

MICHIGAN  
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UNIVERSITY



# STATE NEWS

East Lansing, Michigan

Friday, November 13, 1970



## Care for your Car

Neither rain, snow nor dark of night can hinder you from completing your appointed rounds this fall and winter if you give your car the services it requires for safe and pleasant motoring.

# Car care, pollution linked

The condition your car is in is everybody's business.

Car care is no longer just a personal whim for your own convenience but affects every other person in your community.

With every conscientious person in this country, vitally concerned with the environment, the engine has undergone close scrutiny. It has become fashionable to criticize

the automobile maker, casting complete blame for air pollution on his shoulders.

Yet, car makers have already reduced pollution 65 per cent to 80 per cent since 1960. And in the next few years harmful pollutants will be reduced to nearly zero, according to top automotive officials like General Motors' Ed Cole.

But without conscientious maintenance on the part of the

owner, no system can function properly. Studies show that an untuned engine, for example, spews as much as four times the rate of harmful emissions as a tuned one.

The motorist's responsibility to his fellow man extends even beyond this vital area.

Keeping safety components in good condition is a sign of responsibility to your fellow motorists as well as yourself and your family. That includes tires, brakes, visibility items and a number of related systems.

Maintaining your car so that there is a minimum risk of breakdown on a crowded expressway or street is another indication of concern. A sub-par engine that sputters to a stop on a crowded thoroughfare can cause inconvenience to thousands of other drivers.

By keeping all of your car's components in good condition, particularly in the months of foul weather ahead, you make an important contribution to the health and safety of your country.

And you can easily live up to your responsibility to taking your car into your favorite service outlet for its expert assistance.

As the poet John Donne wrote, "No man is an island unto himself."

To make this "island" more habitable, care for your car.



1970 MG

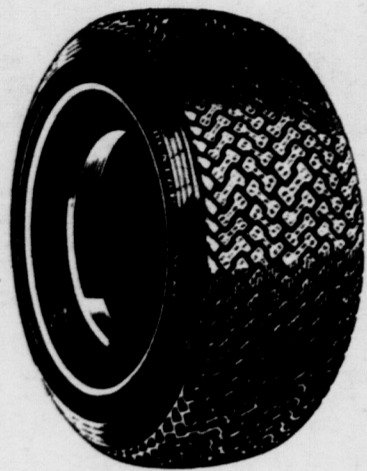
This MGB-GT Special looks as though it is ready to take off for a trip around the world. Its occupants would be comfortable in its wood interior.

State News photo by Don Gerstner

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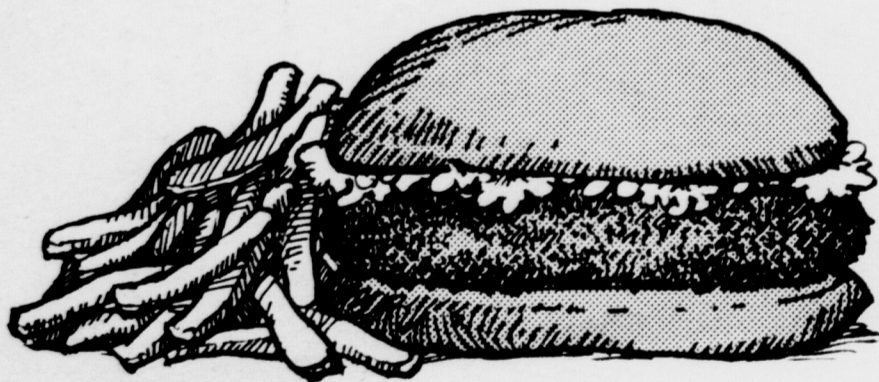


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## Daytime use of lights decreases accidents

Fall and winter driving means increased hours of darkness. Obviously, your car's lights will be getting more use.

According to professional drivers, use of headlights has an effect on safety. Checker Cab Company in Chicago conducted a 12-month experiment where drivers put on their headlamps during the day as well as at night.

The result was a 10 per cent decrease in accidents. Bodily injury accidents were reduced 12 per cent.

Why the decrease?

According to Checker, "First, by physically turning on and shutting off the headlights, the driver is reminded he is doing something for safety."

"Second, pedestrians and other drivers are constantly telling our men that their lights are on and this serves as a further reminder of safety to the driver. Also, when Checker drivers see other Checker cabs with their headlights on, they think of safety."


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**CHECK EMISSIONS**

# Engineers test exhausts

John Lorange and Jim Buxton, test engineers for Olson Laboratories, were in the Kansas City area several weeks installing more than \$100,000 in testing equipment in an old garage.

