

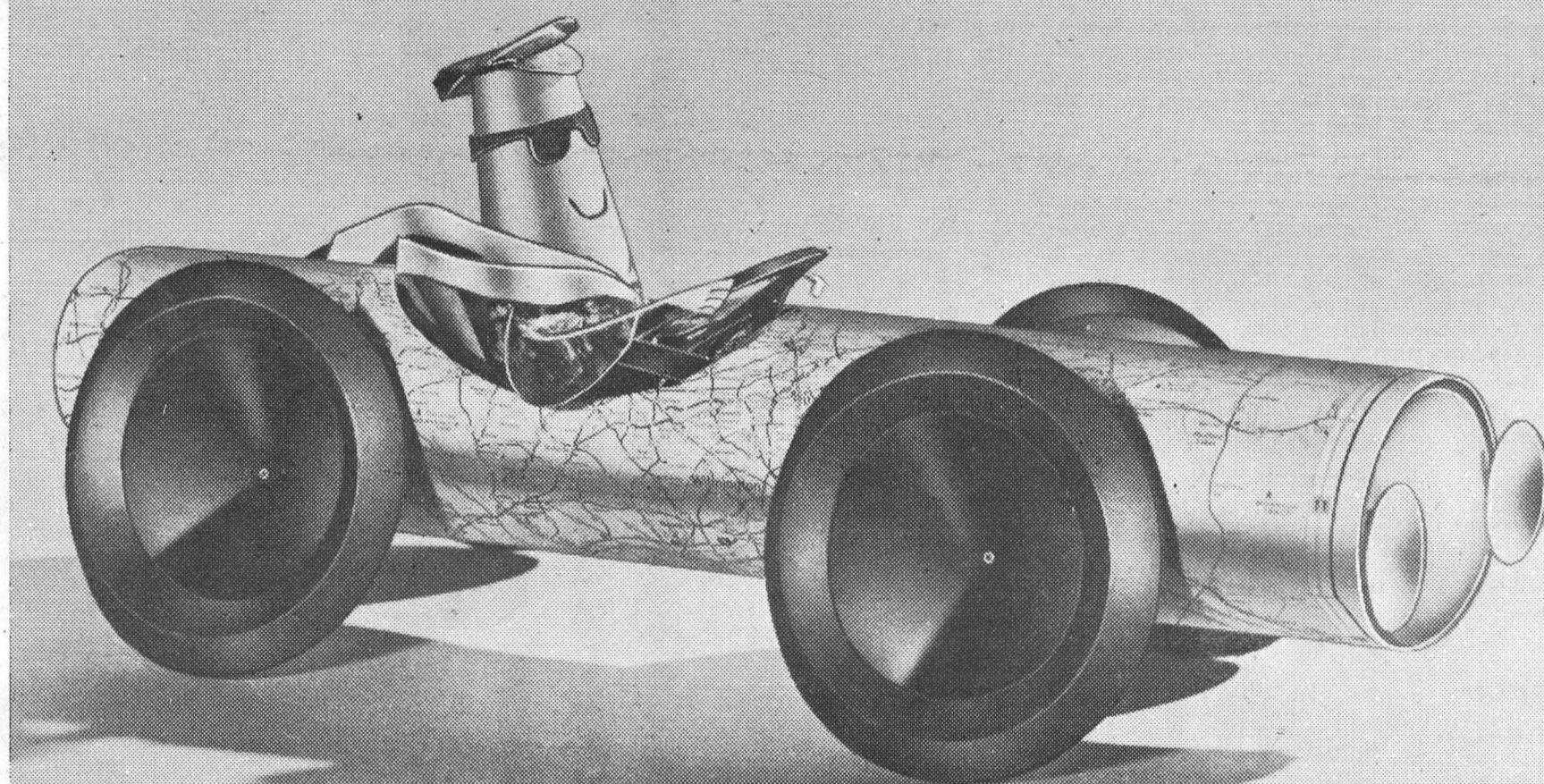
Care for  
Your Car



CAR CARE SPECIAL  
SPRING & SUMMER 1970

Care for  
Your Car

**For Safe Carefree Driving...**



## ***Care for Your Car***

*Your spring and summer trips will be smoother  
and safer if your car is in prime condition.*

*This section will help you bring your car into A-1 shape.*

**Contains A Directory Of Car Care Specialists Interested In The Safety Of Your Car**



# Travel Safely—Care for Your Car

## Conscientious Maintenance Can Assure Motorist Vacation Trip Without Breakdown

*"Use it up, wear it out;  
Make it do, or do without."*

This bit of doggerel was popular in a more simple, less affluent yesterday. The trick was to make things last as long as possible, whether it was an all-day sucker or a suit of clothing.

It is ironic that today, when the philosophy seems to be, "Use it up quickly and get another one," some products are actually built to endure longer.

Take the modern car, for example.

There is no question that today's automobile is built to last.

Tires, for example, can actually give service ten times longer than they did years ago.

Paints are more durable, bodies are better prepared to withstand deterioration.

Engines are better built to cope with punishment that was undreamed of only 20 years ago.

In fact, every component has a lab-tested durability going for it.

The secret of taking advantage of built-in strength lies in a conscientious program of maintenance. By practicing such a program, you stand to save in several important ways.

First, you preserve your car's vital components from premature wear. A timely squirt of lubricant here, a quart of oil there often can prolong engine and chassis life, avoiding lengthy and expensive sessions in the service bay.

Periodic service also saves you money as you go. Tune-ups save gasoline mileage and cut short chances of engine damage and road service calls. Proper wheel alignment and balancing add miles to tire life.

Frequent washing and waxing stop body and paint deterioration. And when you do trade in the car, the money you spent in maintenance also will be returned, at least in part, by a higher trade-in value.

Even if good car care weren't economically wise, you'd still benefit measurably from its practice — especially at this time of year. Nothing can ruin a spring and summer holiday trip like a breakdown which at best can cost you time and money and at worst could lead to a serious accident.

Somehow the most scenic road you can travel becomes a drab, miserable stretch of highway when your car has quit running on it.

Champion Spark Plug Company urges you to stop by your favorite service outlet who will make your car run better and last longer. And don't be surprised if more frequent stops for necessary maintenance lead to more frequent stops to your bank — to add to your savings, not take from them.

This section is devoted to advice on how to keep your car running safer, longer and more enjoyably. Read it and reap.



**MORE THAN MAPS** — This happy family picked up more than road maps when they made a pre-vacation visit to their favorite service outlet. They had their car checked from bumper to bumper and from tread to top. Now, all they have to do is enjoy their spring or summer holiday trip, assuming dad and his three navigators follow the map accurately.

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# Keep Watch on Tires in the Name of Safety

## Most Mileage Is Clocks In Summer

Late summer presents a special threat for drivers that can be more treacherous than ice.

After a dry spell, a light rain or drizzle creates a thin, greasy film on smooth road surfaces. It is slick, and it is dangerous, because drivers are not concerned about skidding at this time of the year.

