

Better Ways to Summer Driving Comfort Cited

Hints on How To Keep Your Cool Offered

Give a Thought to Your Car Air Conditioner For Best Results

The pleasures derived from owning an auto air conditioner are many and varied. However, as with any mechanical unit on your car, there are ways to increase satisfaction and improve performance. The Automotive Air Conditioning Association offers these suggestions on the care and service of your car air conditioner.

Hot Weather Hints
During hot summer days always park in the shade — or leave your windows open. Your car will cool down much quicker if the interior doesn't become super-heated. Parked in the sun on a 90° day (with windows closed), the temperatures inside your car can soar to a tremendous 140° — the highest degree to which most people are ever subjected.

Should the interior of your car become super-heated, turn your air conditioner on "high" and place the temperature control at its highest setting. Drive a few blocks with all windows rolled down. This quickly removes hot air and permits quicker cooling. Air just circulate through the condenser coil before your unit will function at maximum efficiency, thus your car must be moving for it to cool properly.

When you park, remember to turn your air conditioner off — this makes starting your car much easier.

If unit doesn't cool, move temperature control to coldest setting. If cooling doesn't occur then, turn unit off (to avoid possible damage) and see your service man for a check-up.

Sometimes on a long trip, frost may form on the cooling coil. This may be evident by a lack of cold air since frost will prevent air circulation. To correct, move temperature control toward off position and turn fan control to high. This will melt ice and allow unit to again cool properly.

Care, Service Hints

Don't be alarmed at water draining from under your parked car. This comes from the condensate drain hoses and has been removed from the air inside your car by the dehumidifying action of the evaporator coil.

Service and maintenance of all air conditioners is necessary to maintain maximum performance. Periodic checks for the purpose of routine preventative maintenance will assure satisfactory operation of your air unit.

DRIVING WITH DEDE

Is This Any Way to Talk to a Lady

By DeDe Benson
Robert Frost said it. "There is something that doesn't like a fence." Now it's my turn. There is something that doesn't like a woman. And that's an automobile mechanic. That's at least if he's 6'11" in his old army boots, has uncertain blue eyes and goes by the name of Hank.

Now, I guess I know as much about cars as the next League of Women Voters Foreign Policy Committee chairman. After all, it was I who spent three hours in the library looking up trade restrictions on automotive replacement parts. So, I'm not exactly a babe in the woods on the subject.

But to talk to Hank, you'd think I was dumb. I say "Talk to Hank" advisedly. Every time I drive in, he mumbles something about test-driving a manifold and takes off in his car, leaving me standing there. You'd think we were married, the way he carries on.

My last non-communication with Hank happened just last week. I was late for a hair dresser's appointment, it was raining and my car wouldn't start.

Naturally, I was frantic. If you miss an appointment with Mr. Gino he demotes you from Friday afternoon to Monday morning. And do I have to tell you what kind of mood Mr. Gino is in on Monday morning?

So, I called Hank. My tears must have moved him because he was out in five minutes.

Hank was unusually talkative when he came. He actually said, "Hi." He got me started and I made it to Mr. Gino's with 27 seconds to spare. Which was fortunate since it meant I only had to

wait 45 minutes before the maestro could take care of me.

But wouldn't you know that as I tried to start my car again, nothing happened. Nothing, that is, except my hairdo began to disintegrate in the downpour.

So, I called Hank again. This time he took a half hour to come and didn't bother with a "Hi." Instead he pushed my car into the station, popped up the hood and left me to peruse his ample supply of automotive magazines. You'd think they'd publish a few articles

a gal could appreciate! Just as I was absorbed in a piece about "How to Sell More Upholstery Shampoo," Hank approached me. It was evident he was about to speak to me because his Adam's apple was quivering.

"When's the last time you had your car tuned up?" he challenged. By his serious look, I thought I'd humored him. "The last time the piano tuner came through town," I quipped.

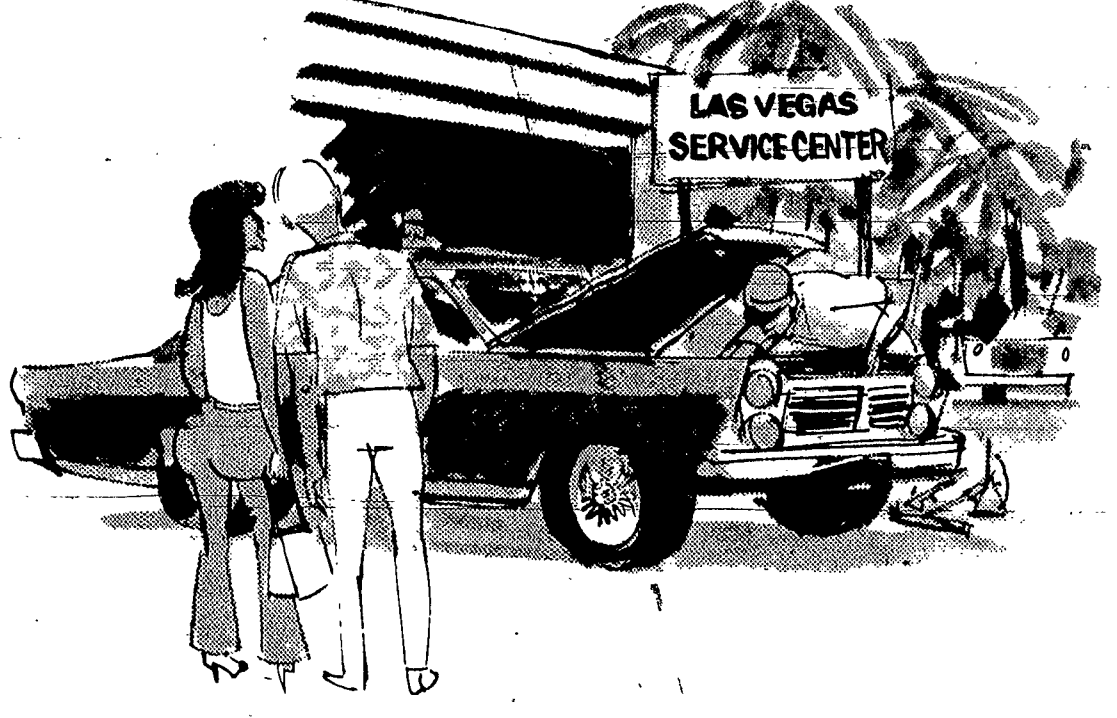
He managed to hide his amusement manfully as he didn't even crack a smile. "Miss Benson," he identified, "You've got a cracked