"The purpose is to see how the exhaust emission control devices are operating in the hands of the consumer and how they hold up under maintenance programs the owners actually maintain," Lorange says.

"This is the first program sponsored by the federal government to see how these devices actually perform in the hands of the public."

Up to now, they said, the engines were tested by the car makers who follow a strict maintenance program. The cars meet the requirements, but does the public follow the same program?

"John Q. Public does not do too well most of the time," Buxton said. "He drives it . . . puts gas in. He usually doesn't perform preventive maintenance."

"If he keeps to the prescribed maintenance of the manufacturer, he will be in range. If he doesn't, he won't be anywhere close to the requirements. The emissions will

be higher. Performance will suffer and so will gas mileage."

Engine changes to cut airborne garbage have made tune-up tolerances more critical, the two men said. Owners of the modified cars are more apt to find them hard to start and hard to stop — they just keep right on running after the ignition switch is shut off.

Other common complaints are loss of power and ping on regular gas.

This doesn't have to be if the car is kept tuned, one of them said. The engines are running hotter with water thermostats up to 200 degrees. They are burning leaner mixtures of gasoline and the timing has been retarded to see that more of the

If the timing of the explosion and carburetor settings are not just so, then glowing hot spots develop in the combustion chamber and fire the gasoline at the wrong time without the assistance of the spark plug, which accounts for the engine running after the switch is shut off. It can also cause ping, which is damaging to the engine. In the old days, the richer gasoline mixtures served to cool

the combustion chambers and render an easier explosion, even if large quantities of unburned hydrocarbons were dumped into the air.

Air filters and idle settings on the carburetor also are critical to economy, performance and clean exhaust, they said.

A dirty air cleaner element makes it more difficult for the engine all the time it is running rather than only when it is cold.

Radical weather changes also affect the life and performance of an engine in other ways, Buxton said.

It can cause moisture to gather inside the engine while not running. The moisture combines with the oil to form acid and the acid eats at the metal. That's why it is better to drive a car 10 miles than two miles, Buxton said, because it gives the engine a chance to burn the moisture out.

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## Cables provide help for intractable autos

Back in the good old days, whenever they were, the wise motorist always carried a rope in his car — especially if it was subject to fits of stubbornness.

Later, man learned about pushing one car with another — mainly to get the faulty one started. But car makers recommend against pushing or towing by novices today.

In addition to the distinct danger of damaging your automatic transmission, it is altogether possible that your particular car cannot be started with a push.

So today's emergency measure, other than the nearest telephone, is jumper cables — long cables that permit you to transfer current from the strong battery in one car to the dead one in your own.

Jumper cables cost only a few dollars in your auto store. They are good insurance — if you know how to use them.

First, be sure you have good ones. A heavy current load might melt inferior cables before they can get your car started.

Second, double check with your service dealer to be certain you know how to hook them up correctly.

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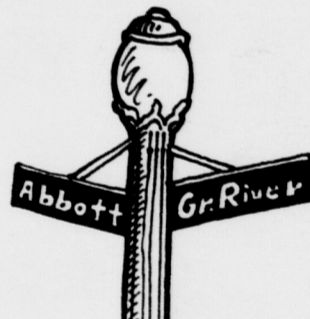
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## Auto parts trade seeks new image

By RICK WILBINS  
 State News Staff Writer

"Our profession is badly maligned by the press and so-called lawmakers. What we need is a good PR man," commented a leading wholesale automotive parts dealer in Lansing Wednesday afternoon.

Leaning back in his desk chair, Don Philips, owner of five local auto parts stores, talked of the problems the automotive service industry has had with its largely ignorant and suspecting public.

"The industry has been too long in hiding its light under a bushel. Nobody really understands this business," said the former MSU student.

He was interrupted by a man asking if six or seven of the boys in his Explorer post could tour the automotive shop. Philips indicated that the boys might be interested in following a set of brake shoes through the line.

"You know," he said, "we have groups tour the shop eight or 10 times a year just like these Explorers will do, but we still don't reach enough people."

Philips said that the car owner demands more of a mechanic than he does of a doctor, even though the doctor is far more educated in his field.

He disagreed with the common notion that a qualified individual should be able to spot whatever the problem is with his car.

"Sen. Hart and other politicians who suggest that the industry is largely corrupt are ignorant of the fact that today's automobile is a highly complex machine. You just can't attach a wire to the tailpipe and one to the battery, flip a switch, and be able to say the thing making your car rattle is the loose nut behind the engine block."

