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GETTING READY FOR WINTER



FALL HOME IMPROVEMENT GUIDE
With SPECIAL CAR CARE FEATURES

HOME IMPROVEMENT GUIDE

Today's investment can be tomorrow's home cost savings

So often, people underestimate the need for seasonal household chores and repairs. At a time when you're trying to stretch every dollar, there may be a danger that home maintenance projects will be overlooked. But it's important to remember that these tasks, when properly attended to, can alleviate an enormous amount of stress and pressure.

Winter is on its way

Cleaning gutters, sealing cracks and holes in windowpanes, and repairing a leaky roof are jobs that should be taken care of as soon as possible.

It's not that household work is always a festive occasion, but it is pointless to ignore repairs that need attention because, contrary to what many of us fantasize, these problems will not disappear.

Winter is on its way, and it's important to be prepared for cold weather.

Avoid future problems

If you think you are saving money by neglecting the needs of your home and "waiting 'til next year," try adding up the amount of time and dollars you have spent on past emergencies: the boiler blowing, the basement flooding, rusted, leaking pipes, clogged gutters causing water back-up and rotting floors, gas leaks, corroded wood — whatever the case may have been, no doubt the situation illustrated the wisdom of undertaking preventive measures. After all, it's the best way to avert a serious crisis and to prevent permanent damage to your home or harm to its occupants.

Make a checklist

Remember, in the wintertime, you spend the majority of your time inside your home, not outside. While the weather is still bearable, the time to repair is now. Reserve a day or two to run a housecheck, inside and out. Jot down on paper what needs a touch up, what could use some work soon, and what needs work immediately. (A second opinion form a friend, or someone in the business may be helpful.)

After your checklist is completed, it's time to get to work. Too expensive, you say? It's not as expensive as unexpectedly having to shell out hundreds of dollars for a disaster in need of prompt attention.

Ask for advice

If hiring a repair person or carpenter is not feasible, try doing the job yourself. Ask an experienced do-it-yourselfer or professional person where to begin and the best way to handle the job you're working on. There also are several "fix-it" books available to help you along.

So, assess your home's needs, and get started on the most urgent repairs. You can get the job done — and it may not even turn out to be as costly and time consuming as you anticipate.

Besides, having peace of mind (and a warm, dry, home come winter) makes it all worthwhile.

When renovating think efficiency

Renovation can do more than change the physical appearance of your house — it can improve the energy efficiency as well. By working energy efficiency into your plans, the money you save on fuel bills will help pay for the renovation work. Better yet, the energy savings will continue year after year.

Many energy conservation activities that normally would be extremely difficult or impossible can be undertaken during renovation. For example, effective sealing of the sill plate (a major source of air leakage) in a finished basement might involve removing the wall covering and insulation. This work can be accomplished more conveniently when you are actually finishing the basement.

A common reason for doing renovation work is to make the home more comfortable. Energy conservation can help. An energy-efficient home has fewer drafts and cold walls and is warmer in winter and cooler in summer than a poorly insulated, leaky home.

Energy efficiency can usually be incorporated into renovation plans at little extra cost. If you're hiring a contractor, ask to have energy improvements worked into the renovation proposal.

Here are some tips that will help you build energy efficiency into all of your home renovation plans.

To start at the top: if you plan to turn attic space into an extra room, you can make it more comfortable by sealing all air leaks, installing generous amounts of insulation and adding an air-vapor barrier on the warm side of the insulation. If space is at a premium, board stock insulation covered by a suitable fire-resistant material (such as gypsum board) might be the best solution. Installing windows on the south-facing wall and skylights in the ceiling can both brighten the room and provide passive solar heat (be sure the windows and skylights are caulked and weatherstripped).

If you are working on the ventilation system in an unfinished attic, check the existing insulation and air sealing; it may be worthwhile to upgrade both. Vents should be unobstructed by debris to improve air flow and help prevent condensation problems and ice buildup. If insulation is blocking the vents, create a clear air passage by installing baffles. Ensure that the joints around new vents are completely sealed and that the vents are louvred or installed to keep rain or snow from entering the attic.

When decorating existing upstairs rooms, consider using oil-based paint or vinyl wallpaper. These materials can help prevent water vapor from passing into the wall cavity or attic, where it can decrease the effectiveness of the insulation.

Double-glazed windows and insulated doors can significantly reduce

(Continued on page 3)



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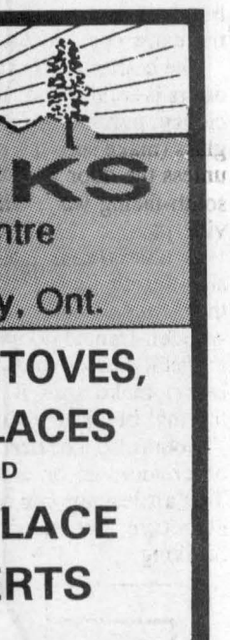

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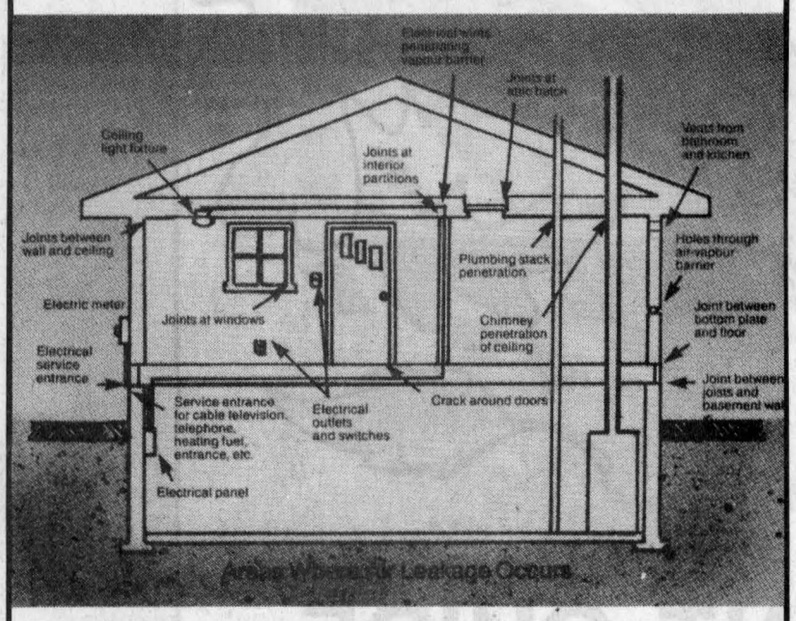

Ontario Hydro's illustration of areas where air leakage occurs.

