

Body Care

You can keep up the appearance and, in turn, the resale value of your car simply by protecting the body from rust. This may be done in two ways. The first, and preferable, way is to prevent rust by careful attention to the body and to control rust once it starts. The second way is to repair the damage after rust holes have actually appeared. Undercoating the car affords excellent basic protection from rust, and the undercoater can be applied with a brush. Even though you may not wish to do a complete job of undercoating, it is well worthwhile to coat at least the underside of the fender joints and also the areas where impact from road gravel is greatest.

If rust blisters appear in the enamel around the headlights, it is not sufficient to scrape off the blisters and touch up the exposed areas. The damage usually extends under the headlight rim. With the headlight removed, all traces of rust should be sanded from the body, and the bare metal coated with a primer especially made for this purpose. After the primer dries, it is sanded lightly, painted with a matching car finish and then "blended" with rubbing compound.

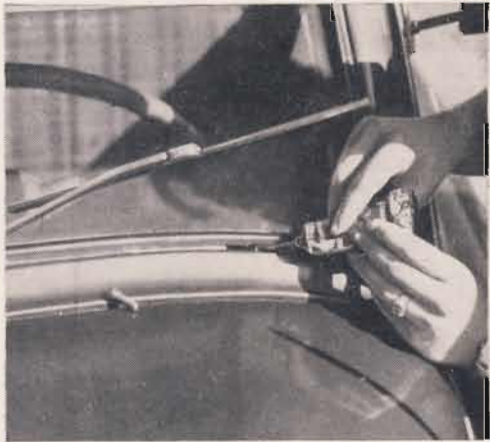
Sealing any windshield leaks between the glass and the molding provides further protection from rust and also helps to keep the body watertight. Cement for this purpose can be obtained in tubes and is simply applied under the edge of the molding, if the latter is metal, or along the joint formed by the glass and rubber molding. If there is still evidence of leakage, check the fit of the windshield-wiper shafts in their bushings and lubricate them if necessary.

To control rust at the cowl-ventilator drains, check them periodically for clogging and, if required, blow out the drain tube with compressed air. Also, replace a worn ventilator gasket with a new one or cement sponge rubber around the opening.

In addition to keeping the car snug and quiet, weather stripping on the doors prevents water, which enters at the top, from rusting out the door sills. The weather stripping should be replaced when it apparently is no longer serving its purpose. Drain-hole plugs that have not been removed from the underside of the door should be pried loose. If the door is not fitted with drains, punch two or three holes in the bottom edge of the door. Use a sharp punch and work it around the edge of the hole to draw the metal downward, as an edge projecting upward will not permit the water to drain out. Coat the edges of the holes with red lead, working it well up onto the inside surfaces.



Deteriorated weather stripping on all doors can be replaced with sponge rubber to assure a tight seal



Sealing compound packed in tube is easily applied to the joint between windshield glass and molding

Worn floor mats can be repaired by applying patches of mat material with rubber cement used as adhesive