"I'll be the first one to admit that there are those in this business who cheat the customer, he continued. "But this is true in any other business as well. The public doesn't understand this and I suppose it's our fault for not improving that situation."

A man came in and complained of the price he was billed for getting his heater fixed.

"I can't figure it out," Philips said. "His car is probably the second most expensive

investment that he will make in his lifetime.

"After all, we're talking about \$3,000, or \$4,000 for an automobile that he probably won't keep longer than three years. Yet, this same individual gripes when he has to pay \$25 to get the wheels aligned or \$200 for a complete overhaul."

"If the average do-it-yourselfer would realize just how much goes into repairing these new cars with modern air conditioning, power windows, radio, heaters and the big engines, he'd be glad to pay the small percentage of his original investment to have someone else tamper with his car."

Philips said a mechanic must be an electrician, hydraulics expert, modern air conditioning systems expert and so forth.

"In 1945, when I got into this business, all you needed was a monkey wrench, screwdriver, a jack and a knowledge of the combustion system."

## Black student quits cheering for university

MORGANTOWN, W. Va. (AP) — A black student is leaving the West Virginia University cheerleading squad rather than meet a university demand that he stop raising his fist during the National Anthem at athletic events.

Athletic Director Red Brown said Wednesday the university "cannot allow any member of any athletic team — and the cheerleaders are a team — to use that team to exploit his own political views."

"I have to be true to my convictions," said the cheerleader, Phil Mack. "Brown has been after me for weeks trying to get me to act as the other cheerleaders do during the anthem."

Brown "said I was shaming the cheerleaders and shaming my race," Mack said.

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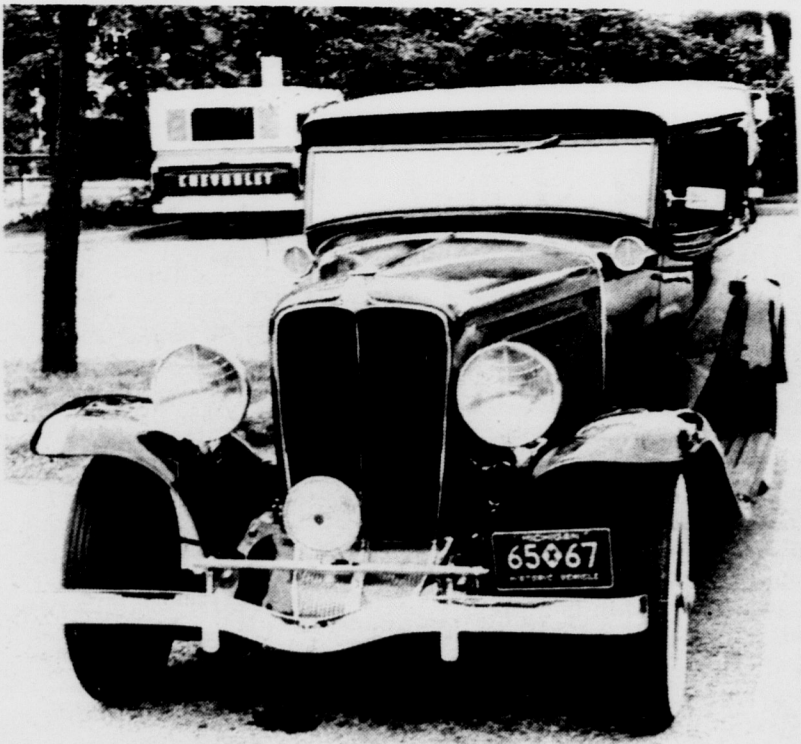
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### 1932 Auburn

This 1932 Auburn belongs to Richard B. Hoskins, instrument maker in physics, Hoskins said the auto has a top speed of 100 m.p.h. Hoskins lives in Haslett.  
State News photo by Milton Horst

## Vehicle tune ups reduce pollution

A drastic reduction in motor vehicle emissions — by as much as 55 per cent on the average — may be achieved if only car owners tune up their vehicles for low emissions.

This is one of the major findings reported by a group of University of Michigan engineering students who conducted an emission tune-up clinic during the Environmental Teach-In here last spring.

More than 85 per cent of the cars, the students said, showed a decrease in hydrocarbon emissions following a tune-up (spark plugs, points, ignition timing and carburetor adjustments). The carbon monoxide and unburned hydrocarbon emissions were reduced by an average of 55 per cent at idle, the U-M students

reported. A car, at idle, released the greatest concentration of emissions.

