

EXPERT GIVES RULES FOR TAKING PROPER CARE OF AUTOMOBILE

Many Important Details Must Be Attended to Advisedly if Best Results Obtained.

Note—Every present or prospective owner of an automobile is deeply interested in the care of his car. The following suggestions made by C. M. Menzies, sales manager of the North-West Auto company, are to the point, and should be preserved for reference by every owner.

The first principles that should be acquired in the care of an automobile by the beginner may be classified under three heads:

First—Lubrication.
Second—Adjustment; and
Third—Cleanliness.

Lubrication, next after the gasoline which develops the power, is the most important thing in connection with the care of the automobile.

The moving parts of the motor, and of the car itself, are composed of many different kinds of metal. Whenever two parts of metal move upon each other friction is created and the metal quickly destroys unless the proper lubrication is interposed between the parts.

The lubrication of the surfaces of the pistons and cylinders is, of course, of the greatest importance. The character of oil used for this purpose must be carefully looked to. Ordinary oil will not answer inside of the cylinders because of the tremendous heat which the explosion of the gas develops. The average heat inside of the cylinder is about 1300° Fahrenheit. Subjected to such a heat, a poor quality of cylinder oil becomes gummy, fills the cylinders and covers the piston heads with carbon, quickly putting the motor in un-satisfactory condition.

Next to the motor is the care of the transmission and the differential. Should either of these become dry, irreparable injury will result. A source of frequent injury to the transmission gear is caused by someone forgetting to screw the cap in position in the housing after re-adding the lubrication. If the cap is left off, the gear will "throw" the grease out of the gear case, run dry in a few days, and then destroy itself.

Lubrication, however, must not be neglected at any point, or injury will result. Next to the lubrication is adjustment. The tremendous strain to which every part of the automobile is subjected when it is hurled across the country at great speed causes nuts to slack, bolts to loosen, rivets to give way and "play" to affect all parts in a short time.

This should be carefully watched and adjustments constantly made, otherwise injury will result. Next to the lubrication and adjustment in importance in the care of the automobile is to keep it clean. The method of cleaning also is itself of overwhelming importance.

Dust and dry dirt or earth of any kind should never be scraped or rubbed from any of the polished surfaces of the automobile with a cloth or waste, or anything of a similar character. Even the lightest feather duster used in removing dust from surfaces will injure them. The dust is for the most part composed of very fine particles of rock usually designated as sand. Each tiny fragment is composed of chisel edges so hard and sharp that if blown upon glass with an air blast it would cut it away. If rubbed or dusted off the polished portions of the automobile, they will cut the "finish," and if this process is kept up, it will soon destroy it.

A jet of water shot against the dust will take it away, the least damage, and after it is removed, the finished portions may be rubbed with old cotton cloths that have had all the

stiffness crushed out of them by long wear. Mud should be washed off of all polished surfaces, and never allowed to dry upon a car. The chemical action of the moisture in the process of drying dulls and injures the finish greatly. The advice in the care of the automobile can readily prove this to his own satisfaction by carefully removing a small dried spot of mud from any portion of the finished part of his car. He will find that the place it covered is a dull spot in the finish, and will ever remain so. Unless an automobile is kept clean, the working parts have a tendency to accumulate grit, which counteracts the effect of lubrication, causing the parts to heat and then injure themselves. An automobile should be noiseless, or nearly so. The squeak or grind of metal upon metal is notice to the driver that the car is being injured; and if there is a rattle or noise of any kind about an automobile, outside of the gentle murmur of its motor, or the detonation of gas explosions, it is being injured. And the automobilist whose nature abhors unnecessary destruction of machinery will acquire an ear attuned to all the noises given off by the motor and throughout the entire car; and if any one of them is out of tune, if he himself is constituted as he should be, he will be in misery until the clamor of the injured part has been silenced by adjustment and lubrication.

Motor Been Running Since December 1

Light Six Displayed in Window in Eastern City Will Keep Going Until 50,000 Mile Mark Is Reached.

