

## KEEPING CAR CLEAN NOT SO DIFFICULT

Excessive Use of Soap Should  
Be Avoided.

DON'T WET HOOD, ADVICE

Only Little Time and Skill Neces-  
sary to Keep Body of Auto-  
mobile Looking Like New.

An automobile body that has lost its luster, the paint allowed to become cracked and the rust of body metal exposed is in the same class with the slovenly appearing man with clothes in need of pressing and run-over heels on his shoes.

The ways and means of maintaining a bright shiny coat for your car has been pointed out in a statement of do's and don'ts by the Chandler Motor Car company.

Proof that the average car owner is not familiar with the proper way to wash his car and care for the finish is supplied by the big proportion of "shabby" looking cars that may be seen on any street, road or boulevard.

"There is a proper time to wash an automobile and the work should be thoroughly done. If mud is allowed to dry on the car, it is harder to get off and stains the varnish. Mud should never be permitted to remain on a car any longer than absolutely necessary by any means not over night. All mud contains alkali, and in some parts of the country is almost clear alkali. Alkali has the same relation to varnish as muriatic or nitric acid has to steel. The antidote is water. Isn't it simple, plain, every-day water right out of the tap?"

"If one expects to keep a fine car looking fine, he must be willing to flush off the mud at night, no matter how late it is; the work need not to take more than half an hour and the work can be thoroughly done in the morning."

"The chief faults to guard against are—(1) excessive use of soap, using water with too much force, and washing the hood before it is cooled."

"In the old days, no coachman would permit a fine carriage to go unwashed, no matter how late he came into the stable at night. You must treat an automobile the same way if you reach the same standard that the old-fashioned coachman reached."

There are two things that should be remembered. First, that soap, gasoline or anything like them intended to cut grease will attack varnish if allowed to stand on the car, because oil is an important part of varnish. Second, hot water takes the luster from varnish.

Don't Wash Car in Sun.

"First of all, a car should not be washed out in the sun, because the sun will dry off the water too quick, leaving water marks; choose a shady place with plenty of light."

"Dissolve a little good automobile soap in a pail of water, so as to make a soapy solution. Have a soft car-brush sponge ready. Start with the right-hand front wheel and the under side of the fender and that part of the chassis near by. Let the water flow from the hose in a gentle stream so that it will carry about six inches from the end of the hose. Go over the wheels, etc., first with water from a hose. Most of the mud will come off. There may be road oil or machine oil, which requires soap. In that case, put some of the soapy water on these parts, soaping it on freely."

After that has been done start right in with a hose and sponge and wash it off. Don't let the soapy water stand more than five minutes on the varnish. Now wash off thoroughly with clean water, because the mud and grease should have come off by this time. Leave it alone to dry. That completes the right-hand front part of the chassis, and the same work should be done on the three other wheels and adjacent parts. That completes the work on the chassis."

Don't Wet Hood.

"Take another clean sponge and with the water still flowing gently from the hose start at the left-hand front of the body and flow all the dust off. There will be no need for soap because machine oil or road oil never splatters on the body. After flowing the water on, then go over the entire body again with a hose and a wet sponge and wash it. Go entirely around the car, including the top of the fenders to the left side, but don't wet the hood; it may be still warm."

"Now all the dirt has been flowed off and the sponge should be squeezed as dry as possible and all the water remaining on moldings or in crevices should be picked up. Wet the chamois thoroughly, and squeeze it as dry as possible. Then wipe off all the water on the body. This will get it perfectly dry."

"After all this is done, wash the hood and the top of the radiator. There may be some spatters of machine oil on the hood and if there are, use a little soap locally, washing it off soon after it is put on. In any case, don't let the water stand more than five minutes on the hood, because it has become heated by the engine. The water that penetrates the water and the luster will be damaged. The reason the hood is left until last is so that it will cool off as much as possible. It should finally be dried with a chamois like the body."

"If you have trouble drying the body with a chamois, ask some old-fashioned coachman how it is done. There is a little trick to it, but it is not difficult when the trick is learned."

