

Stalking the perfect shine

Most of us who were of driving age in the fifties can recall the Saturday afternoon ritual of washing the car. Part of the ritual was applying the wax coat (which usually took as long as the wash and vacuum

combined) and buffing to a smooth high gloss. When the job was done, the car would sparkle like new and we were proud to drive it around all week.



Oiling won't prevent rust, research findings indicate

(NC)—Oiling vehicles to combat corrosion is a waste of time and money because it won't work, according to rust protection experts at Ziebart.

Results of intensive tests conducted by the Ontario Research Foundation, an independent research facility, support Ziebart's contention that oiling processes sold as rust protection are ineffective.

"ORF's test results prove conclusively that oiling offers no long-term protection against corrosion, confirming our conviction that manufacturers' claims are misleading and cannot be substantiated," says David C. Vegh, Ph.D., a published authority on automotive rust.

The test findings show that oiling provides only a thin coating that washes off and doesn't offer protection against rain, snow, humidity, detergents, and temperature extremes. "Yet the public is led to believe that there is a 'lifetime' warranty. There is no consumer value in that kind of misleading guarantee," Dr. Vegh says.

According to Dr. Vegh, Vice President and General Manager of Ziebart Products Group, Ziebart International Corporation, ORF's independent test program was undertaken to corroborate Ziebart's own research findings. In 1984, a series of extensive tests were conducted under Dr. Vegh's direction to determine the corrosion-inhibiting performance of various oiling compounds.

"The ORF test results mirror our findings precisely, proving the ineffectiveness of oiling methods against rust," reports Dr. Vegh.

In both test studies, four oil prod-

ucts and two rust protection products manufactured by Ziebart Products Group were tested. The four oil products listed in the published ORF Report — Rust Check; Oil Tech; Esso Extra SAE 10W30 engine oil; and Rust Guard — represent a cross section of the compounds presently used by the oiling industry. Oiling products include crankcase oil, graphite grease, lubrication oils, automotive engine oils, oil-type chemicals, gear lubricants and hydraulic fluid.

Application methods of oiling are haphazard, explains Dr. Vegh. "There is no pre-cleaning of the vehicle, so that in many cases the oil-type compound is applied to caked-on mud, salt, slush, dirt, and grime."

One of the Ziebart products tested — ZPG-RPS002 — was developed to provide only 12-month corrosion protection for automotive parts in storage. Yet it performed 20 times better than the oil-type products purported to last a year. Formula ZPG-1016, Ziebart's regular rust protection compound, outperformed all of the products tested.

All six products were tested for salt spray and humidity resistance, and subjected to detergent washing. Mud pack and environmental corrosive tests were also performed. These test simulate the rigors to which metal automotive parts are subjected in Canada — salt, mud, humidity, rain, snow, heat, and detergents.

All of the oiling compounds failed to withstand these simulated conditions and, in some cases, performed no better than untreated metal panels.

Those funny noises mean something

Do you listen to your car? You should because, strange as it seems, these inanimate assemblages of over 15 thousands bits and pieces do possess a limited but highly expressive repertoire of noises; a sort of mechanical vocabulary. And, each noise means something to attentive cars, like those of your technician's or yours, once you learn what to listen for.

Backfire — what happens
Since I always like to start this particular topic off with a bang, let's talk about backfires, which, like many of the ten or so noises I intend to cover,

can be symptomatic of several problems. Among them, an improperly adjusted emission system; an ignition system whose timing is out of whack; a carburetor that needs adjustment or even overhaul; a vacuum leak in the carburetor, intake manifold or hoses; or maybe the valves are sticking or need adjustment.

Incorrect ignition timing, a carb that needs attention, vacuum leaks and faulty emission systems are also prime suspects when your engine starts to ping or knock when you accelerate uphill. Though there are other possible culprits, like the wrong fuel

or the improper spark plugs for your car, and damaged or worn plugs, wires and distributor components.

Has your car ever kept on chugging or hiccupping long after you've turned off the ignition? That's sometimes called run on and it could be caused by an incorrect idle adjustment, a malfunctioning air cleaner valve, or glowing carbon deposits inside the combustion chambers of the cylinders.

