The Champion Spark Plug Company Car Care Newspaper Service

Care for Your Car

WINCHESTER Press

Care for Your Car

WINCHESTER PRESS SPECIAL

FALL CAR CARE 1972



You care for your car. Proper car care maintenance *now* can defend your car against starting troubles—keep it running right—all through the cold, damp weather ahead. And reduce harmful auto emissions, too.

Put Yourself Back in the Driver's Seat

Touching-up Increase Car Value

If you're thinking of trading in your car, a few dollars and a few ounces of elbow grease can increase its value considerably. Assuming your car is in good mechanical condition, the following cosmetic touches should help bring you top dollar on your trade-in.

1. Clean engine block of excess grime
2. Scrub out the trunk
3. Touch up nicks and wax the car
4. Clean floor mats and replace them if badly worn
5. Clean upholstery
6. Clean the headlining and dash board area
7. Clean scruff marks from the door siding
8. Make certain all lights and turn signals are working
9. Polish chrome trim and remove rust from pitted area

Make Motoring a Pleasure Once More with Car Care And Safe Driving Habits

If you drive a car, you have more than the steering wheel in your hands.

As a motorist, your actions or lack of action can help determine the state of the motoring world in which you drive. And in doing so, you can make owning and operating a car a happier proposition.

In the simpler world a generation or so removed, car ownership was a relatively uncomplicated matter. Laws governing the automobile mainly dealt with its safe operation and licensing.

It is almost superfluous to note that things have certainly changed. Today, hardly a week passes that some legislative body is not weighing the passage of a new restriction on car ownership or car manufacturing. It's practically a full-time activity keeping up with new developments.

Reasons for this fixation on the car are not difficult to fathom. Traffic fatalities and injuries continue to remain at the same dismally high levels. Damage to the environment, resulting from vehicle emissions remains a serious problem.

While the auto makers have made and are continuing to make dramatic strides in solving these problems, the man and women behind the wheel have demonstrated little interest in carrying their share of the burden.

If this were not so, why do half of the cars undergoing simple vehicle safety checks fail in at least one critical component? If this were not so, why do three out of every five cars require simple engine maintenance that could reduce harmful emissions by a startlingly high percentage?

This lack of maintenance on the part of the car owner could almost be understood, if it were merely a matter of civic pride or good neighborliness.

It is obvious that self preservation ranks head and shoulders above concern for one's fellow man.

But caring for one's car pays handsome dividends in helping oneself. Perhaps the concern for one's family's safety is not that tangible an idea. It's comforting to believe "It can't happen to us." The non-use of seat belts is but one example of this apparent lack of concern.

On a dollar and cents basis, car care does pay tangible dividends. That low-emission tune-up will do more than help clean up the air. It will also save on gasoline consumption and on time and money expended when the car won't start.

Simple, low-cost procedures such as changing oil and filter and lubrication on a regular basis can forestall costly engine and drive train repairs. Cooling system attention can prevent mishaps that in some cases would ruin an engine completely.

Attention to the cleanliness and soundness of the car's body actually can mean several hundred dollars more at trade-in time.

But perhaps if each of us were to care for our cars and drive them safely another bonus could befall us. Taking the automobile out of the problem area takes it out of the legislative arena. The long list of "thou musts" and "thou shall nots" could even dwindle to a mind-easing level.

Who knows, a lot of the pleasure of owning and operating an automobile might reappear.

Take the first step by bringing your car into your favorite service outlet for a thorough check-up.

TUNE UP NOW

Now's the time for your car's winter service check



- Electrical system and battery check
- Oil and filter change
- Brakes
- Tires
- Lights
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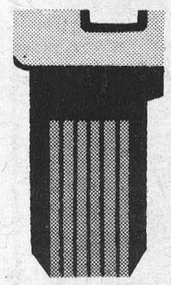
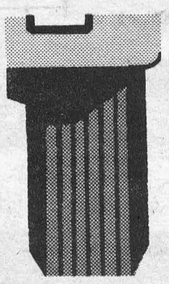


Any sign of unusual wear can mean your car's front end is out of alignment. And that can cost you plenty in excessive tire wear, plus greatly reduce your driving control. Bring your car in for our expert front end alignment. It's a fast, inexpensive job that pays big dividends in safety and savings.



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TUNE-UP for CAREFREE TRAVEL

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WHAT'S YOUR ICE-Q?...