TRUCK BUSINESS IMPROVING

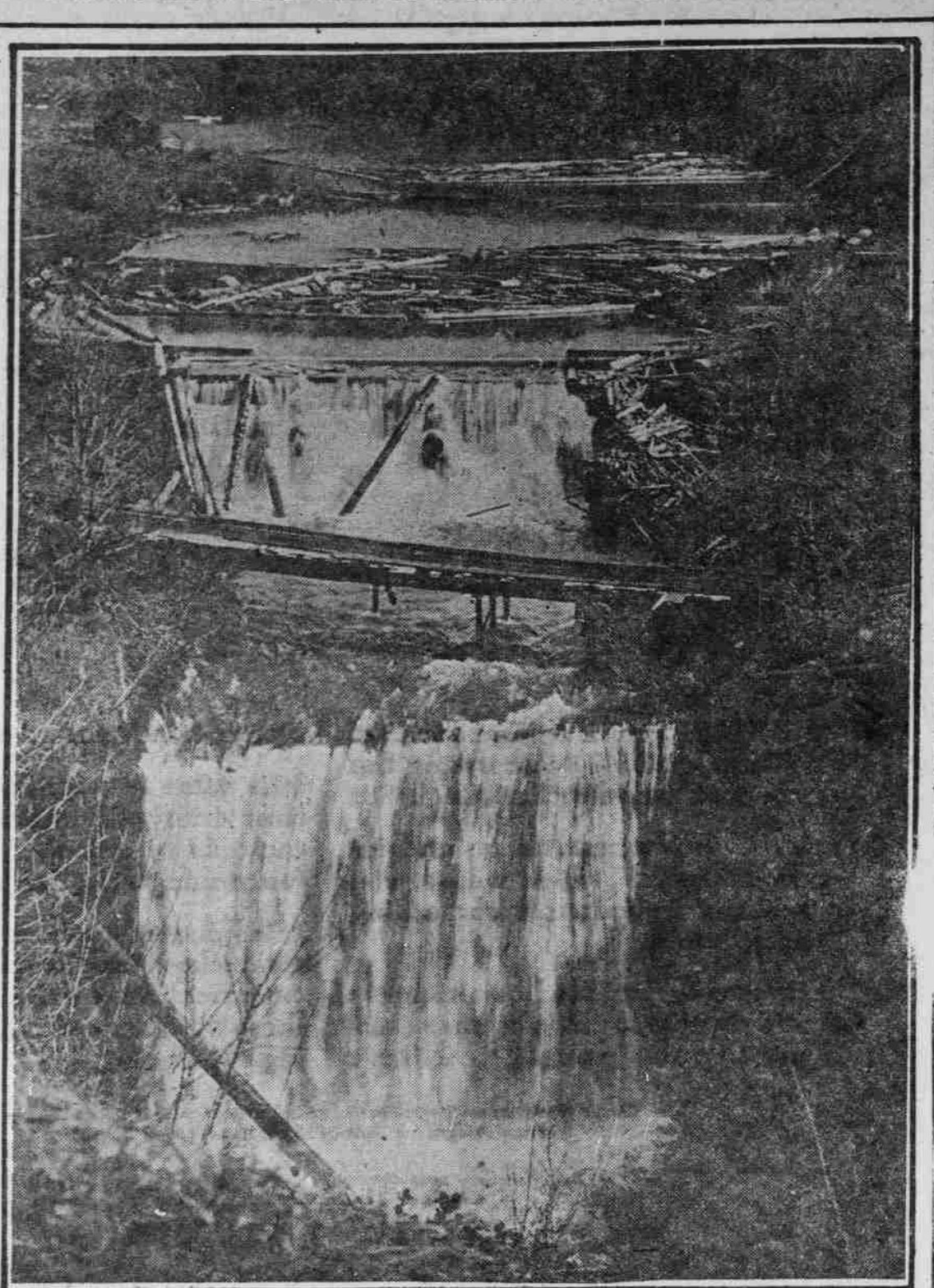
March Biggest Month on Coast for

White Since January, 1920.

