

Car Care Supplement

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Car**

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NOW**



More than 45 million cars wasting gas

Improper maintenance costing motorists dearly in economy, air quality, performance

More than 45 million vehicles in the United States show evidence of improper engine maintenance and are therefore wasting fuel, excessively polluting the air and otherwise performing poorly.

Based on tests already conducted by Champion Spark Plug Company on more than 4,500 cars in 20 cities, 42 per cent of all vehicles in the U.S. would not meet the newer emissions standards proposed in New Jersey, the only state with emission inspections now in full effect.

While the vehicles that didn't attain New Jersey standards were less than half of all cars tested, they emitted more than 63 per cent of the total carbon monoxide and nearly 64 per cent of the total hydrocarbons measured in the idle sampling.

Improvement noted

According to David L. Walker, Champion's Director of Automotive Technical Services, "On a nationwide basis our preliminary finding is an average 11.7 per cent improvement in fuel economy after tune-up in cars that were overdue for the service. In several cars, fuel savings of more than 50 per cent were recorded after a tune-up."

Mr. Walker added that all cars tested in the U.S. are showing at idle a 40 per cent post tune-up reduction in CO and 53 per cent lowering of HC emissions.

One car in 20 was diagnosed as a "gross emitter" thereby exceeding 10 per cent CO and 2000 p.p.m. HC. Mr. Walker added, "While these cars are only a small per cent of the to-

tal sample, each one of them spews about 13 times the pollutants into the air as a well-maintained, late-model car.

Three year survey

"That's why we support the Environmental Protection Agency's call for mandatory emissions inspection in areas with air quality problems."

The Champion fuel economy and emission tests are part of a three-year survey being conducted in 30 communities identified by the Environ-

mental Protection Agency as having air quality problems.

New cars cleaner

The Champion tests revealed that the current-year models are emitting considerably less CO and HC than older models. Due to low-emission equipment installed by the manufacturers, new cars emit about half the pollutants as the average for all pre-1975 cars.

According to Mr. Walker, "The dramatically lowered hydrocarbon and carbon monoxide emissions recorded in newer vehicles point to the progress manufacturers are making in cleaning up the air."

"The trend to cleaner air should continue since normal auto scrappage rates will continue to eliminate older, less efficient vehicles from the total U.S. car population," Mr. Walker said.

Results of motorists' neglect

The result of motorists' lack of maintenance was indicated by their own specific complaints about their cars' performance.

Test unit gives Hawkeye's car eagle eye



Participants in the Korean War, especially fictional soldiers in the TV comedy hit *M*A*S*H*, didn't have to worry about fuel prices and pollution. Gas was cheap then and air quality was of no concern. Still, a Champion Spark Plug Company test unit checked a *M*A*S*H* vehicle on a visit to the Hollywood set during a respite from its nationwide tour.

In interviews prior to putting their vehicles through the check lane — 43.7 per cent complained of rough idle.

In addition, 41.8 per cent noted hesitation upon acceleration, 28.9 per cent reported run-on (failure of the engine to stop after the ignition is turned off). Also 21.7 per cent said they had engine knock (detonation) and 14.7 per cent complained about misfire.

These need attention

Items needing maintenance as noted by Champion engineers included air filters (34.5 per cent), battery (20.4 per cent), tires (14.1 per cent), belts (19.1 per cent), hoses (10.9 per cent) and exhaust systems (7.8 per cent).



GENERAL MECHANIC MOTOR TUNE-UP



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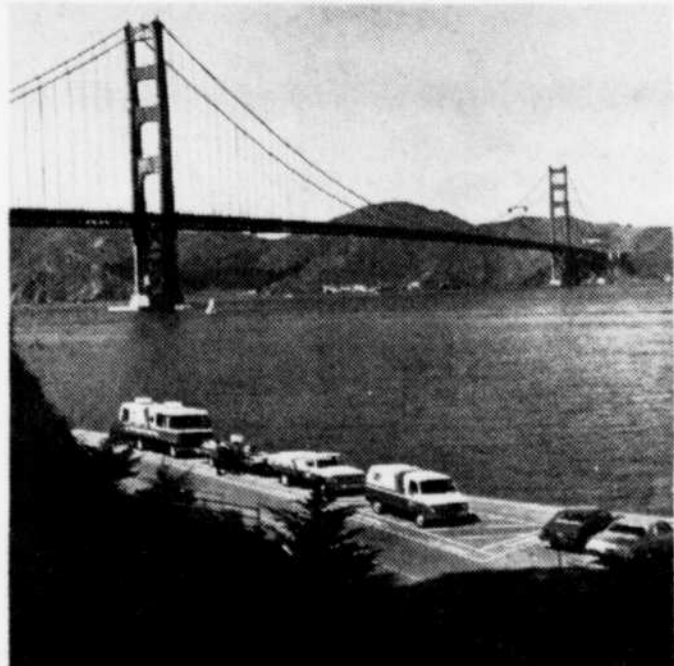
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The Champion test unit pauses at the Golden Gate Bridge on San Francisco Bay.



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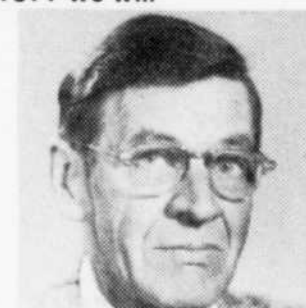
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Alex Fortin



Jack Montgomery



When storm blocks driving vision it's time to say, 'let there be light'

"My pet gripe," said the old-timer, "is against all too many drivers who have developed bad driving and maintenance habits."

This old-timer says he found himself trapped on a fine, broad turnpike by a sudden and severe bad weather condition.

"I say 'trapped' because traffic was heavy and too many motorists were high-balling far above the 55-mile speed limit when the storm broke.

"Naturally, I turned on my lights immediately. I wanted the car behind me to realize I was ahead of him, no matter how badly forward vision was impaired by the mounting darkness and the foglike mist created by the heavy rains.

Too many failed

"But too many others failed to do likewise (why, I will never know) which meant that frequently all you saw ahead of you that might be a motor vehicle was a slightly darker shape in the wet gloom.

"Meanwhile, if the guy in back of you didn't have some light showing forward, you'd have to strain to make sure he wasn't engaged in dangerous tailgating.

"It was almost impossible to turn off the turnpike with any degree of safety — turnoffs were jammed and motorists were speeding by.

"Another hazard was cars that had run out of gas or had encountered some mechanical difficulty which forced them to stop at roadside. Then, in a misguided effort to save their batteries, they didn't even show parking lights.

Never a breakdown

"I've never, during all of my driving in good weather and bad, had to stop because of a mechanical breakdown, or being out of gas.

"This 100 per cent performance, I attribute to the fact that every car I've ever owned has been taken in for a tune-up and a complete check of all safety features at every 10,000 miles that shows on my odometer.

"I got through the 135-mile drive during a vision destroying storm safely until, off the turnpike and very near my home, I was stopped by a red traffic light at the bottom of a little hill.

"Yes, it was raining heavily and my lights, front and back, were still on. Seconds after I stopped, the car behind me ran into my rear end.

Other car suffered

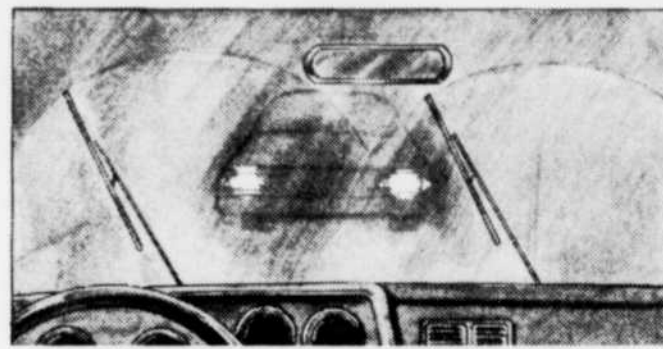
"Fortunately for me, the impact caused only minor damage to my car. But the other car suffered a punctured radiator.

