Special Interest Supplement

The Glengarry News

Supplement to the Glengarry News

Winter Driving – Wednesday, September 21, 1988

THE ROAD TO SAFE, RELIABLE, WINTER DRIVING

Stories and photos
by Bruce Myers

A step-by-step guide to preparing your car for the cold season ahead

Fall '88



1. The tune-up:

Taking time on preventative maintenance including tuning up your car can save you problems later on



Your car's engine and everything that goes with it are the most vital part of your car: no engine, no go. So take some time to do some preventative maintenance; it can save your engine and dollars.

Tune-ups involve checking the car's ignition and fuel systems and the adjustment or replacement of parts.

If you drive a car with an electronic ignition system, that advanced technology may be masking engine problems that you'll end up paying for in the end.

Cars with conventional ignition systems (points and condenser) used to start hard, idle rough, spew smoke and offer other telltale signs of problems when a tune-up was needed. Electronic ignition systems are sophisticated enough to often compensate for problems until things get so severe that major components like caps, rotors and ignition wires start burning out.

If your car has a conventional ignition system, it should be tuned every year or about every 12,800 km, whichever comes first. Advanced ignition systems should get a tune-up about every 16,000 to 21,300 km.

If you own one of the new computer equipped cars and your "check engine" light has been coming on, you'll need a diagnostic check-up followed by a maintenance tune-up as needed. You'll pay more for this type of check-up, but it's the only way to pinpoint whether you have a computer related problem or deep-rooted tune-up problem.

Although you should check the owner's manual of your car, here are some tips you may want to follow when tune-up time rolls around:

AIR FILTER: It should be replaced as often as necessary, but at least about every 21,300 km. If you drive in more dusty or dirty areas, it should be replaced more often.

PCV VALVE: This device helps reduce air pollution and increase fuel economy by allowing some unburned fuel and emissions to be reburned in the cylinders. It should be replaced about every 12,800 km.

FUEL FILTER: This should be replaced once a year or about every 21,300 km.

POINTS AND CONDENSER (applies to conventional ignition systems only): Replace them as part of your car's tune-up.

SPARK PLUG WIRES AND BOOTS: Replace them as needed, and always in sets.

IGNITION TIMING: You should check and adjust it every time points are replaced in conventional systems; every time plugs are replaced in electronic systems.

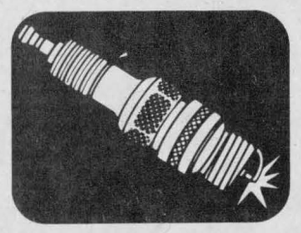
DISTRIBUTOR CAP: With each tune-up, check for cracks and for erosion of the terminals. With conventional systems, the cap and rotor should always be replaced as a set.

EMISSION FILTERS: Today's cars have several of these devices. Replacement intervals vary widely from car to car (consult your owner's manual). Some vehicles have warning lights to remind you when these filters need replacing.

Even the most advanced car needs good old fashioned manual maintenance to keep it in top condition.

Above all, stick with a good tune-up source once you've found one. A shop that knows your car's history is in the best position to recommend ideal tune-up intervals and help you cut corners on costs based on previous work performed.

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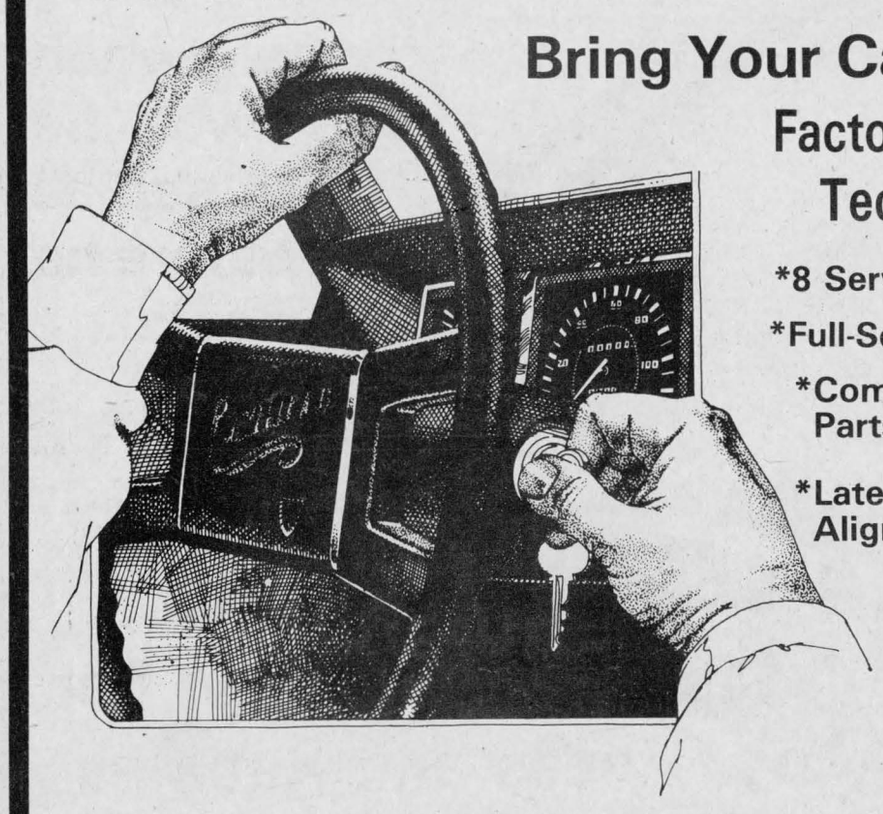
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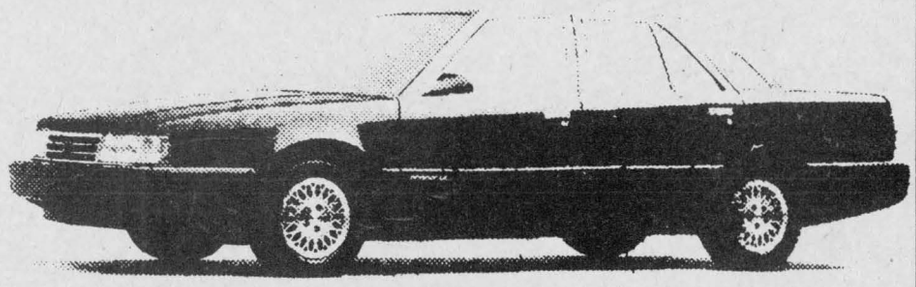
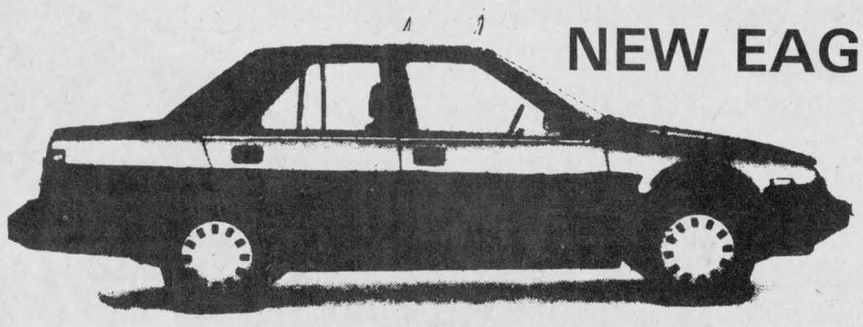
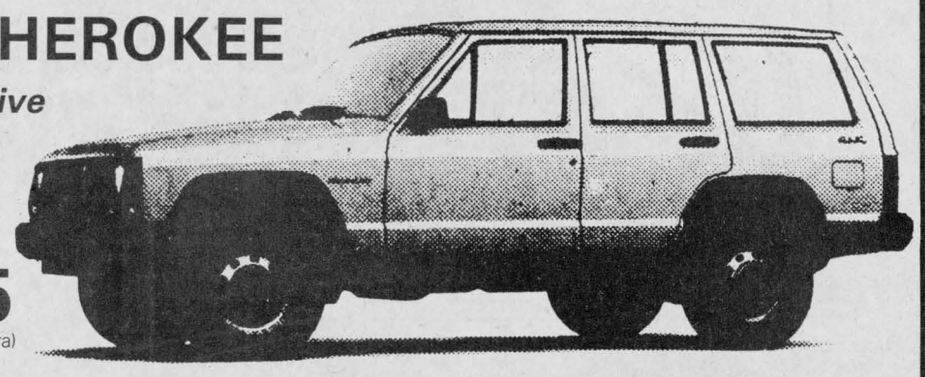
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2. G.O.F.: Regular and frequent oil changes will ensure longer life for engine, transmission