March orders for White trucks mark the biggest month for the Pacific coast district since January, 1920. According to word received at the local branch from G. A. Urquhart, Pacific coast manager of the White company, business in this district for the first quarter of 1922 was 74.1 per cent better than the first quarter of 1921, it was stated. During March White business on the coast showed an increase of 100 per cent over 1921 and 70.2 per cent over the corresponding month in 1920.

This report of the Pacific coast district is reflected in the factory report for the same period, which shows an approximate increase in orders of 20 per cent over any month since May, 1920, and in deliveries any month since September, 1920. The first quarter's business, in both orders and deliveries, shows considerable increase over the corresponding quarter last year, the report says.

BEAVER CREEK IN HIGH WATER LENDS BEAUTY TO LOWER COLUMBIA HIGHWAY.



—Photo by Scott.

Attractive falls bordering highway short distance east of Clatskanie.

Tourists who travel the lower Columbia river highway in summer miss much of the beauty which winter and spring bring to this route. Beaver creek, which parallels the pavement for several miles east of Clatskanie takes the steep grade in riffs, cascades and waterfalls, crossing and recrossing the highway.

In the winter the stream is quickly swollen with rains on the logged-off hills around it, but in summer it dwindles away to a small creek. Beaver falls, once the power site of a sawmill, but now a ruin, is one of the most picturesque spots between Portland and Astoria. It marks the high limit which salmon trout and steelhead reach and in early fall and winter its lower stretches are favorite haunts of fishermen from the city.

## MEDFORD GETS BUREAU

OREGON STATE MOTOR ASSO-  
CIATION TO OPEN BRANCH.

Motorists Entering Oregon From  
South and Those for Crater  
Lake Will Be Cared For.

Motorists coming into Oregon from the south over the Pacific highway will be welcomed at Medford and given all possible assistance to make their touring in Oregon enjoyable by a branch of the Oregon State Motor association, according to arrangements concluded by the club last week. A branch of the association will be immediately established at the southern Oregon city and, beginning tomorrow, the association will be especially prepared to extend service in that section.

Establishment of the branch at Medford, the first one provided by the motor association in southern Oregon, has been looked forward to for some months past by the association, according to A. E. Shearer, manager of the association, but hitherto it has been impossible to provide it, he said. The new Medford bureau will have all the facilities in the way of maps, road information, insurance policies, etc., that the home information bureau at Salem has. The new branch, Shearer stated, The office has been established in the Medford Chamber of Commerce building and will be in charge of J. E. Hazelrigg.

Not only will the branch serve to welcome tourists into Oregon from California and to furnish them with all assistance in touring through the state, but it will serve to direct people to Crater Lake and to provide them with information and assistance in making that run. In view of the thousands of visitors expected at the national park this year this latter work will assume greater importance and special provision in the way of maps, road information, etc., will be made to take care of the needs along this line.

The Oregon State Motor association has established an auto insurance department and hereafter will be in a position to issue automobile insurance to all members, according to announcement of Mr. Shearer. Arrangements for handling the insurance were closed last week by the association with the Automobile Insurance Exchange, through the local manager, F. J. Thorn. The Oregon State Motor association will be the exclusive representative of this organization in the western part of the state. It is announced. All types of protection furnished by the usual insurance organization will be furnished, it was announced.

U. S. Has Motorized Schools.

Sheep and poultry schools built on motor trucks and traveling through rural sections have been organized by the United States department of agriculture in co-operation with the state colleges of agriculture of North Carolina and Texas. Officials of the department of agriculture say that more of the method of education is needed so that information on latest farming methods may be carried directly to farmers no matter how inaccessible the community may be.

Record Reserves of Gasoline.

The United States bureau of mines reports a gasoline reserve of \$18,500,000 gallons, the highest on record. Opening up of new fields and improved cracking processes during the past two years have greatly increased fuel production.

THESE MEN WILL DIRECT THE PROGRAMME FOR BLOSSOM DAY AT SALEM TODAY.