"The driver behind me admitted he had seen the traffic light change and my car, with rear red lights showing, come to a gentle stop.

"'Sorry, sir,' the driver said, 'but my brakes wouldn't hold.'



Just a ghostly shape through storm.



Lights on tell you where and what is ahead.



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Do-it-yourself maintenance checks vital



CHECK TIRES

1. A PRESSURE GAUGE is a wise investment to keep tires in good condition. Easy to use, the gauge will give you the tire pressure reading in pounds per square inch. Say the recommended tire pressure is 28 p.s.i. A reading below that figure means tires are underinflated and thus are wasting fuel, wearing improperly, and risking blowout. A reading above

the norm means tires are overinflated, which can be equally damaging. Find the proper reading by coupling the top part of the gauge with the air filler valve on the tire. Air escaping from the tire will actuate the scale on the gauge. This tire registered 35 pounds, indicating overinflation. Perform the check in the morning, before tires have traveled.



CHECK BATTERY

2. CHECK THE BATTERY water level at least weekly unless your car's battery doesn't require water. Most batteries have caps covering each cell. Caps are easily removable for inspection. There should be sufficient water in each cell to fill the cell at the indicated point near the top. Also check the cables for their

condition and the terminals for corrosion.

3. CHECK THE OIL level: as easy as it is important. Locate the oil filler stick. Extract the stick from the engine and wipe it off with a rag. Reinsert the stick as far as it will go and extract it again. Most sticks are calibrated with marks stating FULL or ADD OIL. The oil

should leave a residue on the stick at the FULL mark. If it is at ADD OIL or below, then bring the supply to the proper level. When checking oil, make sure your car is on a level surface. Transmission and power steering fluids are similarly checked. Locate their check points from your car owner's manual.

Here's how in photographs and words to protect car

According to a United Press dispatch, "The American driver 'has chosen to trade service for price' and is supporting a sharp trend toward self-service gas stations."

The dispatch reported more than a third of the gasoline is sold in self-service stations.

Purchasing gas for several cents less a gallon may be an attractive proposition in these times of high prices. But the motorist runs a serious risk of suffering car problems. Why?

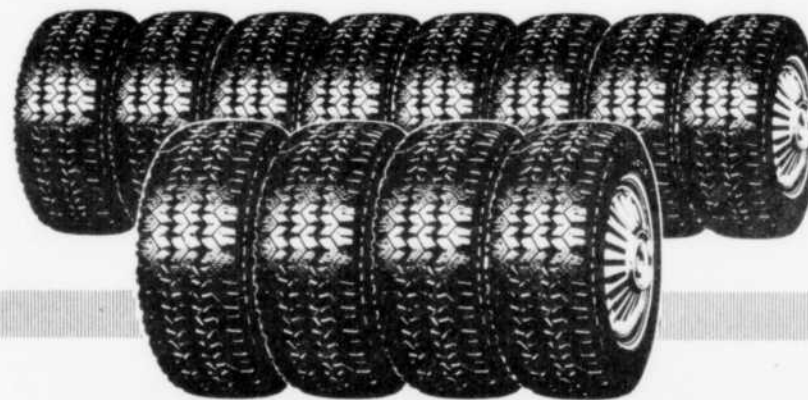
It used to be common practice for attendants to check oil, fluid levels in cooling systems, batteries and tire pressure. He often checked brake, power steering and transmission fluid levels, windshield washer solvent and air cleaner condition.

With no attendant to perform these tasks, the car owner himself should

know how it's done and to check above-described conditions at least weekly.

Before attempting these checks, consult your owner's manual. Find out where check points are located on your particular vehicle. Also determine information like proper tire pressure.

These tips can help you perform the vital checks.



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SHERBROOKE, QUÉ.

Savings to 50% on fuel costs possible, recent studies show



Cars so badly out of tune that they wasted half of their fuel supply were detected in national fuel economy tests.

Is it possible to double the mileage obtained from a gallon of gasoline? Such expectations may seem out of reach for most motorists, but evidence exists that such fuel savings are possible.

A car owner in Dallas, Tex., brought his vehicle

in for an emissions and fuel economy test. When his undermaintained car was examined in "as is" condition, gasoline usage was measured. After the car was completely tuned up, it was retested for fuel economy. A 55 per cent improvement in fuel econ-

omy was realized.

Potential high

While this saving is hardly typical, it is not inconceivable. Add to engine condition other maintenance items and the manner in which the car is driven, and the potential to save fuel is enormous.

According to the experts, many factors can cost you at the gasoline pump. Shell Oil Company states that underinflated tires can lose a mile a gallon in fuel economy. A malfunctioning choke can cut mileage by 30 per cent as well as lead to engine damage. A clogged air filter can penalize a motorist 10 per cent in fuel consumption, Shell states.

In addition to ignition system deterioration (plugs, points, wiring, etc.), other mechanical factors affect fuel consumption adversely. These include misaligned wheels,

maladjusted automatic transmission, brake systems that "drag," improperly operating cooling system (including thermostat), stuck heat riser valves, malfunctioning fuel pump and worn piston rings.

Car operation important

Engines operating at idle get no miles per gallon. So avoid needless idling. Warming up an engine on a cold morning is a waste of time and gas. As soon as the engine is running smoothly, proceed at a moderate speed. Also, when waiting for long periods of time, shut off the engine.

If your engine should flood, do not pump the accelerator. Instead, crank the engine steadily until the car starts.

In manual transmission cars, get to high gear as soon as possible. First gear uses about 30 per cent

more fuel than second, and second uses 15 per cent more fuel than third.

Avoid jack rabbit starts. A driver who tromps on the gas pedal uses four times as much fuel as the feather-footed motorist.

Other fuel-wise maneuvers include avoiding sudden stops and starts necessitated by following other vehicles too closely; get out of the lane-hopping habit and keep good control of the car when cornering and climbing hills.

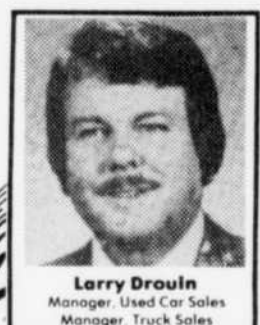
Drive sensibly

And perhaps the most effective gasoline-saving maneuver of all. Drive at sensible speeds. Traveling at 80 m.p.h. is not only against the law. A car at 80 m.p.h. consumes 25 per cent more gas than one going only 50 m.p.h. Shell claims most efficient mileage is achieved at about 28 miles per hour.

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Tuned cars say, 'Ready when you are, CB'

Resistance of wiring needs check every time the engine is serviced

A sparking spark plug, if it were linked to a resonant antenna, could create a radio signal that could be heard around the world. Ordinarily, this fact might be of interest only to trivia fans, broadcast engineers, or former spark gap operators.

But due to the phenomenal growth of the Citizen's Band radio usage in cars and trucks, the radio signal emitted by the spark plug and the ignition system is of unusual interest.

R.F.I. Defined

Now that the CB radio literally is becoming the nation's conversation piece, the initials R.F.I. take on a new importance. R.F.I. stands for radio frequency interference.

R.F.I., as the name implies, is the "static" noises emanating from sources on or within the car itself. These noises can interfere with reception of CB and conventional radios, television and other communications media.

Most cars and trucks are suppressed by the manufacturer to provide satisfactory reception in conventional AM and FM receivers. However, amateur radio, citizen's band and other types of two-way communications systems may require additional and more efficient suppression.