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HOME IMPROVEMENT GUIDE

Closing the door against heat loss

You may think of doors only as something through which family, friends and the occasional door-to-door salesperson come and go. The truth is that a leaky, inefficient door also lets cold winter air into your home, while allowing heated air to escape.

To reduce this energy loss, you can make the existing door more efficient, or replace it with an energy-efficient model.

Doors lose heat through conduction and air leakage. Conduction allows heat to pass through the material of the door. A material's ability to resist conductive heat loss is known as thermal resistance and is measured in RSI (metric) or R (imperial) units.

Single-glazed patio doors with metal frames offer the lowest thermal resistance, usually in the range of RSI 0.16 (R 0.89). At the other end of the scale are steel doors insulated with polyurethane at RSI 2.56 (R 14). Solid wood doors typically have thermal resistance values of RSI 0.40 (R 2.25).

Storm doors are available in a wide variety of materials, sizes and styles and can provide added protection gainst heat loss. Wooden and insulated units typically have the highest thermal resistance.

Homeowners can purchase convertible storm doors equipped with a glass insert for milder weather, or units that contain both an adjustable glass pane and a screen for year-round use.

If you decide to replace a door, consider an insulated unit. These doors are filled with a light plastic, high-density insulation that provides a much higher thermal resistance than found in conventional doors. Insulated doors are also more expensive but their energy efficiency can make the extra cost worthwhile.

The best choice for new uninsulated doors is solid wood. For energy efficiency, purchase doors with minimal glass (make sure it's double glazed), unless the door is to be situated in a south-facing wall, where it can provide passive solar heat gain.

Double-glazed patio doors offer significantly higher thermal resistance than single-glazed units. Similarly, wooden-framed doors are preferable to metal-framed units (if you buy the latter, make sure it incorporates a thermal break to reduce heat loss).

Doors also lose heat through cracks or crevices in or around the door. This air leakage can be reduced with effective weatherstripping and caulking.

Weatherstripping should be used to stop air leaks at any moving joint in the door. To check the condition of existing weatherstripping, close the door on a piece of paper where the weatherstripping is located and then try to remove the paper. If there is no resistance, the weatherstripping is not providing an effective seal.

When you are installing new weatherstripping, ensure that it makes good contact with the door. A face-type weatherstripping, which makes contact with the face of the door, is best for doors with minimal warpage, while edge-type weatherstripping, which makes contact with the edge of the door, is most appropriate for severely warped doors. Because doors are subject to constant use and extremes of temperature and humidity, it is also important to use weatherstripping materials that are both durable and resilient.

Install weatherstripping on both sides of the door and at the top and bottom. Don't neglect the hinged side: it can be a major source of air leakage.

Ideally, weatherstripping should provide an airtight seal when the door

(Continued on page 4)

When renovating, think efficiency

(Continued from page 2)

conductive heat loss. Be sure that all doors and windows, old or new, are thoroughly caulked and weatherstripped. Caulk around doors and window trim with a paintable caulking before painting. If you replace a baseboard, caulk the joint between the wall and floor before installing the new material. Caulking should always be applied from inside the house.

Fireplaces contribute to the appearance of a room but they are inherently inefficient. When making repairs to an existing fireplace, be sure the damper seals tightly or consider installing a chimney cap damper.

Supplementing the combustion air available to a fireplace can also reduce the amount of heated air drawn up the chimney. Fresh-air intake ducts bring combustion air from the outdoors to the front of the fireplace. The ducts should be equipped with a tight-fitting damper that can be closed when the fireplace is not in use.

Glass doors can be an attractive addition to a fireplace and can help prevent house air from being lost up the chimney when the fire is not in use. If you're installing a new fireplace, ensure it is energy efficient.

Major kitchen renovations, such as the addition of new cupboards, also provide an opportunity for air sealing or insulation work. If you're adding a south-facing breakfast nook, consider incorporating energy-efficient windows in the design for a pleasant "solarium-like" effect that takes advantage of passive solar heat.

In the bathroom, do as much caulking and insulation work as possible (insulate on the cold side of the water pipes to prevent freezing). Many caulking materials are moisture resistant, making them ideal for the bathroom. Also, consider installing a flow restrictor showerhead to reduce the amount of hot water used.

Before finishing the basement ceiling, tape all joints in the hot air ducts (you might even consider insulating long runs of duct work). This will help get more of the heat from the furnace to its destination. Caulk all cracks in the exterior masonry walls, install insulation and add an air-vapor barrier.

Energy efficiency can even be incorporated into renovation work on the outside of your house. For example, if you have gone to the trouble of excavating to repair leaky foundation walls, it makes sense to insulate these walls from the outside before backfilling. In any case, make sure the wall is well dampproofed.

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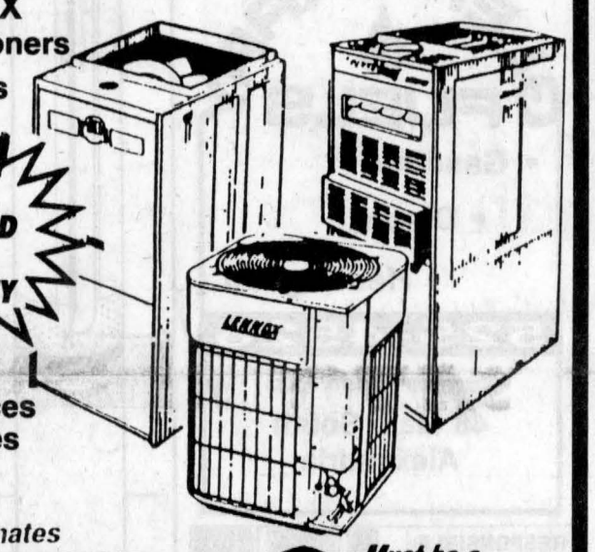

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HOME IMPROVEMENT GUIDE

Tips for keeping your home sealed

•Check for drafts around windows and doors with a lighted candle. If the flame flickers, add more weatherstripping and caulking.

