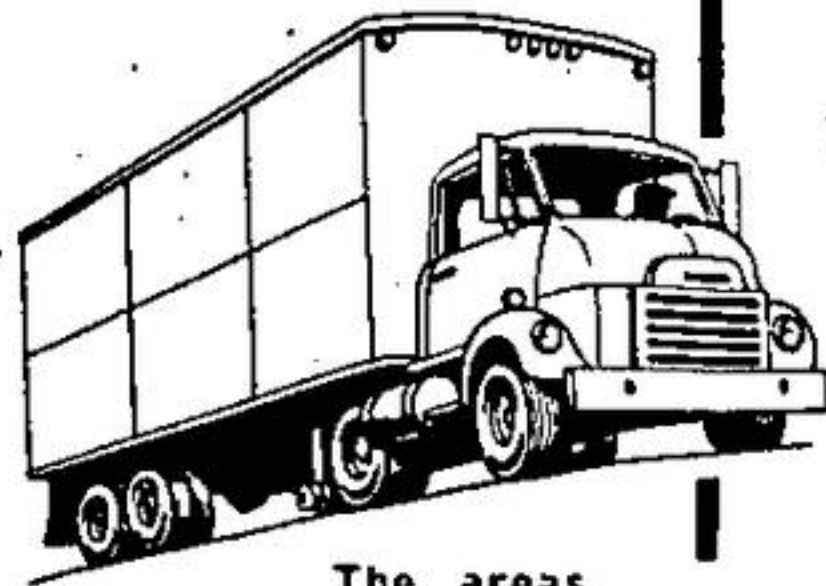


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Get Your Winter 'Whoa' Power Ready — Have Brakes Checked

Dependable brakes on a car are a year-round necessity — but, in many areas, winter brings more frequent split-second demands on the brakes.

Like other automotive parts, brakes can be affected by temperature changes. Pre-winter inspection may reveal a need for brake adjustment.

A thorough brake and wheel inspection may also reveal that wheels are out of alignment, which causes excessive tire wear.

Brakes, as well as wheels, may be out of balance after long trips on hot pavement and bumpy side roads during the summer. If your car pulls to the right or left when stopped from a slow speed — less than 10 miles per hour — the brakes are out of balance and your car is unsafe. On wet pavement, unbalanced brakes can cause a car to skid.

Brake balancing and a good alignment job provides the motorist with extra protection for winter driving, because the car will respond better in unfavorable driving conditions.

Brake systems should be inspected every 10,000 miles. If dependable stopping efficiency is to be maintained, if frequent braking and fast stops are required in your driving, earlier inspections are a wise practice. Many otherwise cautious drivers will delay brake



Take a look at these brake shoes from a car that... "seemed to be stopping okay... just pulling a little bit to one side." Brake linings worn to this extreme are not only a safety hazard, they also damage the brake drums. The result: a higher than normal repair bill. Note, too, that the wear on the left side is much greater than on the right, a good case in point for having all four brakes checked. Car Care Council asks, how long has it been since you've had your brakes checked?

service until brakes signal their distress with grinding, squealing or slapping noises. At this point, drums or discs probably are scored too deeply for refinishing — and new ones will have to be installed, which increases repair cost.

When having brakes inspected, be sure the shop has capable personnel and the right equipment to do the job thoroughly. The importance of describing any symptoms of brake wear to your mechanic, and giving him a chance to explain to you what may be required

Low Mileage Cars Require Very Special Attention

Owners of low-mileage cars — those driven on the average of 7,000 miles or less annually — may believe their cars stay in "mint" condition because of the low mileage. In fact, unless the owner takes extra care of these vehicles, their "prized" possessions may be turning into prize headaches.

The low-mileage car owner may believe he should get recommended service at normally suggested mileage intervals. But, maintenance schedules are planned for automobiles driven the average of 10,000 or 12,000 miles per year.

The engine, especially, suffers as a result of short-distance driving — often, because it does not have time to warm up properly. Vital lubrication of the engine's moving parts is restricted.

It is this proper lubrication that minimizes wear within the engine. With normal usage, dust and the wear particles are carried to the drip pan by the oil. But an engine must be allowed to run after it has warmed up — in order for the (warm) oil to flow freely, and carry away all or most of the damaging particles. When moving parts are thus lubricated, they're cushioned by the oil from vibration and shock — caused by the firing of combustion charges when starting the engine or accelerating.

A fast-deteriorating exhaust system is another common problem with older low-mileage cars. Condensation settles in the pipes causing rust from the inside. The poor fuel consumption of the little-used engine further contributes to a faulty exhaust system — due to excessive residue, which clogs the muffler and increases emissions.

If you're a short-distance driver who wants to get more good years out of your car, get a tune-up, oil change, filters change, inspections of vital parts and systems at about twice the frequency suggested for cars driven 10,000 to 12,000 miles per year.

Of course the area of the country, road conditions and driving speeds influence tire wear. Most wives don't travel 70 mph to the grocery store so maybe this explains Goodyear's findings.

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Winter Ready Exhaust System Will Mean Safer Breathing

The motorist can keep right on driving a car with a faulty exhaust system, but he's risking his life to do so — especially in the winter.