Capacitors, providing grounding of R.F.I. signals, and special routing of wires are typical suppression devices.

The high voltage ignition circuit (the unit that actually fires the spark plug) is potentially the worst R.F.I. offender. To minimize the possibilities of R.F.I. from this circuit, ignition cables are usually of the resistor type. These suppressor cables use resistance type conductors rather than metal wire conductors at their core.



THE CITIZENS BAND RADIO MOVEMENT is sweeping the nation. Being made legendary by hit recordings, CB is more than a device to avoid speeding tickets. In some communities CBers are serving as traffic condition spotters. In any case, proper engine maintenance is important to good sending and receiving quality.

Also commonly used in R.F.I. suppression are resistor-type spark plugs. Resistor plugs contain an element that greatly reduces radiation from ignition cables and virtually eliminates the high frequency of the spark.

Many vehicles currently utilize both resistor plugs and suppression cables for R.F.I. squelching.

Maintenance important

To keep CB reception and transmission at its most efficient level, maintenance of the ignition system is important.

Of prime importance is the condition of the spark plug wires. Long usage, engine temperature, vibration and rough handling can lessen their R.F.I. suppression ability. So when the engine is tuned, wires should be given a resistance check. Wires should ordinarily be replaced when resistance value approaches three times the original value.

Also important is how ignition cables are handled.

When working with them, twist, then pull at the plug boot, not the cables themselves. Cables should not be cut to attach suppressors or connectors. Usually cables cannot be repaired satisfactorily, but should be replaced when damaged — preferably the entire set of cables.



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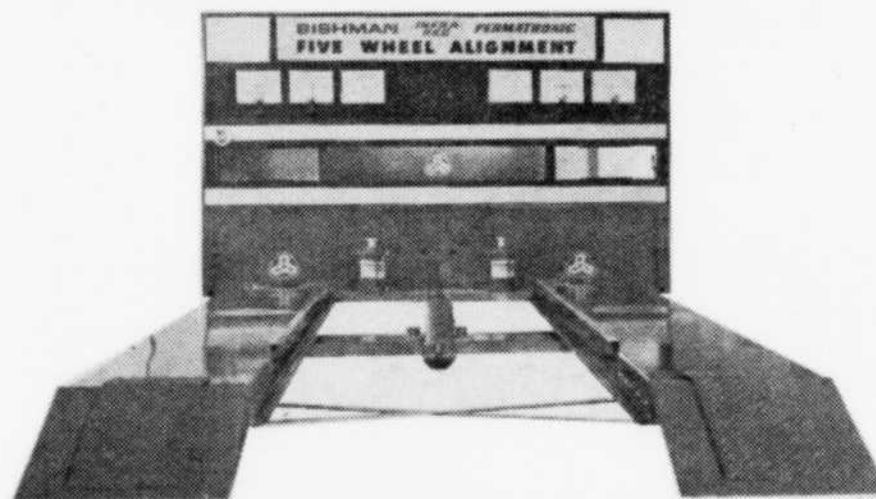
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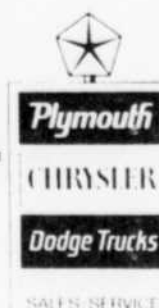
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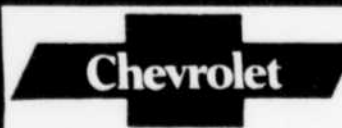
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Know what jack's made for, how to use it to do job safely

Doing your own automotive work can save you time and money, but it also can bring you a lot of misery if you don't adopt a professional attitude toward repairs, according to the National Safety Council.

Many do-it-yourself repairmen, according to NSC Traffic Department Manager Don Lhotka, make a critical mistake in using a bumper jack to support their vehicles while they do wheel or undercarriage work.

"A bumper jack," Lhotka said, "is made for only one purpose — changing a tire. It's not suitable for extended wheel work or any work that puts the mechanic under the car," he continued.

Lhotka offered motorists the following advice for safe bumper jack use:

1. Make sure the jack platform is on a smooth, level surface and the shaft of the jack is perpendicular to the ground. Position the bumper hook properly according to your car-owner's manual, and make sure the lock is in the full-up position before attempting to raise the car.

2. Press down on the service brake and then set the emergency brake. This will lock all four wheels. Then shift into "park" on automatic transmission vehicles or "reverse" on manual transmissions.

3. Keep children and pets away from the work area.

4. If you're changing a tire, loosen the lug nuts before jacking the wheel off the ground. This will make it easier to unfasten the nuts. In addition, a sharp pull on a lug wrench while the car is on the

jack could cause the vehicle to fall. When replacing the tire, semi-tighten the lugs while the wheel is raised. Finish the job when the wheel is on the ground.

5. Jack slowly to avoid shaking the car.

6. Check to be sure nothing is under the car before lowering it to the ground.

Keeping car longer? Here's what to watch

You've owned your car almost three years and it is practically paid for. Now you are debating whether to trade it in for a new one or hold on to it for a while longer.

If you have been maintaining your car regularly, chances are there is still lots of life left in it. However, if your maintenance has been hit or miss, then you should give your vehicle a bumper to bumper and roof to tire tread physical at your favorite service outlet.

Use the following check list to determine the condition of your car. If you decide to hang on to it, make certain these items are in good condition to assure yourself of continued worry-free, safe performance.

Check:

- ☐ Battery and cable
- ☐ Condition of tires, both tread and side walls
- ☐ Transmission linkage
- ☐ Condition of brakes
- ☐ Condition of shock absorbers
- ☐ Exhaust system

- ☐ Cooling system including radiator hoses, cap and thermostat
- ☐ Belts
- ☐ Wiper arms and blades

In addition, make sure these routine maintenance services have been performed recently:

Engine tune-up, oil change with new filter, lights checked and aligned, wheels aligned, chassis lubricated, fresh antifreeze installed.

Also, if there are nicks and bumps in the car, have them repaired.



L.G. Connor, President.

A Message From
L.G. Connor, President

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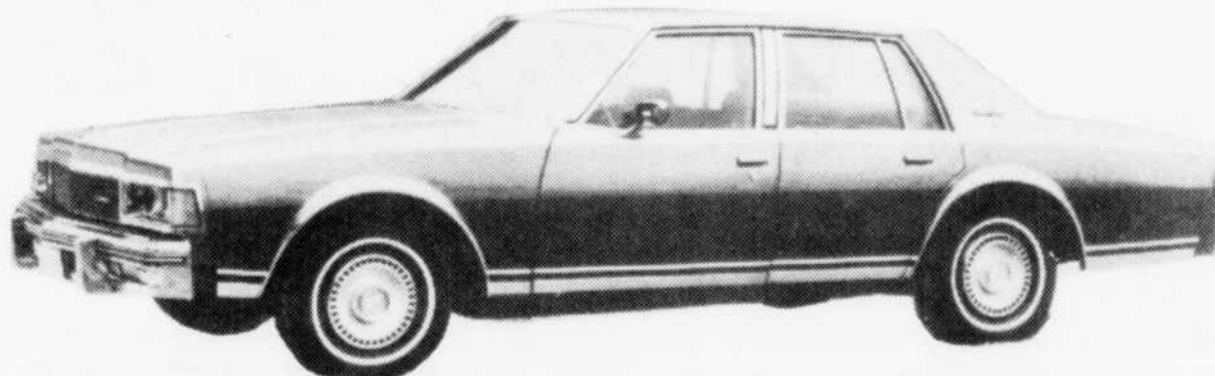
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There is an easy way to unlock bumpers should your car get tangled up with another vehicle.

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By the time the right rear wheel of the lead car mounts the curb, the bumpers will unlock—if you avoid dragging the wheels of the rear car up on the curb.