Operating a car in the winter is no longer the headache it used to be. With a conscientious program of maintenance there should be little more frustrations than you'd experience in warm weather.

To help remind you of the benefits of taking your car in to your favorite service outlet, the quiz below contains some good advice among the answers.

1. If you suddenly lose the heat from your heater, you can suspect:
   - *A.* A frozen fuel line
   - *B.* A faulty thermostat
   - *C.* A clogged air cleaner.

2. If you can't start despite the fact that the battery is operating, one possible cause is:
   - *A.* You're using the wrong grade of fuel
   - *B.* Your transmission needs attention
   - *C.* The ignition system is not operating effectively.

3. All but one of these is a key ingredient in a pre-winter engine tune-up:
   - *A.* Install new spark plugs
   - *B.* Check all anti-pollution systems
   - *C.* Check and if needed replace distributor components
   - *D.* Check universal joint.

4. One reason to make certain your battery is in good condition for winter is that:
   - *A.* The battery operates at only 60 percent efficiency at 32° F
   - *B.* Battery cables get brittle in cold weather
   - *C.* Snow causes diversion of electrons.

5. Due to more frequent start-and-stop driving in winter you should:
   - *A.* Adjust the brakes to compensate
   - *B.* Change oil more frequently
   - *C.* Switch to high octane fuel.

6. When going into a skid on icy pavement do the following:
   - *A.* Turn the wheel in the direction of the skid
   - *B.* Use your emergency brake
   - *C.* "Rev" the engine.

7. You can detect carbon monoxide that enters the car from a faulty muffler by:
   - *A.* A faint odor like ripe bananas
   - *B.* A bluish haze
   - *C.* A low rumbling noise
   - *D.* None of these.

8. Permanent anti-freeze still needs periodic replacement because:
   - *A.* After a year it can contaminate your gasoline
   - *B.* Through chemical breakdown it can lose its anti-rust properties
   - *C.* One of its components, neonyl, pollutes the air after two years.

9. When mounting winter tires on the rear wheels:
   - *A.* Make sure they are compatible in size and design with the tires in front
   - *B.* Allow for a little over-inflation to provide more traction
   - *C.* Put the whitewall part inside for extra stability in deep snow.

10. It's important to wash your car more frequently in the winter because:
    - *A.* Body dirt, in cold weather, can be permanently frozen into the paint
    - *B.* Car washes generally offer winter specials
    - *C.* Salt used in melting ice on highway can be injurious to the body.

(Some of these conditions warrant a trip to your favorite service outlet for corrections.)

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



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—FAN BELT (condition and adjustment)			
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—TEST ANTIFREEZE for required strength			
—IGNITION REQUIREMENTS			
—TIRES (wear and general condition)			
—EMISSION CONTROL DEVICES			
—SHOCK ABSORBERS (resistance and leaks)			
—BRAKES (general condition)			
—TRACE ALL VISIBLE LEAKS			
—UNIVERSAL JOINTS (looseness)			
—BALL JOINTS AND TIE ROD ENDS (excessive wear)			
—ALL LIGHTS (operation)			
—EXHAUST SYSTEM (general condition)			

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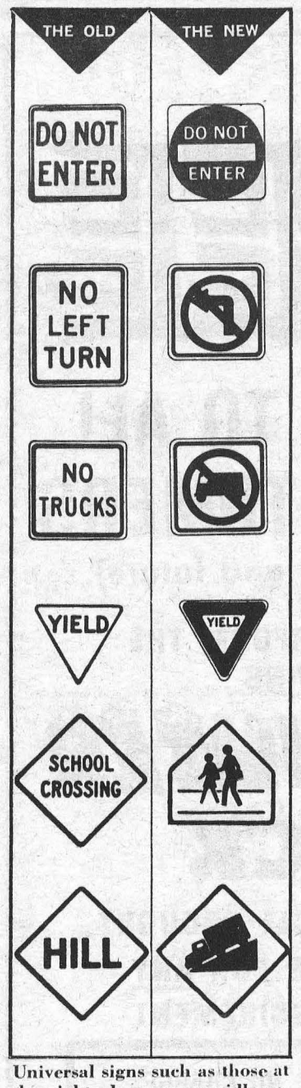

Universal signs such as those at the right above are rapidly replacing those to the left for faster delivery of warning traffic messages hitherto dependent on words.

Rear-Mounted Light Cluster Signals Exact Driver Action

Imagine a world without traffic lights and think of the total confusion that would result.