Bald tires increase the danger. More miles are driven during the summer than at any other time of the year and without realizing it, tires may wear beyond the safe point. When there is less than 2/32" of tread remaining, according to tire experts, your tires are unsafe.

Under dangerous driving conditions, reduced speed and extra caution are obvious accident prevention measures. However, a double measure of safety is to keep your tires in good condition.

### Rotate Your Tires

You can substantially increase tire life by having them rotated about twice a year. By putting tires in different positions on the car (left front to left rear, left rear to right front, and so on around the car — according to instructions for your make and model), your tires, including the spare, eventually will have taken their turns in all positions, thereby equalizing wear.

This semi-annual procedure also provides a good opportunity for your automotive serviceman to look for cuts, bruises or other dam-



Her trip may be shorter than she's planned from the look of her tires. Some tire damage is not as obvious as this, so it pays to have your favorite serviceman inspect for damage on your next visit.



A tire care kit that fits in a glove compartment is being made available by the Rubber Manufacturers Association. The kit contains an air pressure gauge, a tread depth gauge, a set of four tire valve caps and a 16-page guide on proper tire care. A three-dollar value, it is available for \$1.00 to readers of this section. To obtain one, send \$1.00 to Tire Safety, Department CC, Box 726, New York, N. Y., 10010. The kit is not available in Canada.

age.

Another part of semi-annual tire care should be a check of wheel balance and alignment. Both have a serious bearing on tire wear and will affect your car's handling ability and driving comfort.

Once a month, have the

air in the tires checked. An underinflated tire will wear rapidly at the outer edges; overinflation causes wear at the center.

One final tire care fact especially important during the summer: excessive heat is a tire's worst enemy. It results from a flexing of the



### PCV — PLEASE CHECK

When the positive crankcase ventilation valve on your car's engine gets stuck, it's like plugging up a boiling tea kettle — something's got to give. Pressure builds up in the crankcase forcing oil and unwanted fumes through bearings and seals. The PCV valve should be checked periodically, replaced yearly.

### ONE OUT OF SIX

One out of every six persons in the nation works in the manufacture, distribution, maintenance or commercial use of automobiles, according to the Automobile Manufacturers Association.

### BUILT-IN QUALITY

The average age of a motor car in this country is 5.6 years. The average truck is 7.6 years old. It's a sign that built-in quality along with good maintenance helps any car run longer.

### MOSTLY FOR PLEASURE

If you're going on a long trip this year, you're almost assuredly going by car. About 86 percent of all travel over 100 miles is done by automobile, mostly for visits, pleasure or outdoor recreation.

tire body. The faster you drive, and the more load you carry, the more your tires will flex.

### Get Sizzling Hot

Tires can get sizzling hot at high speed on a summer day. When they hit 250 degrees (considered their critical temperature), wear is rapid and you may be in danger of complete tire failure.

Your tires are the only contact between you and the road. Should they fail, you are in danger. Also, they represent a substantial portion of the total value of your car. So, both in safety and in economy, proper tire care is like money in the bank.

**QUIET BUT DEADLY**  
A faulty exhaust system is called the quiet killer. It can allow deadly monoxide fumes to enter your car, make you drowsy and impair your driving judgment. Don't take chances. Have your car's exhaust system checked.



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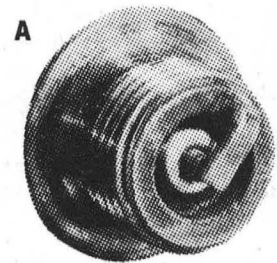
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## Car Care Picture Quiz



B



C

D

E

F

Did you ever see the girl from the supermarket checkout counter in a theater lobby and wonder "I know the face but I just can't place her?" It's a common mental quirk not to recognize a familiar face when you see it somewhere you're not accustomed to seeing it.

So it goes with parts of your car. Pictured below are common parts of your automobile taken out of their usual place. Can you recognize them? And for a bonus, do you know their servicing requirements?

Answers will be found elsewhere in this section.

HERE ARE THE CORRECT ANSWERS TO THE CAR CARE QUIZ (printed upside down, to discourage peeking). They are accompanied by some good advice to motorists who want to keep their cars in best operating condition:

A. Spark Plug Firing End. Spark plugs should be

cleaned, regapped and filed every six months and

replaced every year. B. Radiator Hose. Under nor-

mal wear, hoses should be replaced every two years.

C. Brake Shoes. With proper maintenance of the

entire braking system, these should last indefinitely.

D. Muffler. Under normal circumstances,

the muffler and other exhaust system components

should be replaced every two years. E. Air Cleaner

Element. This should be

checked during a six-month wheel alignment serv-

ice. F. Air Cleaner Element. This should be

cleaned every four months and replaced with a

new one yearly.

months with major service performed every two

years. D. Muffler. Under normal circumstances,

the muffler and other exhaust system components

should be replaced every two years. E. Air Cleaner

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checked during a six-month wheel alignment serv-

ice. F. Air Cleaner Element. This should be

cleaned every four months and replaced with a

new one yearly.

## Windshield Wipers, Washer Solution, Check Them Often

Eight out of ten cars have unsafe windshield wipers, according to a recent survey by a major oil company.

Why would such an important item as wiper blades be so neglected on such a high percentage of cars? It's like a hole in the roof. People don't want to bother when it's raining — and when it stops raining there's no need to worry.

Wiper blades go dead in six months or less due to exposure to sun, wind and oily road film.

When they go dead and start streaking the windshield, they should be replaced.

Night driving is particularly dangerous when oncoming headlights are magnified in the smear caused by streaking wipers.

When replacing the wiper blade, it's a good idea to have the wiper arm pressure tested. If the tension is too weak, the arms can't do an adequate job.

While you're at it, be sure

to have your windshield washer solution checked, and refilled if necessary. You don't want to be out of washer solution just when you need it most.

## Your Car Acting Up? Check These Clues

When your old, faithful car still acts old after a good tune-up, the problem may lie in deep in the heart of its engine. Valve work, rings, bearings or a combination of these services may be indicated.

What are the symptoms of needed engine work and how much might it cost? The engineers of McQuay-Norris Manufacturing Company, a major manufacturer of engine components, offer the following guide lines. Price

estimates are based on a popular, standard sized car.

**SYMPTOMS:** Engine jumping or loping, Lack of power, Poor Gas mileage.

**POSSIBLE WORK NEEDED:** Valve Job — A simple (and usually free) vacuum test will show if one or two valves are badly burned.

**Costs:** \$70.00 to \$100.00 depending on engine type (6 cyl. or 8 cyl.) and amount of work needed.

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## Travel Tip:

**DRIVE A GOOD USED CAR**

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## Keep That 'New Car' Feeling With Proper Front End Care

One of the pleasures of driving a new car is being able to go over a rutted or bumpy road without any discomfort.

As mileage adds up, however, that new car ride disappears, particularly if you've neglected maintenance.

