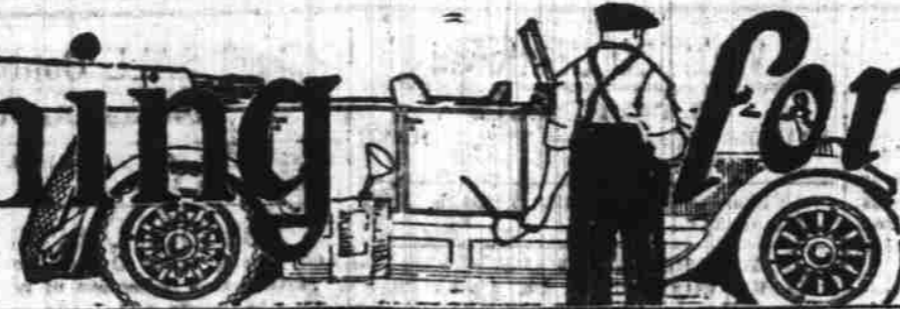


Spring Housecleaning for Your Motor Car



By **RAY McNAMARA**

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In the Spring a man's fancy if he owns an automobile, should turn to thoughts of overhauling and inspection. This is not only important for appearance sake but for safety sake. A loosened bolt in the spring may cause no particular inconvenience but if neglected, may cause a wreck or expensive overhauling along in July. Now is the time to look for loosened bolts.

If your car has been plowing around all winter in the snow, Spring cleaning is urgent. But rain and splashing mud are just as destructive, if you don't happen to live where it snows. Then there is the third group of owners—the ones who store their cars all winter.

Believe me, the car that has been up on jacks in a damp warehouse or dusty garage often times requires closer inspection than the car that has been exposed to the weather.

So to all owners I say, give your car a thorough cleaning before you hit the long summer touring trail. Don't be ashamed of a little grease or paint on your hands. Turn the more important work over to experts, but also do some work yourself.

Look for the wads of grease and dirt that are clogged in the many working parts. Replace the worthless oil in your crankcase. Think of the dryness in your steering wheel; the empty grease cups; locks and hinges, brittle and dry and wherever there is metal, a collection of rust and corrosion.

How about your battery Has cold weather made your starting harder in the past few months? Perhaps you have abused your battery and your starter. Undoubtedly the shorter days have required excessive use of headlights. These delicate parts can't hold up forever without a little help. Besides your factory instruction book insists that batteries be inspected on regular schedule. Start that practice at once and turn your car over to a competent battery expert.

How about your carbon? If you have any its own fault. The removal of carbon is now done scientifically and at a reasonable cost. If you want power and pep and speed get rid of that carbon because its presence simply strangles your motor. And in this connection it is not enough to remove carbon. Prevent it. Carbon is the result of careless driving and poor oil. If you don't buy

the best grade of oil, you are throwing away money.

If your car is in its second or third season the upholstering is perhaps in need of attention. A set of inexpensive seat covers will make your car look like new and if the material is of durable quality and color, they should last a long time without replacement. When soiled, just send to a laundry.

Keeping up the appearance should not end on the surface: chassis parts should receive the same attention. However, it is a two to one shot that the man who keeps her highly polished on the surface will never be ashamed to raise the hood.

For less than fifty dollars you can put a nifty new dress on the average open car and add more than one hundred and fifty dollars to the appearance. Surface appearance is the chief value in attracting a buyer. Many little shops all over the country are making attractive prices on refinish, jobs including the enameling of fenders and sheet metal parts. If the finish of your car is well preserved a good polishing will improve the appearance while a seventy-five cent can of top dressing will brighten up the cover material. Also will tend to seal up slight leaks and preserve the top.

Your fenders may show a good appearance on the top side, but rust and decay always starts from the bottom side. The enamel wearing off more rapidly at this point is due to the splash from the road, which on account of the grit it contains, works like a sand blast. This accounts for the fenders you see on many cars falling apart from decay. Paint will not last long on the under side of fenders and would have to be applied very frequently to give results. Enameling is cheaper than buying new fenders.

Inspect all chassis parts carefully, fender bolts and nuts, sheet metal part bolts and nuts. First see that they are tight, then touch up all rusty spots on the chassis.

Painting kits can be purchased at small cost. If you do not care to put thirty-five to fifty dollars into a refinish job, you can do a pretty fair job for a few dollars yourself. Simple instructions are furnished with these handy paint kits. Copyright 1923 by the Christy Walsh Syndicate.

Mr. Car Owner

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