Grease, oil and filters are three things on your car that need constant changing.

A good lube job does this, and more, and should be performed on your car about every 5,000 km.

Most any garage can do a good lube job that involves the changing of grease, oil, air and oil filters. If you get a good deal, you might also get a thorough look-over by the mechanic.

Your exhaust, body, engine and lights will be inspected to ensure that your car is in good shape.

Not only does your engine need fluid and filter changes, but they are vital to your transmission, as well.

Ideally, the fluid and filter in your car's transmission should be changed every 25,600 km. But if you find yourself towing, off-road driving, or driving hard, maintenance will probably be required sooner, about every 12,800 km.

This is because dirt and moisture can collect in the fluid and heat build-up.

Regular and frequent transmission oil changes will ensure a longer life for your transmission.

Checking your car's engine oil and transmission oil are both similar and different. Both are checked with a dipstick, but while engine oil is checked with the engine off, when checking the transmission oil, the car should be in "park" and the engine running. For the best results, you should drive your car for about 15 minutes prior to the test.

The actual test isn't difficult to perform, it is much like that of an engine oil check. The transmission dipstick is usually located at the back of the engine compartment. Pull out the dipstick and wipe it clean, then re-insert it all the way down the tube. With the fluid at the proper operating temperature and with the engine running, the level on the stick should be between the "add" and "full" marks. If it isn't, you'll have to add new fluid to the transmission via the dipstick tube.

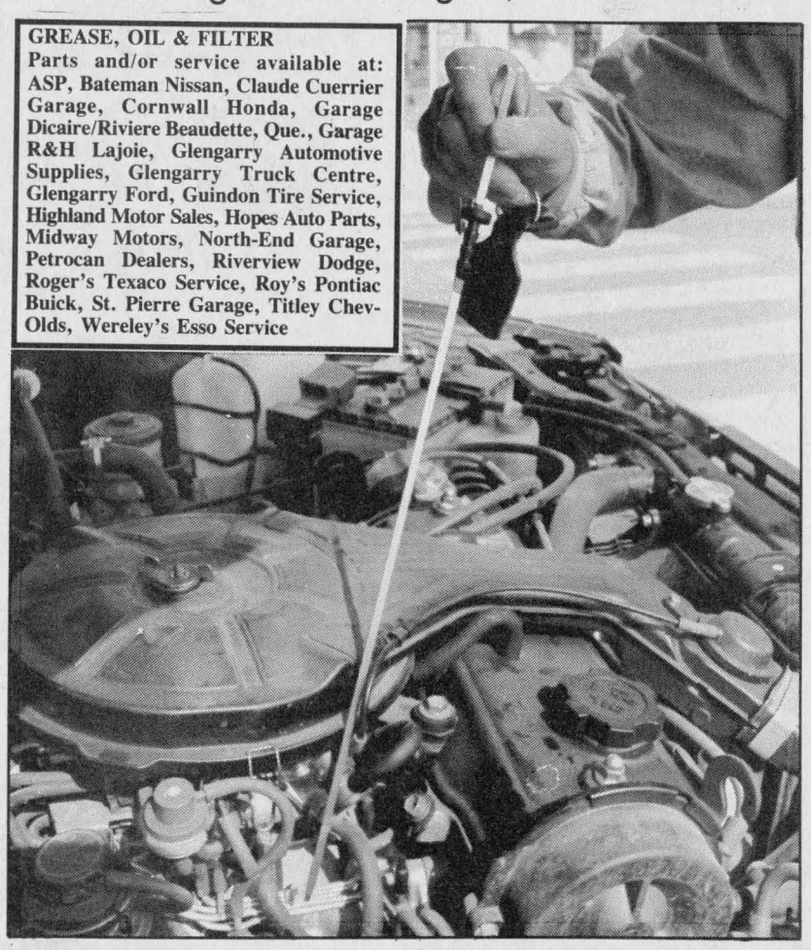
To add the fluid, you will need a special funnel that is available at most service stations. Add the transmission fluid slowly, and frequently check to see that you don't add too much. Depending upon your individual car, you will need a certain type of transmission fluid, so consult your owner's manual.

Under normal conditions, transmission fluid should be transparent red. If it appears to be brown, milky, burned smelling or contains dirt or metal filings, have your transmission looked at immediately.

It's a good idea to check the transmission fluid whenever you check your engine oil, or at least once a month.

A whole array of different brands of oil, filters and greases are available, so shop around — but make sure that the one you buy is of good quality and is designed for your car.

GREASE, OIL & FILTER
Parts and/or service available at: ASP, Bateman Nissan, Claude Cuerrier Garage, Cornwall Honda, Garage Dicaire/Riviere Beaudette, Que., Garage R&H Lajoie, Glengarry Automotive Supplies, Glengarry Truck Centre, Glengarry Ford, Guindon Tire Service, Highland Motor Sales, Hopes Auto Parts, Midway Motors, North-End Garage, Petrocan Dealers, Riverview Dodge, Roger's Texaco Service, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds, Wereley's Esso Service



To check your car's oil, find the dipstick; its location may vary from car to car. Before you check the oil level, wipe the stick clean with a rag, re-insert it, then pull it back out and check.