"At an eastern branch of the Haynes company the motor of a light six was started on the first day of last December, and has been running night and day until at the present time the speedometer registers over 23,000 miles," states H. L. Mann, local distributor for Haynes. "It is the intention to keep this motor running continuously until the 50,000 mile mark is passed."

"The entire car is mounted in the show window on blocks, so that the rear wheels may revolve and operate the speedometer. The hood is removed and the motor runs without any auxiliary cooling agent. The surrounding temperature is that of the water-room. No adjustment is permitted at any point. The valves are to be used the entire 50,000 miles without re-grinding, and the spark plugs are not to be touched."

"The vacuum system of gas-line feed is employed, so that it is a simple matter to refill the gas tank from time to time. The oil consumption is averaging 500 miles to the quart. But one pint of water is poured in the radiator after each 500 miles of travel. The gasoline consumption is averaging 22 miles to the gallon."

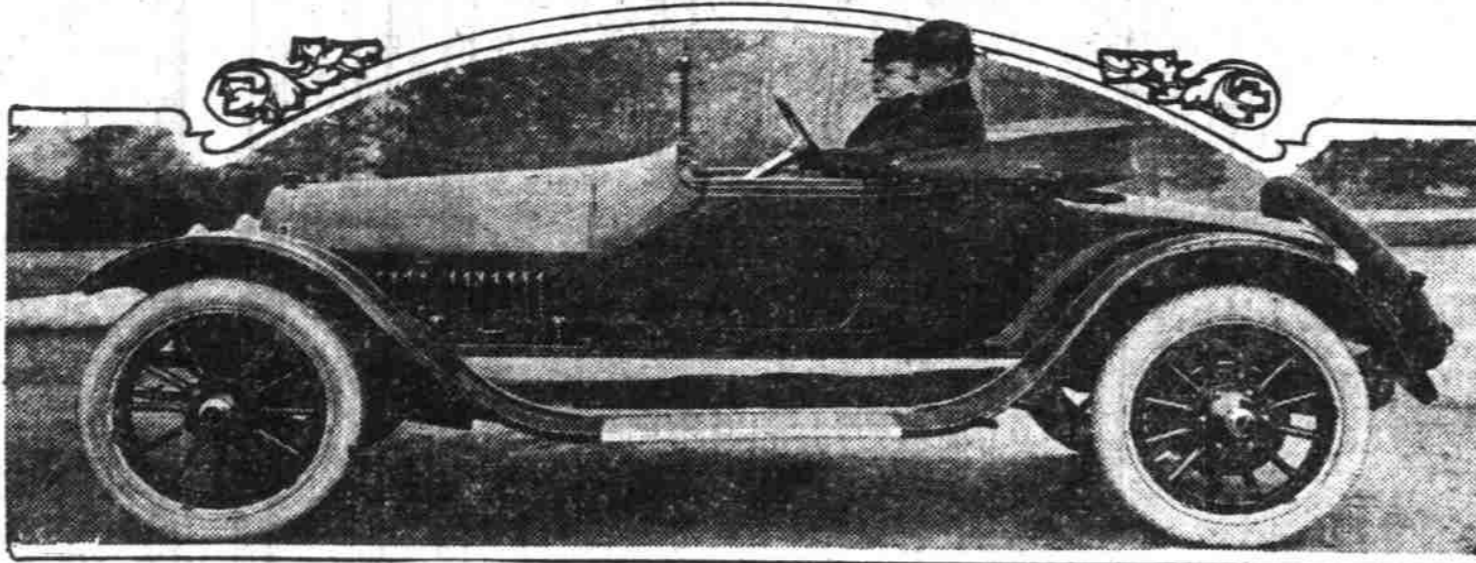
"The mileage indicated by the speedometer is marked off on a large map of the United States, so as to give a graphic representation of what distance would have been covered had the car been actually traveling on the road. A miniature automobile is mounted on the map and moves from city to city as soon as the motor runs off the mileage. A heavy black track is left behind. So far the miniature automobile has made one complete circuit around the coast and border line of the United States, and has completed a trip across the continent to the Pacific coast and back."

New Duties to Be Largely Advisory

Sidney D. Waldon Will Be Employed in Engineering Department as Well as Assisting in Management.