If a proposed bill passes the U.S. Congress, every car manufactured will have its own version of traffic lights mounted on the rear end.

Should the proposal become law, automobiles would be equipped with a Tri-light system. The lights would signal the actions of the driver to other drivers in cars to the rear.

This light cluster would include the following:

1. The present rear red lights which signal the application of brakes.

2. Two rear amber lights that are activated when both the gas pedal and brake pedal are not depressed. (Or when the driver is about to stop or about to start up again.)

3. Two rear green lights activated by a depressed gas pedal. (Or when the driver has started up again.)

4. Amber rear turn signals, integrated with the amber lights in Point 2.



THAT OUGHT TO FIX IT — A minor adjustment on the steering mechanism finishes off the job of pre-winter maintenance on this youngster's car. His dad's vehicle is on the nearby rack, getting ready for the months of rough driving conditions ahead. Now's the time to get your car in shape, too, for care-free winter motoring.

It is estimated the system would cost $15 per car.

Purpose of the system is to create more exact communication between drivers. It is hoped by proposers of the legislation that the number of rear-end collisions would be markedly reduced.

About half of the accidents occurring on the highway are of the rear-end collision variety and ten percent of the fatalities result from rear-end smash-ups.



A strong battery is especially important during cold or damp weather. Let us check yours for full power, clean the battery terminals and see that the water is at the proper level.

- **Electrical system and battery check**
- **Oil and filter change**
- **Cooling system and antifreeze**
- **Brakes**
- **Tires**
- **Lights**
- **Wipers and washers**

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It's more than just a slogan.

Much more. Winter tests on motorists' cars showed that untuned cars had over twice the "won't starts" tuned cars had.

A major reason for this is worn spark plugs. They demand twice the voltage of plugs in good condition. And on a cold day, your battery supplies less voltage. When the supply can't meet the demand, your car won't start. No matter how hard you try.

So please consider our "slogan" and see your mechanic for his engine tune-up now—*before* trouble strikes. You'll enjoy dependable starts. Plus better acceleration and gas mileage. And reduced emissions, too.

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Windsor, Ontario.

ADVICE TO WOMEN who DRIVE... and MEN, Too...



from DeDe Benson... a woman who does

Dear DeDe:

This may seem like a silly problem but it is quite important to me. Don and I have been dating for about six months and I think we're getting serious. There's one thing about Don that really bugs me. It's his car. It's really filthy. He washes it about twice a year and I don't think the inside has ever felt a cleaning cloth. When I mention it, he just gets uptight and says he doesn't have time and that going to a car wash costs too much money. I'm a neat person. How can I convince him to clean his car so I won't be ashamed to ride in it?

GINA W.
Milwaukee, Wisc.

DEAR GINA:

One hint in your letter may help provide the answer. You mention that Don is concerned with the cost of a car wash. Ask him if he's considered the cost of keeping the car dirty. A clean car brings in hundreds of dollars extra at trade-in time. A car that is not cleaned, particularly of road salts and other chemicals, deteriorates more quickly. Why not schedule some car washing dates with Don? It's really good, clean fun.

* * *

Dear DeDe:

Last week, I brought my car in to McCarthy's Service (not real name) to have my shock absorbers replaced. I have no complaints about the work done. But a day after, I was driving to work and my whole exhaust system fell off the car, causing me to be late for work and tieing my car up for another day. Now, I know that the shocks and exhaust system have nothing to do with each other but how could a mechanic work on the shocks and not notice that the exhaust had rotted away? How about telling these guys to get with it?

SARAH D.
Silver Spring, Md.

DEAR SARAH:

I don't blame you for being angry. But I suspect your mechanic is the victim of overreaction to an unfortunate trend in this country. Many auto service people have become so sensitive to the charge of overselling that they have become reluctant to suggest even needed services. To avoid your problem in the future, try this. Find a service person that you really trust. Then, when you bring your car in, ask him specifically to be on the lookout for needed repairs and services. Leave your phone number with him so that he may call you before doing any work you didn't specifically request. By displaying your trust and asking for this extra attention you can avoid the problem you described in your letter.

* * *

Dear DeDe:

When they introduced compulsory vehicle inspection in our community, it was presented as something that would really make cars safer. You couldn't prove it by me. Five days after my car passed inspection it suddenly stalled in traffic. As a result, I got hit from the rear. What kind of fraud are they foisting off on us?

IRMA Y.
Oakville, Ont.