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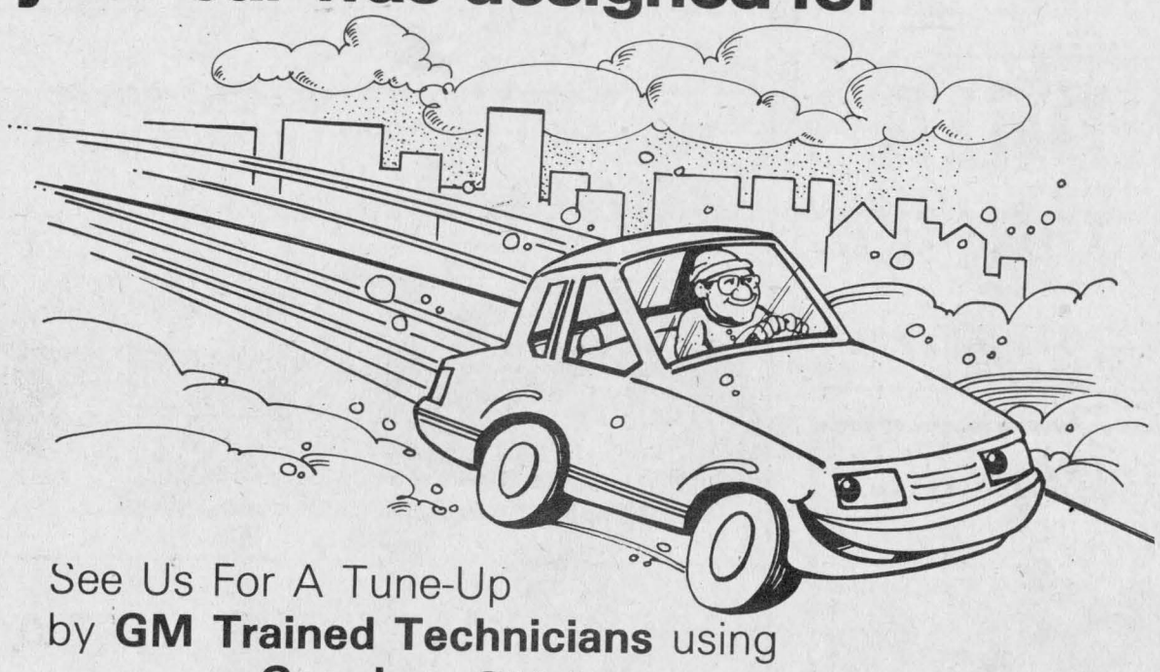
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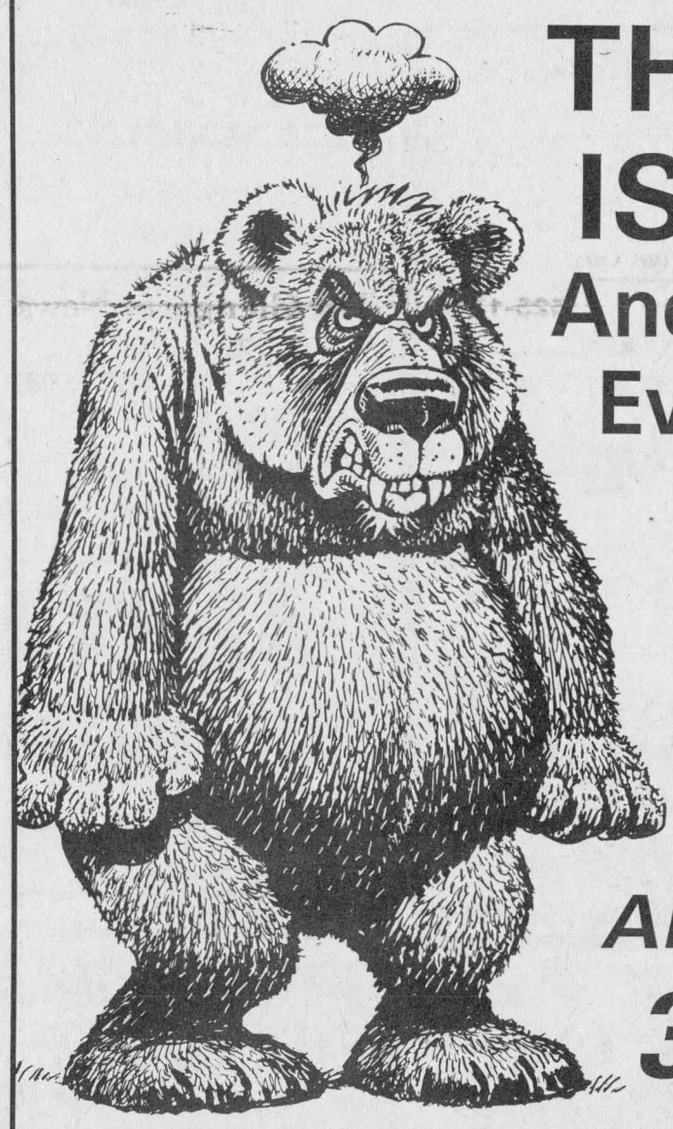


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3. The body: In the battle against rust, new solutions keep it from spreading

Since the invention of the automobile they have been made from metal, and car owners have had to wage an endless battle against rust. But the fight is getting easier.

To save some money and time, it's probably best to take preventative measures against corrosion; get the rust before it gets your car.

One of the more popular methods of this tactic is the "hot oil" treatment.

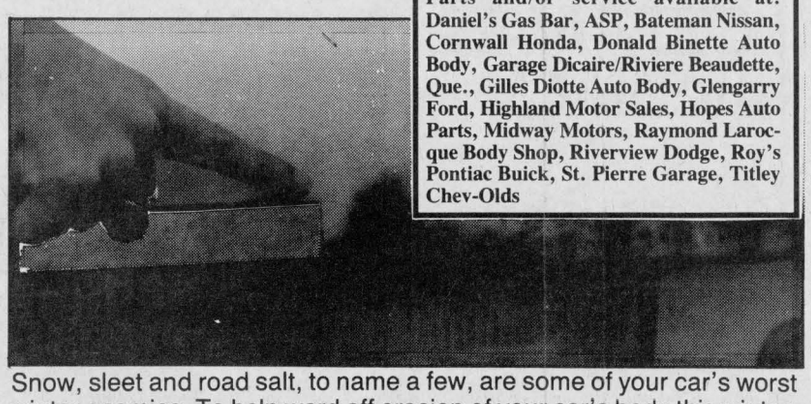
This method consists of new motor oil being warmed in a specially designed tank and being sprayed on the inside surfaces of your car. In some cases parts of the car (i.e. doors) are disassembled to achieve the highest possible coverage.

Those who perform the treatment claim that the hot oil provides the best possible penetration, and that it is the best anti-rust technique available.

The procedure costs around $35 and has to be performed once a year.

An alternative to "oiling" your car is getting it "rust-proofed."

Although this method is usually reserved for new cars that have not yet hit the road, older cars can be treated as well.