Detroit, Mich., Feb. 27.—Sidney D. Waldon, vice president in charge of forework and current engineering of the Packard Motor Car company, has severed his connection with that company to join the Cadillac Motor Car company, where his duties largely will be in an advisory capacity in the engineering department as well as in as-

NEW ROADSTER FEATURE AT TACOMA AUTOMOBILE SHOW



First 1915 Buick Six, now being shown in Sound City. A. S. Eldridge (at wheel) and Mel G. Johnson.

Books Every Motorist (Who Can) Should Read:

- "The Lure of Old Oily Waste," by Woodworth Tread.
- "Ridding the Garden of Weed Chains," by Cowl Dash.
- "Spring Songs—A Lubricated Symphony," by Satisfied Owner.
- "The Rise and Fall of a Piston Rod," by Sorry First.
- "The Seedless Radiator," by Standard Welding.
- "Memories of a Dead Magneto," by Mrs. Pyrene.
- "The Vanguard of the Mudguard," by Sedan Coupe.
- "The Mystery of the Inner Tube," by R. I. M. Cut.
- "The Perils of Zoline," by Atwater Kent.
- "It's the Wrong Way to Tickle the Carburetor," by Bill Bosch.
- "The Wail of the Lonesome Packard," by Henry Joy.
- "Four Million Loose Nuts," by O. Henry Ford.
- "The Homestick Lockwasher," by Helpful Hint.
- "The Journeys to the Homes of Great Chauffeurs," by Oldmother Hubbard.
- "The 'Ne'er Fun Well,' by Dirty Muffler.
- "The Story of a Thousand Punctures," by Ajax Patch.
- "Round the World on a Gallon of Gas," by Bunk Franklin.
- "The Love of a Pair of Pliers," by Carrie Cotterpin.
- "Under Two Hoods," by Barney Cornfield.
- "The Call of the Spartan," by Foredoor Roosevelt.
- "The Spot of Grease," by John D. Rockefeller.
- "The Light That Failed," by Gray Davis.
- "Saved," by A. Windshield.

—From the New York Evening Mail.

isting the management in a general way. Jesse G. Vincent, chief engineer of the Packard company, has been appointed vice president for engineering for the long grind, and the contest promises to be as big a drawing card as the annual Dodge City and Savannah 30-mile events. A unique feature of the California race is the fact that a special purse of \$100 has been set aside for the most unlucky contestant.

NEW ASSISTANT MANAGER

The Oregon Motor Car company, through General Manager W. C. Garbe, announced last week the appointment of E. C. Habel as assistant manager of the concern. Mr. Habel has been with the local selling agent of the

Studebaker line for the past two years.

Contest Has Odd Feature.

March 1 is the closing day for entrants in the Venice 300-mile interna-

ional motorcycle classic which is to be held March 28 over the three-mile course at Venice-by-the-Sea. The course is being carefully gone over for the long grind, and the contest promises to be as big a drawing card as the annual Dodge City and Savannah 30-mile events. A unique feature of the California race is the fact that a special purse of \$100 has been set aside for the most unlucky contestant.

in charge of their accounting department. In announcing the promotion of Mr. Habel, Mr. Garbe stated that he had every confidence in his ability to handle the business of the concern whenever it would be necessary for him to be in other parts of the territory. Mr. Habel is an eastern boy, his home being in New York city. He has been west for five years and has made many friends since coming to Portland, who wish him every success in his new position.

MOTORCYCLE NOTES

Don Jones carried away the honors in the recent motorcycle events at the Ascot track at Los Angeles, by covering 16 miles in eight minutes and 14 seconds. Ray Creviston won first place in the 100 mile contest, reeling off the century in 94 minutes and 11 seconds.

Fifteen hundred motorcycles were licensed in Ohio during the month of January.

Four hundred and twenty-three membership cards were issued by the Federation of American Motorcyclists in January.

"I never touched a tool during the entire trip," says E. Herbert Reddish, of Lund, Idaho, who recently made a 200 mile run on his motorcycle in eight hours.