According to TRW, proper car care in the front end system and suspension can continue to give that new car feeling for years to come.

Front end and suspension systems should be checked every three months, says TRW's senior product engineer W. Louis Cohn. And the front end should be lubricated as specified in your owner's manual.

If you neglect these services, your car will give tell-tale signs that something is wrong, according to Cohn.

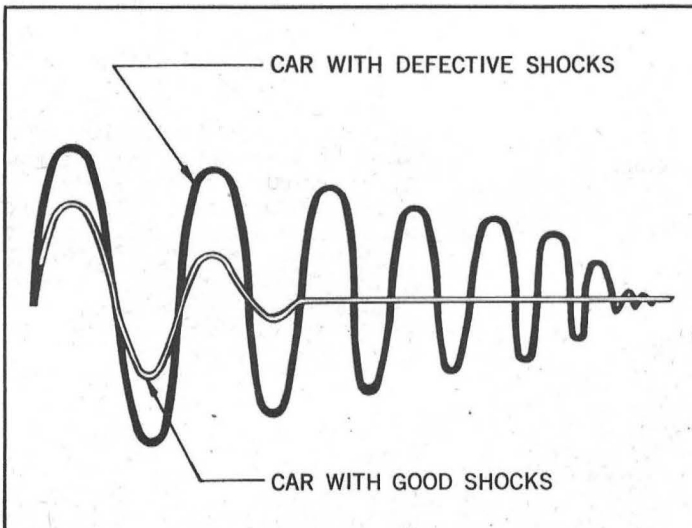
Your car will tend to wander all over the road, even though you hold the steering wheel firmly. Another sign that the steering system is malfunctioning is the presence of irregularly worn tires.

Parts of the front end system that need particular attention include the steering linkage — the idler arm, pitman arm, center link and tie rod assemblies. Have your mechanic check these next time your car is on the hoist.

Also have him check the dust seals which keep dirt, water and foreign material out of the working parts of the steering linkage. If the seals are broken or damaged, it is an indication that the parts are wearing out, prematurely.

### Suspensions Need Attention

If you notice that the front end of your car appears lower than the back end, it may



If your car were hooked up to an oscilloscope, measuring the ride, here's the difference a new set of shocks would produce. Comfort, the kind you enjoyed when the car was new, would be restored and there would be less stress placed on vital components like tires.

be a sign that the front coil springs or torsion bars are sagging. The condition may also indicate worn upper or lower control arm bushings. In the case of torsion bar sag, it is often possible to adjust them. Sagging coil springs must be replaced, as must defective control arm bushings.

Bad or worn shock absorbers can be detected by loose bushings, leaks of fluid around the seal, or by bouncing the car. If the car bounces more than one and one-half times after you have rocked it, the shock should be replaced.

The function of the shock is to hold the wheels on the road, and a bad or worn shock cannot do this. Driving a car with bad or worn-out shocks will give the driver the feeling of being in a boat. The vehicle continuously

bounces up and down and is difficult to control.

Always check the rear suspension. With the advent of four coil suspension, control arms and radius rods hold the rear axle to the frame. Loose bushings in these arms often contribute to oversteering, difficulty of holding the car on the road, and driver fatigue.

After, and only after all suspension parts have been checked, and defective and worn-out parts have been replaced, should the vehicle be aligned.

Periodic inspections will determine when parts are just beginning to wear, and by replacing these parts the car owner will avoid large repairs at any one time. The car will give better service, it will handle like new, and will be fairly easy on the pocketbook.

## Here's Why Tune-Up Every 10,000 Miles is Important

Your car's spark plugs may look mighty little but they are more than a little mighty when it comes to providing electrical energy.

Engineers at the Detroit Edison Company calculate that a set of spark plugs transmits enough electrical power during their normal service life to run all your household appliances for 15 months.

Spark plugs fire 15 million times during 10,000 miles of operation. During each of these charges, 20,000 to 25,000 volts of electricity is fired into the combustion chamber. This is the voltage needed to ignite the gasoline/air mixture which in turn gives the engine power to help propel the car.

Starting with 10 basic volts of electricity, the car's ignition system multiplies the voltage available 2,000 times. Any leakage of that voltage, through defective parts, causes the spark plugs to misfire and hinders good combustion.

Misfire wastes gasoline, causes loss of power and in extreme cases engine damage.

Champion Spark Plug Company engineers remind you to make sure your car gets all the electrical power it needs. They say, visit your favorite service outlet and pay your electric bill in terms of a tune-up every 10,000 miles or every year, whichever comes first.

**CAUTION: HIGH VOLTAGE**

**DID YOU KNOW** THAT DURING 10,000 MILES OF DRIVING A SET OF SPARK PLUGS TRANSMITS ENOUGH ELECTRICITY TO POWER ALL THE APPLIANCES IN YOUR HOME FOR 15 MONTHS?

HOWEVER, THE COMBINATION OF ELECTRICAL CURRENT, HEAT AND CHEMICAL EROSION STEADILY WIDENS THE FIRING GAP TO A POINT WHERE THE PLUG NO LONGER WORKS EFFICIENTLY. AS A RESULT, GASOLINE IS WASTED, POWER IS LOST AND STARTING TROUBLE CAN BE EXPECTED.

**SO... TO AVOID THIS TROUBLE** THE CAR CARE COUNCIL ADVISES REPLACING THE SPARK PLUGS AS PART OF A COMPLETE TUNE-UP ONCE A YEAR OR EVERY 10,000 MILES.

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# Canadian 'Skid School' is Helping Save Lives

## Drivers Who Exercise Wheel Control Will Have Much Better Chance Of Avoiding Accidents

Henk de Vries' business is on the skids and he couldn't be happier. Nor could the growing number of Canadians who patronize Henk's and thus stand a better chance of staying alive.

De Vries conducts the BP Skid Control School in Oakville, Ontario near Toronto. A native of Holland, he puts students through the skids on a private 300-foot-long highway which simulates treacherous driving conditions.

The course is sealed with a plastic top coat, soaked with a soluble oil and flooded with water, simulating treacherous summer driving conditions. Water on an oil-slicked road can be even more dangerous than glare ice.

Why? De Vries points out that the average motorist driving on ice is alert to the danger and proceeds more carefully. The driver does not expect to skid in summer and when he does he may not know what to do.

### Cites Basic Rule

De Vries takes his students, who've paid \$10 for the 1½ day course, on the special roadway and puts the car into a violent 360° spin. This action familiarizes the student with the terrifying feeling of panic a bad skid produces. He then demonstrates the ways to get out of the most common types of skids — the front wheel skid, the rear wheel skid and the four wheel skid.

Says De Vries, "The basic rule in any skid is to get the wheels rolling normally again. Stay off the brakes! This locks the wheels and makes normal steering impossible."

The teacher says, "Once into a skid, there is no time to think. You have to make corrections by reflex action."

### Taught Race Drivers

De Vries told of a world champion race driver who took the course in its original Dutch location, Zandvoort. His first three attempts to handle the skids were unsuccessful.