BODY
Parts and/or service available at: Daniel's Gas Bar, ASP, Bateman Nissan, Cornwall Honda, Donald Binette Auto Body, Garage Dicaire/Riviere Beaudette, Que., Gilles Diotte Auto Body, Glengarry Ford, Highland Motor Sales, Hopes Auto Parts, Midway Motors, Raymond Larocque Body Shop, Riverview Dodge, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds

Snow, sleet and road salt, to name a few, are some of your car's worst winter enemies. To help ward off erosion of your car's body this winter, wash it frequently.

The process involves a wax-oil liquid that is sprayed from the inside of the car out.

The difference between this and the hot oil is that the wax-oil compound creates a fume that sticks to surfaces that would normally be inaccessible to a liquid.

Other anti-corrosion options include a type of glaze that is administered to the outside of your car along with paint sealer. It is supposed to seal out corrosives.

Even more money can be saved by purchasing anti-rust waxes and sealers available at some stores, and administering them yourself.

But if you're like most car owners, getting rid of the rust that is already on your car is the problem. The most common location for corrosion to occur on a vehicle is around the fender wells and rocker panels. Making the rust disappear is a job you can do yourself — with a little time and work.

Here's an outline of what to do:

Loose rust and metal should be removed from the car with a suitable tool. The surface should be sanded down to the bare metal in preparation for the repair.

Next, a hammer should be used to pound in the surface, creating a dent. This enables the surface of the repair to blend in with the body of the car.

Following the installation directions provided with a fiberglass kit, cut a mat large enough to cover the hole(s) and overlap the solid portion surrounding the rusted area and apply it.

Use a plastic spreader to press the mat over the hole, applying pressure to remove any air bubbles.

When the repair is hard and thoroughly cured, use a coarse sandpaper to break the surface glaze.

The rest of the repair consists of fine sanding and a new coat of paint.

All of this can be avoided, though. Car experts constantly cite that car owners must wash their cars regularly in the winter; the season it needs to be done most often.

Road salt, acid snow and a horde of other corrosives are prevalent only to winter.

Extras to keep you comfortable

There are hordes of little extras that can make your car run smoother and even look better during the winter.

To help keep your battery warm overnight, several stores offer the now-popular "battery blanket." This device is wrapped around the outside of the car's battery and plugged in to an electrical outlet the night before you plan on using the car. It keeps the battery warm overnight, and helps get the car started a bit faster. They sell for about $35.

Another popular item in the winter season is the heavy-duty windshield wiper blade. Designed to tackle ice, hail and snow, the thick rubber blades clear the winter elements with ease. But they must be removed when warmer weather arrives. Because they are made primarily of natural rubber, they will melt under warmer temperatures.

Something to keep your hands warm while you're waiting for the heater to warm up is a steering wheel comforter. The furry device wraps around the steering wheel and can be bought at many automotive stores.

To keep the rest of you warm while you wait for the heater are seat covers. They also double as protection for your seats against anything you might bring in with you from outside.

For extra visibility during one of Canada's famous snowstorms, you might consider purchasing a set of fog lights. They are inexpensive and easy to install and available at most auto shops.

To keep from messing up the car behind you, a set of mud flaps might come in handy. Also inexpensive and easy to put in, you can buy them in sets of two or four, at any automotive shop.

Car masks or "bras" are popular items this winter. The vinyl cover is placed around the nose of the car for protection against the elements or any bugs that may still be flying around. Depending upon which size and quality you purchase, the price will vary.

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4. The radiator: Hose inspection and replacement is the key to keeping the rad and the rest of the heating system in good shape

The rubber hoses under your car's hood perform some pretty difficult tasks in a very inhospitable environment.

Not only are they subjected to pressures nearing 18 psi and temperatures that often exceed 138C, but they are required to circulate about 34,000 litres of hot coolant per hour.

Automotive hoses can provide long service life, but they are definitely not permanent.

Hoses that have paid their dues usually exhibit clearly visible signs of wear. A hardened or cracked cover, swelling at the ends, swelling and softening of the cover, scuffs, leaking at the clamp, collapsing, or even a bulge of bubble between the covers and the tube are signs that new hoses are in line.

RADIATOR
Parts and/or service available at: ASP, Bateman Nissan, Claude Cuerrier Garage, Cornwall Honda, Garage Dicaire/Riviere Beaudette, Que., Gilles Diotte Auto Body, Glengarry Automotive Supplies, Glengarry Truck Centre, Glengarry Ford, Highland Motor Sales, Midway Motors, Mr. Radiator, North-End Garage, Petrocan Dealers, Riverview Dodge, Roger's Texaco Service, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds, Wereley's Esso Service

These indicators are clearly evident with a good inspection under the hood, but there are also internal problems that don't show signs on the hose's exterior.

Deterioration can start from within, causing small hose particles to flake off and fall into the coolant. These tiny bits of rubber can clog the radiator cooling tubes, hold a thermostat valve open or plug coolant passages.

To inspect a coolant hose internally, you must drain two to three litres of coolant from the radiator to inspect or replace the lower radiator hose. However, if you must inspect or replace the lower radiator hose, you will need to drain all of the coolant from the radiator. A good time to check these hoses is whenever coolant must be added or flushed from the radiator.

Recognizing the signs of hose failure can help keep your car on the road. Take time out routinely to inspect the hoses, rather than risking failure on the road.

A test can be performed to check your radiator for leaks. Simply, a special cap is placed on the top of your radiator, which has a hose connected and which is connected to a manual pump.

A maximum of 15 psi is pumped into the radiator. If leaking occurs prior to 15 psi, your radiator needs repair or replacement. The whole job takes about two minutes and can be performed at any garage.

In the winter, your car's cabin heater is a necessity. With temperatures usually dropping below -30C, you need a warm car.

Your heater is totally dependent upon your radiator system. The coolant that runs through the car's radiator hoses cools the engine by removing the excess heat from the engine. After the coolant makes a pass through the motor, it is extremely hot. The hot coolant is the source of heat for your cabin heater.

This is another reason why you must ensure that all of your car's radiator hoses are undamaged and in good operating condition.

All auto fluids should be topped up regularly

Your car can get thirsty for a whole assortment of fluids, so oblige it, and quench its thirst before it gets sick.

Depending upon your car, you may have to change the type of engine oil you use in the winter. The oil level should be checked weekly and the oil and oil filter should be changed as per your owner's manual.

Radiator coolant should be checked monthly. In the winter, don't just add water to your radiator, but a 50 per cent anti-freeze mixture. A whole assortment of antifreeze is available, so shop around.

Brake fluid is of paramount importance to your safety. Check it *at least* once a month. Some cars are equipped with a hydraulically operated clutch mechanism which has its reservoir near the brake reservoir. Check that at the same time. If you have to add fluid to either of these, check for leakage.

How frequently you change your automatic transmission fluid is up to the discretion of your owner's manual. Check to find out when it should be changed. Regardless, the fluid level should be checked monthly.

And for safety's sake, check your car's power steering fluid every month. Be sure to add the type of fluid specified for your car. If you find that you are adding fluid frequently, check for possible leaks.