Wheeling, W. Va., motorcyclists are making up a party to ride to Atlantic City some time during the summer.

Taft Jr. Leads Yale Class.

New Haven, Conn., Feb. 27.—Charles P. Taft, 24, was announced as scholarship leader of the Yale freshman

class, a result of the semi-annual examination. His father, ex-President Taft, was second in the class of '75, and his grandfather, Alphonso Taft, later a cabinet officer, led his class 60 years ago.

School Bather Appointed. Kansas City, Feb. 27.—An official school bather is a recognized office now with the Kansas City school system. Mrs. A. F. Beterie has been appointed school bather to a large school

in the manufacturing district. Her duties are to see that each child in the school has a bath at least once a week. The children are not to be allowed to take a summer vacation from her classes.



The Much Talked of Superiority of the EIGHT-CYLINDER Gets on the Nerves of a Six Dealer

As everybody knows, the wonderful performance of the Cadillac "eight" is the talk of the town as far as automobiles go. It flattens out the hills and flies on the level from two to sixty miles an hour on high without apparent effort.

Enthusiasm caused by its wonderful performance has gotten on the nerves of one of our friends, a "six" dealer, and, not being able to stand it longer, an advertisement appears in last Sunday's Journal trying to disparage the performance of the eight-cylinder motor.

The charge that the eight-cylinder motor is untried is absolutely without basis. It has been used almost to the exclusion of other types in aviation for many years. Glenn H. Curtiss won the first International Aeroplane Speed Contest at Rheims, France, in 1909, with an aeroplane equipped with an eight-cylinder V-type motor. The same type of motor has been used in France in automobiles for a number of years.

In the Oregonian of February 20th is a reproduction of a photograph of a gas-electric car to be operated by the North Bank Road between Portland and Rainier. The power is supplied by an eight-cylinder V-type motor. It does not seem reasonable to suppose that a car manufactured for transportation purposes, which calls for hard and continuous service, would use that type of motor if it were untried.

These controversies are very distasteful to us, but since this one was forced on us, we propose to give the "six" dealer a chance to prove his assertion that the "so-called superiority" is not in the motor. We will take our demonstrating car, which is the low-gear one they are complaining about, and contest with the "six" for speed, hill-climbing, slow running, quick acceleration, gasoline economy or most any other kind of a contest they can name, permitting the "six" dealer to select whatever gear ratio suits him best.

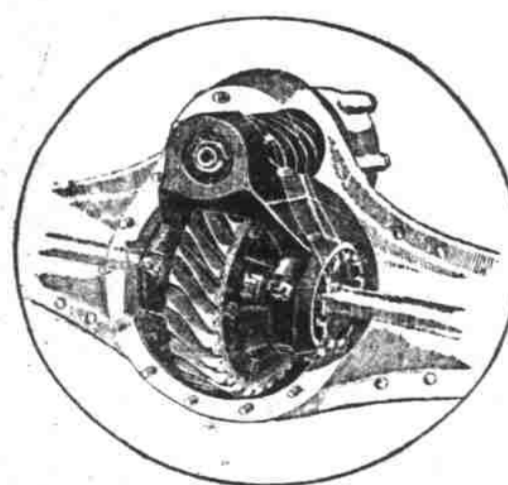
That certainly ought to be a fair proposition, as it is customary in speed or hill-climbing tests to permit each dealer to select the ratio best suited to his car. If our car can defeat the "six" at slow running, hill-climbing, as well as at speed, it clearly proves the superior flexibility of our motor and disproves his assertions.

The tendency in motor construction is distinctly toward the high-speed, high-efficiency engine. The Cadillac Company, by embodying that type of motor, has been able to materially reduce the weight of their car, increase its ability in every direction and greatly cut down cost of operation.

Covey Motor Car Co.

21ST AND WASHINGTON STS. PORTLAND, OREGON

The WORM DRIVE An Exclusive Feature of the Jeffery Chesterfield Six



In designing and building a style carriage it is quite natural that silence should be considered a prime factor. To that end we have pioneered in the use of the worm drive rear axle which is being adopted by the builders of the highest grade electric pleasure vehicles.