Contrary to safety rules, many people drive with closed windows. Thus, without proper ventilation, a motorist would breathe poisonous fumes, which might seep into the passenger compartment — should an exhaust pipe or the muffler be defective.

Muffler manufacturers estimate that over 75 percent of cars over one year old should have some kind of exhaust system parts replacement. It may be only a clamp, but a loose clamp near a joint can be crucial. It takes only a few minutes to have the exhaust system checked, which can be done while a car is on the lift for lubrication or other winterizing service.

When a car is raised, ruptures or weak spots in the exhaust pipes can be seen — and your service man can check the muffler for clogging. Deterioration of the exhaust system is mainly caused by condensation of the noxious vapors within the pipes.

Unfortunately, few persons ask to have the system inspected until a rusted tail pipe starts rattling — or the noise of a ruptured muffler cannot be ignored.

Noise caused by holes in exhaust parts may be slight at first. The person who drives in heavy traffic with closed windows may not recognize that the sound is coming from his own car. Meanwhile, he is a candidate for CO poisoning.

Only by a thorough check of the exhaust system can the motorist be sure he is not being exposed to the "deadly" fumes. The great danger is that carbon monoxide is colorless, odorless and tasteless. It creeps up on its victims. The body can collect it over a period of time — therefore, a fatal dose is not necessarily a single large dose.

Exhaust gases also cause poor engine performance. When not fully cleared from the manifold, these fumes tend to dilute the fresh charges of air and fuel, cutting down on engine efficiency and gas mileage.

The muffler handles a certain flow rate of exhaust gases. As these gases pass through a series of holes,

baffles and resonance chambers, the muffler reduces the pressure and cools the waste gases before they're passed into the atmosphere. Any restriction in the exhaust system will cause the engine to perform poorly — and carbon and corrosive matter will accumulate. This clogging also hastens deterioration of the muffler and pipes.

More Tire Mileage

Let your wife do the driving.

According to Goodyear Tire and Rubber Company, women average 30,000 miles on tires while men average only 20,000, with some men getting as little as 12,000 miles.

Of course the area of the country, road conditions and driving speeds influence tire wear.

Most wives don't travel 70 mph to the grocery store so maybe this explains Goodyear's findings.



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CAR CARE QUIZ

Okay, you nostalgia and trivia fans! Who was the mature lady, who portrayed a bratty child on a nationwide radio program and drove her father, Harley Stafford, berserk with her persistent question "Why, Daddy?"

If you answered Fanny Brice, for the woman, and Baby Snooks for her character, go to the head of the class.

Now, to stay at the head of the class, are if you could tell a modern-day Snooks, some of the why's of car care. It's one thing to know you should take care of your car's components. It's another thing to know exactly why.

- Spark plugs should be replaced every 10,000 miles because:
 - A. The ceramic shells often disintegrate after 10,000 miles.
 - B. The electrodes erode beyond the point of efficient functioning.
 - C. A dangerous cross current develops at 10,000 miles.
- Periodic changes in "permanent" anti-freeze are necessary because:
 - A. There may be a breakdown in composition of various rust inhibiting elements in overaged anti-freeze.
 - B. Anti-freeze loses 5% effectiveness for every six months of use.
 - C. Old anti-freeze gets into the crank case and affects lubrication.
- Check air level in your tires at least once a week because:
 - A. Underinflated tires waste gasoline and wear more quickly.
 - B. Overinflated tires lead to premature brake wear.
 - C. Both overinflated and underinflated tires damage road surfaces.
- It's recommended to change your oil filter when you change oil because:
 - A. You'll get better gasoline economy if you do.
 - B. If you don't, there is still about a quart of dirty oil circulating in the engine.
 - C. Your automatic choke is affected by an old oil filter.
- Wiper blades should be checked (and replaced if needed) every six months because:
 - A. It is required by your car's warranty.
 - B. In most areas, it is the law.
 - C. Atmospheric conditions in most locales rob the blades of their effectiveness.
- Check your exhaust system every time the car is on the hoist because:
 - A. A defective exhaust system can raise engine temperature up to 500° F.
 - B. Fumes from a defective exhaust system can kill you.
 - C. Your car will start harder with a defective exhaust system.
- You should make sure your carburetor is functioning efficiently because:
 - A. Malfunctioning carburetors are the main causes of excess carbon monoxide emissions.
 - B. Too rich a carburetor mix drains the alternator.
 - C. Too lean a carburetor mix causes ozone disturbance.
- Using a fuel of insufficient octane for your engine is not advised because:
 - A. Low octane fuel pollutes the atmosphere.
 - B. You could experience preignition which could lead to engine damage.
 - C. Engine surge and lurch result from low octane fuel.
- Good battery condition is even more important in winter than summer because:
 - A. If snow or ice should get on the battery, it could cause a short circuit.
 - B. At 32° F., a battery operates only at about 60 percent efficiency.
 - C. Extremes in winter temperature cause deterioration of battery terminals.
- Worn shock absorbers are potentially dangerous in a panic stop situation because:
 - A. Your car's wheel could leave the ground and cause loss of control.
 - B. The linkage between shocks and brakes could snap.
 - C. The resulting sudden up and down motion could damage the pistons.

ANSWERS: 1. B, 2. A, 3. A, 4. B, 5. C, 6. B, 7. A, 8. B, 9. B, 10. A