The course also includes lessons on various other emergency situations.

During a rear tire blowout, handle the situation as you would a skid.

In a front tire blowout, no skidding is likely but the driver should grip the wheel firmly to keep control and avoid using the brakes.

If your car should leave

the pavement and hit a soft shoulder, keep your foot off the brake. Also avoid steering sharply back onto the roadway.

In addition to thousands of drivers who have taken the Skid School course, professional drivers and police from Montreal, Toronto and other Canadian communities have become graduates, since the school opened in 1967.

When de Vries first operated his school in Holland, Dutch insurance firms reduced rates 10 percent to graduates. While no such action has as yet been taken by Canadian insurers, successful students at the Oakville facility feel they have a more valuable type insurance.

They may never have to use it but when they do, they'll be ready.

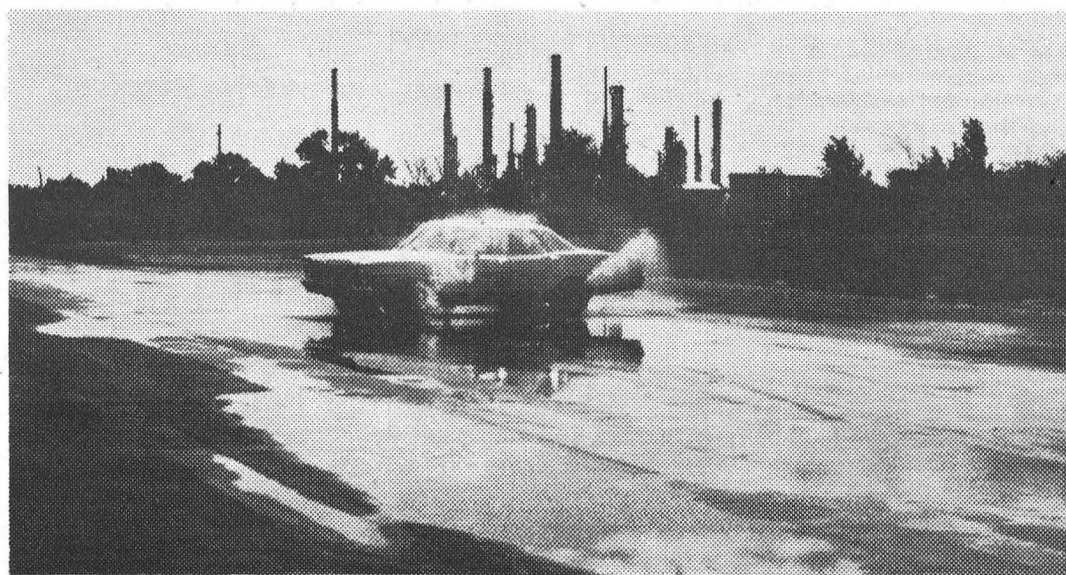
## Make Safe Skid Recovery With These Moves

Henk de Vries cites the following procedures to get the wheel rolling again:

Cut engine power but not so violently as to worsen the skid. The technique is the same for a rear wheel skid where the rear of the car tends to swing forward or the four wheel skid where all wheels are sliding.

In a car with manual transmission lift your foot off the gas and declutch (depress the clutch pedal). With an automatic transmission, all you need to do is take your foot off the gas and the torque converter will slow you down.

In a front wheel skid, usually induced by cornering too fast, the technique is different. With an automatic



"Skid School" students are taught wheel control on this private highway made treacherous by soaking with soluble oil and flooded with water to simulate treacherous summer driving conditions. Water on an oil slicked road can be even more dangerous than glare ice, says Henk de Vries who heads the school in BP's complex, Oakville, Canada, near Toronto.

transmission, gear down and with manual shift, do not declutch.

Then, in all skid conditions, countersteer out of the skid by turning the front wheels in the same direction the rest of the car is skidding. Immediately turn the wheel around in the opposite direction or you risk a dangerous second skid.

If you had tried to get out of a skid in the time it took you to read the above paragraphs, it would have been too late to help. That's why the skid school is so important to its students.

### HOT NEWS ON BRAKES

In an average day's driving — and stopping — your car's brakes build up enough energy to heat your home. Can your brakes stand up to this kind of torture? Have them checked frequently.

## Remanufactured Engines Powering One Car in Nine

"Mister, your engine is shot!"

After hearing these discouraging words from your favorite mechanic, chances are your first impulse is to call the nearest scrap yard.

But there's another possible answer. And that's having a remanufactured engine installed.

If your car's body and interior are in poor condition, perhaps the junkyard is the proper resting place for the vehicle. But assuming your car is sound other than the engine, you'll save by installing a remanufactured mill.

According to Sears, one out of every nine vehicles in the nation is operating with remanufactured engines.

A remanufactured engine differs from an overhauled one by the fact that the camshaft and crankshaft in the former is remade. More than 250 new parts are replaced in the remanufacturing process.

In addition it is customary to install new spark plugs, a new or rebuilt carburetor, new fuel pump, fresh hoses and belts as well as new filters in the remanufacturing process.

It is also important to have the radiator rodded. New or remanufactured parts fit so tightly that they put a special burden on the water pump to keep the engine cool. If the radiator is clogged through rust or corrosion, the engine may soon run hot.



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Downtown Los Angeles on a clear day.



Downtown Los Angeles on a smoggy day.

— Photo by the Los Angeles County Air Pollution Control District

**MOTORISTS****Can Help Halt Air Pollution**

Clean air will be obtained sooner in this country if the motorist assumes his share of the responsibility.

According to George M. Galster, director of automotive technical services for Champion Spark Plug Company, "the auto industry has already made and will continue to make tremendous

improvements in achieving cleaner air. In a few years the internal combustion engine promises to be virtually free of harmful emissions.

"However, clean air will not be attained until the operators of these vehicles maintain them at levels and at intervals somewhere near those recommended by the manufacturers.

"Very simply, cars with engines in sub-standard condition are reducing the effects of improvements being made by the auto makers," Mr. Galster said.

He cited Champion studies, reporting that a five percent incidence of engine misfiring will increase harmful emis-

sions about three times the normal rate. This is true whether or not the vehicle is equipped with an emission control device.

The misfire can be due to worn out spark plugs, wrong plug application or by long periods of slow speed, or start-stop driving. Other ignition or fuel system malfunctions also can increase unwanted emissions.

Mr. Galster also referred to an independent study showing a seven percent reduction in unburned hydro-

carbons and a 10% reduction in carbon monoxide emissions after a tune-up.

Mr. Galster remarked that well over half of the vehicles in the United States need at least minor tune-up work, and the majority of motorists are not aware, or do not care, that their cars are operating inefficiently.

Mr. Galster said, "The insidious thing about this situation is that the driver of the modern V-8 engine can experience a considerable amount of misfire without knowing it. At constant speeds there could be as much as 10-20 percent misfiring without the driver being aware of much difficulty."