The worm gear is not only quieter but more powerful than the old bevel gear now in use in other cars. The worm requires no adjustment (simply oil) as long as the car lasts. The car starts more easily with the absence of that jerk which annoys the passengers and destroys the tread of the tire.

The worm gear is also a gasoline saver and beautifully supplements the efficiency of the light running six-cylinder motor by reason of its continuous pull in climbing grades. Sixty-five per cent of the English cars use the worm gear drive and many of the highest grade French cars, such as DeDion Bouton.

The worm is made from case hardened open hearth steel imported from Sheffield, England.

The Thomas B. Jeffery Company
Main Office and Works Kenosha, Wisconsin.

FRANK C. RIGGS
Company

Distributors for Oregon and Southern Washington.
23d and Washington Streets,
Portland, Oregon.



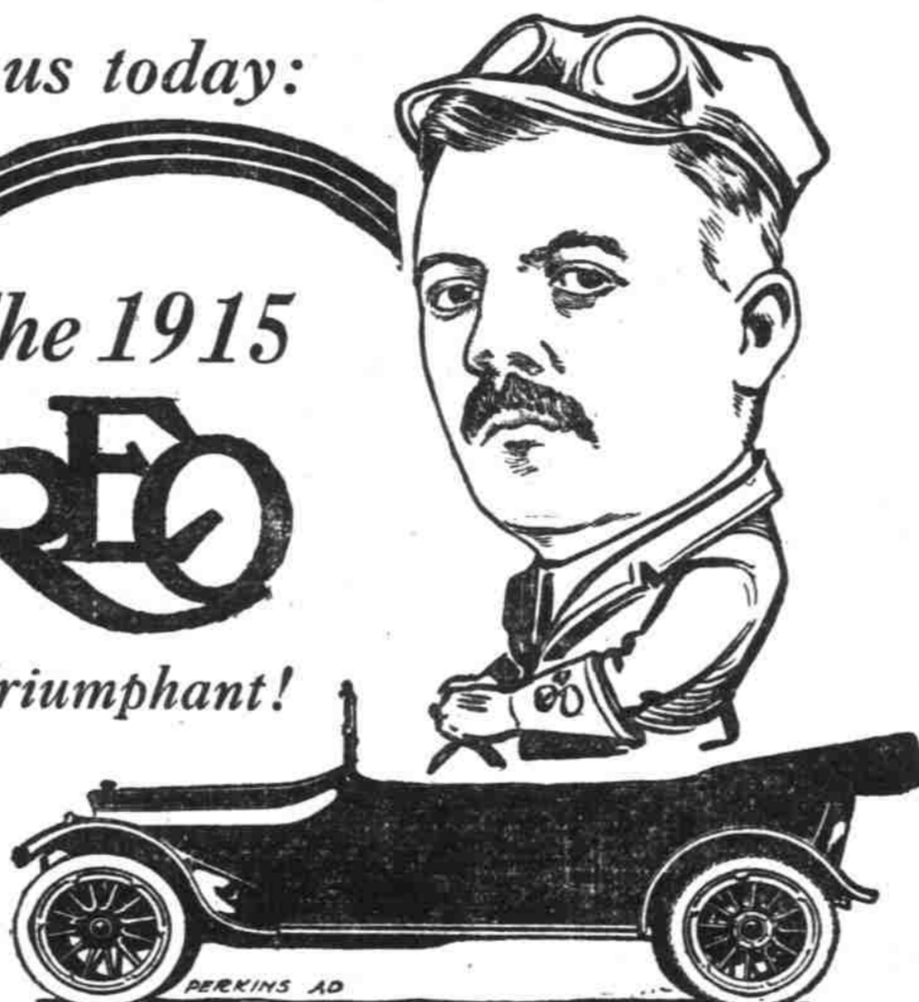
We have with us today:



The 1915



--the Car Triumphant!



MR. W. H. MARKELL taking an "East Side" spin

Seek the open road and the land beyond the hills in a Reo—sense the joyous purr of its never-failing motor as you speed through mountain forest, along blossoming lanes, through city and village—rejoicing in the health-giving air of spring, in the song of birds, in the perfume of the flowers that nod gaily as you pass!