DEAR IRMA:

Before blaming the vehicle inspection in your community, consider this: It is true that such inspections cover vital safety items like brakes, steering, lights and wipers. But they are not meant to cover the entire car. Your problem of stalling could have stemmed from a variety of sources such as an electrical trouble or untuned engine. These items would not be covered in a normal safety inspection. I suspect that the driver who hit you from behind could have benefited from a brake inspection which could have prevented the accident.

Belt Attention

If your car has power steering and when you make a hard turn, you hear noises like the squeals of a wild banshee coming from somewhere under the hood, chances are pretty good you have a set of V-belts that are loose. And loose belts could also be the reason why your air-conditioner didn't cool up to par last summer — or why your generator or alternator isn't charging properly, or your engine is overheating.

Fan, water pump, power steering, air-conditioning, generator or alternator — all these are operated by V-belts. And, to do their jobs efficiently, The Gates Rubber Company says these belts must be tensioned properly, to factory specifications.

You can easily check the belts yourself. With engine off and hood up, press down with your thumb on the belts midway between the pulleys. If there's more than just a little give, the belts are probably too loose. But, unless you have the proper equipment and are especially handy with tools, let your serviceman do the replacing.

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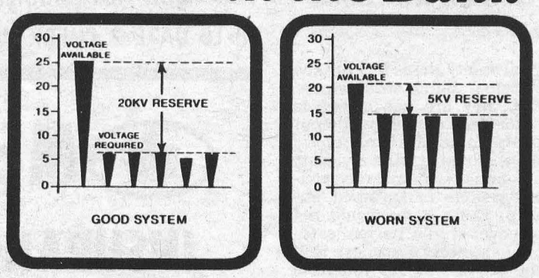
Healthy Voltage Reserve Like Having Extra Cash in the Bank

Wouldn't you know that day you couldn't get your car started you also got a letter from your bank saying your account was overdrawn?

Strange as it may appear, there is a parallel between these two unfortunately common misfortunes.

It's easy to see why you got that overdraft from the bank. Your income couldn't match your outgo. The same situation probably occurred inside the engine of your car and resulted in the starting trouble, says Champion Spark Plug Company.



"Voltage Available" in your car's ignition system, much like a checking account, can sometimes become overdrawn. Chart (left) shows a healthy system with 25 kV available (5 kV required to start and 20 kV reserve), A worn system on a damp or cold day has less "VA," though with old spark plugs more is needed. Chart (right) shows such a system with 20 kV available (15 kV required to start and only 5 kV reserve). Avoid ignition bankruptcy . . . let your favorite service man check your "voltage account."

System Explained

The ignition system income is called Voltage Available. In simple terms, that's the voltage that is provided by the electrical system and beefed up by the coil to fire the spark plugs. The "outgo" is called Voltage Required, or the juice needed to fire the spark plugs efficiently.

A healthy system would provide about 25,000 volts to the plugs. When the plugs are in good condition, they require about 7,000 volts to fire. All things being equal, there should be plenty of Voltage Reserve in the ignition bank.

Even with your engine in top condition, when winter comes there is an extra strain on your car's starting ability. Cold or damp weather takes its toll. For example, at freezing temperature, the battery is only working at 60 percent of its strength.

So there is less voltage available.

Deteriorated ignition system components also cut into the voltage available to the spark plugs. For example, spark plug wires that are worn or cracked leak away vital voltage. Distributor components like points, rotor and cap must be in top shape to help provide a healthy spark.

When Voltage Needed

Fresh spark plugs should be able to function well even with reduced voltage available. But when the plugs themselves are worn, the voltage requirement goes up. A set of plugs with 10,000 or more miles usage can require several thousands more volts to fire them. If they are badly fouled, they may not even fire at all.

No Go

The end result is ignition bankruptcy and a starting failure.

So to assure starting success this winter add to your ignition system bank account with a complete tune-up including new spark plugs. That's especially true if it's been more than a year or 10,000 miles since your last tune-up.

Battery at Fault in Only 10 Percent of 'No-Starts'

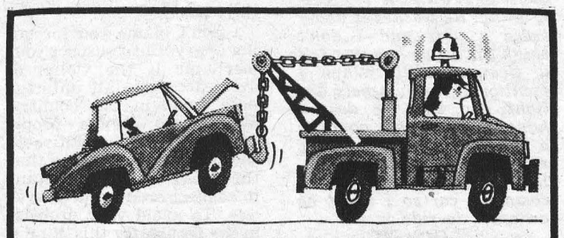
Blaming the battery for starting failure is like blaming your nose for a cold. Both are usually victims of something else that's amiss.