•Insulate your attic up to the Department of Energy's R-value recommendations with easy-to-use products.

•Change furnace filters once a month.

•Close off unoccupied rooms.

•Insulate hot water heater, pipes and ducts.

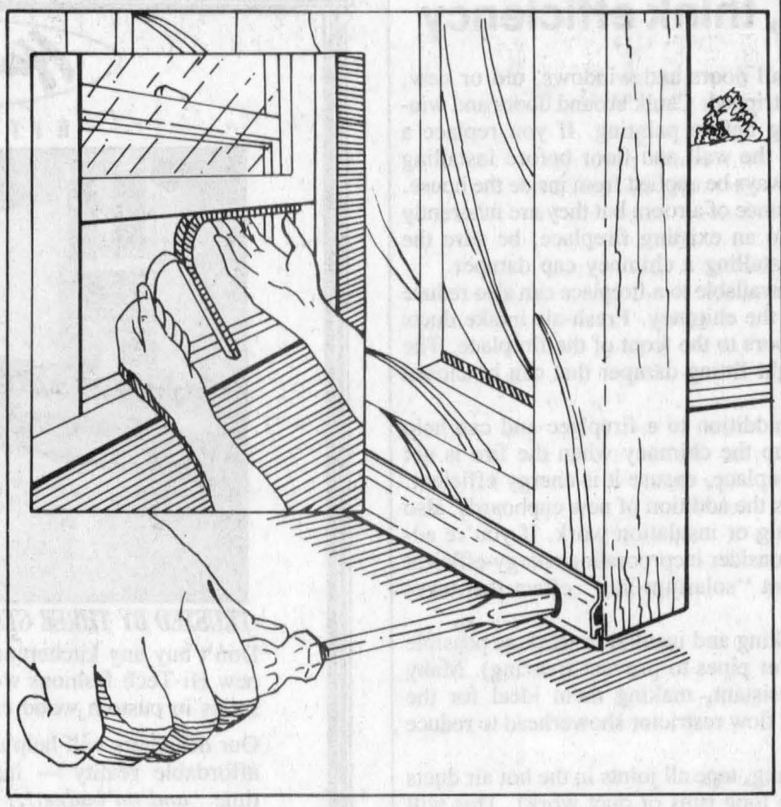
•Close energy-stealing openings, such as fireplace dampers.

•Set thermostat at 65°F in the day, 55°F at night.

•Install energy-efficient doors and windows.

•Vacuum radiators and registers frequently.

•Cover your window air conditioning unit to prevent cold air from sneaking through the vents.



Construction adhesives can beat nails

Construction adhesive can save time and money on building and remodeling projects by speeding the installation of various materials and reducing the number of screws and nails needed to finish the job.

New advancements in adhesives technology have produced construction adhesives that beat nails for holding-power. When looking for a construction adhesive, remember three tips:

•You can't totally eliminate nails or screws by using these adhesives. However, you can reduce nailing by up to 75 per cent.

•The newest construction adhesives work best, since manufacturers continually are improving the formulas.

The new formulations from well-known manufacturers offer several benefits over the older, heavily promoted brands. These include double the holding-power and coverage and the ability to bond more types of materials.

•Read the package label carefully. Look for products with clear directions and lists of appropriate uses right on the label. This will help you make the proper selection and save time when you start the project.

You can use construction adhesives to fasten drywall to wood or metal studs; install subfloors, floor tiles, furring strips, thresholds and wood moldings; or to install decorate brick and prefinished panels.

Closing the door on heat loss

(Continued from page 3

is shut but should not interfere with opening and closing. Make sure the weatherstripping is of an appropriate size to ensure a tight seal. In some cases, the door may have to be adjusted or trimmed to fit snugly. A durable weatherstripping should be used on thresholds because of the constant traffic over these areas.

Finally, check weatherstripping periodically after installation to ensure that door warpage or wear and tear have not made the seal ineffective.

Caulking should be applied to all nonmoving joints in the door unit. Generally, these are the joints between the frame and the wall and around any windows in the door. There are many suitable sealants for this purpose.

You can test the effectiveness of existing caulking on a windy day by drawing a tissue or smoke pencil around the outside of the door and around any window panes within the unit. A flutter of the tissue or smoke indicates an air leak.

A door should be replaced only if it is so poorly fitted, warped or damaged that effective weatherstripping and caulking are impossible.

Many prehung doors come with factory-installed weatherstripping, but these units are generally more difficult to install than a simple replacement door. The pre-hung door may outlast its weatherstripping, so ensure that the material can be easily removed and replaced. You should also be able to adjust the weatherstripping to compensate for warpage.

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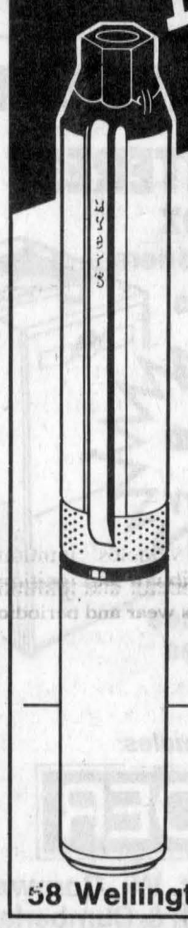

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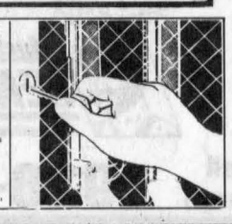



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WINTER CAR CARE TIPS

Arm your car for winter

Automobiles get the worst out of winter.

They stall, skid, rust and break down.

Luckily, several Glengarry businesses can help overcome winter's many challenges.

However, car drivers must prepare for winter well before the first flake hits the road.

Installing winter tires is a must.

Ron Valade, owner of Glengarry Tire in Glen Robertson, said different road and driving conditions require different tires.

He said most cars can get by with four-season tires for long-range driving.

But the best tires are those that grip safely on snow and ice.

Pickup trucks require different tires than cars.

Prices vary on the size of the tires.