Reo owners testify to its speed, its safety, its abundance of power which responds to every demand. In the building of a Reo, service is the watchword! Every tested idea that insures strength, accessibility, durability and simplicity is found in the Reo. Handsome in appearance, perfect in equipment, it will give you a service far beyond its modest cost!

You are invited to see the new Reos now displayed on our floors. Select your car now and let it give you the greater service.

We Give ATS—a mile in travel for every dollar you spend.

The Reo "Four" \$1050 The Reo "Six" \$1385
F. O. B. Factory—Deliveries From Portland.

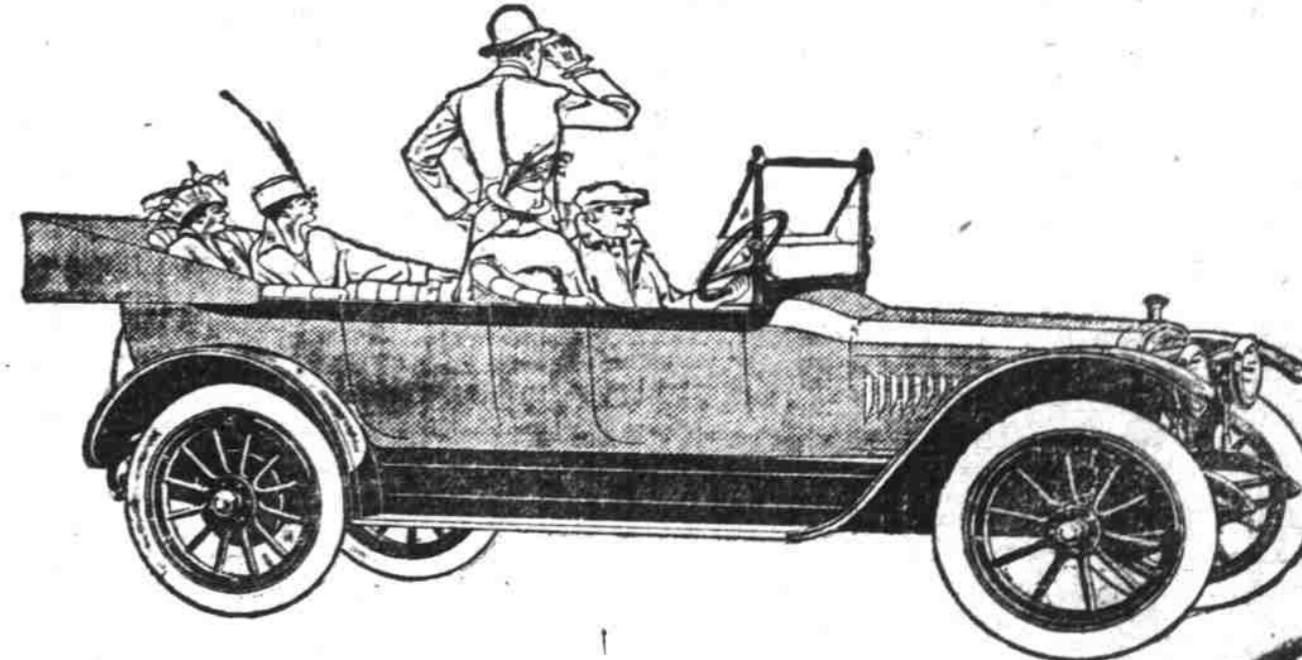
Northwest Auto Co.

F. W. VOGLER, President.

Broadway at
Couch St.,
Portland

See
Who's
in the
Car
Next Time!

Hopes Realized at Last



How many times have men and women bought cars at medium prices, hoping to get excellence and finding only mediocrity! But now, at last, their hopes come true. What was never possible before is now for the first time an actual realization in the New-Size Winton Six at \$2285. A car without a single apology lurking anywhere in its composition. A car creditable to maker and owner alike—its goodness emphasized by the most appealing beauty. And finished in your own personal colors.

The Winton Motor Car Co.

23d and Washington Sts. Phone Main 4244