"Some cars came in with seven to 10 per cent carbon monoxide in the exhaust and left with a fraction of a per cent. Some had unburned hydrocarbon concentrations of 3,000 parts per million which reduced to several hundred parts," the students said.

"The data indicate that pre-1968 cars have much higher average hydrocarbon emissions than post-1968 cars showing the same mileage."

One thing is certain, the students said: "It should be emphasized that it is the owner's responsibility to maintain an automobile, not only for his own interests, but also for the well-being of the community."



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### PAYS CAR REPAIRS

## Uses for credit cards up

The popularity of using oil company credit cards to charge for car maintenance is increasing according to the Car Care Subcommittee of the American Petroleum Institute.

Many factors indicate that today's motorist is aware of automotive safety, and is concerned about the safety and performance of his own car. More than ever before he's purchasing tires, batteries, and maintenance services when needed, using his credit card instead of cash.

Paul Nadler of New York University has estimated that there are today over 100 million oil company credit cards in use compared with 70 million outstanding just four years ago. Over 213,000 stations now honor credit cards.

In the same study, 20 per cent of the credit card holders — one

out of five — said that they valued their particular credit card because "the station has good mechanics and facilities for repair."

Nearly all oil companies now allow dealers to charge for installation of products carried in their stations.

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**WITH SEASON CHANGE**

# Check tires, drivers told

With winter approaching motorists should check their tires and make sure their cars are prepared for the season's snow and icy conditions.

Snow tires on the rear wheels with plenty of tread or added studs give the best assurance of safety and improved car performance in cold regions of

the country. For motorists in warmer climates, new tires with good tread should be sufficient. Maintaining air pressure as recommended in the owner's

manual remains vitally important everywhere. Also, it is important to remember that balding tires of any type increase the chances of skidding and cause a lack of steering and braking effectiveness.

Ross R. Ormsby, Chairman of the Tire Industry Safety Council, advises that a 2/32 inch or less tread depth in a tire is a sound guideline — in the interest of safety — for removing the tire from use.

New tires will aid motorists in winter weather because of their sufficient tread depth. However, for best results motorists should consider getting snow or "studded" tires. Tires equipped with studs give the best assurance of traction on ice and hard-packed snow.

National Safety Council test results indicate that when glare ice conditions are present at 25 degrees F snow tires provide 28 per cent better starting traction than regular tires. Studded tires that have had 2,500 miles of bare pavement use demonstrated a 183 per cent improvement in starting traction while new studded tires showed 218 per cent improvement.

Tire industry testing also indicated that cars equipped with studded tires on all four wheels show braking distance improvements by 50 per cent or more.

The Council warns that studs should only be installed in tires whose tread surface is "pinned" for studding. The studs should be installed only by a qualified tire dealer or at a service station.

The U.S. Department of Transportation recommends a tire have no more than 150 studs. Many foreign tires have up to 200 stud holes, but over-studding a tire can adversely influence its potential purpose for normal highway use.

Studs should be installed only when the tires are new. Older tires acquire dirt and foreign matter in the tread.



## Rolls

The hood ornament for the Rolls Royce is one that is easily recognized by most people as a sign of distinction in automobiles.

## Fast action improves car safety

Keeping all of your car's components in good working order is your best insurance against emergencies caused by equipment failure. But should critical equipment fail, due to neglect or unforeseen circumstances, it's vital to know how to react, says the National Safety Council.

Four situations that could confront a driver and prove disastrous are:

- Stuck gas pedal
- Brake failure
- Blowout
- Fire in engine compartment

If your gas pedal becomes stuck to the floor board, simply turn off the ignition, put the car in neutral and stop. If your car has power steering and brakes, these components will work harder so be prepared for the occurrence.

Should you step on the brake and the pedal sinks to the floor, try pumping to build up pressure. If there is no pressure, coast in gear and use the hand brake. For quicker stops, shift into a lower forward gear.

If all of these precautions fail, look for something to sideswipe such as a guard rail, snow bank or parked car. Use your horn and light to warn other motorists or pedestrians that you are out of control.

If you experience a blowout, keep a firm grip on the steering wheel and avoid slamming on the brakes or you risk losing control of the car. A smooth pumping of the brakes is recommended. Then pull off the road at the nearest safe spot.

Most engine compartment fires are caused by short circuits in the electrical system. Should you experience such a fire, immediately pull the jack handle out of the trunk, wrap protective cloth around it and rip loose any burning wires. Then if you have a fire extinguisher, douse the burning area.

If you don't have a fire extinguisher, smother the burning wires with a coat or similar heavy article of clothing. Never use water or attempt to grab the wires with your hands.