This works only if the bumper of the back car is under the bumper of the front car.

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Motorists receptive to auto inspection laws

*Drivers learn to save on fuel;
pollution levels diminished;
accidents are reduced*

By AL ROTHENBERG

Former Automotive Editor of Look Magazine, now
Executive Director of Automotive Information Council.

The energy crisis has been no bargain, but some good may come out of it. Perhaps it already has, as many safety leaders trace a decline in the highway accident rate to energy-forced lower speed limits.

The Automotive Information Council points out higher petroleum costs and fears of future shortages could also make the public more favorably inclined toward motor vehicle inspection. An efficient engine that meets emission standards delivers more miles to the gallon and a regular inspection is the best way to determine if the standards are being met, AIC claims.

Thirty-two states and the District of Columbia now have periodic motor vehicle inspection (PMVI). The number has been virtually constant since the dawn of this decade. Voluntary programs were the vogue during the '50s and half of the '60s but PMVI generated little support because of a lack of data to show that vehicle condition was a key safety factor.

Solid evidence

Today, there is solid evidence that defective vehicles have figured prominently in accidents causing deaths and injuries:

- Nebraska reported 10 per cent of fatal accidents involved faulty vehicles prior to PMVI in 1968 and 5.6 per cent in 1972 after PMVI.

- Department of Transportation (DOT) said brake problems alone account for 1,600 to 3,000 deaths a year.

- Institute for Safety Analysis estimated defective vehicles were involved in more than 5,000 deaths and 200,000 serious injuries annually.

Until the passage of the Clean Air Act in 1970, safety was the only purpose of PMVI. Now, an inspection system is vital for another reason, the air we breathe. Except for the state of New Jersey and a limited number of communities, the emissions inspection program is still on the launch pad.

As the law now reads, two agencies of the Federal Government are responsible for periodic inspections — the National Highway Traffic Safety Administration (NHTSA), for safety; the Environmental Protection Agency (EPA), for emissions. The Automotive Information Council says that administration of PMVI should be given to one agency, pointing out that inspection for safety and emissions could be completed at one time. Certainly, that would be far more convenient for the owners of more than 100 million vehicles in operation.



All New Jersey car owners must submit their vehicles to annual emissions inspection as part of their overall vehicle checks. In a survey made of motorists in the Garden State, only two-and-a-half per cent stated objections to the program. Maybe that is because New Jersey emissions officials estimate a car can save \$80 in gasoline bills a year when it is brought into good tuned-up condition.

Huge daily savings

Perhaps the program would gain even greater acceptance if it were called "fuel economy inspection" or "engine efficiency inspection" with the emphasis on saving gasoline and money. DOT conservatively estimates that inspection could save 375,000 barrels of crude oil a day.

- EPA gave 70 cars loaded emission inspection and after adjustment recorded an 8.4 per cent dip in gas consumption.

- Champion Spark Plug Company, in nationwide emission and fuel economy tests, found on average an 11.7 per cent fuel economy improvement after needed tune-up. One car in every 35

is so poorly maintained that it wastes from 20 to 33 per cent of its fuel.

- Gulf Oil tested 120,000 vehicles over a year, found 23 per cent of the cars with inefficient engines. The company estimated the average test car wasted as much as 140 gallons of fuel a year, or nearly \$100 at today's prices.



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Some still survive

Old cars march in ghost parade



Traffic jams are not new. But the nameplates on cars stuck in jams have changed over the years.

The names of companies that have built automobiles in North America run in the hundreds. While only a handful of these firms survives today, the memories of the majority which have fallen by the wayside linger.

As a tribute to these pioneers and as a reminder that good maintenance has allowed some of the original cars to survive today, this verse is dedicated.

A ghost parade of memory reminds us
how it used to be
When those who dreamed built a motor
car.

Now we may wonder where they are.

The Wing (1922), The King (1905), The
Kent (1917), The Ghent (1918).

The Brush (1911), The Rush (1912),
The Yale (1904), The Gale (1906).

The Kearns (1916), The Stearns (1912),
The Merz (1914), The Hertz (1905).

The Watt (1910), The Scott (1901), The
Ace (1922), The Chase (1900).

The Chelsea (1903), The Kelsey (1924),
The Hewitt (1905), The Jewett (1923).

The Bacon (1905), The Macon (1919),
The Dorris (1921), The Morris (1911).

The Primo (1915), The Trimo (1914),
The Alco (1912), The Aldo (1910).

The Simplo (1908), The St. Joe (1909),
Monroe (1906), The DeVaux (1932).

The Saxon (1922), The Jackson (1921),
Moyea (1904), Duryea (1914).

Little Mac (1913), Frontenac (1917),
O-We-Go (1915), Geronimo (1921).

Twin City (1912), Simplicity (1907),
Pomeroy (1922), Iroquois (1908).

Lone Star (1914), Carter Car (1911),
Darrow (1903), Pierce Arrow (1930).

Zent (1907), Orient (1901), Rex (1914),
Multiplex (1914).

Martin (1920), Spacke Spartan (1920),
Railsbach (1914), Milac (1916).

P.E.T. (1913), Manistee (1912), S.J.R.
(1916), Buggycar (1909).

F.W.D. (1911), D.A.C. (1923), S.G.V.
(1916), S.S.E. (1917).

A.B.C. (1908), F.R.P. (1917), Kankakee
(1919), Genesee (1912).

Craig Toledo (1907), Tucker Torpedo
(1946), not to mention Aerocar (1906).
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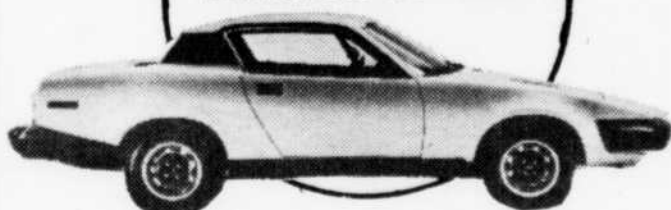


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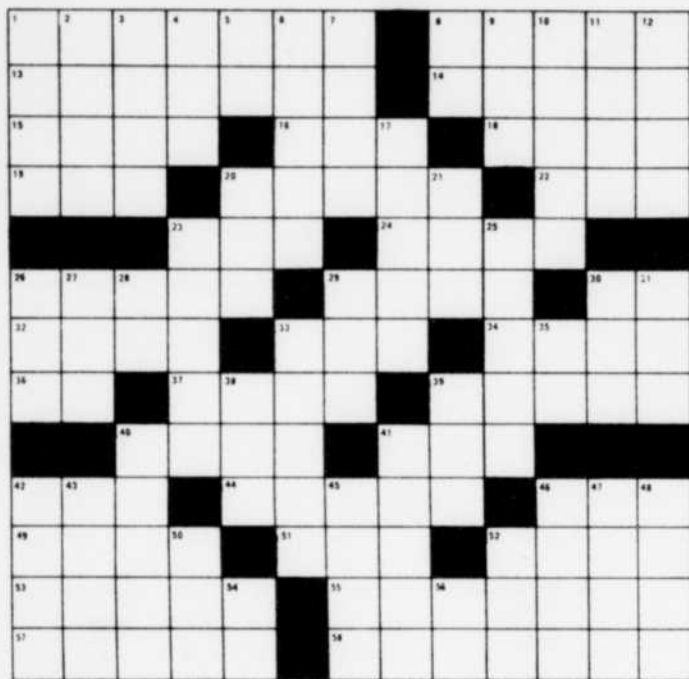
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Here's Another . . .

