

## Hold It, Mister, Your Battery May Be Okay

Blaming starting trouble on the battery can be like blaming a broken leg on bone failure. In both cases, something is wrong but something other than the affected part is causing the problem.

A well-maintained battery that hasn't outlived its usefulness should not cause starting problems. More likely some other electrical component is at fault and is draining the battery power. For example, faulty wiring, worn spark plugs or malfunctioning distributor may be overworking the battery during starting.

As a result the battery wears down to a point that it may seem dead. The alert service man will look beyond the battery as the cause of the starting failure, especially when he is reminded to do so by the customer.

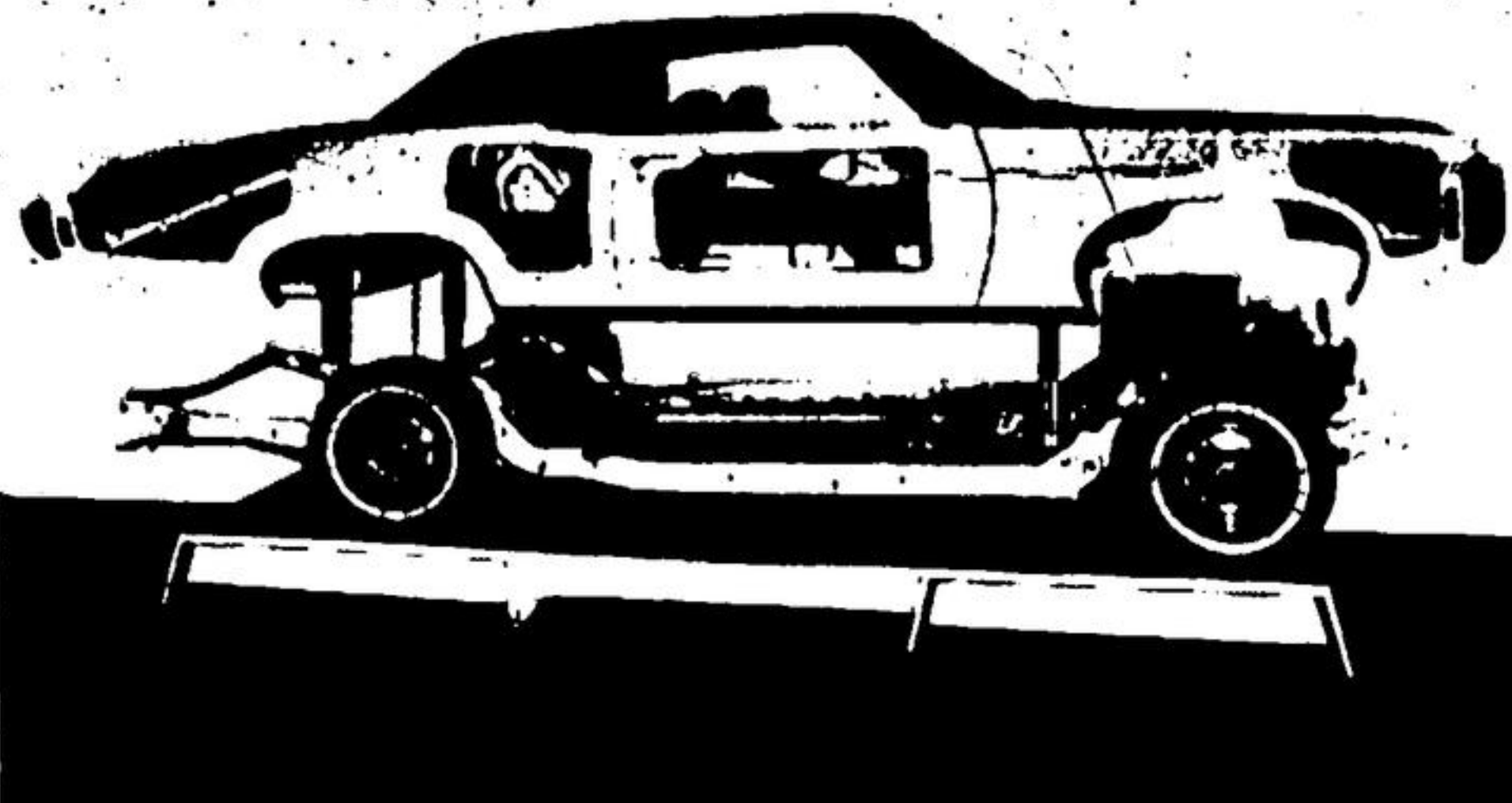
To keep your battery in top operating condition, here are some pointers: A quick visual inspection every time you gas up and a voltage test every six months should assure you maximum efficiency battery life.

It's a simple job for the service attendant to check battery water level and condition of cables and terminals. This should be done at least once a week to guard against premature deterioration.