G. W. Hillman (left), chairman of the general Blossom-day committee, and William McGilchrist Jr., King King of the Salem Cherries, under whose direction the event will occur. The two men were snapped at an orchard near Salem last week while on the rounds to lay out the best motor route through Marion county's blossom district.

## ROUGH CAR USAGE IS BAD

SUDDEN APPLICATION OF  
CLUTCH COMMON FAULT.

Slamming Into Rough Detours  
Works Injury to Machine; Care-  
ful Washing One Essential.

CLEVELAND, O., May 6.—The automobile owner who takes great pride in the performance of his car may be its worst enemy.

Cars brought into service stations for adjustments or service work often show evidences of rough usage of which the owner-drivers are not even aware.

Attention is directed to this paradoxical condition by the Chandler Motor Car company in connection with an announcement of the starting of a service information department in their monthly publication, the Chandler Bulletin, which is distributed free to owners of Chandler cars.

A question and answer column under the supervision of the factory service department has been established for the benefit of Chandler owners who personally look after the upkeep of their cars.

As an illustration of the rough usage to which drivers may unconsciously subject their cars, it is pointed out that merely to show appreciative passengers how well the brakes work, drivers frequently apply them suddenly when no reason exists for doing so.

Not only does this put an unnecessary strain on the car itself, but the wear on the tires also is severe. Efficient brakes are a vital necessity on a car, but the fact that his car is especially well equipped in this respect should not lead the driver to make unnecessary use of a safeguard that is intended to meet emergencies.

Sudden application of the clutch is a common fault. Besides the bad effect on the car itself, this causes the wheel to spin momentarily and does more damage to the tires than would result from considerable mileage with careful driving.

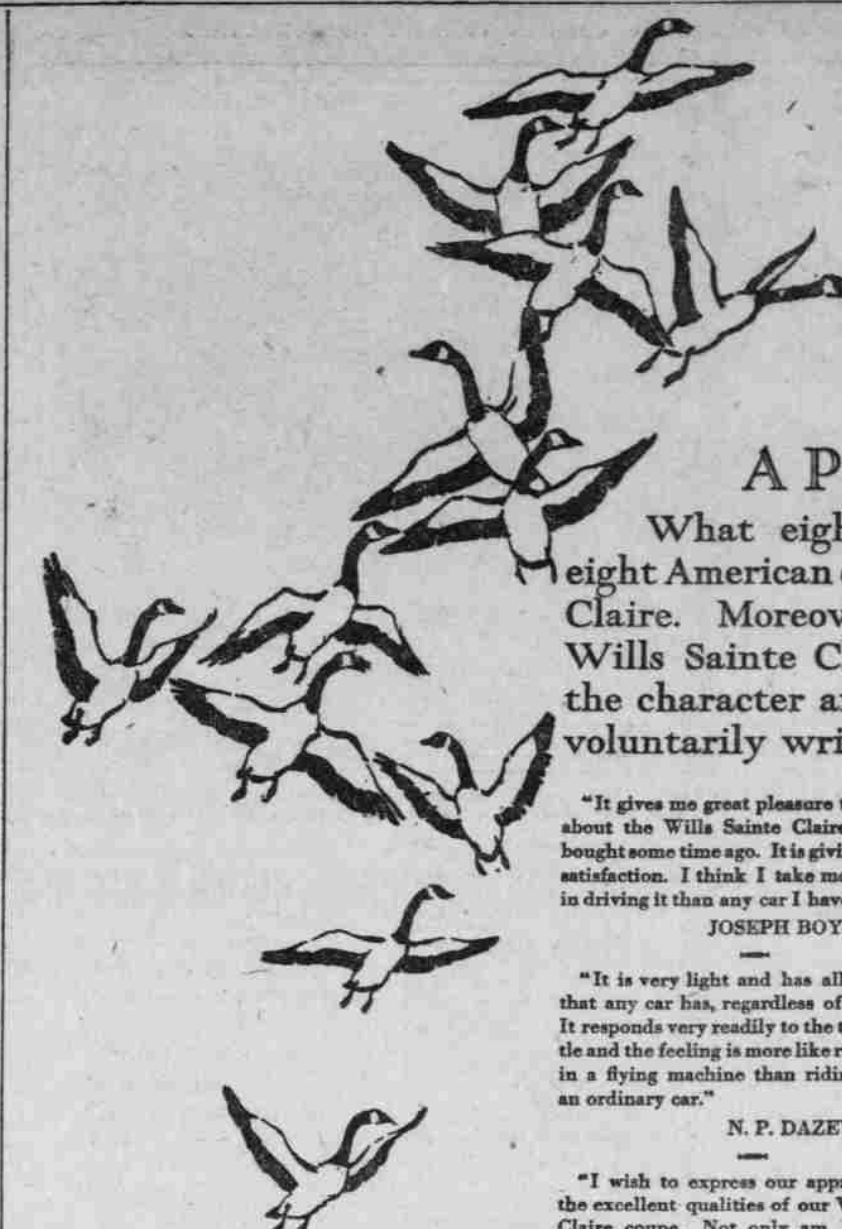
Another striking example of hard usage is the speed with which some drivers travel across bad detours. Little time is gained by slamming into rough detours at the same speed that has been used on the paved highways, but it is a certainty that handling a car in this careless manner will shorten its life.