If the fire is beyond control, hurry as far away from the car as you can in case the gas tank explodes.

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# Rust linked with accidents

The National Safety Council points out that faulty vehicles contribute to at least 10 per cent of highway accidents . . . and rust is often the chief villain.

But many problems caused by rust can be detected and corrected ahead of time. Know how? Experts at Ziebart Process Corporation have answered this list of common questions from car owners:

- I keep my car in a heated garage in winter, yet I have more trouble with rust than ever. Why is this? A heated garage can actually increase rusting by as much as 300 per cent. According to a University of Manitoba survey, ice on the car melts and becomes water, and electrolyte that completes the electro-chemical circuit necessary for rusting.

- Are there any areas in the U.S. or Canada where because of climate there is no rust problem? There is no area where rust is not a problem. It is less in arid areas because moisture must be present for rusting to take place.

- Does frequent washing and waxing prevent rust? Car care

helps, but unless the interior boxed - in areas of the car, where 88 per cent of all rusting starts, are protected, rust can still eat holes in your car and your pocketbook. The rustproofing sealant must be sprayed at high pressure through strategically located holes.

- What is the major safety problem caused by auto rust? Brake failure. According to the Lincoln Technical Institute of Detroit, this condition is a direct result of environmental conditions such as salt and moisture on our streets. Major fleet operators say that 40 per cent of their brake lines are rust damaged after two years of service. The LTI people further recommend that car owners protect their car and their life with a rust preventive process.

- What about air pollution? Is there really enough contamination in our air to cause vehicle rusting? This is the finding of extensive investigation of rusting just undertaken by the Canadian Province of Ontario. In some industrial areas tons of sulfur dioxide gas are put into

the air every minute. This is true of residential and commercial areas, too. Since sulfur dioxide plus rain water results in sulfurous and sulfuric acid which effectively accelerate rusting, your car has a bath of dilute

sulfuric acid every time it rains!

- What about the chemicals certain cities are adding to salt? Do they retard rust? Corrosion inhibitors have been tried with

salt. Comprehensive testing of such corrosion inhibitors was undertaken by municipal governments both in the U.S. and Canada a few years ago and the inhibitors were found to be ineffective.

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## Thermostat troubles lead to engine wear

If your car's engine is running hot, or if your automatic transmission seems to be sluggish - have your thermostat checked.

Thermostats open and close to regulate coolant flowing through the cooling system to maintain proper engine temperatures. Functioning correctly, thermostats should open to allow coolant to pass through the system when the coolant reaches the exact temperature level for which its engine was designed.

If the thermostat opens before the coolant reaches this desirable temperature, the engine will run too cool. This will result in excess wear on moving parts, accumulations of sludge in the crank case and decreased fuel economy, among other things.

However, should the thermostat fail to open when the proper temperature is reached, the engine is subjected to overheating. With the thermostat closed, coolant flow is blocked off from the radiator. Until the stat opens, the coolant becomes hotter and hotter. When this occurs, the engine will deteriorate rapidly as metal parts are tortured by extreme temperatures.

In addition to costly damage done to metal parts, overheating also results in loss of engine power, increased oil consumption, abnormal combustion and preignition.

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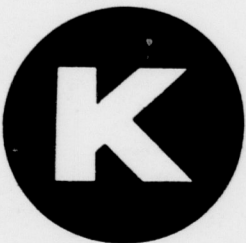
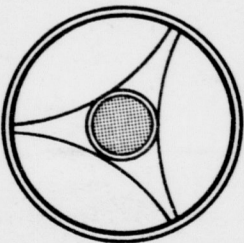
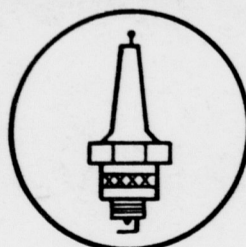
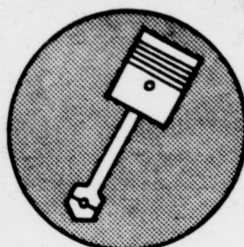
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# PLEASE

## Help stop pollution.

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A recent tune-up clinic conducted by engineering students at the University of Michigan found that on average, a tune-up will reduce a car's exhaust pollution by 55%.

So please. Take your car in for a tune-up. You'll have a better, smoother running, more economical car.

And you'll breathe easier.

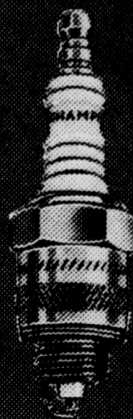


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