distributor cap and your spark plugs are fouled. No wonder you couldn't start."

I bit my tongue before I could blurt out an indignant that's no way to talk to a lady. Instead I told him to fix it, which he did.

I really can't be too mad at Hank. He even thanked me when I paid for two service calls and a complete tune-up. And he was polite enough not to mention that my Mr. Gino Special looked like a wet cocker spaniel.

But one thing saved the day. I still have Friday afternoon's at Mr. Gino's.



You can try, but I doubt if he'll flip you double or nothing for the tune up.

ROUGH DRIVING COSTS

An Australian television network staged a two-car run where one car was driven in a normal, safe manner and the other was driven hard to make faster time. While finishing the 238-mile course in 40 minutes quicker time, the hard-driving motorist used 86 percent more tire tread (91 cents worth); 55 cents more in fuel and 31 cents more in brake wear. So, the 40 minutes saved cost him \$1.77. The moral: take it easy and save.

STUDENTS ARE BEING URGED TO SEEK MEDICAL FACTS

and study recent clinical research so that objective data can be given to all. Poster contests and slogan contests in high schools and other student efforts are being encouraged, to turn the cold light of reason on drug abuse. And parents, teachers and all adults are being urged to call for drug education in the schools.

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From Grease Monkey to Technician

Book Reviewer Cites Growth Of Auto Service Man's Status

AIM FOR A JOB IN AUTOMOTIVE SERVICE, by Dawson Taylor and James Bradley, Richard Rosen Press, Inc. 138 pp.

The days have passed when the automobile mechanic was called a grease monkey and ranged low on the occupational ladder. Today, with the automobile being an increasingly complex machine, tremendous skills and thorough training are required. For the man servicing your modern car, the term technician is more appropriate than mechanic.

One indication of how the auto-service man's stature has risen is the advent of this volume by Dawson Taylor and James Bradley. Taylor is an auto dealer as well as a writer. Bradley is the Director of the Automotive History Collection at the Detroit Public Library. So it is with authority that the authors approach their subject.

In describing auto service careers, the authors point out that there are 33,000 franchised car dealers, 72,000 general repair outlets and 200,000 gasoline service stations that have technicians on their payroll.

One automotive firm estimates that it will need 29,000 technicians this year to replace normal personnel losses.



Arrn for a Job in Automotive Service

With the great demand for qualified technicians, more firms are offering technical training, often at no cost to the trainee.

Many high schools offer automotive shop training and some schools devote entire curricula in automotive technology. Qualified graduates of these courses usually receive several offers each from repair facilities to come to work as trainees.

On-the-job education often involves advanced courses at training schools, paid for by the companies. All major auto makers have such training schools. Independent organizations like the Independent Garage Owners Association (IGOA) also have training facilities with individual garages, often paying tuition for trainees.

In addition, individual firms who make specialized automotive components offer training courses in their specialties. These courses are free of charge.

"Aim For a Job in Automotive Service," is another addition to Rosen Press' Aim High vocational series. It should answer virtually all questions asked by the field to those interested in a potentially rewarding job.

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Finger T As Good
Last year the U.S. Vehicle Bureau registered 80 million passenger cars that number is increasing every year with a total of million predicted for 1969.
Cars need care, and the tool Division, Chemicals-Machinery Manufacturers Association, lists dozens of tools now packaged in form to do the various needed to keep your car in the best possible running order.
The place to start your care is under the hood. An aerosol engine cleaner-de-ruster-spray will nuts and bolts and remove rust, and a carburetor choke cleaner will spray the carbon buildup.
You can stop here if you wish, or go on with so the protective items that keep the motor and working parts in condition.
A high-tensile engine especially made for car make the oldest engine factory-fresh, and also provide protection against weathering.
You can also buy a coating for your battery terminal, fan belt, and system which will cut it and tear on these parts. Now you can turn your attention to protecting the outside car. Your de-ruster is here too, for loosening on the wheels. Has been marred or scraped can buy touch-up paint match almost any U.S. car, a lot cheaper than a shop paint job.
A combination cleaner will save you the time

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