Many owners do not appreciate the importance of washing their cars. Mud should never be permitted to remain on a car longer than necessary. Practically all mud contains alkali and in some parts of the country it is almost clear alkali. Alkali will eat through the varnish and paint and expose the body metal to rust.

Excessive use of soap should be guarded against. Water should be used freely, but not with too much force, and washing of the hood, if it is heated, should be left until last. Attention to small details adds much to the life of a car and increases the pleasure and comfort to be derived from motoring.

Foley Springs Road to Be Finished.

EUGENE, Or., May 6.—(Special.)—Smith L. Taylor, ranger in the Cascade national forest, with his crew, has resumed work on the Foley Springs road, according to announcement of N. F. Macduff, supervisor of the forest, and it is expected that this project, started a number of years ago, will be completed this year. The old narrow road with many steep pitches and sharp turns is being replaced by a standard forest highway. This road extends from the McKenzie highway at McKenzie bridge to Foley Springs, a distance of seven miles.



## APPROVAL

What eight representative citizens of eight American cities think of the Wills Sainte Claire. Moreover, it is not only what these Wills Sainte Claire owners have to say, but the character and standing of the men who voluntarily write and say it:

"It gives me great pleasure to write you about the Wills Sainte Claire roadster I bought some time ago. It is giving excellent satisfaction. I think I take more pleasure in driving it than any car I have ever had."

JOSEPH BOYER, Detroit

"It is very light and has all the power that any car has, regardless of size. It responds very readily to the throttle and the feeling is more like riding in a flying machine than riding in an ordinary car."

N. P. DAZEY, St. Louis

"I wish to express our appreciation of the excellent qualities of our Wills Sainte Claire coupe. Not only am I delighted with it, but every member of the family is equally pleased with its delightful performance and riding qualities."

J. D. LARKIN, Jr., Buffalo

"The car which your organization sold me has been the greatest pleasure in the world to me. I have enjoyed it more than I ever enjoyed any car."

NELSON DOUBLEDAY, New York City

"The car I have here with me has completely fulfilled my expectations and seems to possess so many qualities that other cars have lacked, that I have sent you an order for another on which I will put a special body that will cost more than the chassis."

REUBEN MILLER, Pittsburgh

"We have yet to find a hill that the car could not ascend on high gear. We also find that the car has more 'pep' or elasticity than any other car I have ever driven and it is easily handled and highly satisfactory on all road conditions."

W. R. EDWARDS, Chicago

"In the past fourteen years I have owned many of the finest grade cars, and the Wills Sainte Claire surpasses any of the cars I have heretofore driven."

C. H. WORNALL, Kansas City

"I have driven my car about 10,000 miles, and I must say that I have never driven a car that was more flexible or gave me more satisfaction than the Wills Sainte Claire."

F. P. EIMERS, Los Angeles

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