drained from a pipe or faucet that has been in use for some time. Care should be taken, however, that water drawn from the faucet or pipe just installed should not be used in a storage battery.

"Never put acid of any kind in your battery. There was sufficient acid placed there when it was originally formed, and although your hydrometer reading might lead you to believe there is a lack of acid, it is there but possibly absorbed in the plates. Just try distilled water, and if that does not remedy matters, consult the battery man."

Briscoe Names Officers.

Announcement is made by the Briscoe Motor corporation of the appointment of T. W. Tinkham as assistant general superintendent. Mr. Tinkham has been in the automotive industry 15 years. His most recent connection before joining the Briscoe was general superintendent of the Willis-Overland plants at Toledo.

Prior to this time Mr. Tinkham was associated with Olds Motor works as general master mechanic and with Packard Motor Car company as assistant production manager. This announcement follows the recent announcement from Briscoe factory of the appointment of J. C. Cunningham as general superintendent and L. L. Wilbur as superintendent in charge of production.

The limit of speed of motor fire apparatus in Cleveland, O., is 15 miles an hour in going to fires and 15 miles an hour in returning to quarters.

REO

This Reo Speed Wagon Fits Every Business

In its proven range of usefulness and its great degree of adaptability as well as its wonderful efficiency and low upkeep, this Reo Speed Wagon has surprised even its creators.

Its influence on the truck business in general has been tremendous. It has rendered many other types obsolete.

Designed originally, in the belief that it would meet a specific need in a limited field, this pneumatic tired truck has found its way into innumerable industries, the very existence of which were previously unknown to us.

Realizing that only through great speeds than were possible to trucks mounted on "solids" could greater economy of operation and upkeep be attained, the Reo engineers designed and built this Speed Wagon.

Results were immeasurably beyond their fondest expectations.

Not only was the efficiency multiplied, the fuel consumption divided, but even tire mileage was greatly added to.

And—most important of all—it was found the same chassis would live three times as long when cushioned from road shocks, power and brake stresses by the resilient air-filled tires.

In a word, this pneumatic tired Reo Truck, which we thereupon named "Speed Wagon" showed the way in the greatest single advance made in automotive engineering since the inception of the industry.

Lest you have forgotten:—

This Reo was the original of its type as well as of its title.

"Speed Wagon" is a copyrighted Reo trade mark.

That's proof of its pioneering

This was the first motor vehicle designed expressly for heavy trucking service that was mounted on pneumatics, and equipped with electric starter and electric lights.

From the day of its advent it was received with enthusiasm by users.

In five years it has found its way into every

part of the world, doing wonderful work in war as well as in peace service.

It is as often seen on the farm as in the city. Seems as if its range of usefulness is as broad as the range of human activity itself.

Manufacturers, wholesalers, jobbers and retailers in every line, find this Speed Wagon ideally suited to their widely diversified needs.

Crowley-Milner Company—Detroit's largest department store—has a fleet of 38 Reo Speed Wagons, and we could name similar cases in almost every city and town.

Farmers in the east; grain growers and stockmen in the middle states; ranchers in the west; cotton planters in the south—dairymen everywhere—look upon this Speed Wagon as the standard, because the best adapted, type for their work.

Passenger busses in Alaska and in South Africa—in California and in the Atlantic States (400 Reos running in this service in Newark, N. J. alone!)

No matter what the business or the delivery problems peculiar to it; no matter what the climate or the condition of roads—still this Speed Wagon proves its capacity to do the work, and its superiority, by all tests.

Because of its proven quality, its economy and its broad sphere of usefulness, demand always has been in excess of possible output.

Demand of the last three months has clearly determined Reo leadership.

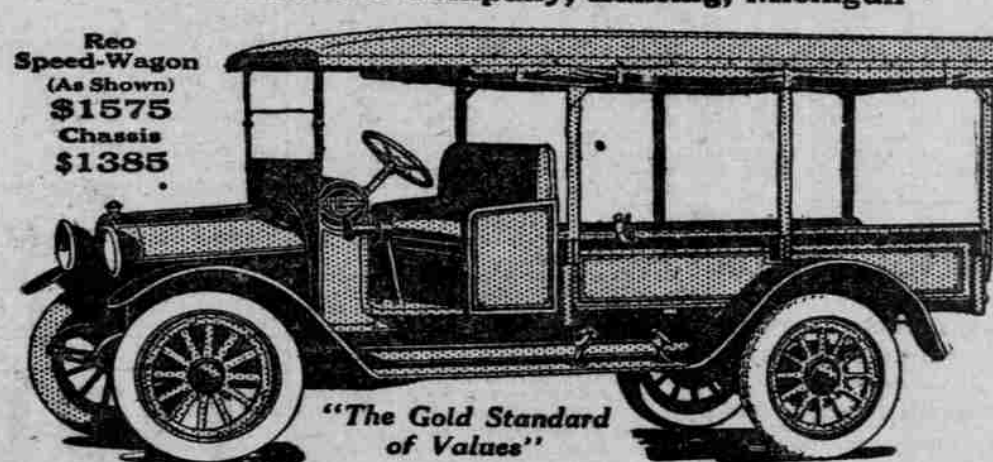
So the only way to be at all sure of getting delivery of a Speed Wagon when you'll need it is—to order now—at once. Today won't be a minute too soon.

Prices are f. o. b. factory, Lansing, plus Special Federal Tax

Northwest Auto Company, Inc.

Eighteenth and Alder Sts., Portland

Reo Motor Car Company, Lansing, Michigan



"The Gold Standard of Values"

Reo Speed-Wagon
(As Shown)
\$1575
Chassis
\$1385

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REMY

GENUINE PARTS

It pays to go to a Branch or an Authorized Distributor of United Motors Service Inc., for Remy parts because there you are absolutely sure to get only genuine new parts.

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225 Burnside Street
Phone: Broadway 1004.
Portland Authorized Distributor
Purdue Electric Co.
5th & Gilliam Streets

UNITED MOTORS SERVICE
INCORPORATED

SERVICE DEPARTMENT OF Delco KLAXON REMY
GENERAL OFFICES DETROIT, MICHIGAN

Willard

STORAGE BATTERY
Willard Threaded Rubber Insulation
SERVICE

Can Be Obtained at the Following Places:

MAIN STATION

HARPER & BURG, INC.
NINTH AND EVERETT

BRANCHES AND SUB-AGENTS

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Union Ave. and Sacramento
St. Johns Auto Elec. Service
St. Johns
Way Station, No. 3
E. 17th and Burnside Sts.
Belmont Battery Station
Belmont and Grand

C. E. Osburn Co.
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