According to battery maker Globe-Union Inc., the battery is only to blame 10 percent of the time when the engine won't turn over. If the battery is run down during unsuccessful starting attempts, most likely it lost its pep due to some other cause.

According to Richard Burkard, Globe Union's quality assurance manager, "Either the car will start within the first 15-20 seconds or you have another problem that can run down the battery."

To start quickly in cold weather, the points, spark plugs, coil and fuel system must all be operating at peak efficiency. A well-tuned engine is the best assurance against a dead battery.

In cases where the battery is the cause of starting failure, the battery may be frozen. Expansion of freezing water may crack the battery plates. To protect against freezing, make certain the battery is always charged fully.



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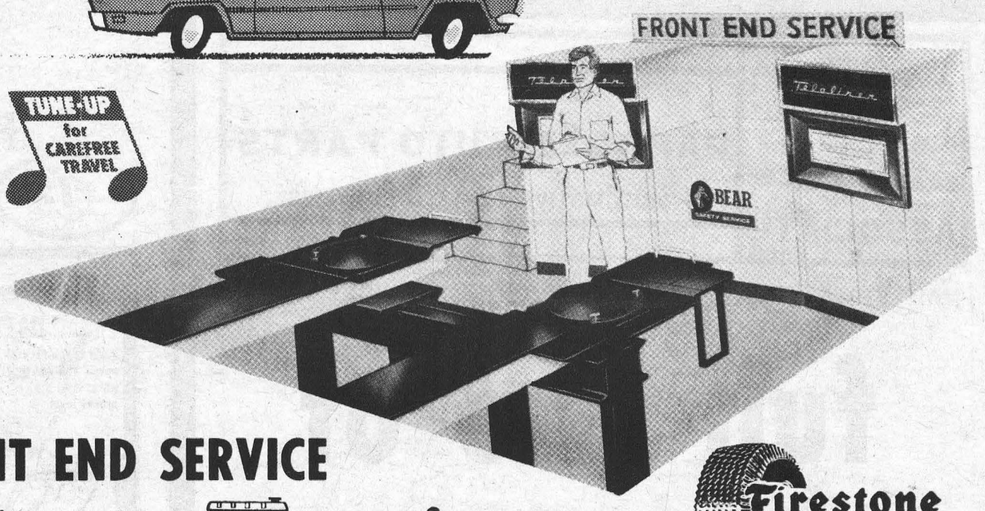

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'Tune-Up Now, Avoid Winter Motoring Hassles'

So Says AAA Director Who Offers Tips on Starting, Maintenance And Driving in Snow

By JOHN P. ECK
Director, National Emergency Road Service,
American Automobile Association



ONE OF 82 MILLION — Eighty-two million calls for help were answered by AAA road service trucks last year. And almost half of them were the result of starting failure. AAA recommends a pre-winter tune-up as one step in making sure your car starts on even the foulest winter days.

Does the thought of wrestling with a stalled engine this winter give you chills? The American Automobile Association says you can avoid this seasonal hassle by putting into practice a few basic guidelines for getting your car under way smoothly.

But well before winter arrives, AAA urges every car owner to take his car in for a complete tune-up and inspection. Especially important is a check of the car's electrical system. In 1971, AAA estimates show 49 per cent of the nation's 82.6 million motoring problems resulted from battery and electrical failures.

Battery Check

Batteries should be checked frequently. At 32 degrees, cranking power is about 40 per cent less than when the temperature is at 80 degrees; and at zero, about 60 per cent less.

During extended periods of cold weather, starting the car and running the engine at least every other day at sufficient RPM's to charge the battery is good insurance against battery failure. If this is done in a garage, be sure to open the garage doors wide enough to protect against the threat of carbon monoxide poisoning.

Do install snow tires well before the first snowfall, and have chains ready in case of a severe snowstorm.