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ACROSS

1. These can save 11.7 percent fuel.
 8. 1 Across also helps cars do this in winter.
 13. An insignificant person.
 14. Resistor plugs help reception on this.
 15. Type Size
 16. U.S. Transportation Agency (inits.).
 18. Poorly adjusted brakes make cars do this on stop.
 19. Sault — Marie.
 20. Home of the Toyota and Datsun.
 22. Legal degree.
 23. Change this regularly for engine life.
 24. Mr. Burns or Lee (abbrev.).
 26. Burglar or fire —.
 29. What are you —?
 30. Harmful pollutant that comes from poor ignition (inits.).
 32. Where low gear is in manual transmission.
 33. What misfiring spark plugs waste.
 34. Where Toledo and Columbus are.
 36. Part of County for Texas (abbrev.).
 37. Traveling — speed limit wastes gas.
 39. Things of interest to researchers (abbrev.).
 40. Mr. Laurel or Musial.
41. The upmost degree.
 42. Drive carefully on this pavement.
 44. Types of X-rated paintings.
 46. Mr. Smith and Mr. Jolson.
 49. In regard (abbrev.).
 51. To dine in the evening.
 52. Landed lightly.
 53. Highway itinerary.
 55. Check connection and terminals on this for sure starting.
 57. Colorado park.
 58. Table top racing rig.
17. These protect infield during rain delays.
 20. Diamond — Brady.
 21. One-Way Street. Do — Enter.
 23. Here I Come, Ready —.
 25. Telephone or voting —.
 26. Products of JWT, DD & B. Y & R.
 27. Tires wear faster when tire pressure is —.
 28. Child's expression of disappointment.
 29. Mr. Sadat's domain.
 30. — the road.
 31. Harmful exhaust from poor carburetion (Pl., inits.).
 33. Biological division.
 35. Laughing sound.
 38. Popular camping vehicle.
 39. Easy and Wall (Pl. inits.).
 40. Part of some car suspension systems.
 41. Himalayan kingdom.
 42. Connects distributor to spark plug.
 43. Biblical character.
 45. What monarch does to knight.
 46. Mr. Guinness.
 47. Money in Milan.
 48. — o foam, protective material.
 50. Summer on the Seine.
 52. Lawyer (abbrev.).
 54. Is in Madrid.
 56. Preposition.

DOWN

1. Common recipe amounts.
 2. British Thermal —.
 3. French city.
 4. U.S. agency regulating car exhaust emissions (inits.).
 5. To keep engine running well, keep oil levels —.
 6. When this feels spongy your brakes need attention.
 7. What good brakes help you do safely.
 8. Literary magazine (inits.).
 9. When you hear this from engine, it may signal detonation.
 10. Who may see X-rated movie.
 11. A small brook.
 12. "Tis a tale — by an idiot."

For Correct Solutions See Page 15

Check tires if
mercury drops

When a sudden cold spell hits, remember to check your tires' air pressure. For every 10-degree (°F) drop in temperature,

a tire may lose a pound of pressure. Harder steering, tire wear and gasoline mileage loss may result.

Studies show clean air tests
liked in Jersey and California

Try it. You'll like it.

A stomach relief medication made that line famous several years ago. The sentiment seems to carry over to certain areas that have emission inspection programs.

Surveys conducted in New Jersey and Riverside, Calif., among motorists whose cars are inspected for emissions show popularity for the pollution-reducing, gas saving checks. When motorists in New Jersey, the only state with compulsory emissions inspection and compliance statewide, were queried about their experiences, the rate of unfavorable responses was low.

According to one New Jersey environmental protection spokesman, "We sent out questionnaires to 23,000 persons who had their cars inspected. Only two and a half per cent had unfavorable comments about the inspection. While 92 per cent

made no comment either way, five percent went out of their way to praise inspection."

Of those who had to have cars repaired because they failed emission tests, the majority paid less than \$25 for the correctional work, the survey showed. New Jersey clean air officials estimate an annual \$80 saving on fuel when the car is properly tuned.

The Riverside inspection program enjoys a 92 per cent approval rate from

motorists surveyed. Seven per cent rated the inspection program as "fair" and only one per cent said it was "poor." The tests, which are voluntary and performed at no charge, result from an experimental pilot program mandated by the California state legislature.

Of the 30 per cent of the cars that failed to meet standards, one-third of the motorists repaired their cars for a retest. Average repair cost has been \$18 to \$28.

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- ☐ **BATTERY**—we check for full power. Make sure terminals and cables are tight and clean.
- ☐ **VOLTAGE REGULATOR**—check adjustment. Over or under charging can ruin the battery.
- ☐ **STARTER AND ALTERNATOR OR GENERATOR**—remove any corrosion and check brushes.
- ☐ **AUTOMATIC CHOKE**—check idle adjustment.
- ☐ **CARBURETOR**—check, remove and clean if necessary.
- ☐ **FAN AND PULLEY BELTS**—check adjustment. If badly worn they should be replaced.
- ☐ **COOLING SYSTEM**—check antifreeze and all radiator hoses.
- ☐ **OIL**—change dirty oil—or summer weight oil—now for easier cold weather starting.
- ☐ **LIGHTS AND WIPERS**—winter is the dark, wet season. We'll make sure that headlights, parking lights, taillights, stop lights and directionals are all working properly. We'll also check wiper operation and see that the blades wipe clean without streaking, fill windshield washer tank with antifreeze cleaning solution.
- ☐ **TIRES**—carefully examine tread depth. Worn tires are especially dangerous on ice and snow.
- ☐ **BRAKES**—check for proper adjustment because even a slight pull to one side can throw your car into a dangerous slide.

AUTO FACTS

GAS DOWN THE DRAIN



Wash road salt right out of your car

NACL.

These four letters have a double meaning for motorists. NaCl is the chemical designation for salt. And NACL in this regard could stand for Nixes Active Car Life.

Salt, the kind that is used to melt ice on highways, can eat through a car's metal work, destroying the vehicle. So can the salt contained in sea spray.

When salt from these sources is allowed to re-

main on the car for extended periods of time, deterioration occurs rapidly.

Wintertime in most regions is the most dangerous period for a car's appearance.

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Tune-up called best insurance against no-starts, by AAA

How to avoid this



THERE ARE WAYS IN WHICH motorists can avoid the trouble, discomfort and embarrassment of calling for towtruck help during cold weather, suggests the AAA in advice below.

Precautions one should take to avoid no-starts

AAA advises motorists to take a few simple precautions to assure that cars will start.

- Keep cars in a garage if possible.
- Motorists who do not have a garage should park the vehicle with its back to prevailing winds and its hood against a building. Place a blanket over the hood.
- Before starting car, make sure headlights, radio and other electrical accessories are turned off.
- To start car, turn on ignition, depress accelerator once, then let it up half way (or follow instructions in the owner's manual).
- Don't keep starter turning over for more than 10 seconds at a time.
- Never "pump" the accelerator. This will flood the engine.
- If the engine is flooded, shut off ignition, push the accelerator all the way to the floor and hold it there one minute. This procedure allows excess gasoline to drain through the manifold, with enough fuel remaining to provide a proper start.
- Keep car well-tuned and the battery charged and filled.

Motorists who have followed the regularly scheduled program of car care prescribed in the owner's manual can forget about winterizing, according to Automobile Club of Michigan.

"Most 'can't start' calls for assistance are the result of vehicle neglect rather than vehicle failure," AAA notes.

"Poorly tuned engines and weak batteries are responsible for 80 per cent of all wintertime emergency road service calls."