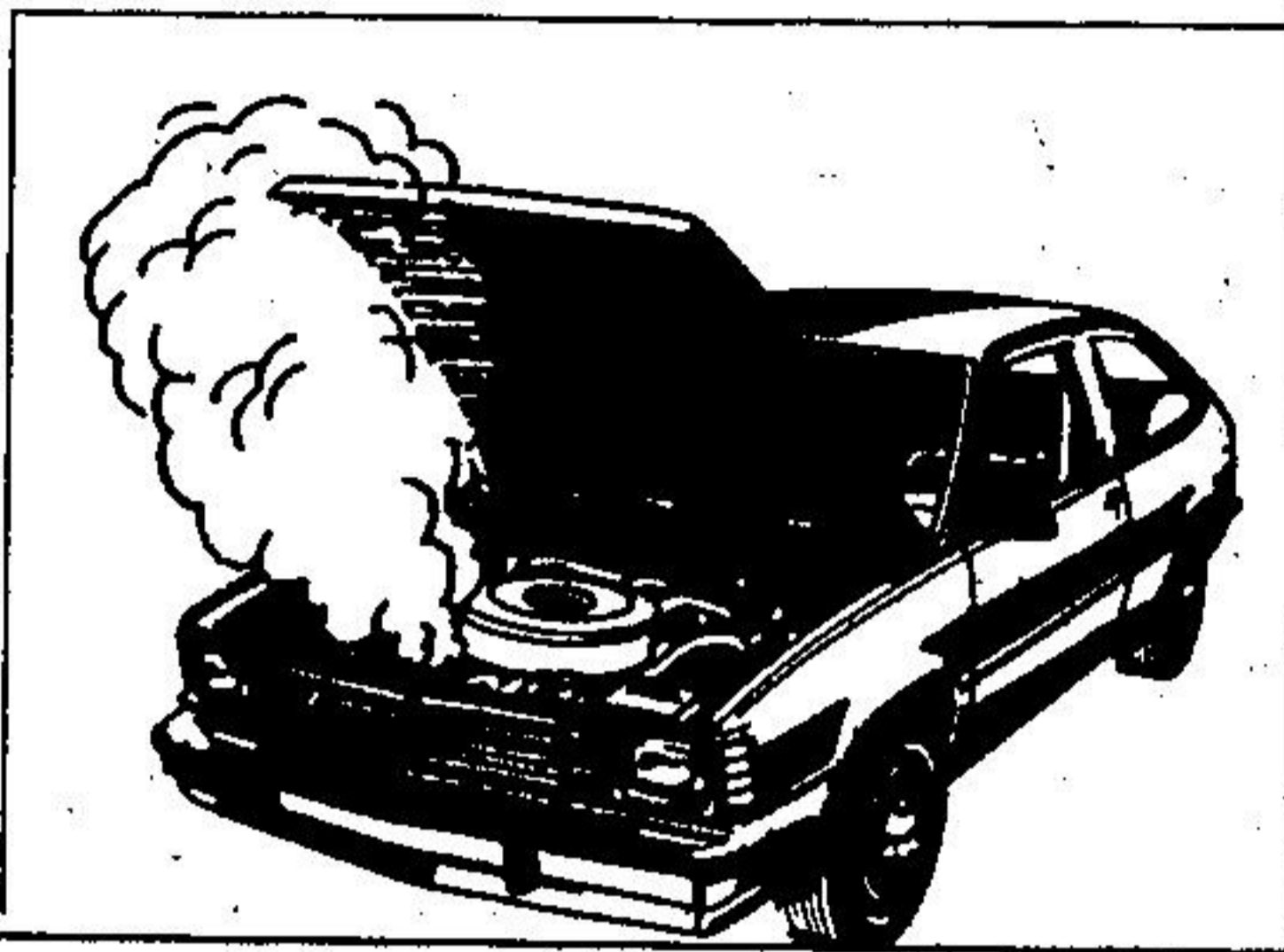
Sometimes it's due to your engine running too hot. And, that can be blamed on a broken thermostat, a clogged radiator, and, occasionally, a faulty water pump.

If your car clunks when you put it into gear, a front end component may be loose, or your driveaxle joints or U-joint may have become worn or damaged and are in need of replacement — although, in that case, the clunk is usually accompanied by a squeak or vibration as speed increases.

If your tires begin to whine, it doesn't mean they want to be let out, they're either badly worn or under-inflated. Or the alignment is not right.

Squeaking or screeching brakes are usually tired out or damaged. In either case, they're in immediate need of attention. When they start to grind you've gone too far.

Take quick action
You shouldn't become intimidated by the variety of possibilities I've listed. It's not important that you identify the actual cause of each noise.



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