Give a gander to your rear axle lubricant every time your car is on a lift for lubrication service.

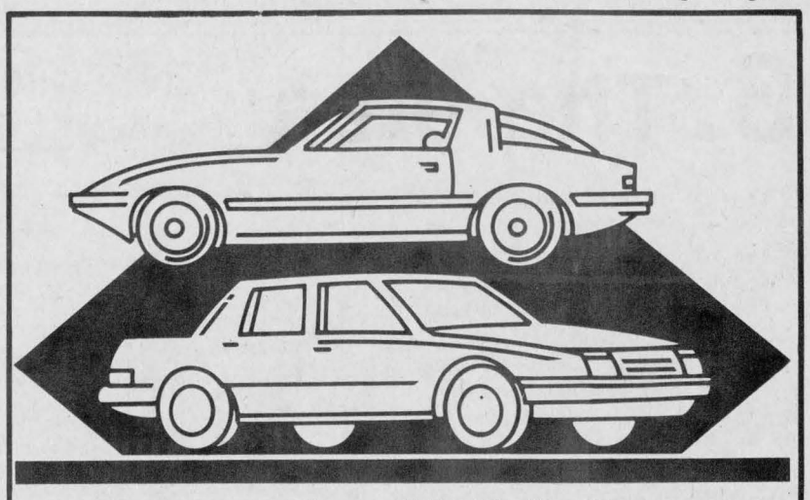
It is best to have your air-conditioning refrigerant checked and replenished by a mechanic trained and equipped to perform this service. If you don't operate your air conditioner at least once a month for about five minutes, the seals — especially the one for the compressor shaft — can begin to leak freon, the chemical gas which serves as the refrigerant.

If your battery is the type that can be checked, take a look at the level of the battery electrolyte fluid about once a month. Add water as needed. Be sure to avoid sparks or flame near a battery; they emit explosive hydrogen gas.

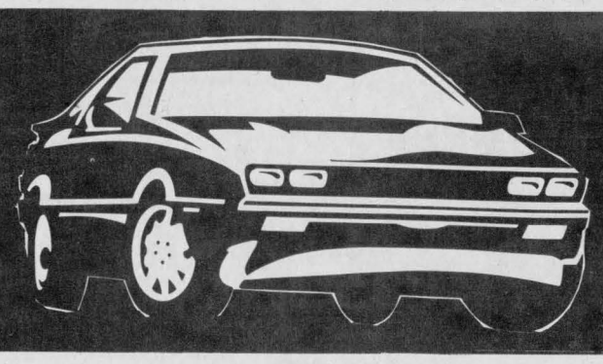
Windshield washer solvent should be checked and added regularly. The same type of fluid can be used all year, although some stores do sell a more concentrated fluid for the winter. Be sure that the fluid has a fairly low freezing point.

Compare tune-up offers and shop around

Prices and extent of tune-up work vary from shop to shop; what is considered standard at one shop may be considered "extra" at another. Shop around, compare tune-up offers, and always get an itemized quote before work is performed in order to see what you're paying for.



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Air Pump	☐	☐
Automotive Hoses:		
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Lower Radiator	☐	☐
Heater	☐	☐
PCV	☐	☐
By-Pass	☐	☐
Fuel Line	☐	☐
Power Steering	☐	☐
Windshield Washer	☐	☐
Other:		
Oil Level	☐	☐
Air Filter	☐	☐
Battery & Cables	☐	☐
Caps (Oil, Radiator, Fuel)	☐	☐
Windshield Washer Solution	☐	☐
Radiator Coolant	☐	☐
Power Steering Fluid	☐	☐
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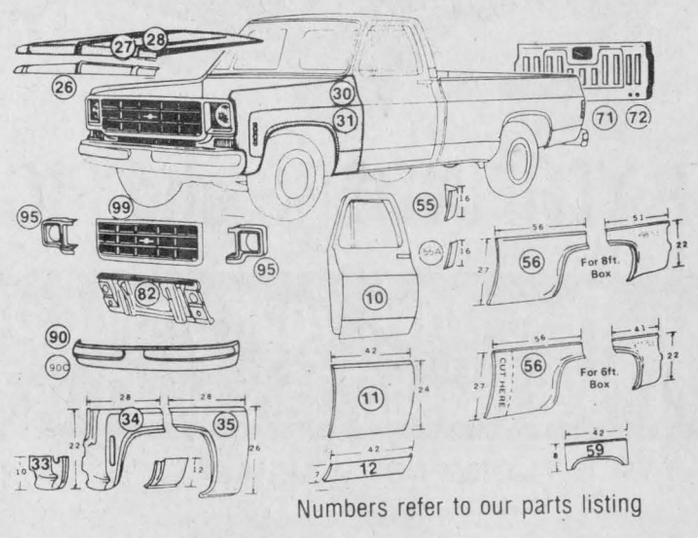
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5. The tires: The switch to all-season tires is making the annual change-over a thing of the past

Your car's tires can either help you plow the snow with ease or put you in a snowbank. What they do is determined by how you take care of them.

The first job is picking the best tires for your car. Changing summer tires to winter treads is quickly becoming a thing of the past as all-season tires begin to take over the market. And the experts say that's not such a bad thing. Most mechanics claim that all-season radials are just as effective in conquering the effects of winter as tires designed for that sole purpose.

One area mechanic suggested that all-season tires are ideal for front wheel drive vehicles.

It was estimated that only about 10 per cent of car owners change from summer to winter tires annually.

Once you get the best tires, though, you want to make them last as long as possible.

One of the best ways to ensure a long life for your tires is to rotate them about every 10,000 to 13,000 km.

Rotation of the tires involves the criss-crossing of the positions of the tires (see diagram).

Unusual tread wear patterns, thumping or excessive tire noise on a smooth road may be hints to incorrect wheel alignment, worn suspension parts or improper inflation. Tire rotation may solve the problem temporarily, but may hide the real trouble that should be corrected immediately. Not only will it help your tires live longer, but will ensure you safe steering control.

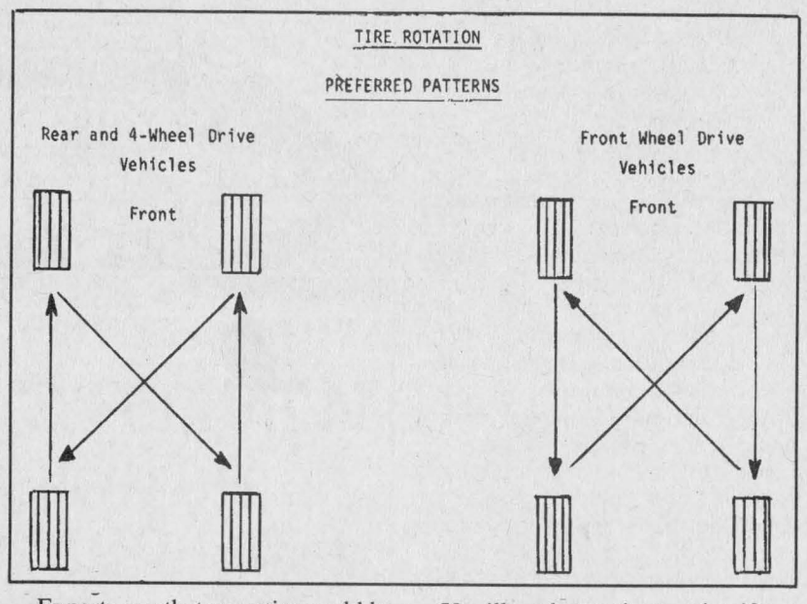
It is also ideal to have all four tires on your car wear evenly, for two good reasons:

First, a car handles better when the tire tread patterns are evenly worn. Plus, if the tires are allowed to wear out at the same rate, the new set of tires at replacement time may be of upgraded technology, giving the car the benefit of improved ride and handling.

