Jim Adams Interviewed on How To Winterize a Car

WLBZ Radio

Follow this and additional works at: https://digitalcommons.library.umaine.edu/wlbz_station_records

Part of the History Commons, and the Radio Commons

Recommended Citation

WLBZ Radio, (November 01 1954) "Jim Adams Interviewed on How To Winterize a Car". WLBZ Radio Station Records. MS 608. T.1.9. Special Collections, Raymond H. Fogler Library, University of Maine. https://digitalcommons.library.umaine.edu/wlbz_station_records/123

This Book is brought to you for free and open access by DigitalCommons@UMaine. It has been accepted for inclusion in WLBZ Radio Station Records by an authorized administrator of DigitalCommons@UMaine. For more information, please contact um.library.technical.services@maine.edu.
Title: Jim Adams, Bud Chamberlain, and Les McClain on How To Winterize Your Car
Date: November 1st, 1954

Recording number: T.1.9
Length of recording: 11:01

[transcript begins]

W.C. Mincher: Our feature story tonight is designed primarily for those people who own a car or have something to do with driving a car a good part of the time. We are talking to you from Jim Adams’ Garage here in Bangor and our opening sentence which we are going to read from a newspaper clipping says this, “Sometime this winter nothing but a discouraging silence will greet your push on the starter button.” It certainly is true. Battery trouble is one of the biggest causes of irate motorists in the winter time and many of the troubles that occur with automobiles in the winter and don’t in the summer can be prevented or at least minimized a great deal by proper care of the automobile. We’ve got three experts here to talk to you tonight about practically all of the points on a car which are likely to give special trouble in the winter time. Why don’t we talk first with the boss man himself, Jim Adams, about the cooling system. Jim, what special precautions should be taken in the winter time regarding cooling systems?

Jim Adams: Well, the first thing that one should do is to make definitely sure that the cooling system is thoroughly cleaned out. Most garages and repair shops have a special piece of equipment to make this operation, to do this job thoroughly. Then the water pump should be thoroughly checked to make sure that there are no leaks. Rear hoses should be tightened or replaced, as well as radiator hoses. The thermostat should be checked for the proper type of antifreeze whether it’s going to be an alcohol type or a permanent type. And also the fan belt which is very important. Also the ignition timing should be checked.

Mincher: Is there any special choice, among garage men and other people who should know, about which antifreeze is better, the alcohol type or the permanent type?

Adams: Well, there has been a lot of discussion about that, but I don’t believe that there is any particular type which to my thinking is best. Some people prefer the permanent type, other people prefer the alcohol type. They are both good, any of the high grade top brands, that is mostly left up to the individual car owner. Of course the permanent type costs more at the initial installation, but during the season it may be a little less costly. More particularly is one does not have their cooling system prepared for the winter driving.

Mincher: Well now chances are that we have had a couple of frosts already and the thermometer has dropped down below thirty-two, now is the time to put in antifreeze. Wouldn’t you say?
Adams: There’s no question, now is the time to put in antifreeze although if one should happen to put in too much of the alcohol brands particularly they might on a warm day, or if we have an Indian summer, they might boil it out. Our recommendation is to put in approximately three quarts and keep adding to that as the weather gets a little bit colder. Of course with the permanent type of antifreeze you have a higher thermostat and that will last indefinitely.

Mincher: Well now, what should anyone do if he happens to get caught in a spot with not enough antifreeze and the motor freezes up or slushes up? What’s the best way to treat it?

Adams: Well, there has been several methods if one does get caught and if the motor hasn’t frozen up completely and entirely, is to take and throw something over the radiator and let the motor run to thaw that out momentarily and then immediately afterward to drive to their nearest garage or filling station and immediately have some antifreeze installed.

Mincher: Can any damage be done to a car in a case like that?

Adams: Oh, yes. Damage can amount to a lot of money in a freeze up particularly if it gets down way below the freezing point. For instance, you could break up the engine block, push the sides out, or break the head up, or freeze up the radiator.

That would necessarily mean taking the radiator out and probably putting in a new radiator core, it might mean a welding job on the motor, or installing a new engine block. So it’s much better to take these necessary precautions at this time of the year particularly.

Mincher: Okay Jim, we’ll come back to you in just a minute. Now let’s talk to Les McClain about what we started out with here this evening, the battery and the ignition system. What precautions should be taken, Les, about batteries to start with?

