

Auto tips

Stop wasting oil in engine

By PATRICK KELLY

Is your car smoking? Do you add a quart of oil every time you gas up?

Chances are you have an oil buzzer because under normal driving conditions, you shouldn't have to add a quart until you have driven at least 800 miles.

Here are some tips on what to do about your oil hog:

Make a thorough inspection for external leaks if you suspect your engine is using an excessive amount of oil. Try spreading newspapers under the car. Then start the engine, allowing the oil to warm. Shut it off and watch for oil leaks and drippings on the paper.

Keep the engine clean. This helps you to pinpoint oil leakage. Dirt, grime and gunk generally accumulate around the oil pan gasket or the fuel-pump mounting gasket, and if these places are not kept clean, it's difficult to detect any oil leaks.

Inspect front and rear and both sides of the engine for wet, oily spots, paying particular attention to the rocker-arm cover, timing-chain cover and lower crank-case gaskets.

Replace the gaskets around the valve covers atop V-8 engines. Tight lighting the covers when you see oil leaking from the location may not be enough because the covers have a tendency to buckle when overtightened.

Tighten the oil pan cap screws. Normal vibration can work these screws loose. Have them checked the next time your car is on the rack for an oil change.

Check for leakage around the oil filter. Sometimes these filters are not replaced properly and the gasket does not seat correctly.

Check the automatic choke. A lot of oil goes up in smoke because the engine may be over-choke, causing raw gasoline to get into the crank case and dilute the oil.

Short, cold runs around town also cause considerable crankcase dilution. So don't be surprised when you find yourself adding a quart or two after only 100 miles or so of open-road driving. The heat of the high-speed driving burns off the dilution from the considerable town driving.

Excessive speed also uses oil. Your engine uses four times as much oil at 80 and 70 miles an hour as it does at 30.

A new engine or one with new rings requires sufficient running to wear in the rings and provide proper sealing against the cylinder walls. It is during this wear-in period that a higher-than-average oil consumption is to be expected.

Make sure the oil-return holes in the pistons are not clogged by the oil can get back into the crankcase. Detergent oil will help keep these drains open.



Champion Gary Jones winning third consecutive title

Bombardier adds dealer

FDR Cycle & Sport, Inc. 41900 Ford Road, Plymouth, has been appointed a dealer for Can-Am motorcycles made by Bombardier Limited of Canada, world's largest snowmobile manufacturer with its Ski-Doo and Moto-Ski brands.

Bombardier introduced Can-Am motorcycles in 1973 and received outstanding ratings in independent testing by all major motorcycle magazines. Current Can-Am models are 125cc, 175cc, and 250cc versions in both MX-2 (motorcross) and T-N-T (enduro) classifications.

Can-Am has already proven their mettle in top racing competition. In 1974 Can-Am scored an unprecedented sweep of the AMA 250cc National Motocross Championship series, with national champion Gary Jones riding his Can-Am 250cc MX motorcycle to his third consecutive crown.

At the 1974 International Six Days Trial—the Olympic-style motorcycle held in Canada. Italy last year's first-time Gold Medal winner Bill Ili won a Gold Medal aboard a Can-Am 125cc T-N-T, repeating the feat turned in at the 1973 ISDT by Bob Fisher, Can-Am's production liaison manager.

This year, Can-Am's Jimmy Ellis swept the Super series of Motocross with successive wins at Dallas, Daytona Beach, and Houston for an overall series victory with a perfect 450 points.

The new Can-Am MX-2 series is designed for use in motocross, scrambles, and other off-road racing events. The Can-Am T-N-T series combines the off-road performance with street-legal features. It is a versatile, dual-purpose motorcycle, equally at home on or off the highway.

866 Ford

1974 FORD
Savio 2 door hardtop, automatic transmission, power steering, radio, heater, white sidewalls. \$52,495

PAT MILLIKEN FORD
Between Plymouth & Chicago
255-5840

HAVERICK 1974 4 door, 900 cc, automatic, power steering, radio, heater, white sidewalls. \$52,495

1974 PINTO WAGON, V-6, 1000 cc, automatic, power steering, radio, heater, white sidewalls. \$52,495

HINES PARK

LINCOLN MERCURY
ANTARBOR RD AT RAGGERTY
453-2424 453-2444

1974 LINCOLN
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