

# Keeping that clunker going

If you've decided to keep the old family clunker a little longer, here are some helpful tips (many you can do yourself) that make good economic sense, put extra dollars in your pocketbook, and keep your car running efficiently:

- Check the radiator hoses for cracks and softness. Engine coolant these days is \$5 a gallon in most places, not to mention the road call if one of those hoses should suddenly burst some hot day.

- That engine coolant that's been in your car for two years is still good if it's clean. You must drain it and flush the cooling system, add a can of rust and corrosion inhibitor to the old coolant to restore its protective qualities, and then test it to make sure the mixture is 50-50 coolant and water.

- Test the radiator cap to make sure it will keep its proper pressure. Your engine could boil if the cap is faulty.

- The outside surface of the radiator should be cleaned of all debris.

- Have your thermostat checked to make sure it's operating properly.

- Listen for noises and look for leaks from the water pump. It's best to have your mechanic check these things.

- If you have air conditioning in your car, have it charged with Freon 12 gas which operates the unit. And if your coolant overflows on a hot day (that's normal) and you don't have an

expansion tank to collect the fluid, it would pay you to invest in one to save the coolant you would otherwise have to replace.

- Your battery needs frequent attention, even during the warmer weather. Check the fluid levels in the cells more frequently than once a month or every 2,000 miles.

- Make sure your battery is free of cracks and that it's able to pass a hydrometer test that measures the strength in each cell.

- Keep the battery terminals and the cable clamps that fit on them clean and tight at all times. Coat with petroleum jelly or some other protective substance.

- Check the battery cables to make sure they are free of corrosion at their grounding point or at the starter.

- Say you need a new battery. Don't economize too much and buy a cheap one. And there's no sense in buying a lifetime one either. Your best bet is one guaranteed for three years. You probably won't be keeping "Old Nellie" that long.

- Get a good tune-up. It will mean three or four more miles a gallon, and that's even the price for repairs these days.

- Look at the old spark plugs the mechanic takes out of your car. If the electrodes—the parts that protrude into the engine—are black and oily, ask him to

put in plugs with a hotter heat range to rather than having them cleaned and help eliminate the oil fouling. If the reused.

electrodes are nearly burned away and there are signs of blistering, ask for a

- When changing the contact points, either way, you'll get far it's not necessary to have the con- greater gas mileage because a plug denser, rotor and distributor cap re- that misfires wastes gallons of gas in a placed, too. Only those parts that are worn or faulty need changing. Ask your

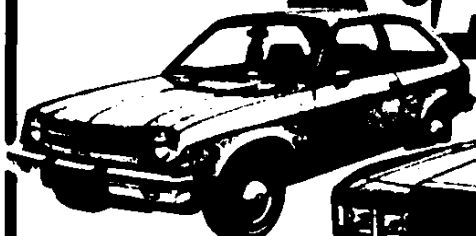
- Unless you're a do-it-yourselfer, it mechanic to show you these parts. pays to have your spark plugs replaced Could save you dollars.



On display at the 1976 Detroit Auto Show from Jan. 10-18 in Cobo Hall, the 1937 Aircar sedan features a technically successful, three-wheel front drive design. The Franklin Automobile Company, car builders, failed to get financial backing for the car, which was intended to be low-priced and mass-produced.

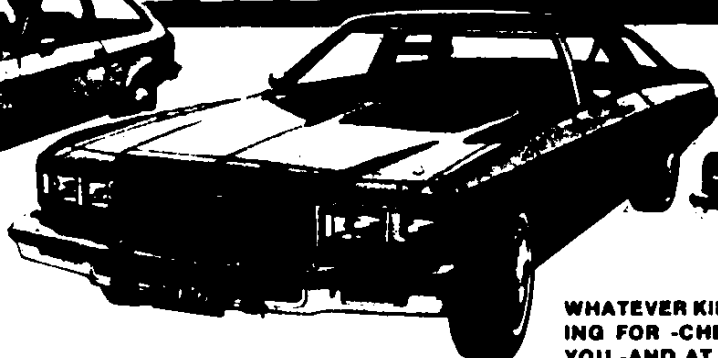
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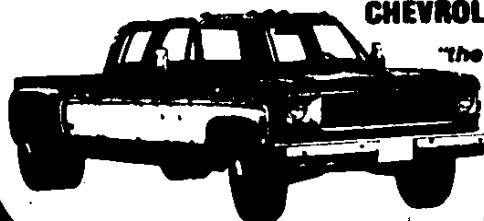


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