Valade said tire prices for cars range from $55 to $110 a tire, and $150 to $200 a tire for pickup trucks.

He said the best time for a tire change is at the end of October or the middle of November.

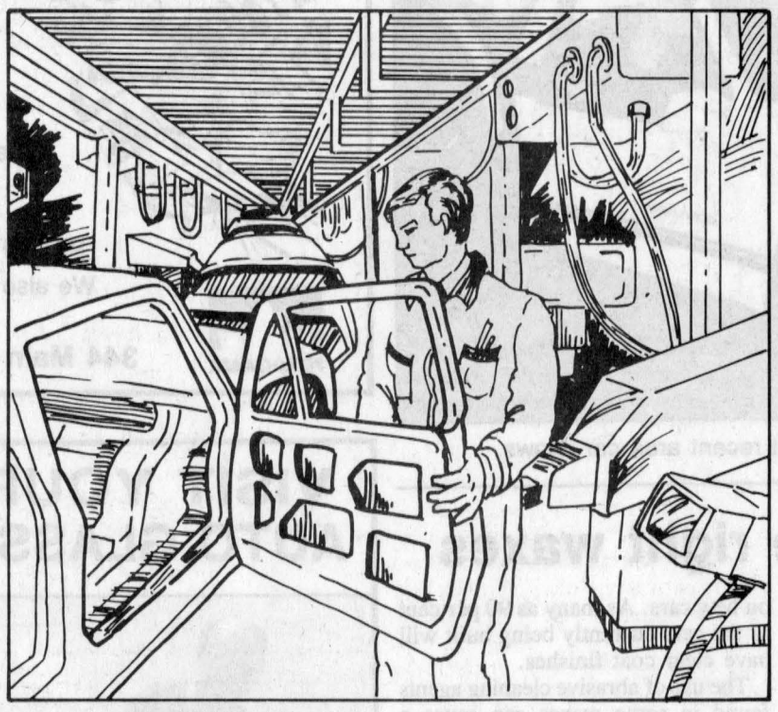
And, as long as winter tires are being installed, it's a good idea having a tune-up done at the same time.

Joel D'Amour, the service advisor at Titley Chevrolet Oldsmobile in Alexandria, said there are different types of tune-ups.

Some people want just an engine tune-up, whereby spark plugs, gas and air filters, positive ventilator valve, oil, and all hoses are checked or, if necessary, replaced.

Tune-ups can also be more exhaustive whereby tires and other parts are checked as well.

Gerry Decoste, service manager at Roy's Pontiac Buick Cadillac, said engine tune-ups should be done on cars with more than 50,000 kilometers on them.



Tune-ups cost from $60 to $180.

"The more pistons, the more expensive it is," D'Amour said.

Decoste warns that if a car is not tuned up for the winter, the engine will use more fuel, the engine will stall, and in very cold weather, such as below -30 C, the engine might not start at all.

Decoste said a very cold engine is about four times harder to start, and a very cold battery is about 60 per cent less efficient.

Put the two together, and a badly maintained car will have a 50 per cent chance of not starting.

On such a day, tow-trucks are operating all day, hauling frozen cars to garages to get thawed.

Other than tune-ups and tire changes, drivers can prepare for other problems associated with the harsh Canadian winter.

Rustproofing is an investment which could extend the car's lifespan from three to seven years.

"I've got a car that has been done. It's five-years-old and no rust on it," said Viola McRae, business manager at Glengarry Ford.

She said the auto dealer offers a package for cars with mileage less than 10,000 kilometers.

Prices at most dealerships for rustproofing range from $500 to $1,000.

Tire changes, tune-ups and rustproofing could cost a driver about $1,000.

No doubt, in today's cost-cutting society, some drivers would prefer to be do-it-your-selfers.

John Hope of Hope's Auto Parts in Alexandria said for about $40, a person could purchase sparks plugs, filters and oils needed to do their own engine tune-up on a four-cylinder car.

He also suggests that do-it-yourselfers take a sample of their car's radiator coolant to a local service station to determine if it consists of enough anti-freeze.

He also recomends a driver consider buying booster cables, a block heater, battery blanket, snow scraper, mall shovel, and a bag of sand.

For those who drive fancy cars, parts and maintenance can be expensive, especially for imports.

Bob Trottier of Trottier Sales Center said a winter car, which can cost somewhere between $400 and $500, could be worth it.

"They could last a year in good hands," he said.

If the old clunker breaks down, at least your new German or Japanese car has its original parts.

Check your timing

What do a rock band, a ball team and your car's engine have in common? Timing!

Timing in an automobile engine, according to Car Care Council, is defined as the regulation of the spark impulse so that the spark occurs at the proper time for ignition. It also refers to regulation of a valve's opening and closing.

Considering that each spark plug in a V-8 engine fires 525 times per minute at 55 miles per hour, there is little margin for error. If ignition takes place too soon in the cycle (it is referred to as "too far advanced"), the engine is likely to knock or ping and may run erratically.

When ignition occurs too late (called retarded timing), the result is likely to be sluggish performance, excessive fuel consumption and hard starting.

Frequent problem

Incorrect timing is a common condition. On older vehicles' ignition systems with distributor and ignition points, components wear and periodic adjustments and replacement are necessary.

Later model cars, with electronic ignition systems, are less likely to go out of timing. Nevertheless, it is still important to have checked as part of a tune-up or any other engine diagnosis.

On many cars, the timing mechanism is driven by a rubber belt, as opposed to a chain or gears as in other vehicles. This belt is subject to wear and may have to be replaced after about 60,000 miles. A loose belt can cause loss of power, back-firing and hard starting if the engine runs at all.

While timing belts may last a great deal longer than 60,000 miles, it is wise to anticipate the possible need for replacement as part of a tune-up.

