

# Time &



OP  
EV  
WEDN  
ALL  
9 A.M.

FROZEN FOOD FEATURE  
McCain JULIENNE

## FRENCH Fries

SARA LEE Apple Danish

## Coffee Cake

FREE BOTTLE TABLE SYRUP WITH AUNT JEMIMA PANCAKE MIX 2-LB. PKG. 49c

# FREE GIFTS

BUDGET 15 OZ. TINS  
**DOG FOOD 20 TINS 1.99**

MONARCH POUCH PAK  
**CAKE MIXES**

MIX-EM OR MATCH-EM Eight Varieties **5 FOR \$1**

SUPER SAVING 5c! 16-oz. p  
**KELLOGG'S Corn Flakes**

NESCAFE  
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10 OZ. JAR  
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**AJAX DETERGENT**  
KING SIZE  
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**SAVE ALL WAXED PAPER** 100 ft. ROLL **35c**  
**AYL. STRAW. OR RASP. JAM** 9-OZ. JARS **3 FOR 89c**  
**COPPER KETTLE CHICKEN** BONELESS 7-OZ. TIN **49**

SUPER SAVE  
**BREAD**  
**21c**  
FULL 24-OZ. LOAF

# LEDWITH'S SUPER \$AVE

## You Sure All Lights are Working? Better Check

How long has it been since someone made a left turn in front of you without signaling? Probably not since yesterday.

You snarled at him for not using his turn signals. But did it occur to you that maybe his turn signals were out of order, and he didn't even know it?

Incidentally, are yours working? For some reason, we seem to know less about what lights are working on our cars

than about anything else. When you hit the brake pedal, do you really know whether or not your brake lights turn on?

How many drivers have mumbled to themselves about you recently? Burned out lights account for most discrepancies in reports from diagnostic centers around the country.

Even the driver whose lights all burn like blazes may have

his lighting problems, too: Improperly aimed headlights. This is the driver who appears to have his high beams on as he heads your way. But your up-and-down flash warning finds that those were his low beams blinding you — aimed too high.

Meanwhile, there is someone else groping along, unable to see because his lights — at least one of them — has drooped so low it can't light

the road that lies ahead. Drooped. That's the term. For headlights can do just that, even if it is barely perceptible to you. But they are adjustable devices which mechanics can keep aimed where they should be aimed.

Too high, too low, or too much to one side or another, and a driver is temporarily blinded, for all intents and purposes.

The adjustment should be

checked every six months. If your man is properly equipped, he will have an electronic checker to keep you right on the beam.

It will tell him if your beams are up to power, too. Headlamps can lose their brilliance after a while.

Whether your lights are out, drooping or crossed, they are trouble for you if they are not up to snuff. Better have them checked now.

## Rusty, Dirty Coolant Warns System Needs Your Attention

The next time you're adding water to your car's radiator, take a close look at the color of the coolant already in the system. If it's rusty or dirty, better have your service attendant check your car's cooling system.

Rusty, dirty-looking water in the radiator could warn

that the radiator hose is damaged and flaking, possibly clogging the cooling system. And radiator hose failure can result in serious engine damage.

Murky-looking water could also signal that the radiator cap probably is no longer holding its rated pressure. Again, you'll not want to tempt fate by allowing your car's sophisticated engine to operate under less than its recommended pressure.

Or, it could be that the thermostat is not opening at the proper temperature—and this, too, could lead to major engine repair bills.

Rusty coolant is a warning to you that something is wrong in the cooling system, and the whole system should quickly be inspected.

## Suffer From Wanderitus? Here's Cure

Have you ever followed behind... or ridden with... a driver who seemed to be jockeying his steering wheel back and forth as if he were winding his way through an obstacle course? His car may have been weaving a bit, but his steering wheel was working overtime.

That person was driving a car with Wanderitus, an ailment of the steering system. Its results are: driver fatigue, passenger car-sickness and sometimes, in severe cases, dented fenders.

Wanderitus is the product of looseness in the parts that transmit steering effort to the front wheels. You turn the steering wheel and, before the effects are felt, you must take up the slack caused by looseness in these parts.

The worst thing about Wanderitus is that gusts of wind, irregularities in the road and other factors cause the front wheels to veer, willy nilly, one way or another within the limits permitted by the looseness of the steering linkage.

The driver tries to counteract this darting business by winding his steering wheel in the other direction. It is like trying to control a ship with a loose rudder.

Like so many car ailments, Wanderitus creeps up on its victim, who subconsciously compensates for the worsening condition by more action at the steering wheel. Finally, he is whipping his wheel from one side to another in only partial control of his car.

To determine for yourself whether or not your car is beginning to suffer the first sneaky stages of Wanderitus, try this simple test:

Stand outside your car and reach through the open window to the steering wheel.

With your front wheels pointed straight ahead, and your car standing still, move the steering wheel about a quarter turn to the left, then to the right.

If the steering wheel moves more than two inches before the front wheels begin to turn, your car's steering system needs some adjustment, or possibly replacement of worn parts.

Don't let Wanderitus creep up on you! Stay alert for its symptoms and consult your mechanic at the very first sign. Then, just to be sure, include a check of your car's steering during its six month physical exam.

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