He said to make sure emission control efforts by manufacturers achieve maximum results, motorists should schedule maintenance on a regular basis. To keep engines in tune they should also remind their favorite service outlet to follow manufacturers specified tune-up settings.

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## ADVICE TO WOMEN who DRIVE...



from De-De ... a woman who does

Dear De De:

I'm a 20-year-old housewife trying to make ends meet on a small income. It seems like everything we make goes for house and car payments. We've just about got our present car paid for and I look forward to the day when we aren't saddled with the \$75 a month payments. But my husband says we should get a new car. Ours still runs pretty good although it does need some minor work. How can I talk my husband into keeping this car so we can have some extra money for things we desperately need? — MRS. K. N. L., Lawton, Okla.

DEAR MRS. K. N. L.:—How would a \$55 a month raise impress your husband? That's the equivalent amount of extra money you could realize from keeping your car. You now make \$75 a month in

car payments. Yet automotive service experts estimate that for \$20 a month put aside for maintenance, you can keep your car in show room condition indefinitely.

You say your present car is in pretty good shape. You also mentioned you recently bought a new set of tires, new battery and had your brakes relined. So that \$20 a month should take care of all routine maintenance including tune-ups, replacements of worn parts like exhaust systems and eventually major expenses like tires.

I'm enclosing a copy of Cookie Jar which will tell you when maintenance should be done. When hubby's income justifies a new car, keep on with the Cookie Jar plan and pocket the savings for the extra time you can keep it, too.



DEAR DE DE:

My boy friend, Eddie, is a cool guy but my parents won't let me go out in a car with him. It's not that Eddie isn't a gentleman. It's that his car makes a lot of noise when it pulls away from the house. The car isn't a hot rod but it sounds like one. Eddie is a good driver. So don't you think my parents are being unfair? — Lonesome Liz, Manhattan, Kansas.

DEAR LONESOME LIZ: If Eddie's car is a normal one and sounds like a hot rod, your parents may be giving you and Eddie a life sentence instead of the death penalty. That hot rod sound may come from a defective exhaust system. The car could be filling with deadly carbon monoxide which comes from the exhaust. Tell Eddie to have the exhaust checked at his favorite service outlet. Your boy friend sounds like a live one. Keep him that

No one ever planned a car breakdown. The annoying inconvenience a breakdown produces makes them as welcome as an overdrawn notice from the bank.

Conversely, few people ever plan a maintenance schedule to insure against breakdowns. However, the wise car owner will schedule his car's servicing needs on a routine basis to avoid a sudden and sometimes expensive loss of transportation.

Here's a list of necessary services, listed according to when they should be performed. Items preceded by an asterisk (\*) are based on normal wear or service cycle.

**MONTHLY** — check radiator level, fan belt, transmission oil, tires, battery, windshield washer fluid, lights.

way.

DEAR DE DE:

My fiance wants to take me on a trip over the Alcan Highway. I hear there aren't too many service accommodations. How far can we go? — JUST WONDERING, Toronto, Ontario.

DEAR JUST WONDERING: It depends on your self control.

(Copies of the Cookie Jar Pamphlet, outlining a complete program of auto maintenance, can be obtained by writing Dear De De, Department CJ, Box 910, Toledo, Ohio.)

**EVERY TWO MONTHS** — in addition to the above, change engine oil, test anti-air pollution system.

**EVERY FOUR MONTHS** — Change oil filter, clean air filter.

**EVERY SIX MONTHS** — Have an engine check, lubricate the chassis, test battery, check wiper blades, brake system, wheel alignment, wheel balance, rotate tires.

**EVERY TWELVE MONTHS** — \*Flush cooling system, \*install new antifreeze, \*repack front wheel bearings, \*replace anti-air pollution elements, major engine tune-up.

**EVERY 24 MONTHS** — \*Replace fan belt, \*radiator hoses, \*radiator cap, \*thermostat, \*wiper arms, \*exhaust system, \*universal joints, \*shock absorbers, \*major brake service.

**EVERY 30 MONTHS** — \*Replace battery and cables, \*adjust transmission linkage, \*replace tires.

By having all these services performed and by taking normal care of the appearance of your car, you'll do more than have dependable transportation at all times. You'll be driving a car as good as new when that final car payment is made. And that will help you from getting those overdrawn notices from the bank.

**To go with  
confidence  
see us!**



© 2511 JULY '67 M.F. 44

You can enjoy a free-wheeling vacation, if you let us precision-check your car from bumper-to-bumper now! Our expert mechanics will put it in optimum shape promptly!

- ENGINE TUNE-UP
- CHASSIS LUBRICATION



**Kelly's Texaco  
Service**

WINCHESTER 774-2009



**GOOD SERVICE  
IS OUR BYWORD**



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Your Car For Safety

- \* Oil Up
- \* Grease Up
- \* Gas Up
- \* Tire Up



**DOCKSTEADER BROS.**  
WINCHESTER

**TO SERVE YOU BETTER!**

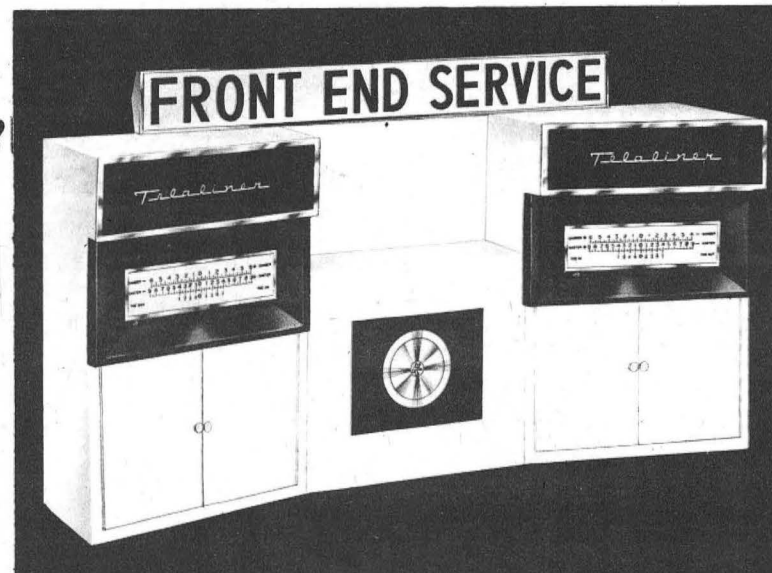
Steering Hard?

Tire Wear?

Wandering?

Shimmying?

TIRES  
SHOCKS  
BRAKES  
STEERING  
FRONT END



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WE HAVE INSTALLED THE LATEST  
IN WHEEL ALIGNMENT AND WHEEL  
BALANCING EQUIPMENT

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FRED HAGMANN, PROP.

WINCHESTER



# Interstate System Seen as Traffic Life-Saver

**Two Thirds of Network Complete,  
Will Eventually Link 50 Percent  
Of America's Cities**

By F. C. TURNER  
Federal Highway Administrator

With over two-thirds of the Interstate Highway System already open to traffic, the day is close when the 42,500-mile network of controlled-access roads is finished and its benefits can be enjoyed to the fullest.