Twice a year, the battery should be tested. At the same time, terminals should be cleaned thoroughly to get rid of corrosive materials and dirt. Foreign matter on the terminals or cable clamps can cause battery failure.

If the battery shows premature loss of power, chances are other components may be at fault. For example, wiring may be short circuiting or you may have a problem in the charging. Have your service man conduct an electrical check.

Corroded terminals can shorten effective life of your battery. Clean off the corrosion with a solution of baking soda and water, applied with a stiff wire brush.



If more motorists could see the inner workings of their cars, perhaps there would be more attention paid to upkeep. Engine and drive train components require special attention as outlined by experts at AAA.

The motoring organization answered 72 million calls for road service in '68, mostly "can't start." Most were due to battery, starter and ignition systems failures.

## Point Up Importance of 'Belts'

Young people, supposedly at odds with the older generation, have at least one area of agreement with their parents. Both are ignoring the life-saving use of car seat belts.

Champion Spark Plug Company, through its Highway Safety Program, queried nearly 12,000 high school seniors on seat belt wearing habits. In cars equipped with belts, well under 50 percent use the restraining devices.

Only 14.8 percent said they always use belts. Another 20.8 percent said they used them most of the time. The biggest percentage, 37.5, said they seldom used belts. Some 17.7 percent said they never used seat belts.

There was little difference in use between boys and girls, with less than a percentage point difference in their answers.

In addition to youngsters driving cars equipped with seat belts but not using them, large percentages are driving cars which have no seat belts. Of those driving their own cars, less than half of the vehicles are equipped with belts. Over 83.6 percent of all cars, including those belonging to parents, were equipped with belts.

The students' failure to wear seat belts was not because of their failure to recognize the consequences, the survey found. Almost two-thirds of them identified not wearing belts as a major contributing cause to traffic fatalities.

Estimates by the National Safety Council show that about one out of five fatalities could have been avoided if seat belts were being worn.

According to J. R. McGeorge, Champion's Public Relations Manager and Director of the Highway Safety Program, "In our presentation to school groups we have Indianapolis race drivers stress the responsibilities as well as the skills of operating a car.

"A race driver would no more think of operating a car without a seat belt than he would without a steering wheel," McGeorge said.

The 1968-69 Champion Highway Safety Program, to be conducted in schools throughout the U.S. and Canada, is stressing seat belt use as well as other safety aids.

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700/13	26.10	28.75	18.75
480/14 (650/14)	26.25	28.75	17.90
480/14 (650/14)	27.50	28.75	18.60
730/14 (700/14)	29.00	29.00	19.40
770/14 (750/14)	32.00	32.00	20.50
810/14 (800/14)	37.00	36.10	22.20
810/14 8 Ply Rating	43.50	47.00	26.50
810/14 (850/14)	41.00	38.75	24.75
810/14 (900/14)	41.75	42.50	27.00
340-600/13 1000/13	37.70	36.40	19.40
730/14 (650/14)	39.25	39.25	19.80
770/14 (670/14)	43.70	32.50	21.50
810/14 (710/14)	47.00	33.50	22.00
810/14 8 Ply Rating	43.50	47.00	26.50
810/14 (740/14)	33.00	39.00	24.00
810/14 (800-830/14)	43.10	47.00	26.50

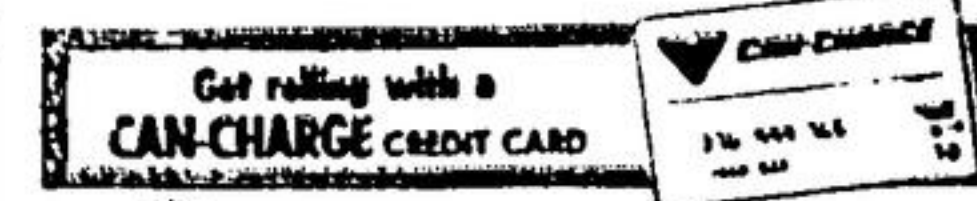
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	TUBE TYPE	1968	18 MONTHS No Wearout Guarantee	24 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee	48 MONTHS No Wearout Guarantee
340-390/13	9 97	10 89	10 89	12 25	12 25	14 43	14 43	14 43	14 43	14 43
440-650/13	9 97	11 80	11 80	12 15	12 15	14 33	14 33	14 33	14 33	14 33
700/13	9 97	11 80	11 80	12 15	12 15	14 33	14 33	14 33	14 33	14 33
480/14 (650/14)	9 97	10 97	10 97	12 31	12 31	14 49	14 49	14 49	14 49	14 49
480/14 (650/14)	9 97	10 97	10 97	12 31	12 31	14 49	14 49	14 49	14 49	14 49
730/14 (700/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
770/14 (750/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14 (800/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14 (800/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14 8 Ply Rating	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14 (850/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14 (900/14)	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87
810/14	9 97	11 53	11 53	12 87	12 87	14 87	14 87	14 87	14 87	14 87

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