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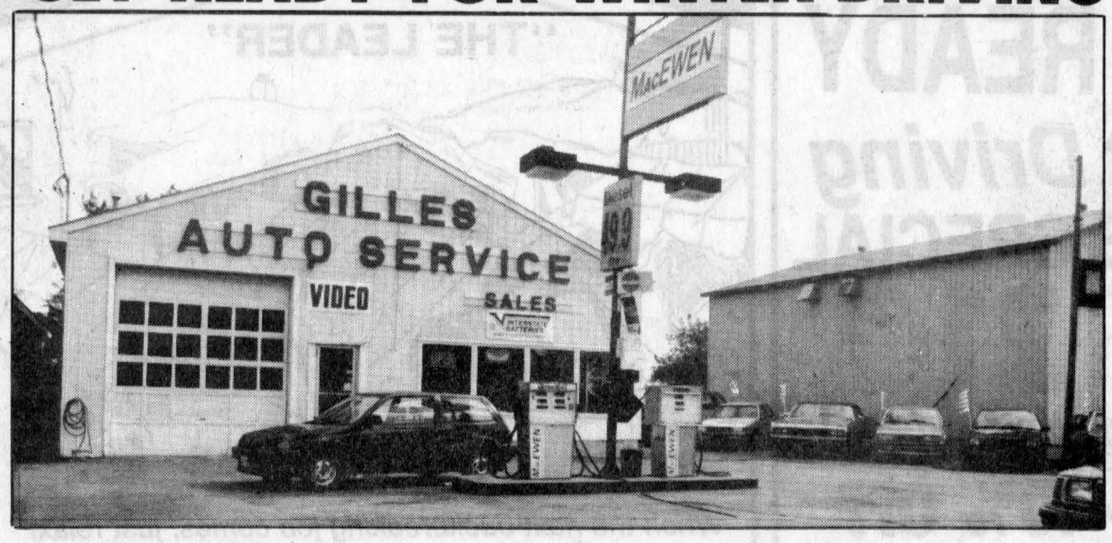

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WINTER CAR CARE TIPS

Auto covers are good way to protect your car

No matter how well maintained your car's mechanical parts, much of its value is wrapped up in the appearance of the bodywork. By isolating your car's finish from snow, pollution and dirt, you'll add to your car's resale value as well as protect its good looks.

If you have a garage, use it. Not only will you shield your car from the cold weather (including possible freezing rain damage), but you'll also protect it from the paint-dulling effects of the sun's ultraviolet rays. That's right, your car's finish is under attack even under blue skies. Besides being better protected, garaged vehicles are easier to start in cold weather, and you won't miss scraping ice off the windows on cold mornings.

A car cover is a good investment whether or not you have a garage. Everyone has to park in the open sometime. Covers are either one-size-fits-all or custom-sized. The difference in cost is surprisingly small. The few extra dollars needed for a good-fitting custom cover are well worth it. The custom cover will both fit your car better than a universal cover and is less likely to be blown off.

Should you choose a lined or unlined cover? If you'll occasionally be covering a dirty car, choose an unlined car. The lining can collect grit and scratch your paint. On the other hand, if you keep your car perfectly clean, a lined cover is softer on your paint.

Pay attention to different cover materials as well. Used outside, a cotton cover will last only a couple of years, while some of the new synthetics will last at least 10 years.

Care of car covers is simple. Don't let solvents (such as gasoline) come into contact with the cover. If you do spill something, clean the cover im-

(Continued on page 7)



The new '93s were out in force at recent area car shows.

Be sure to use right waxes

The fall offers car owners a perfect opportunity to spend time caring for their vehicles' exterior finishes. But before the waxing begins, car owners need to make sure that the wax they're using is right for their car's particular finish.

Since 1980, an increasing number of automobile manufacturers have been applying "clear coat" finishes on new cars. As many as 90 per cent of the cars currently being built will have clear coat finishes.

The use of abrasive cleaning agents found in some waxes can cause a car's glossy finish to become scratched and hazy. These problems most often occur on clear coat finishes, but can also develop on some conventional finishes as well.

Make sure windshield wiper refills are changed every six months

If you are one of the many motorists peering around the streaks on your windshield until the rain lets up, it's time to service your windshield wipers.

Wiper service is easy — and it can save you money.

The typical windshield wiper is made up of two parts:

The wiper blade, a frame which holds the rubber, is usually made of metal, occasionally of plastic.

The rubber wiping element, which is referred to as a refill — so called because you can replace it without changing the wiper blade.

When a wiper blade needs service, it is usually because the rubber refill has stopped performing. Refills fail because the smog, ozone, acid rain, road salt and general dirt all around us attack the rubber mercilessly. That is what causes the streaks and smears on your windshield.

How often do windshield wipers need service? Experts say every six months to a year — the rubber in the refills won't last any longer than that. But many motorists routinely leave their wipers untouched for two years or more.

When you change your wipers, you have two choices: You can replace the entire wiper blade, or you can simply replace the refill. It's better to replace only the refill, for two reasons:

Your original equipment wiper blade is designed for your car's windshield contour and styled to complement your vehicle. Wiper blades usually need replacement only if they are bent or damaged: there's no need to change them if there is nothing wrong with them.

Lower cost: A pair of new refills might cost only a couple of dollars at an auto parts retailer, while a single new wiper blade costs $10 or more.

For years, automotive suppliers have made standard wiper refills widely available. All that's needed to find the correct refill for most domestic models is to know the length.

But, finding wiper refills for import vehicles has been an increasing problem. Standard refills won't fit many import wiper blades. The import manufacturers and even some North American manufacturers frequently use a "narrow claw" design wiper blade, requiring refills as much as 50 per cent narrower than domestic configurations.

When your car is at home, you can make winter a lot of fun!

Glengarry has plenty of recreational activities people can get involved with to avoid being bored during the winter.

Groups hold nightly sporting and excerise programs at Char-Lan District High School and at GDHS.

GDHS has aerobics, gymnastics, badminton, basketball, volleyball, indoor soccer and martial arts.

For information call Claire Lacroix at 525-1066.

Char-Lan has similar activities. Information can be found by calling individual organizers.

For badminton, call Amy Ward at 347-2858; for ladies volleyball call Susan McDonell at 347-3949; for indoor soccer call Rudi Payer, 347-2542.

The Glengarry Sports Palace in Alexandria and the Charlottenburgh Recreational Centre have recreational skating.

The Old Mill Lake in Alexandria is also open to free skating during the winter.

Both arenas also have hockey, figure skating and broomball programs, but it's too late to register.

The curling clubs in Alexandria and Maxville are accepting membership registrations.

For information call Jim Poulton at 347-2564 for the Alexandria club and Don Bond at 527-2309 for the Maxville club.