At the end of fiscal year 1969, 28,219 miles were in use, construction was taking place on another 5,259 miles, and preliminary engineering or right-of-way acquisition was under way on an additional 6,956 miles. Mileage opened totaled 87 percent, while some form of work was under way or completed on 40,434 miles—about 95 percent of the 42,500 miles.

Some \$37.2 billion has been put to work on the system since the accelerated program began in 1956. Work completed cost \$26.57 billion and work under way or authorized as of June 30, 1969, totaled \$10.63 billion. The Federal share of the cost is 90 percent, financed by the Highway Trust Fund which is supported entirely by Federal road user taxes.

Of the many user benefits stemming from the Interstate System, probably the most welcome and the most important is the saving of lives. For each five miles of the system opened to traffic, a life is saved during each year thereafter. Because it is designed and built with primary interest for safety, the system is expected to save at least 8,300 lives annually once it is finished. Interstate travel is more than twice as safe as on conventional roads replaced by the new IS routes.

Although it constitutes only a bit more than 1 percent of the country's 3.7 million miles of roads and streets, the system will carry at least 20 percent of all the nation's traffic, and will link together more than 90 percent of

America's cities with populations of 50,000 or more.

It has been estimated that when the system is finished, user benefits will total about \$11.5 billion a year due to lower operating time, accident, and strain-of-driving costs.

The system is providing a new mobility for the movement of people and goods.

Business and vacation travel takes less time than formerly.

More recreational opportunities are accessible.

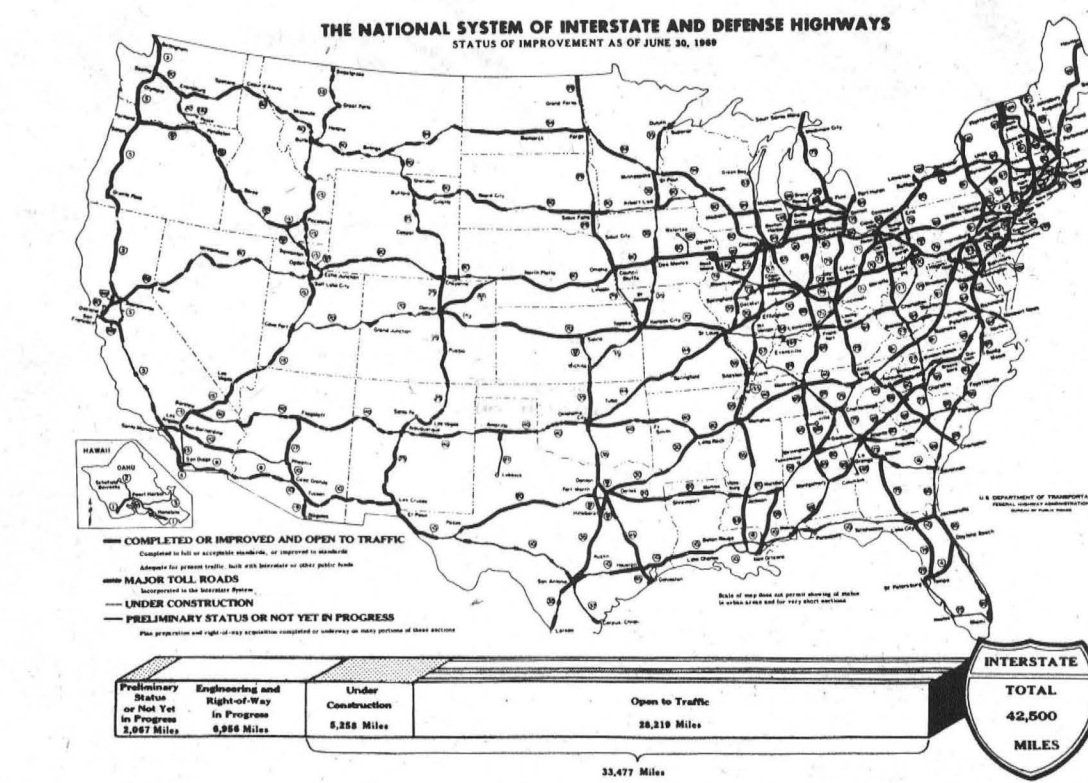
Driving is more comfortable.

Trucking operations are more efficient and deliveries are faster.

Farm products are shipped more quickly and with less loss from spoilage.

But of most benefit, it is truly a life saver.

In 1968, an estimate submitted to Congress by the Federal Highway Administration fixed the cost of the then-41,000-mile system at \$56.5 billion, of which the Federal share was \$50.6 billion. But that same year, Congress increased the mileage from 41,000 to 42,500 to fill missing critical links between major cities. The cost



of the system necessarily will rise, and a new estimate will be submitted to Congress in 1970.

The I-system is a pay-as-you-go program. When it is finished it will be fully paid for with no long term indebtedness hanging over its future.

## Not Dirt Cheap

A dirty air cleaner on your car's engine can cost you up to thirty-two dollars a year in wasted gasoline — to say nothing of extra engine wear from added grime. Let your engine breathe easy — check the carburetor air cleaner often and replace when recommended.

Bring your car in—no matter the make—for inspection regularly—and let us keep it in shape for most economical and safe operation.

**TUNE-UP for CAREFREE TRAVEL**

\* ALL TEXACO PRODUCTS

\* GOODYEAR TIRES  
\* EXHAUST & SHOCKS  
\* GENERAL TUNE-UP

**WEST END**

HWY. NO. 2 MORRISBURG PH. 543-2962  
Formerly Earl Baker Texaco

**DON'T Monkey Around**

**To Give Your Car a Lift, Look Here**

\* GAS UP \* OIL UP  
\* GREASE UP \* TIRE UP

AT **ARMSTRONG**  
**FINA SERVICE**

PHONE 774-2411  
WINCHESTER

**Get your car ready for summer driving!**

**SEE US FOR . . .**

- \* Mufflers & Tailpipes
- \* Auto Parts
- \* Shocks
- \* Tires
- \* Windshield Installation

**STEER HERE FOR VALUES**

**PINKUS**  
Salvage & Auto Parts Ltd.  
**WILLIAMSBURG**  
PHONE 535-2759



# Care for Your Car

## The New SAFETY '99

A good tire made even better  
for the 1970's

Nothing stands still these days. That's why we're retiring 'Old Faithful' in favor of a new and better Safety '99'. Wider. Flatter. Stronger.