And by replacing all four tires at once, you may be saving money. You can usually buy four tires for less money than two tires at a time.

For every 5C of temperature drop, your tire pressure decreases by one pound. So if you haven't checked your tire pressure since last summer, they're likely to be several pounds under-inflated.

Even if you follow all of these tips, you'll probably still find your tires spinning on ice — but be careful.



Experts say that your tire could be spinning twice the speed that is shown on the speedometer, perhaps 160 km/h if 80 km/h is shown. This overheats your tire, and robs it of hundreds of kilometres of tread life; or the centrifugal force can actually force it to explode.

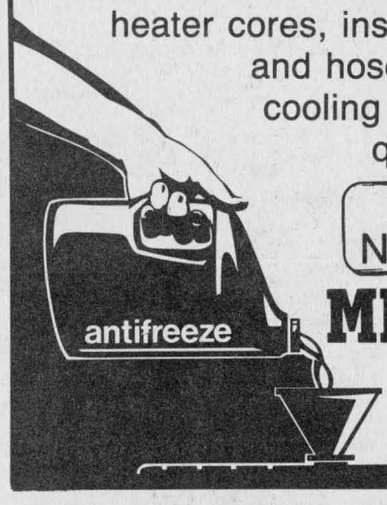
You'll get better tire traction if you keep your spinning slow. To get out, rock the vehicle, have it towed, or use sand or "kitty litter."

Plunging into snow is no fun; but not being able to get out again is worse.

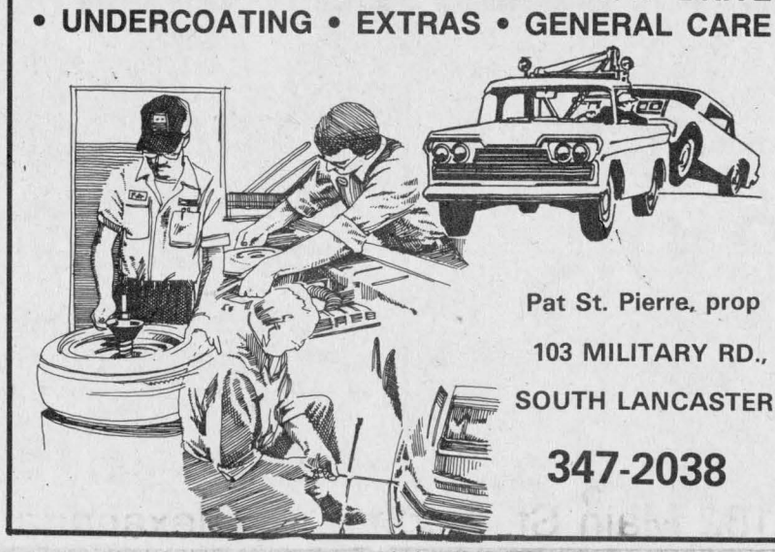
TIRES
Parts and/or service available at: Bateman Nissan, Claude Cuerrier Garage, Cornwall Honda, Garage Dicaire/Riviere Beaudette, Que., Garage R&H Lajoie, Glengarry Ford, Guindon Tire Service, Highland Motor Sales, Mid way Motors, North-End Garage, Petrocan Dealers, Riverview Dodge, Roger's Texaco Service, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds, Wereley's Esso Service

Replace before you leave

What do tires, windshield wipers, radiator hoses and drive belts have in common? They are all made of rubber, of course! And all four are among the most important replacement parts on your car. All should be replaced before any long trips.

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P18575R14PERF.90	95.95	80.50
P18580R13PERF.90	90.95	75.50
P19570R14PERF.90	95.95	80.50
P19575R14PERF.90	100.95	84.50
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6. Exhaust: Like you, your car may have trouble 'breathing' in cold weather

If you find your car coughing at idle, sputtering when you pull away from a stoplight or constantly belching black smoke during the frigid months, it may be suffering from a case of the winter flu.

The ailment's consequences can include poor performance, start-up difficulty and increased fuel consumption.

Black exhaust smoke is usually a by-product of winter, and is caused when a faulty carburetor choke is stuck shut and doesn't allow enough air into the carburetor.

The choke's purpose is to provide a richer fuel mixture to improve cold-weather starting. As the engine warms up, the choke plate opens, allowing more air into the carburetor for the correct air/fuel mixture.

The problem can usually be remedied by replacing or adjusting the choke's spring.

But the situation may call for a complete overhaul or replacement of the carburetor or air filter, which can run into the hundreds of dollars.

Air filters are an integral part of the exhaust system, and must be serviced regularly, especially if you often encounter dusty or heavily industrialized areas.

Dirt-clogged passages prevent air from reaching the engine. A simple test is to hold the filter with a light bulb in the centre. If you can't see light through it, it's time to get it replaced.

A rich-running engine not only wastes gas but can also harm other components of the engine. Black, sooty spark plugs can lead to misfire and unburned gas can leak into the crank case, contaminating oil.

Other things to look for are loose clamps and connections with the muffler and exhaust pipe, as well as leaks in the underside of the car.

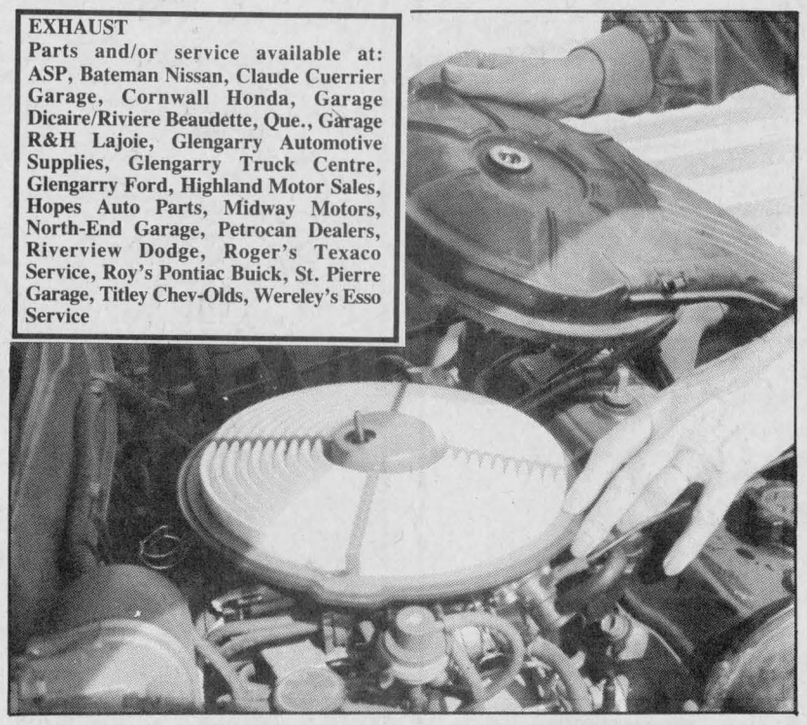
Short trips in the winter can be murder on your muffler.