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WINTER CAR CARE TIPS

Car dealers agree it's a good time to purchase



Glengarry car dealerships have been showing off the latest lines of 1993 models.

Fall of 1992 has a lot more to offer than cooler weather; it also has local car dealerships selling cars and trucks at low cost.

According to most local dealers, in today's market you can buy a big name car at a low price.

With the way the economic situation has been in the last few years, consumers are conserving money and worrying a lot more. But every cloud has a silver lining. By not spending money, consumers have opened up a better market for buying cars.

The latest models are affected by the current economic situation. Dealers across Canada have lowered the price of cars and have lower interest rates to entice the potential customer onto their sales lots.

Local dealers say right now, it's a buyer's market out there. The prices have never been lower.

Interest rates for financing an automobile purchase are lower and rebates on trade-ins are better than ever.

Local car dealerships agree, consumers can take advantage of the situation and drive away in a vehicle of their choice.

And with factories putting more care and quality into new vehicles, they are more reliable to maintain than ever before.

Cars are cheaper now than they were even before the goods and services tax came in.

It can't get any better than this — local dealers are offering cars and trucks at incredibly low prices.

Local financial institutes also agree that this year is indeed a buyer's market.

With the continued decline in interest rates, more and more people are coming in and getting loans for cars.

In fact, according to local banks, 1992 is also a good time to consolidate loans into one package. If buyers are planning on trading, they can consolidate loans from the old car with the new car.

According to one manager of personal banking "a lot of people like to borrow from their own bank."

Boosting can damage your car's electronic components

Boosting your car these days isn't the straight forward procedure it used to be. But was using jumper cables ever a pleasant experience for motorists?

"People have always had difficulties properly boosting a battery and it can be a real headache these days," said Roger Menard of Roger Menard Garage Ltd. in Lancaster. "With the electronically driven cars out there these days you can blow a $1,000 just trying to start a car."

So boosting your car battery this winter could become a very costly headache. The problem is with electronically driven automobiles, if you make a mistake while boosting — a wrong battery connection short circuiting the battery, for example — the vehicle's electronic components can be damaged.

"You don't even want to imagine how much money it can end up costing you because when you blow those computers, it's not cheap," Menard said. "That's one of the biggest problems for motorists these days: the cost of repairing something after you've made a mistake."

Menard advises that if you're driving a car with electronic ignition, that you read the owners manual "very carefully" before hooking up the cables. What's the old saying: an ounce of prevention is worth a pound of cure? "To be really safe sometimes you're better off calling the dealer for boosting information," Menard said.

Seeking help from the local garage is also a suitable alternative to going it alone if you're not really sure what you're doing. Sometimes in the dead of winter garages are backlogged with towing and boosts, but normally they can service your car within 30 minutes. "Making a mistake could end up costing a lot more than the $15 or $20 service charge," Menard said.

If you do go it alone, here are some tips that will help make your next boost a successful one.

A. Check the battery terminals and remove any excessive corrosion before attaching the jumper cables.

B. Make sure the vehicles aren't touching each other. Use of the parking brake is a good idea.

C. Connect the positive jumper cable on the dead battery's positive terminal. Connect the other end of the positive battery cable to the booster battery.

D. Connect the negative jumper cable to the negative terminal of the booster battery and the other end of the negative jumper cable to the rear alternator mounting bracket, vacuum tree on the air intake throttle or, a good metallic contact spot on the engine of the vehicle to be started.

Don't connect the negative cable to the negative terminal on the dead battery. That's when damage to the vehicle's electrical system or an explosion would most likely occur.

Damage to the electrical system is more likely when using a 24-volt jumper system, so stay with a 12-volt jumper system.

Be careful not to disconnect the battery of the vehicle to be started. That's also a situation where damage to the electrical system can occur.

Covers protect car body

(Continued from page 6)

mediately. Don't store a wet cover. If you have to drive off with a wet cover, spread it out and let it dry as soon as possible.

Other products are available to protect your car's finish. Some covers have built-in "door-bang" panels to protect against other car doors. These protective panels are also available separately, some attaching magnetically. Another protective device is the car bra which protects the front of the car from flying rocks and bugs.

Money spent protecting your car's finish today is certain to be returned in the form of greater resale value down the road. Your investment in finish protection will definitely pay for itself.



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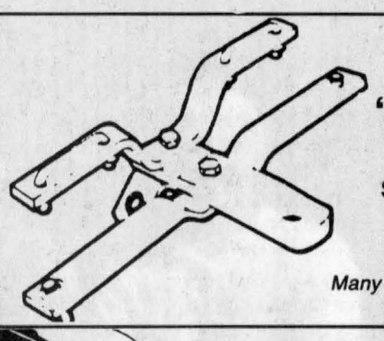

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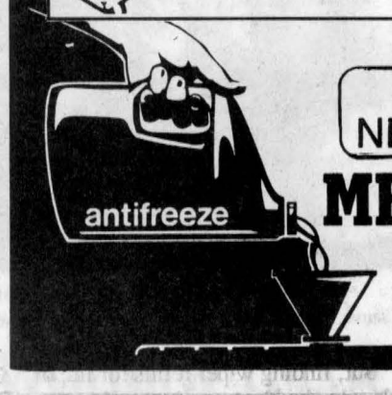