BEFORE-TRADE PRICES			
TUBELESS SIZE	NYLON BLACK	NYLON WHITE	POLYESTER WHITE
520/10	22.65*	—	—
550/12	24.25*	27.25*	—
520/13	23.35*	—	—
600/13	24.25†	—	—
650/13	24.40	27.50	32.25
700/13	24.55	27.65	33.35
645/14 (600/14)	26.00†	—	30.95†
695/14 (650/14)	24.75	27.85	32.65
735/14 (700/14)	26.30	29.55	34.70
775/14 (750/14)	26.90	30.35	37.35
825/14 (800/14)	30.60	34.45	41.85
855/14 (850/14)	32.50	36.60	45.20
885/14 (900/14)	—	42.75	52.80
5.5/15 Tube Type	18.45*	—	—
560/15	23.75*	26.75*	—
685/15	27.10*	30.45*	32.95†
735/15 (640/15)	26.25	29.50	—
775/15 (670/15)	26.90	30.35	37.35
825/15 (815/15)	30.60	34.45	41.85
855/15 (845/15)	33.25	37.35	45.50
885/15 (800/15)	—	43.70	—

(\*1969 Design; †Centennial)

Heavier than its million or more predecessors. Changes not just for the sake of change — but to meet the heavy demands of today's driving. We like to be a jump ahead. We have to figure what happens to tires at speeds you may not even need. You see, tire failures increase alarmingly as speeds increase. A tire tread driven at the old speed-limit of 60 m.p.h. will run almost twice as far as one now driven at 70. And a tire capable of giving 25,000 service miles at 50 m.p.h. will survive only 6,000 at 80 m.p.h. A sobering thought — back of our determination to make tires safer, longer-lived.

SAFETY '99' — in nylon or polyester — is a leader and we aim to keep it that way. Ride it — and you'll know it. Trade in your old tires — and you'll discover it's still North America's best tire buy.

### TIRE GUARANTEE

ROAD-HAZARD INSURED —  
No time or mileage limit  
30 MONTHS NO WEAR-OUT  
DISCOUNT ALLOWANCE  
(See Guarantee in Canadian Tire 1970 catalogue, and posted in store)



at Big Big Discounts

NO-TRADE-NEEDED PRICES			
TUBELESS SIZE	NYLON BLACK	NYLON WHITE	POLYESTER WHITE
520/10	12.75	—	—
550/12	13.30	14.80	—
520/13	14.60	—	—
600/13	15.45	—	—
650/13	16.60	18.10	19.70
700/13	17.15	18.65	20.65
645/14 (600/14)	16.60	—	19.60
695/14 (650/14)	17.25	18.75	20.35
735/14 (700/14)	17.90	19.40	21.15
775/14 (750/14)	18.85	20.35	22.45
825/14 (800/14)	20.45	21.95	24.35
855/14 (850/14)	22.35	23.85	26.40
885/14 (900/14)	—	25.90	28.95
5.5/15 Tube Type	12.90	—	—
560/15	15.95	17.45	—
685/15	16.90	18.40	20.15
735/15 (640/15)	18.15	19.65	—
775/15 (670/15)	19.25	20.75	22.95
825/15 (815/15)	20.95	22.45	24.85
855/15 (845/15)	22.85	24.35	26.95
885/15 (800/15)	—	25.60	—

A Clean-Sweep to make  
way for the new '99's!

It's the very tire that has made our Safety '99' name so famous! Last year's great stock — your choice of Nylon or Polyester Super-Lastic — at big savings! If your local Canadian Tire dealer is sold out of this stock, he may supply the new 1970 tire above at the same low price — and no trade needed.

Alternately, send money order to Canadian Tire Corporation Limited, 837 Yonge Street, Toronto, Ontario — and your tires will be sent to the Associate Store you designate. There, the tires will be installed free and you'll get your cash bonus coupons (in areas where applicable).

BUDGET TERMS AVAILABLE



EXTRA!  
Cash  
BONUS  
COUPONS



IF STANDARD or DELUXE  
NYLON  
will do -  
Save on these!

775/15-670/15  
11.97  
CASH PRICE  
11.37

If original equipment tires gave you good service, either of these should too. Double-ply, double-strength nylon, to meet or exceed all Canadian and American Safety Standards.

SIZE	STANDARD Blackwall Tubeless		DELUXE Blackwall Tubeless	
	Factory Door Price	Price after Discount for cash	Factory Door Price	Price after Discount for cash
590-600/13	9.97	9.47	11.69	11.11
640-650/13	10.97	10.42	12.69	12.06
775/14 (750/14)	11.97	11.37	13.95	13.25
825/14 (800/14)	—	—	14.95	14.20
560/15	10.97	10.42	—	—
775/15 (670/15)	11.97	11.37	13.95	13.25
815/15 (710/15)	12.97	12.32	14.19	13.48
845/15 (760/15)	—	—	15.75	14.97
600/16 (TUBE TYPE)	10.97	10.42	—	—

WHITEWALL DELUXE: ADD \$1.50

Turnpike Deluxe is fully Road-Hazard insured — No Mileage Limit, No Time Limit. See catalogue for full particulars. On Turnpike Standard, buyer assumes guarantee and gets a low, low price.

## W. P. HENOPHY LIMITED - - WILLIAMSBURG



## Pros Buying Used Cars at Auction Look for Ones in Mint Condition

It's noisy. It's colorful and the last word in what your car and millions of others are actually worth. It's the auto auction, held daily in cities throughout the U.S. and Canada.

It is here that professional buyers and sellers of used cars gather in a carnival atmosphere to test their skill in bargaining.

To the average man or woman who thinks of auctioneering as a genteel competition to bid for antique china, the auto auction would prove a baffling but colorful contrast.

The track is fast with the average car being on the block for less than a minute. In that minute, buyers appraise its worth and bid accordingly. The car is sold, or the offer is refused by the seller and another car is quickly driven in place.

### Auctioneer Chants

In some auctions as many as four lanes of cars and a like number of auctioneers are in action at once. Each auctioneer is equipped with a microphone, a length of rubber hose which he slams on the desk for emphasis and a set of lungs that would put a hog-calling champion to shame.

Adding to the decibel level

is a crew of men among the bidders who serve as combination cheer leaders, kibitzers and spotters of the furtive bids from the buyers.

Meanwhile the auctioneer is chanting the bidding, wise-cracking, ("If I could buy a car that cheap, I'd be down there bidding, not up here selling") and pleading for reason ("There's no way you can buy this Caddy for less than a Chevy!")

Out of this study in chaos comes the hard-headed evaluation of what a car is really worth. To bid too low means that the seller will not accept the bid. To bid too high can mean the difference between a profit and a loss on the sale.

### Must Look Good

To even be considered for sale at an auction, cars must appear in almost new condition. Mechanical condition of the car must be honestly represented by the seller.

How do the pros who attend these auctions judge the cars before bidding?

Hal Humphries of APTCO Auto Auction near Detroit says, "The first thing to attract a buying dealer is the appearance of the car. Body repairs must be perceptible only to the trained eye, if at all. A sloppy job of bumping and refinishing can be spot-

ted instantly. Most often, the dealer attending the auction will stay away from a car like this rather than get involved in a costly refinishing job."

