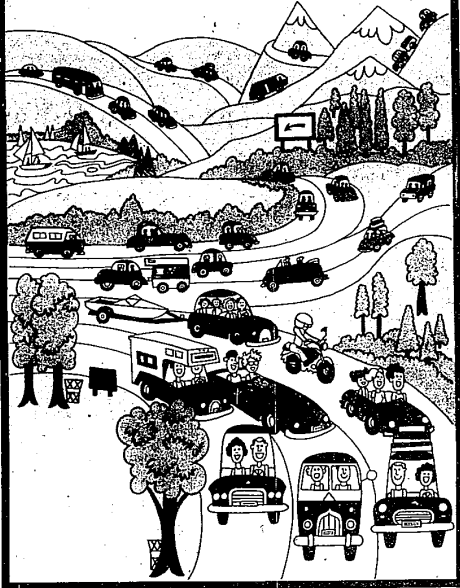


CAR CARE

MAINTAINING YOUR MOBILITY



Preventing Rust Worth \$100 Year

Is the body of your car beginning to resemble swiss cheese?

Cars are rusting faster than ever, due in part to the approximately nine million tons of salt used on the roads yearly. The severity of last winter's weather may have set a record for salt use.

According to the Automotive Parts & Accessories Association, rust and corrosion can add \$100 a year to a car's depreciation.

APAA estimates that there are more than 50 million cars in the "salt belt," that area of the country where chlorides are used to maintain traffic flow during freezing months.

While these compounds are excellent at keeping roads and streets passable and safe, they do considerable damage to the unprotected vehicles that travel treated roads.

Rusting cars are expensive to their owners and even dangerous.

Yet preventative treatments by a rust-proofing service or a do-yourselfer within the first 3,000 miles of

the vehicle's purchase can eliminate the problems.

Many rust-proofing companies do an excellent job of providing this service for auto and truck owners. Because rust-proofing is a high-labor job involving skill, time, patience and a relatively low-cost product, the charge for this service must be sufficient to pay for the labor, material and a modest profit for the operator of the service.

The charge, however, is one that most owners defer or forego completely. This is, in reality, a poor business decision. The charge of \$100 to \$130 is one that is returned many times in the form of higher resale value for the vehicles, reduced or eliminated need for body work and cosmetic repairs, better frame protection in a crash, and a reduction of squeaks and rattles during the period of car ownership.

In three years, a treated car in the salt belt can be worth \$300-\$500 more than an untreated car.

For do-it-yourselfers, rust-proofing kits have been developed that,

used and applied as directed, will give the same measure of protection as professionally applied treatments, at about a fifth or less of the cost.

They can even halt rust on older cars where rust problems have already begun. Cars of unlined construction especially need this treatment, particularly if they are expected to be used into advanced age.

For periodic maintenance, APAA advises that you keep your car clean, wax at least twice a year, and always wash your car as soon as feasible after driving it in the rain, snow or slush. The wash water carries away those corrosive chemicals that cause rust.

After washing, leave car doors ajar for a few minutes to permit water drainage. Dry thoroughly.

If you live in an area where sand and salts are used on roads, hose down the underside twice a year. If you live in sand country, flush the underside of the vehicle. Be sure to keep the drain holes in the bottom of the car doors open.

Regular Wash, Wax Helps Car

Today's car finishes are better than ever, so there is no reason the paint on your car shouldn't sparkle for the life of the vehicle.

The easiest and least expensive way to preserve the original luster, the Automotive Parts & Accessories Association says, is to wash the car as often as you can.

Periodic maintenance includes washing and waxing. Washing gets rid of tree sap, road tar, insects and bird droppings, gasoline, dust, in-

dustrial fallout, and other harmful agents.

Once a week isn't too often for this important car care job and always wash your car as soon as feasible after driving in the rain, snow or slush. The wash water carries away those corrosive elements that cause rust.

Always use cold water, never wash in the direct rays of the hot sun, and wait until the metal is cool. Your auto parts and accessories dealer has car wash compounds and agents which

will remove stubborn tar and other contaminants. Do not use detergent.

After washing, leave the car doors ajar for a few minutes to permit water to drain. Dry thoroughly.

If you live in an area where sand and salt are used on roads, or roads are sandy, hose down the underside twice a year. Be sure to keep the drain holes in the bottom of the car doors open.

Inspect your car's finish closely. Oxidized paint looks chalky or gives the appearance of a film hiding the true color of your car.

You will have to use a cleaner to remove the dead paint and a wax to lay on a new protective coating. A combination cleaner/wax will do the job in one step.

Cleaners and waxes come in a wide range of choices, from wax-impregnated clothes to sprays, liquids and pre-softened pastes. Many car buffs stock several different types of waxes so they can do a quick job or a real elbow-greaser, depending on how much time they have.

Polish one section at a time, using a circular motion to apply the wax and making sure to overlap sufficiently.

The cloth will slowly become the color of the car as you rub off the dead paint, so turn the cloth frequently.

When the wax is dry, it will haze on the surface and is then ready to be removed with a clean cloth.

Buff the surface to a high shine. Again, fold the cloth frequently as it becomes glazed with dead paint.

Vinyl Tops

Vinyl tops need their own special care. Frequent washing is as vital for a vinyl top as it is for the car's paint finish — maybe even more so. A soft-bristle brush is a help in thoroughly cleaning with mild soap.

When the surface is clean and dry, you can use vinyl top dressing on the roof. Use the neutral or colorless product or get the color that matches your car's top.

Scratches or cuts in the vinyl can also be repaired at this time. Use one of the repair kits made for the purpose.

Stalled Car Advice Given By Truckers

If your car is overheating while stalled in heavy traffic, step up the idling speed of the car. Doubling the idling speed will increase the air flow through the radiator, says the American Trucking Associations, Inc.

Keep up the higher idling speed until your temperature gauge shows a marked drop.

Only as a last resort to bringing down the temperature of an overheated engine, ATA says, turn on your car's heater with the blower at full speed long enough to reach a phone or service garage.

The heater serves as a "mini-radiator" by siphoning heat from the engine block.

However, ATA warns, pull over to the side of the road and wait for help. If your car's temperature gauge continues to climb or the warning light remains on.

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