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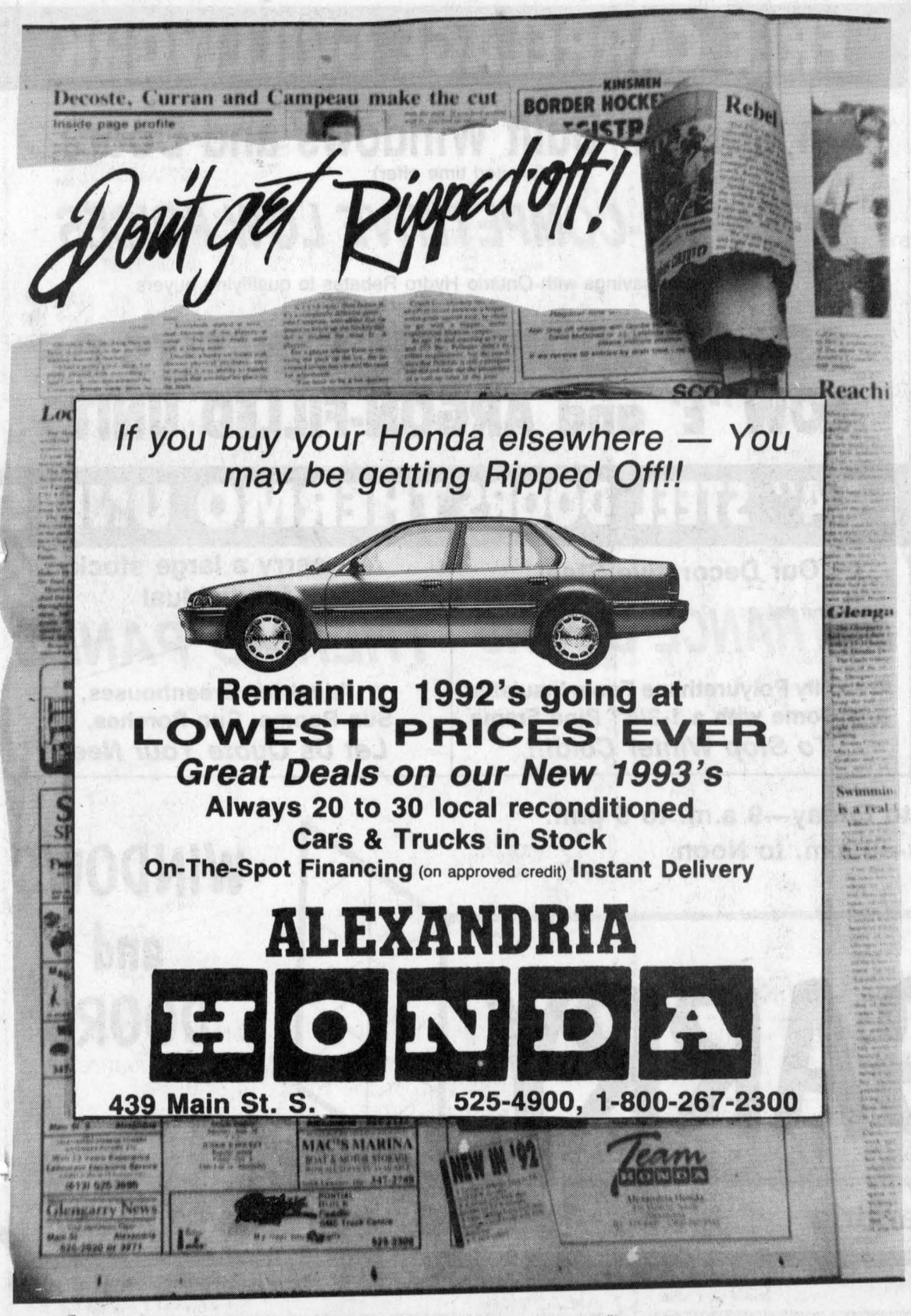

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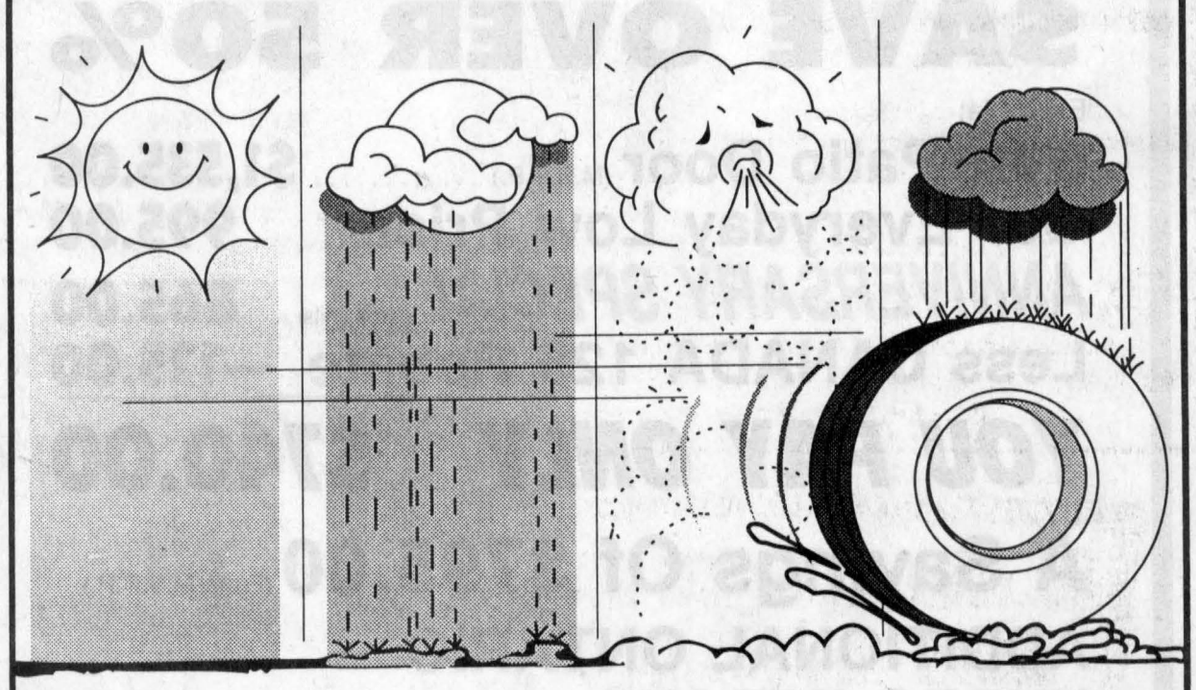