William Jacobs, a Columbus, Ohio, car auctioneer says, "The owner who has the foresight to keep his car in top-notch shape may come out as much as \$300 to \$400 ahead of the man who has neglected the same make and model. Most buyers, both wholesale and retail, don't want to bother with the 'dogs'."

The pros offer this advice to the car owner. If you get a crease in the fender have a qualified body man repair and paint it. Keep your car clean inside and out. Keep mechanical components in good condition.

### THINK

Driving with a burned out headlamp or broken tail light is thoughtless and dangerous. Give your lights a thought and light the way. Check them for condition and aim. Make sure you are seen in the right places.

About 80 percent of all families own at least one automobile. One out of three own more than one car.



Attempting to liven up bidding on a "sharp" car, the auctioneer pleads, jokes and reasons with the professional buyers. The action is fast with each car being on the block for a matter of seconds.

## Wise Driver Keeps Fire Extinguisher In Car; There is No Substitute

The wise motorist carries a fully-charged fire extinguisher in his car at all times. When you need it there is no substitute.

The preferred extinguisher is the stored pressure dry chemical type. This type can be used on any kind of fire and does not create toxic gases as do vaporizing liquid types. It should have at least 2½ pounds capacity.

Two kinds of such extinguishers are available. One uses a throw-away refill cylinder. The other must be

taken to an extinguisher service shop for recharging. Either is suitable.

The extinguisher should be reserved for emergency use only. If you intend to use an extinguisher for other purposes, such as putting out a campfire, carry spares.

### SEVEN OUT OF EIGHT

More than seven out of eight cars built today are equipped with automatic transmission, eight-cylinder engines and radios.

# THINK SAFETY

TO AVOID HIGHWAY ACCIDENTS!

## Then be fully prepared . . .

By Having Complete Insurance Protection

Call One Of The Following:



**BICCUM &  
McINTOSH**  
LIMITED

**GENERAL INSURANCE**

WINCHESTER SOUTH MOUNTAIN  
774-2410 989-2157

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GENERAL INSURANCE  
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METCALFE

**H.D. Poapst**  
**GENERAL INSURANCE**

**PHONE 774-2602**  
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INSURANCE SERVICE**

**Phone 821-2524**

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**Summers  
Insurance  
Service**

**PHONE 774-2515**  
**WINCHESTER**



## Use Caution When You Remove Radiator Cap

The simple act of removing the cap from an overheated car radiator can lead to painful, sometimes disfiguring, scalds and burns.

Cooling systems in modern autos are often under such tremendous pressure that the sudden de-pressurization which occurs when the safety radiator cap is removed can cause a cloud of scalding steam to erupt into the face of the person removing the cap.

If your car's engine overheats, steam or smoke emerges from under the hood, or you detect a smell of burning rubber, stop driving as soon as safely possible. Then turn off the ignition. *Don't release the radiator cap until all evidence of overheating subsides!* You may have to wait several minutes for it to cool.

You should also protect your hand by wearing a glove or applying a heavy padding of rags between your hand and the radiator cap.

If the cap has a pressure release device (such as a lever, a button, or a turn knob), activate it to allow any excess steam to dissipate

itself.

Turn the cap in a counter-clockwise direction until you feel the seal release. When the hissing sound subsides, the cap can be removed safely.

If it is necessary to add water to the radiator, do so with the engine running! Add water very slowly so it can warm up in the radiator before passing into the engine block. If water is added too quickly, the abrupt change in temperature could crack the engine block.

Following an overheating experience, your car's cooling system should be thoroughly inspected by an experienced mechanic. Overheating can seriously damage metal parts.

## Chance of Mishap Is Estimated By Safety Council

What are a driver's chances of having an accident in his lifetime? According to the National Safety Council, it depends partly on the distance he drives.

A person who drives 12,000 miles a year has one chance in three of having some kind of an accident. There is one chance in four that damage will be limited to property, one in 40 that there will be at least one injury, and one in 1,300 for a fatality.

One who travels 8,000 miles a year stands one chance in five for any accident, one chance in six for a property damage accident, one in 55 for an injury accident, and one in 2,000 for a fatal one.

A driver who goes 4,000 miles a year has one chance in 10 for any accident, one in 11 that only property will be damaged, one in 110 that there will be personal injuries, and one in 4,000 that it will result in death.

A driver must keep his car — and himself — in the best possible traveling condition to improve those odds, the Council says.

## Credit Cards Can Ease Way To Pay for Car Maintenance

The familiar sign "We Trust in the Lord—All Others Pay Cash," is becoming increasingly rare in automotive service facilities. A growing number of facilities and the motorists they serve are putting their trust in credit cards.

The trend is having a significant effect on the service industry. The motorist need no longer delay vital repair work until he can raise the ready cash. And the facility owner has a list of benefits including simplified billing procedures. Also, it is no

longer necessary to keep large amounts of cash on the premises.

Gasoline stations, more than 200,000 of them, are the most common areas of credit servicing. Virtually all oil companies offer credit cards to customers, primarily for gasoline, oil and minor repair services. Also, oil companies are allowing such service as tune-ups to be charged on credit cards.

Independent service outlets numbering more than 114,000 are climbing on the credit bandwagon in ever growing

volume. Many honor credit cards from banks, travel organizations and individual facility credit card set-ups.

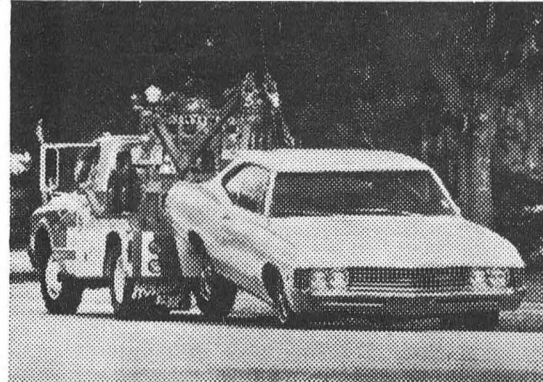
The more than 33,000 auto dealership service departments are also showing increased interest in financing repair work through a wide variety of credit sources.

Many banks will extend personal loans for needed repair work at going commercial rates consistent with state usury laws.

As a result, there is no need for a person with established credit to risk driving an undependable, unsafe car because he doesn't have the ready cash.

For him, good transportation is in the cards — credit cards.

## An untuned car is...



a tow truck ride ...



a broken date ...



a trip delayed ...



a dirty shame ...



rain down your neck ...

An untuned car is all kinds of trouble! But it's trouble you can avoid right now by getting a Champion Tune-up. That's a new set of Champion spark plugs plus other basic tune-up items your car may need. You'll enjoy quicker acceleration for safer passing, and better gas mileage too. So make sure you specify a Champion Tune-up. It means dependable Champions ... It means better performance.

DEPENDABLE  
CHAMPION  
SPARK PLUGS



The heart of a tune-up!



**CLEAN UP FOR  
CARE FREE DRIVING**

**We Have Now Added Wax  
For Your Car Protection**

**FETTERLY'S  
CAR WASH  
WINCHESTER**