McClain: Well, you should have your battery tested to make sure it’s up in good shape. You should have your regulator set up to the proper voltage and current, and as Jim said your fan belt should be tight.

Mincher: The fan belt has to do not only with the cooling system, but also your generator too. Modern cars are beginning to be so complex that any one component can adversely affect some of the other if it isn’t working right. How about the ignition system now, weather proofing it?

McClain: Well, I think people should have their ignition checked at regular intervals to be sure their points are good and the time is set at the proper fire, and their plugs cleaned. Do that regularly and keep a proper fire.

Mincher: Keep an eye on these things, especially during the winter. Well, that more or less sums up the fact that if you go into the winter with your car in good shape then you are more likely to come out of the winter without having had much serious trouble. Well now a couple more phases of the automobile, tires and brakes. Now we’ll talk to Bud Chamberlain. How should tires be treated, Don?
Bud Chamberlain: Well the tires should be checked for proper inflation, especially in the snow, and the tires in the rear should be checked for good tread. Now is the time to get your snow treads. They will be rushed up from now on and if you don't get them on you'll be having hard trouble getting around the city.

Mincher: There has been complaint in the past about snow treads making a lot of noise, but they have largely gotten around that haven't they?

Chamberlain: They have eliminated that on a few brands of tires. I don't know exactly what they are right now, but there are a few brands on the market which don't make as much noise on the roads, especially humming noise.

Mincher: How about brakes?

Chamberlain: Well your brakes should be taken up, especially a foot brake, and make sure the heater has plenty of fluid in it because that will give you the most trouble in the winter time with low fluid. The brake lining should be checked to make sure there is plenty of lining on it so you won't wear your drums and make you pull on the road.

Mincher: Well, for the benefit of some of our younger listeners perhaps, who haven't driven in winter time before, or inexperienced adults, when you go into a skid, if you should happen to, what's the best way to get out?

Chamberlain: The best thing is not to put on the brake, to accelerate lightly to bring it out of the skid. Most people say they can take their foot off the floor and put one foot on the brake and one foot on the accelerator and press on both easily at the same time to bring it out of a skid.

Mincher: And how about your steering wheel?

Chamberlain: Your steering wheel should be cranked the opposite way from which you are skidding.

Mincher: In other words, if the right end comes around.

Chamber: Pull it slightly to the right then if it starts to come around you pull it to the left again easily to bring yourself around. If you don't then you will go into a reverse skid.

Mincher: Okay, Don, well thank you very much. Now let's go back to Jim Adams again. What precaution should anybody take Jim as far as the finish of the car is concerned and the under parts? All of these things, by the way, besides getting anybody through the winter without very much trouble, will help keep your car in good shape so that it will be worth more to you on a trade in. Now let’s get to the finish and the under parts of the car Jim.

Adams: Well with regards to the finish of a car, the best thing to do would be to have a thorough wash job and have the finish waxed thoroughly and that will protect the outside finish of the car during the winter months. As far as the underparts of the car, a great many car owners today have had their cars undercoated to eliminate the rust and corrosion that’s caused by the salts and calcium chlorides
that one finds on the roads in almost every section of the country throughout the winter months. This will prevent rust and it will also sound deaden the under parts, the fenders, the under parts of the body, and everything pertaining to that part of the car underneath.

Mincher: Now how about the inside?

Adams: Inside the car it should be brushed or vacuumed out periodically and even more often during the winter months. Walking on the street, stepping into a car, you collect up sand and again, as I mentioned before, the calcium chloride one will carry on the soles of their shoes and the rubbers and deposits that onto the mats inside the car. And that should be thoroughly cleaned out periodically, more often naturally in the winter months.

Mincher: Well, thank you very much, Jim Adams, and we also want to thank Bud Chamberlain and Les McClain for their helpful advice on how to help get your car through this winter without any major trouble. The battery, by the way, something we were going to bring out and apparently it has slipped by, your battery supplies a very heavy current to start your car. So it usually takes somewhere around 15 or 20 miles of driving in order to put back into the battery from the generator the electricity that was taken out to start the car. With modern stop and go driving, waiting for traffic lights and so forth, one of the most helpful things you can do to help your battery... [Recording fades out].

[transcript ends]

For more information about this transcript, audio recording, or other materials in Special Collections at the University of Maine, contact:

Fogler Special Collections
5729 Raymond H. Fogler Library
Orono, ME 04469-5729
207.581.1686
um.library.spc@maine.edu