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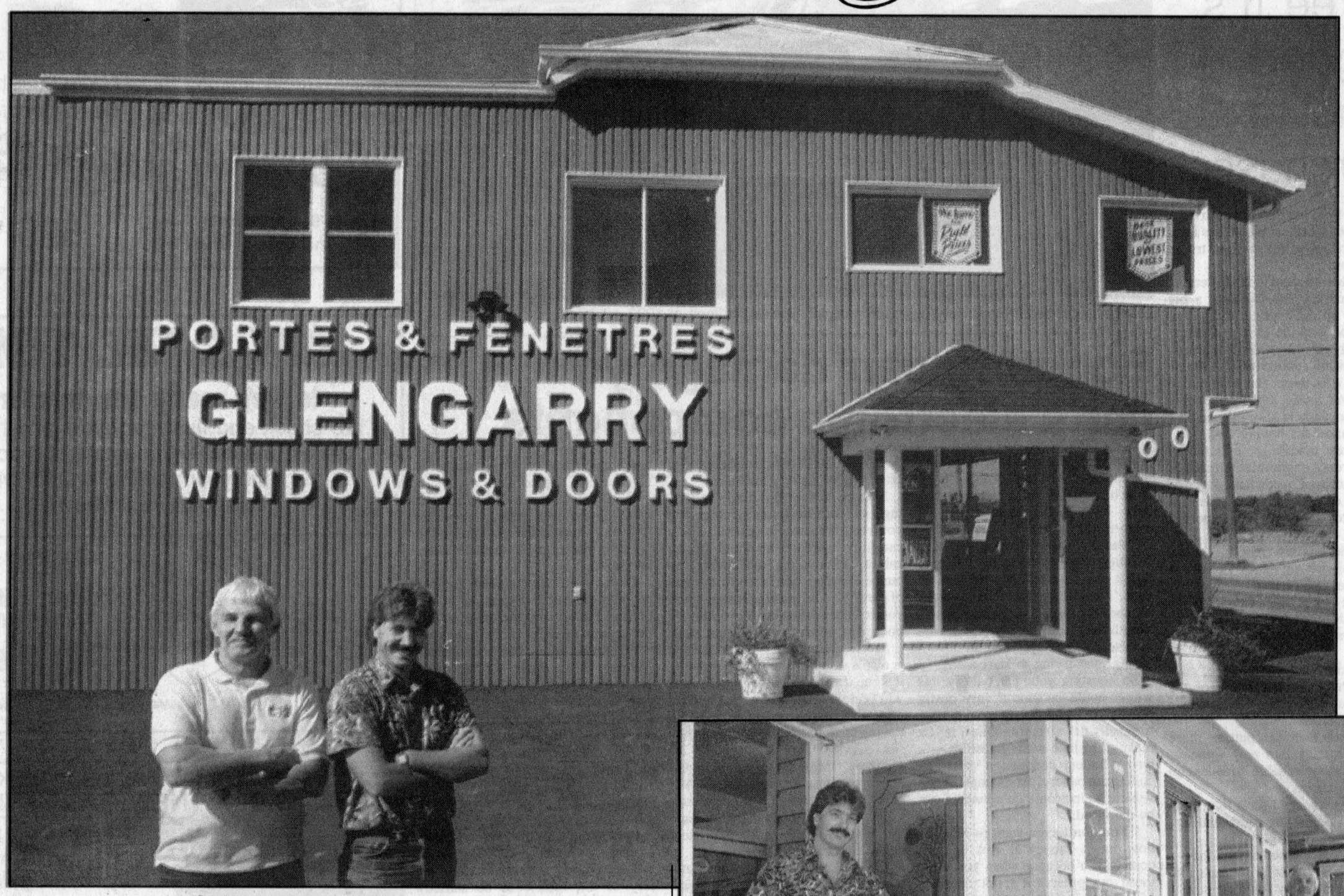

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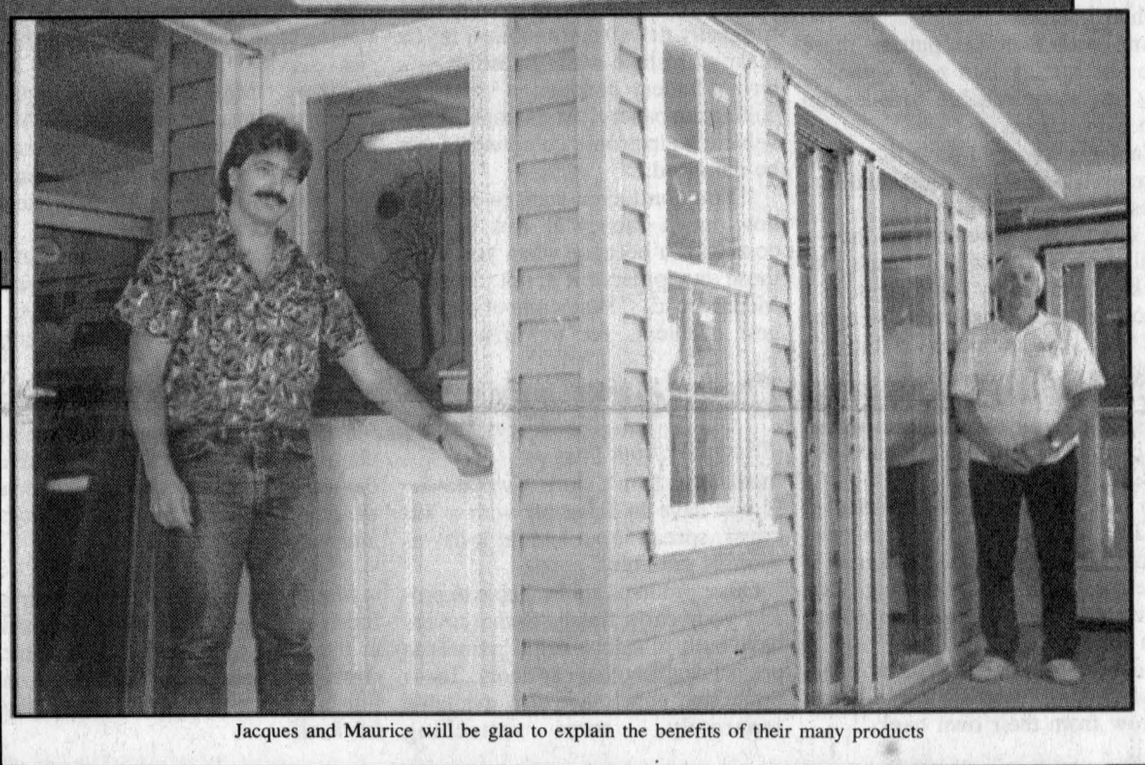

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