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Oh Say, Can You be Seen?

How often have you had to brake suddenly with another driver right on your tail? Your eyes dart to the rearview mirror. hoping he'll see your brake lights

But what if your brake lights aren't working properly? There's better than a 50/50 chance they're NOT, according to figures from a survey by American Automobile Club of Cleveland, OH. They found 55% of vehicles checked had brake lights that needed some kind of repairs. This was by far the most prevalent mechanical dis-crepancy found during a Car Care Clinic.

Clinic.

Bob Knop, manager of the
Club's Approved Auto Repair Department, which conducts the clinics, says most problems were
found with the third brake light, generally because of a burned out bulb.

Our Subconscious Response to

Our Subconscious Response to Lighting "We've grown to depend on lighting to signal our intentions," says Jack Oliver, Manager for the G.E. Automotive Lighting Divi-sion. "We respond almost sub-consciously to fellow motorists' turn signals, brake lights or emergency flashers. It's a form of communication as vital to driving as road signs and center lane marking. When they're missing we're

Another common lighting problem, according to Oliver, is found on vehicles with four light systems with separate units for high and low beams. Because the high beam lamps are replaced less often the lens is subjected to years of abuse from pebbles and other Eventually hair-line cracks develop and moisture works its way inside, corroding

the reflector. The unit may appear to be working OK but it is not putting out as much light as it should.

Lights on for Safety

"Some day it may be wide-spread practice in the U.S., as it is in Canada and Sweden, that head-lights be turned on whenever the ear is driven. It's a proven safety measure and already is the law in the U.S. on two wheeled vehicles where lights automatically turn on with the ignition switch. Ob-

on win the lighthold switch. Over viously, they are more visible to other drivers," says Oliver.
"An Avis traveler safety study showed vehicles with daytime running lights (DRL) had a bener accident record than vehicles not so equipped."
But lights are worthless if they

But lights are worthless if they are not working, Oliver empha-sizes. All exterior lights should be checked periodically, not only for burned out bulbs and flashers but also for poor illumination of headlamps due to damaged re-

flectors.
The best way to check your system is to have one person turn system is to have one person turn
on the lights, the emergency flashers and turn signals and apply the
brakes while someone else walks
around the vehicle to see that everything is working.
It's also a good habit during
every gas fill-up to check for dirt
eard ire) on all lenses front and

(and ice) on all lenses, front and rear. To help maintain cleanliness you can apply a glass treatment such as RAIN X" to help repel rain, sleet, and snow.

Proper Headlight Alm is Important

At one time or another most of us have been blinded by the glare of oncoming headlights. You flash your high beams to sig-

nat the oncoming driver to dim his lights. He responds by turning on his high beams, indicating it was his low beams that had been blinding you. They were aimed too high.

Are you sure your headlights are not blinding others? Here, from G.E., is the recommended way to check headlight aim.

1) Put your car on a 35-40 foot stretch of flat or evenly sloped accounts to the headlight with the property of the pro

pavement such as a driveway fac-ing a wall or garage door.

2) Shine your low beams on the door from 2 to 3 feet away and

outline the bright spots on the

door with a pencil or tape.

3) Back the car to about 25 feet from the door. The top of the low beams should shine no higher than the top of the marks on the door or lower than the center of the marked circle. If your vehicle has four headlights the center of the high beam (the inner or lower two lights) should align with the top

of the low beam marks. If you have only two headlights, the high beams are automatically aimed when you aim the low beams. For most accurate aiming take

your vehicle to a professional. If, on the other hand, you're a "do-it-yourselfer", follow these instruc-tions from G.E.:

Remove the outer trim for ac cess to the adjustment screws. To raise the beam turn the top adjust-ment screw clockwise; counter clockwise to lower the beam. Turn the side adjustment screw clock-wise to move the beam to the right and counterclockwise to move it to the left.

Bring each beam into its final position by turning the adjusting screws clockwise so the headlamp will be held against its tension springs when the operation is com-pleted.

If your lights continue to be

out of adjustment, consult a service technician.

Is Your Car Ready for a Vacation?

The joys of spring! Doing those home and garden chores you've put off until the weather broke. Suddenly it's summer and you realize your faithful car has been deprived of attention, still running on dirty oil and aging spark plugs. It's filthy inside and an including the cooling was out, including the cooling sys-

Two reasons for maintenance neglect are the popularity of self-service gas pumps (which leaves under-hood checks to the driver) and lack of understanding of what checks and services need to be done periodically.

Systems and components usually requiring seasonal attention

Cooling system

- Flush, drain and replace anti-
- freeze. Test, inspect and replace needed parts



- Diagnostic and tune-up services as needed.
- Oil and filter change (check all fluids).

Tires/wheels/brakes

- Rotate and inspect tires. Balance and check alignment. Inspect braking system.

- Replace/aim headlights. Replace worn windshield wiper blades.

Appearance

- Clean and polish/wax exte-
- Clean interior, repair/replace damaged or worn fabrics.

For more information, write: Car Care Council Dept. UH One Grande Lake Drive Port Clinton, OH 43452

718 Applican

Pay Attention to Boat or Camper Tires

Anyone towing a boat or camper dreads the thought of hav-ing to leave it parked on the side of the road because of a flat tire or damaged wheel bearing. The ahandoned trailer is highly vulnerable and precious recreational time is lost. So, if trailer towing is time is lost. So, if trailer towing is in your plans for this summer, heed this reminder from the Car Care Council: high speed driving puts an extra burden on small trailer tires and wheel bearings.

Also, a common cause of failare on recreational vehicle tires is "dry rot" due to exposure to the elements over a long period of time. They deteriorate from age rather than wear.

Inspect tires carefully, look-ing for cuts, bruises and signs of deterioration. Replace tires in

puts an extra ouroen on small deterioration. Replace tires in trailer tires and wheel bearings. Here's why:

A small wheel turns at about triple the speed of a standard wheel. On a 2,000 mile trip it may spare tires on boat and camper

have traveled the equivalent of 6,000 miles or more at speeds the equivalent of 200 mph! critics often have no spare tires

Boaters take note: Boat trailer tires and wheel bearings are especially vulnerable because of re-peated immersion on the launch-ing ramp; rubber is easier to cut and wheel bearings are suscep-tible to rust. Clean and repack them at least once a year with a good grade of marine type of bear

ing grease.
If boat trailer tires are wearing unevenly, check the trailer frame alignment. U-bolts pro-

716 Housebold Goods

jecting from the axle can become hung up on protruding rocks or other underwater obstacles, pull-

ing the frame out of alignment.

Keep in mind that you're less
likely to hear the thumping of a bad tire or the whining of a dry wheel bearing when you're cruis-ing down the road with windows closed, stereo and air conditioner



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