Starting Tips

Once the inspection has been completed, and that first cold morning has arrived, here is AAA's advice on how to get your engine started with a minimum of trouble:

- **Make sure the shift selector or gear shift is in neutral. If the car has a manual shift, depress the clutch while starting.**
- **Avoid a "battery strain" by making certain all electrical accessories (radio, lights, heater) are turned off before using the starter.**
- **Depress the gas pedal all the way down to the floor once, then hold it halfway down as the starter is engaged. *Do not* pump the gas pedal, because this can result in flooding.**
- **Turn the ignition key to "start," but don't hold the key in the start position for more than 10 seconds at a time. Continuous grinding of the starter can damage the battery, and even drain a fully charged one.**
- **Depress the gas pedal slightly to keep the engine running if the engine starts and then dies a number of times.**
- **If the engine becomes flooded, depress the gas pedal to the floor and hold it there while engaging the starter. Keep your foot on the pedal until the engine starts again. Then release it slowly. Remember, do not pump the pedal.**

Getting your car moving in a heavy snowstorm shouldn't present too great a problem if you follow these tips:

- **Start with an "easy" foot on the accelerator and slip the clutch in second gear on cars with standard shift. Don't spin the wheels. You'll find that traction is greatest just before the wheels spin.**
- **If the wheels should spin, try rocking the car forward and backward. If you've dug yourself into a pocket, use sand or traction mats to get out. Keep the front wheels pointed straight ahead when possible.**
- **Once the car is under way, *keep going*.**

Finally, AAA would like to put to rest one myth about traction: Lowering tire pressure does *not* increase traction. And it *can* result in a loss of control.

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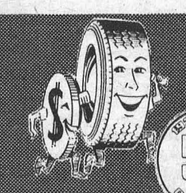

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E78/14	735/14	13.45	12.78
F78/14	775/14	13.95	13.25
G78/14	825/14	14.95	14.20
H78/14	855/14	*17.95	17.05
560/15	—	12.95	12.30
F78/15	775/15	13.95	13.25
G78/15	825/15	14.95	14.20
H78/15	855/15	*17.95	17.05

*Priced for Whitewall only

Safety '99' Whitewall: Built with 4 plies of Polyester, the 'miracle' cord chosen by car manufacturers for smoothest performance on their new cars. Cool, quiet, stable. NOW PAIR-PRICED for big big savings. Act fast for yours!

5-Yr. Road Hazard Insured: 32-Month, 32% Pro-rated Wear-Out Discount Allowance. (See Canadian Tire Catalogue)

SIZE Tubeless	Replaces size	*FACTORY DOOR PRICE — Whitewall Regular one tire Price	Pair PRICE	Combined 2 tire and Cash Discount Saving
A78/13	600/13	17.95	29.90	7.50
650/13	—	18.95	31.90	7.60
700/13	—	19.95	32.90	8.65
645/14	—	19.25	32.50	7.63
695/14	—	19.75	33.50	7.68
E78/14	735/14	20.45	33.90	8.70
F78/14	775/14	21.45	35.90	8.80
G78/14	825/14	22.95	37.90	9.90
H78/14	855/14	24.95	40.90	11.05
J78/14	885/14	27.95	45.90	12.30
560/15	—	18.45	32.90	5.65
F78/15	775/15	21.95	35.90	9.80
G78/15	825/15	23.65	38.30	10.92
G78/15	8-ply rating	27.95	46.90	11.35
H78/15	855/15	25.70	41.40	12.07

Polyflex Belted Blackwall: A great new tire, softer-riding, easier on driver, car-suspension and shock absorbers. Improves traction, provides more directional steering. Two Polyester belts gird the safer double-ply Dupont Nylon body, holding the wider tread in place for on-track steering, safer stops, faster get-away, less tread squirm and some bonus miles. NOW — PAIR — PRICED for big savings. A not-to-be-missed tire buy!

5-Year Road-Hazard Insured: 30-Month, 30% Pro-rated Wear-Out Discount Allowance (See Canadian Tire Catalogue for complete details on Passenger Tire Replacement Warranty — Page 4).

SIZE Tubeless	Replaces Size	*FACTORY DOOR PRICE — Blackwall Regular one tire Price	Pair Price	Combined 2 tire and Cash Discount Saving
E78/14	735/14	22.45	34.90	11.75
F78/14	775/14	23.45	36.90	11.85
G78/14	825/14	24.45	38.90	11.95
H78/14	855/14	25.80	41.60	12.08
F78/15	775/15	23.70	37.40	11.87
G78/15	825/15	24.80	39.60	11.98
H78/15	855/15	26.25	42.50	12.13



Snow-Travel: First grade new tire at less than retread prices. Customer assumes Road Hazard liability in return for the best price in North America for double-ply, extra strength Dupont 66 Nylon.