Each time you turn off your ignition, condensation of the exhaust occurs within the exhaust pipe. The once-gaseous exhaust liquifies on the pipe and encourages corrosion from within the pipe.

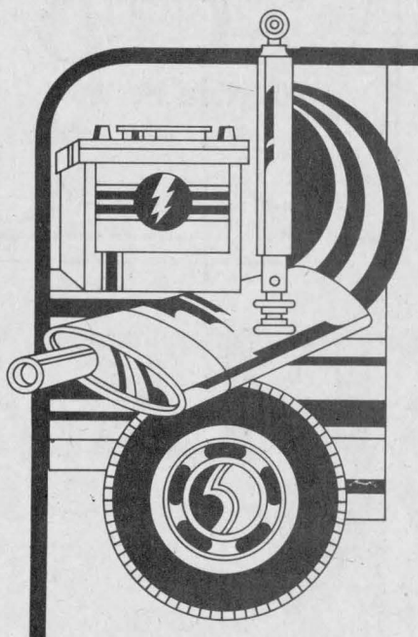
You can slow down this inevitable process by making fewer long trips instead of frequent short ones.

If short trips are a must for you, you should be purchasing mufflers with lifetime warranties.

EXHAUST
Parts and/or service available at: ASP, Bateman Nissan, Claude Cuerrier Garage, Cornwall Honda, Garage Dicaire/Riviere Beaudette, Que., Garage R&H Lajoie, Glengarry Automotive Supplies, Glengarry Truck Centre, Glengarry Ford, Highland Motor Sales, Hopes Auto Parts, Midway Motors, North-End Garage, Petrocan Dealers, Riverview Dodge, Roger's Texaco Service, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds, Wereley's Esso Service



Your air filter should be checked occasionally, and changed accordingly. Different cars use different filters, so before you go out and buy a new one, consult your owner's manual.



PREPARE YOUR CAR FOR WINTER!

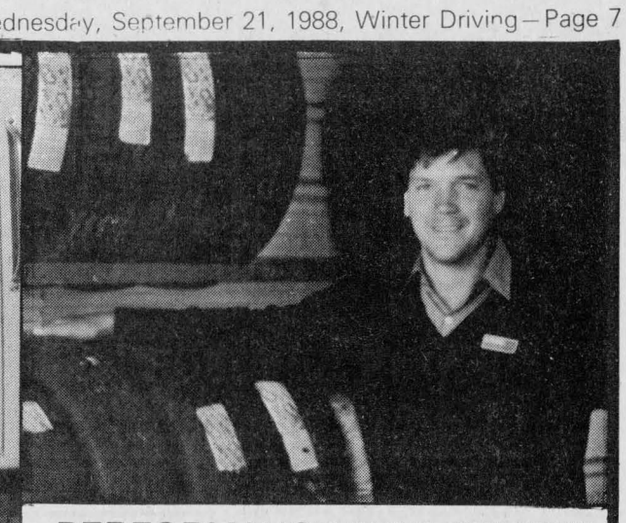
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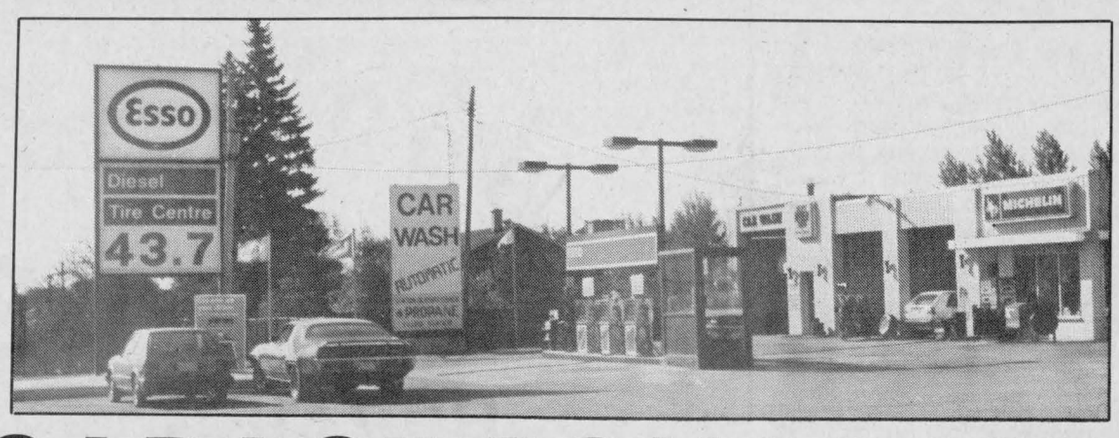
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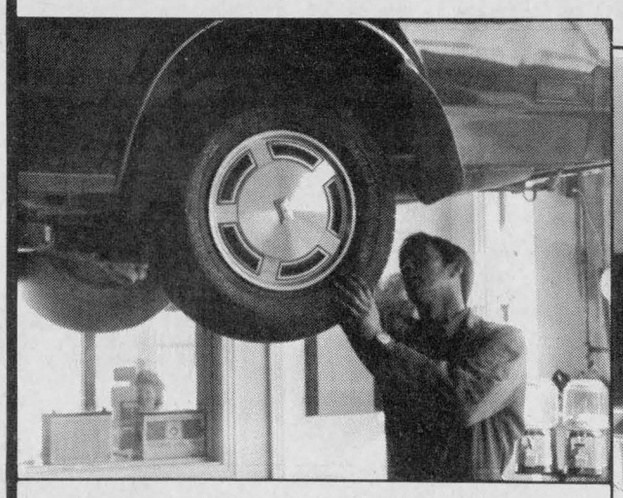


