

Get set for anti-freeze

According to a formula normally employed by car care experts a 50-50 blend of anti-freeze and water will protect a car's cooling system to -34°F. For motorists who live in all but the coldest climates, this is usually adequate protection.

But the freakishly cold winter of 1976-77 adversely affected some cars with nominally safe anti-freeze levels.

For example, motorists in the Petoskey, Mich., area, where temperatures seldom fall below zero in winter, were experiencing frozen engines. While the lowest reading was only -10°F., supposedly safe for most

anti-freeze supplies, the wind-chill factor came into the picture. So, in effect, the temperatures were equivalent to -40°F or colder.

To avoid possible freeze-up, the best method is to keep your car away from the chilling winds. If you do not have a garage, park it near a wall with the hood against a building and its back to the prevailing winds. You may want to put a covering such as a blanket over the hood.

Also, while it is usually not recommended to warm the engine at idle on normally cold winter days, doing so on extremely cold days could prevent freeze-up.

Special skill needed for winter driving

Getting from here to there and back on winter's snow and ice calls for a special kind of driving. These driving tips can help you do it safely.

Preparation is half the battle. If you know road conditions are potentially dangerous, allow extra time to get to your destination. Should you be forced to creep along in heavy traffic, you'll know you have ample time to get where you're going.

Skill at the wheel is important. When starting on snow and ice, don't accelerate as you would on dry pavement. Start gently in "drive" or in second gear, making sure your front wheels are pointed straight ahead.

Try to get the "feel" of the road as soon as possible. Try your steering, brakes and acceleration at slow speeds to determine the condition of the road.

Avoid sudden changes in direction if you suspect the road is slippery. Make smooth, gradual changes, being careful not to oversteer.

Watch out for "temperature traps." These are spots along an otherwise clear highway where water might have flowed onto it and frozen.

Watch out for shady spots where ice may have formed. Remember, too, that bridge surfaces freeze before roadways.

Slow down. Often the safe speed on a snow-covered or icy highway is half the posted speed. It takes three to 12 times the distance to stop on snow and ice as on dry pavement, so allow yourself that distance.

Maintain more distance than normal between your car and the one in front of you. You'll be glad to have that extra margin should you go into a skid. If you do skid, don't jam on the brakes — you'll only make it worse. Immediately take your foot off the gas pedal and carefully steer in the direction of the skid.

When slowing or stopping, pump the brake pedal gently. Jamming on the brakes might send your car into a skid.

An untuned car is a turkey.

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8 QT	1 GAL	1 GAL	1 GAL
10 QT	1 GAL	5 QT	6 QT
12 QT	5 QT	6 QT	7 QT
14 QT	6 QT	7 QT	2 GAL
16 QT	7 QT	2 GAL	9 QT
18 QT	2 GAL	9 QT	10 QT
20 QT	9 QT	10 QT	11 QT
24 QT	11 QT	3 GAL	13 QT
BOILING PROTECTION*	207°F	270°F	273°F
FREEZING PROTECTION*	-25°F	-34°F	-45°F

*14 lb. pressure cap at sea level.

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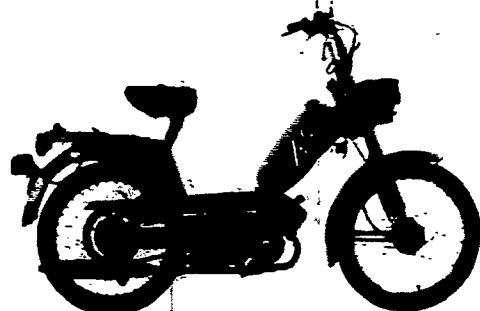
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