For vehicle owners who have not followed the detailed maintenance instructions in their car owner's manual, AAA offers this 10-point check list for keeping a car in peak operating condition, once it is properly tuned:

1. Check plugs and points regularly. Dirty or worn plugs waste gas and put an added strain on the battery because they require more electricity than clean plugs. If points are worn, they cannot deliver peak power to plugs.
2. Have car's automatic choke cleaned and adjusted. If automatic choke doesn't cut down when engine is warmed up, gasoline is wasted.
3. Inspect the cooling system. Hoses, radiator, pressure cap and thermostat as well as the anti-

freeze level should be checked regularly.

4. Make sure car battery is fully charged, with terminals clean and secure and water covering battery plates. Battery should be free from cracks or corrosion. Periodic inspections will assure that battery is properly charged.

5. Check voltage regulator. An undercharged battery will fail and an overcharged battery will buckle its cover and bulge the sides, causing leaks.

6. Is the exhaust system noisy? A rusty or leaky muffler or exhaust manifold is a carbon monoxide hazard.

7. Check windshield wipers and washers for proper operation. Worn or poorly functioning wiper blades cut visibility and should be replaced. Water in the windshield washer reservoir should

have an added solvent all year long. It not only prevents freezing, but helps wipers remove slush or accumulation for better visibility.

8. Make sure defrosters and heater are working properly.

9. Check fan belt and other belts for proper adjustment and replace them if worn. A slipping belt affects the alternator and operation of the car air conditioner.

10. Have a periodic general safety check made every 10,000 miles, including inspection of brakes, headlights, hoses, turn signals, back-up lights and tires. Check brake and transmission fluid levels and fluid level in the rear axle.

Auto Club points out that a further benefit of a well-maintained automobile is fuel savings.



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With higher automotive gas prices...

Car care grows more lucrative for owners

Fuel savings increase overall for motorists who heed advice

Yet three out of four vehicles show at least one defect adversely affecting fuel economy

The human mechanism has one particularly marvelous feature. No matter how severe a pain is created by illness or mishap, once the body has recovered there is no tangible recollection of the hurt. Physical scars may remain, but the intensity of the pain itself is forgotten.

The above-stated fact may help illuminate what has been happening to the attitude of the motoring public in recent days. Seemingly slipping from our consciousness is the spectre of the gasoline shortage that haunted us only a matter of months ago.

Likewise, the air quality problem that had a nation in near turmoil in the 1960s has been put on our mental back burners. (After all, haven't the auto companies "saved us" by producing more economical, cleaner burning cars?)

Improvements built into new cars

It is true, the car makers have made remarkable strides in building cars that give more miles per gallon and emit less pollutants.

But the facts show that the discomfort caused car owners by scarce gasoline at increasingly higher prices and the cost of pollution and poor performance is repressed into the darkest corners of our consciousness.

Proof of the contention — what car makers are accomplishing by making better cars is being undone by the car buyer — can be found in measurements of public attitudes and practices.

What nationwide tests show

For example, a nationwide test program of motorists' maintenance habits shows a continuation of sloppy maintenance practices. Three cars in every four show at least one defect that adversely affects fuel economy, emissions or performance. And the defects are due to lack of good maintenance.

YET NEVER IN THE HISTORY OF CAR OWNERSHIP HAVE GOOD CAR HABITS BEEN SO LUCRATIVE TO THE OWNER:

Years ago, when fuel cost less than 30 cents a gallon, even a 10 per cent savings in fuel was not too alluring! Today, such a savings can amount to hundreds of dollars annually.

The price of cars is climbing steadily. While it has always been true that the automobile, next to the house, is the second largest purchase the average person makes, some of today's cars cost what a small house used to cost. Therefore, car care is a form of protection of a sizeable investment.

Potential for high return

Along with higher new car prices, used cars have zoomed in price. The potential for getting a high return for a used vehicle has never been greater — especially when that vehicle has been well cared for.

There is no better time to get into good car care habits than the fall and winter season.

- There is more stop and go driving which is draining on fuel economy and on the ignition system. So a tune-up is a smart investment... not only for gas saving reasons but for surer starting.

- Slippery streets and highways demand sound brakes, shocks, tires and steering.

- Longer hours of darkness mean visibility is challenged by misaligned, non-functioning lights, cracked and dirty glass or worn wiper blades.

- Extremes in temperature mean cooling systems must be in top shape.

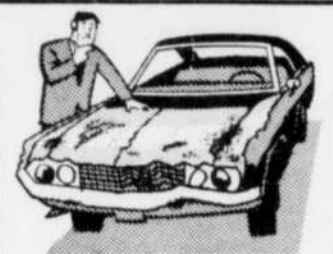
The reasons to visit your favorite service outlet to Care For Your Car are many. You'll enjoy your car more if you do.

DON'T GET WEIGHTY

Too much weight is bad for tires, too, says the Tire Industry Safety Council. Check owner's manual for your vehicle's weight limitations to prevent overload and possible emergencies which could lead to tire disablement.

IS YOUR OIL O.K.?

In a check of cars all over the country, it was learned that more than one car out of every four was at least one quart low on its oil supply. Low oil levels can cause serious engine wear.

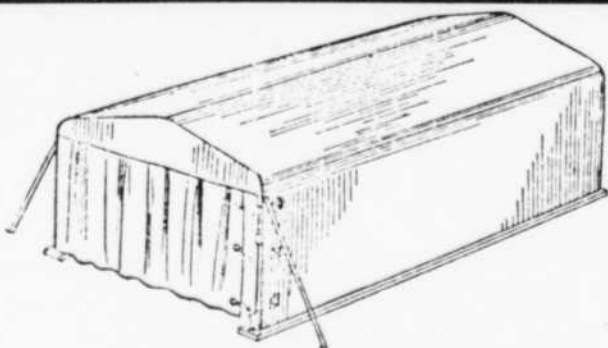


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No. One victim of neglect



Number one victim of car neglect is the battery cable and terminal, shown here. According to Car Care Council, this part is most overlooked of all preventive maintenance services and parts. Spark plug wires and radiator hoses run a close race for second place.

Neglected components cause avoidable woes

How long has it been since you've asked someone to take a look at your car's wiring or radiator

hose? It may have been quite a while, if you are typical of car owners reported in a poll of 370 automotive repairmen.

The survey, conducted by Car Care Council, shows many motorists tend to ignore battery cables, spark plug wires, radiator hose and pressure cap until failure has resulted.

In the case of battery cables, which topped the list of neglected components, trouble is likely to take the form of starting failure.

Especially vulnerable are the connections on the battery itself. Corrosion which accumulates on these surfaces can restrict the flow of current from the battery to the starter, resulting in symptoms similar to a weak or dead battery. Car Care Council recommends having these terminals removed, cleaned and covered with a protective coating at least twice a year.

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TUNE
UP
TIME



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Basic guideline list for selecting tires

With both safety and budget in mind, the Tire Industry Safety Council offers some basic tire selection guidelines.

FIRST, go by the book. Before considering options to the tires that came with the car, check the owner's manual, a

dealer or the tire instructions affixed to the car.

Tire replacement recommendations for any vehicle should take into account size limitations, car handling efficiency and other safety considerations.

Never select a smaller tire than those that came with the car. It might affect ground clearance, instrument accuracy and the suspension system of the car and is not designed to carry the vehicle load.

There are three tire types or constructions — bias, belted bias and radial tires. All must meet government safety standards.

SECOND, play the tire mating and mixing game correctly.

It is best to try and keep the same construction and size of tire on all four wheels.

Never mix different tire constructions on the same axle.

If a pair of radial tires is used with bias or belted bias tires, the radials always go on the rear axle.

THIRD, if your old tires wear out before you think they should, have an expert check them to find out why. It may be that better tire maintenance will help you make your new tires last longer.



good reasons to tune up regularly!

1. Less pollutants—a tune-up substantially reduces harmful automotive exhaust emissions. Drive your car with pride knowing you're helping clean our air!