SIZE Tubeless		Add $1.50 for Whitewall *Factory Door Price EACH	After Discount for Cash
600/13	—	12.95	12.30
650/13	(B78/13)	13.65	12.97
735/14	(E78/14)	13.85	13.16
775/14	(F78/14)	14.48	13.76
825/14	(G78/14)	15.30	14.53
855/14	(H78/14)	16.25	15.44
775/15	(F78/15)	14.48	13.76
825/15	(G78/15)	15.30	14.53
855/15	(H78/15)	16.25	15.44

Winter Express Belted Whitewall: 2+2 Dupont 66 'less flat-spot' Nylon body; double-ply Polyester belt.

Winter Express Non-Belted Blackwall: 'Old Reliable' now better than ever; 4-ply Dupont 66 Nylon.

5-Yr. Rd. Hazard Insured: 30-Month 30% Pro-rated Wear-Out Discount Allowance.. (See catalogue)

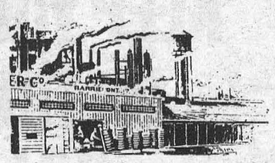
SIZE Tubeless	Replaces Size	2 + 2 BELTED *Factory Door Price EACH	2 + 2 BELTED After Discount for Cash	NON-BELTED 4-PLY *Factory Door Price EACH	NON-BELTED 4-PLY After Discount for Cash
520/13	—	—	—	13.25	12.59
600/13	—	—	—	14.35	13.63
B78/13	650/13	17.39	16.52	15.45	14.68
C78/13	700/13	—	—	16.30	15.48
520/14	—	—	—	13.85	13.16
B78/14	645/14	—	—	14.85	14.11
E78/14	735/14	18.85	17.91	16.55	15.72
F78/14	775/14	19.88	18.89	17.35	16.48
G78/14	825/14	20.95	19.90	18.70	17.76
H78/14	855/14	22.29	21.17	19.85	18.86
J78/14	885/14		(Whitewall only)	22.75	21.61
590/15	—	—	—	14.95	14.20
F78/15	775/15	19.97	18.97	17.35	16.48
G78/15	825/15	21.16	20.10	18.70	17.76
H78/15	855/15	22.44	21.32	19.85	18.86
J78/15	900/15		(Whitewall only)	22.30	21.18
600/16	tube type	—	—	14.30	13.58

Hiway-Byway: Burly giant to make fun of winter driving—slogging on snowy roads or doing a whisper-quiet 70 in the clear.

5-Yr. Rd. Hazard Insured — Nylon Glass Belt Whitewall: 36-month 36% Pro-rated Wear-Out Discount allowance; **4-Ply Non-Belted Nylon Whitewall:** 30-Month 30% Pro-rated Wear-Out Discount Allowance (See catalogue)

Size Tubeless	Replaces Size	Giant Whitewall Glass Belted Nylon *Factory Door Price EACH	Giant Whitewall Glass Belted Nylon After Discount for Cash	Giant Whitewall 4-ply Nylon *Factory Door Price EACH	Giant Whitewall 4-ply Nylon After Discount for Cash
A78/13	600/13	17.90	17.00	16.15	15.34
B78/14	645/14	19.15	18.19	17.30	16.43
D78/14	695/14	20.60	19.57	18.60	17.67
E78/14	735/14	21.35	20.28	19.30	18.33
F78/14	775/14	22.50	21.37	19.98	18.98
G78/14	825/14	24.20	22.99	21.95	20.85
H78/14	855/14	25.85	24.56	23.90	22.70
C78/15	685/15	20.65	19.62	18.80	17.86
F78/15	775/15	22.95	21.80	20.75	19.71
G78/15	825/15	24.85	23.61	22.40	21.28
H78/15	855/15	26.35	25.03	23.80	22.61
J78/15	900/15	27.95	26.55	25.60	24.32
L78/15	915/15	29.15	27.69	—	—

HIWAY—BYWAY COMPACT SIZES: 520/10- $11.45 650/13- $15.50 550/12- $11.98 700/13- $16.95 600/12- $13.98 735/15- $17.85



***Factory Door Prices:**

To tire prices on this page, add freight from factory. Toronto area 10¢; most others 20 to 60¢; distant ones up to $1.10 (e.g. Gander, Nfld.) 5% Discount in lieu of coupons. Installation $1.00 each; New Valve and Static Wheel Balance, $1.00 per wheel.

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