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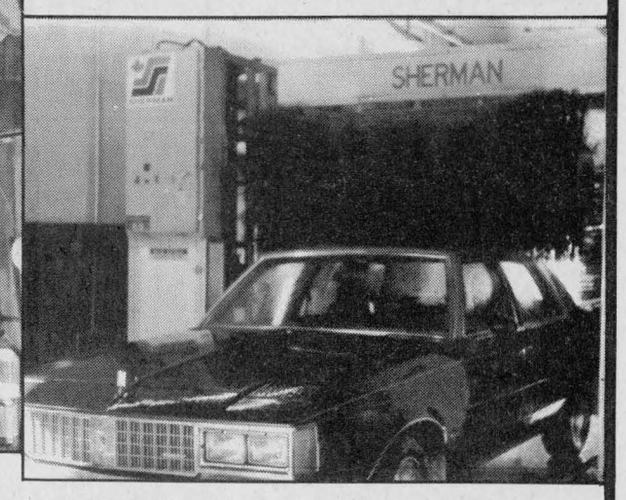
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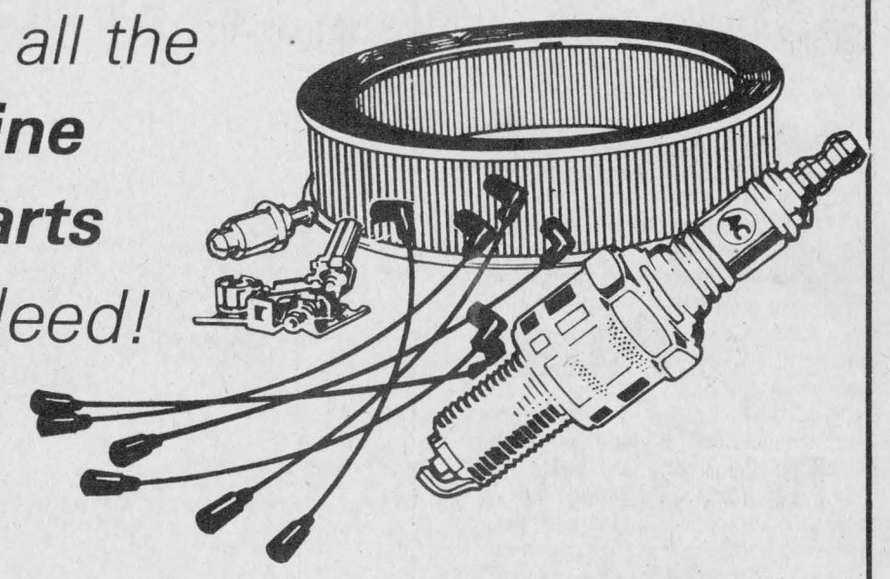
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7. Brakes:

Pay extra attention to the reaction of your brakes once you discover a discrepancy in their performance

What makes your car stop is as important as what makes it go. Your brakes are one of the most vital systems of your car.

Any unusual noises or feelings from your brakes are a signal that they should be examined very soon.

If you have to press down on the brake pedal farther than usual, if you have to pump the brakes to stop the car, if the brake pedal is pulsating or moving up and down under your foot, if the brakes grab or pull to one side, your brakes need to be looked at immediately.

The pads on some late-model cars actually have built-in warning systems that squeal when the wheels are rolling, indicative of excess wear.

The most common cause of brake problems is warped brake rotors or drums that are out of round. Assuming the drums or rotors are still safe for further use, the problem is usually easily corrected.

Generally, the accepted cure is to have a garage remove the distortion by machining the parts on a brake lathe. If the condition has been left too long, though, you may need new parts.

To prevent getting to this point, corrective measures should be taken against the problem as soon as it is discovered.

Heat is the most common cause of warping drums or rotors. Extended periods of heavy braking, such as might be encountered on a long incline with a travel trailer in tow, can cause extremely high brake temperatures. This heat, in addition to damaging brake shoes and/or pads can distort drums and rotors.

You should pay extra attention to the reaction of your brakes once you discover a discrepancy in their performance, have a qualified technician inspect the system.

When you do get your brakes serviced, be sure to inspect the pads and linings and replace them as needed. Also have the wheel bearings replaced. It's a convenient time to have this work done, and if an overheating condition exists, the bearings may require repacking with fresh grease.

If a thorough inspection and full-scale repair is the route you take, you could be looking at about $12 for an inspection and about $175 for repairs to your car's four brake systems.

The inspection includes a test drive, brake noises, pedal travel and brake pulls. Brake fluid levels are checked, as well as leaks in brake lines, cylinders or brake hoses. All this is performed by a qualified service technician. The brakes are examined directly for wear, glazing or saturation from the brake fluid.

If the inspection surfaces any problems with your car's brakes that require replacement of parts, they will be replaced with equipment equal to that of the original parts.

Depending on your individual case, brake pads, shoes and linings, rotors and wheel cylinders may be replaced.

To complete the job, the rear lining is adjusted and the entire system is pressure bled with new, clean brake fluid, removing any moisture and air that may be present.

After the job's done, treat your brakes well and drive smoothly. But always keep your eyes and ears open for signs of trouble.

BRAKES
Parts and/or service available at: ASP, Bateman Nissan, Claude Cuerrier Garage, Cornwall Honda, Garage Dicaire/Riviere Beaudette, Que., Glengarry Automotive Supplies, Glengarry Truck Centre, Glengarry Ford, Highland Motor Sales, Hopes Auto Parts, Midway Motors, North-End Garage, Petrocan Dealers, Riverview Dodge, Roger's Texaco Service, Roy's Pontiac Buick, St. Pierre Garage, Titley Chev-Olds, Wereley's Esso Service

Heaters take the nip off

To help you keep your car in good shape during the winter months, there are a number of things that you can do.

Although most experts consider it a necessity, block heaters are not included with your car when you buy it. One can be purchased for about $65 at most garages.

The block heater is plugged in overnight and helps keep the engine in a state that will put less stress on the battery when you go to start it in the morning.

A Block heater requires no maintenance, and, if you treat it well, should last you for many years.

Appearance is something you may find difficult to maintain in the winter. But with a little extra effort, your car can look almost as good as new.

In the winter, use a pressure washer to blast off accumulated road salt on the body of your car. After the wash, give the body a close examination for surface rust and paint chips. Cover them with wax or nail polish until you can repair them properly.

The elements can be extremely fierce on your car's exterior, so wax it whenever the paint begins to show dulling. Be sure to use a good cleaner or mild rubbing compound before applying the wax.

Your car's interior can be extra-difficult to maintain in the winter. Dirty, snowy footwear can track in salt and dirt from the outside, quickly deteriorating the upholstery of your car's cabin.

Give your car's interior a cleaning about once a month. The cleaning should include the vacuuming of upholstery and carpets, as well as wiping vinyl or leather with a mild upholstery cleaner. Clean all glass with a solvent that leaves no film or streaks.

If your car has a vinyl roof, it can be especially difficult to keep clean. Because of the grain pattern, vinyl tends to collect road dirt and film easily. It can be cleaned by using a soft brush and vinyl or leather cleaner. You may also want to apply a protective coating, available at most automotive stores.

If you should be as unfortunate to have had someone find your fender in the local parking lot, don't delay in getting the collision damage repaired.

The longer you postpone having the damage taken care of, the more expensive it will be because of the rusting of adjacent parts of the car.

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