2. Better gas mileage—tests proved tuned cars saved an average of over one gallon from every tank of gas.

3. Greater passing safety—certified tests proved a tuned car can pass a vehicle and get back in its lane faster than an untuned car.

4. Fewer winter "won't starts"—tests on motorists' cars showed untuned cars had over twice the "won't starts" tuned cars had.

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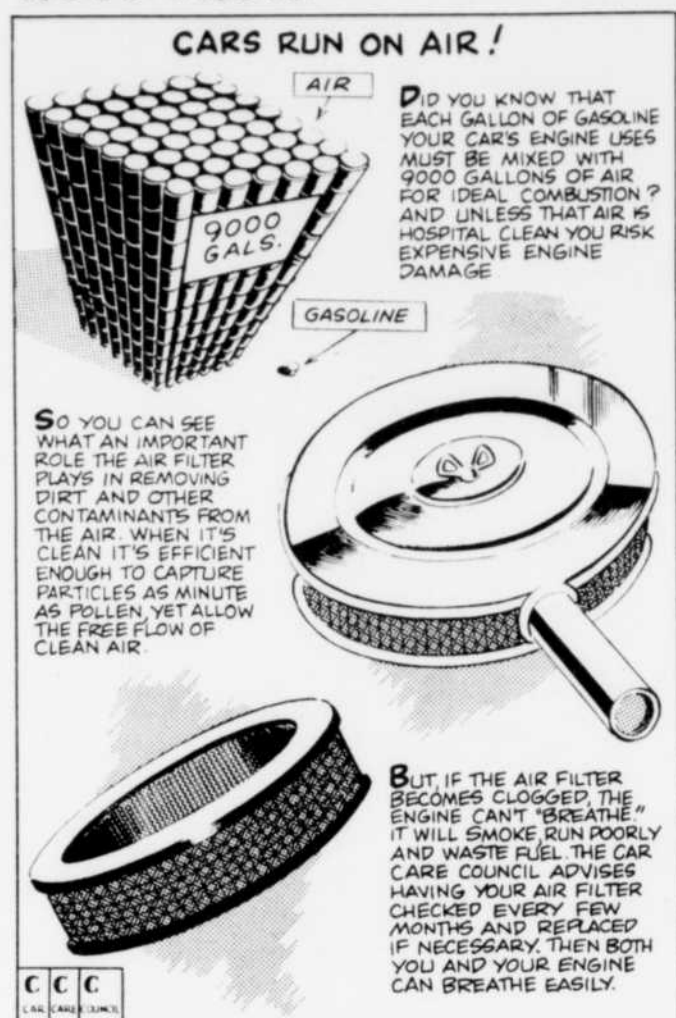
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AUTO FACTS



Keep mind on driving

Most of us like to think that we are careful drivers. And, we are, most of the time. Some accidents happen to drivers who are usually quite careful, but who may have their attention distracted — even for just a moment.

Here is a check list of some of the most frequently encountered distractions compiled by the Canada Safety Council:

- Reaching for something in the glove compartment while driving. Cure: Have everything likely to be needed out of glove compartment before starting out, or, pull off the road and stop.

- Trying to read a road map while driving. Cure: If driving on unfamiliar territory, first find out exactly where you are from street names, highway signs, or other landmarks. Then pull off the road, find the location on your map, and plot out your next move.

- Trying to put on or take off a coat or jacket while driving. Cure: Stop the car, out of traffic. How many drivers have been caught with one arm in a coat when a traffic signal turns green?

- Trying to locate an object dropped on the car

floor. This hazard is especially dangerous to smokers, who are aware of fire dangers from a fallen cigarette, or aware of damage that can be done to car seat or clothing. Cure: Stop the car, in the case of a cigarette, as quickly as safely possible. Never try to solve this problem while the car is moving.

- Having clutter or garbage on the car floor. Cure: Always carry a garbage collector for pop bottles, soft drink cans, or other items that can so easily roll under a pedal.

- A bug or other insect in the vehicle. This one is prevalent in summer. Cure: Either take the bite, or stop the car at the first opportunity. Sometimes, driving with windows open can encourage insect to leave — he's probably just as happy to be out of your car!

Are you scuffing?

When shoes scuff you may not be walking properly, and when tires scuff they, too, may not be aligning properly. The alignment of your wheels in relation to the direction of travel should be checked if you're "scuffing," suggests the Tire Industry Safety Council.

DON'T MAKE WAVES

Don't make waves on the highway or your car may hydroplane out of control. A car moving too fast in rainy weather can build up a wave of water between the tires and the pavement.



CAR CARE QUIZ...

Fall and wintertime are not only tough on people who shiver and skid through the seasons. These days also are hard on cars. Those who live in warm climates may smirk at the discomfort of their hardy neighbors to the north and east, but the ills that befall cars are no respecters of geography. So this Car Care Quiz is for everyone.

Circle the letters for what you think are the correct answers, then check to see how right you are at the bottom of this chart!

1. Hard-starting is as much a problem in California or British Columbia as in Maine and Quebec, mainly because:

- A. Tougher emission standards in the West.
- B. Tune-up maintenance is performed less frequently in the warm areas.
- C. Western motorists don't use their cars as much.

2. One feature of the new electronic ignition is wider gapped spark plugs. This means:

- A. Because the gap is wider, plugs never wear out.
- B. Conventional-gapped plugs should have their gaps widened.
- C. It's more vital that plugs be checked and serviced at regular intervals.

3. Anti-freeze coolant should be changed periodically because:

- A. Rust inhibitors lose their effectiveness.
- B. When temperatures fall below 20°, an ice factor develops.
- C. "Stale" anti-freeze affects the fan belt.

4. Tire pressure should be checked more frequently in winter because:

- A. Temperature fluctuations affect tire pressure.
- B. Cold treads wear out faster.
- C. The air inside the tire in winter gets overly moist.

5. One reason to change the oil filter when

changing oil is:

- A. Static electricity builds up in the older filter and causes starting problems.
- B. "Dirty" oil from engine remains with the old filter.
- C. In most areas, it's the law.

6. It's even more important to keep cars clean in the cold weather months because:

- A. Dirty cars are harder to see at night.
- B. When a car is washed, it starts more easily.
- C. Salts and other chemicals used to melt snow and ice can damage cars.

7. It's most important that exhaust systems be sound in cold weather because:

- A. Windows are generally closed and CO can enter the passenger compartment more readily.
- B. Cold weather accentuates noise from leaky exhausts.
- C. Repair outlets usually have muffler specials in December.

8. The best thing you can do for your air conditioning system in winter is:

- A. Let it run periodically to keep mechanisms "free."
- B. Give it a rest.
- C. Use it instead of the heater.

Answers: 1: B 2: C 3: A 4: A 5: B 6: C 7: A 8: A

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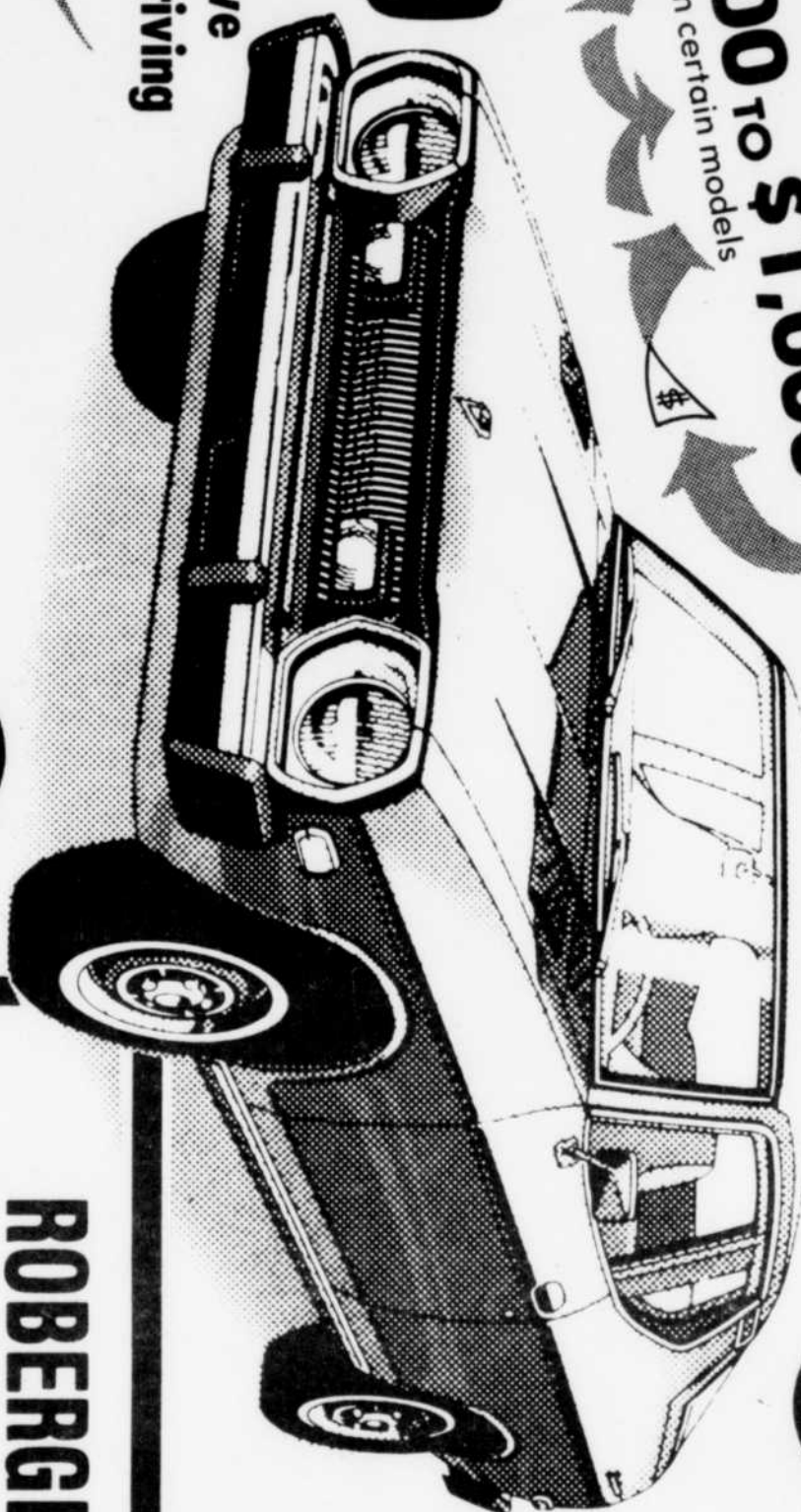


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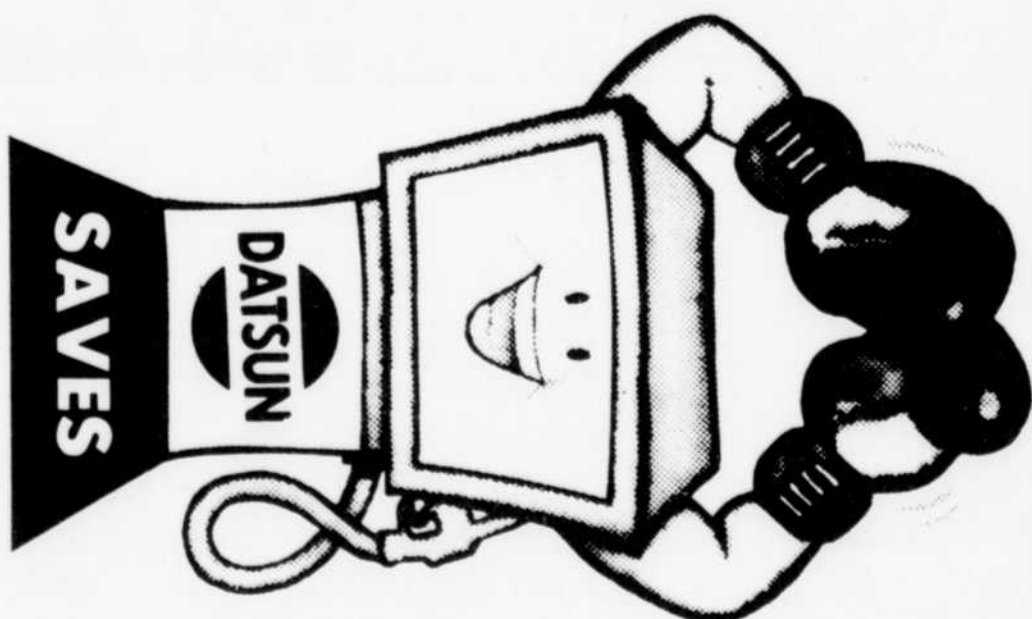
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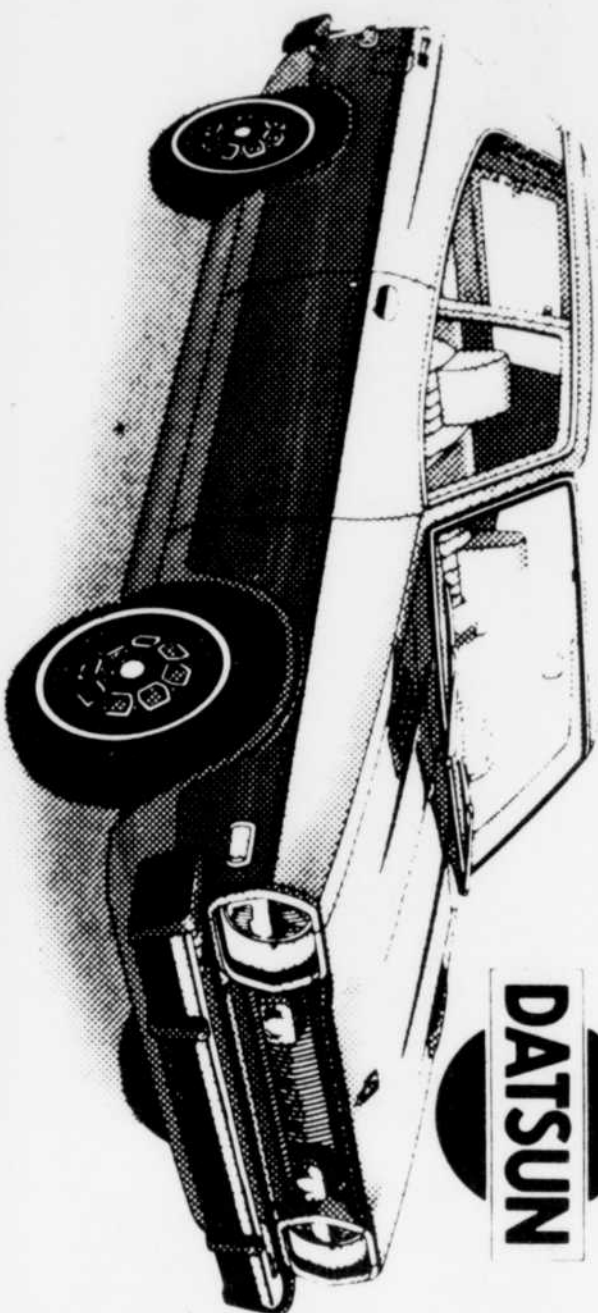


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