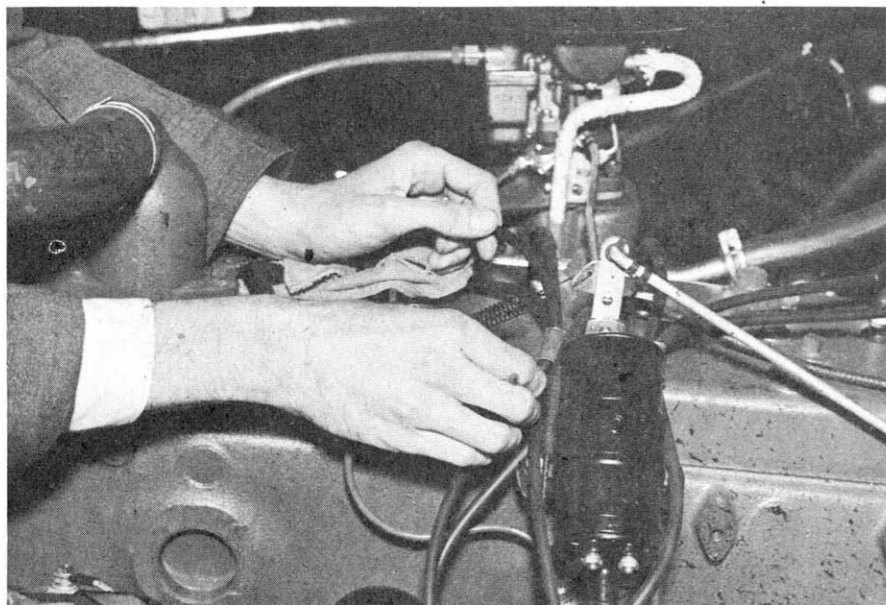


# Primp Up Your Power Plant

PHOTOS BY ANDY KNIGHT



Cleaning compounds, lots of water and a moderate supply of elbow grease are the essential ingredients in preparing an engine for the beauty course.



With engine block free of scum and ignition cables renewed, it's time to plan the next step—the purchase and installation of chrome-plated parts.

**A gleaming engine**

**will mean dollars**

**in your pocket**

**when you turn in**

**your old car . . .**

By ED ALLEN

**O**NE OF the most important and most neglected aspects of car care is the outside of the engine. It is usual for a motorist to take a car with an ailing power plant to a garage to have the internal workings repaired, and he'll scrub the outside of the body until it vies with a mirror in glassy luster. But as far as cleaning the engine, which, after all, is the real heart of the automobile, not one in a thousand thinks of it.

There are cars that run from the day they leave the factory until they finally reach the junkyard without ever having any attention paid to the outside of the engine, and, generally they make the above transition a great deal more rapidly because of it.

A clean engine not only helps the operation of the car but when you get ready to trade the tired old bus in on

CAR LIFE

a new one, a gleaming engine will add more than any single factor to the sales price. And the best part of engine care today is that it has been made almost effortless.

The first thing, of course, is to wash the whole engine compartment. This is easier than it sounds, with the new products on the market. The most popular is called 'Gunk,' and its use is almost universal where quick and effortless cleaning is desired.

Gunk is mixed with either kerosene, varsol, or just plain water to form a cleaning agent (full strength is a bit hard on paint) and applied to the surface to be cleaned with a paint brush. In most cases, painting it on will be the only effort connected with washing the engine, but in extreme instances, a gentle scrubbing will loosen the most stubborn dirt.

Once it is applied, you just let it sit a few minutes and hose it off. This leaves the under hood workings clean enough to eat off.

This is about all it takes to clean the power plant, but you feel that even that is too much work, or if you want to keep it even more spotless, there are some other things you can do.

First are the almost endless series of chromium-plated accessories to add to the exterior of the motor, and here, under the hood where they will never be seen (except by you and the filling station attendant) they are far more important than their counterparts hung on the outside of the car for decoration only.

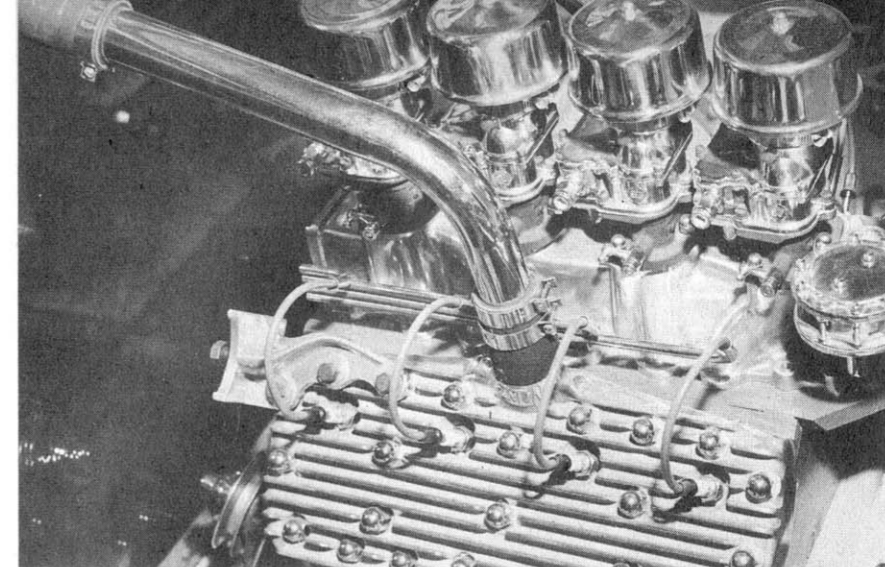
There are several reasons for this. Chromium will resist heat better than painted surfaces and it can be cleaned by wiping it with a cloth. Also any oil or grease will show up more readily on its surface. Of course, the cleaner the engine is the cooler it will run, adding to its life.

There are a good many of these accessories—wire looms, air cleaners, breather-caps, generator covers and the like, and almost all of them are useful.

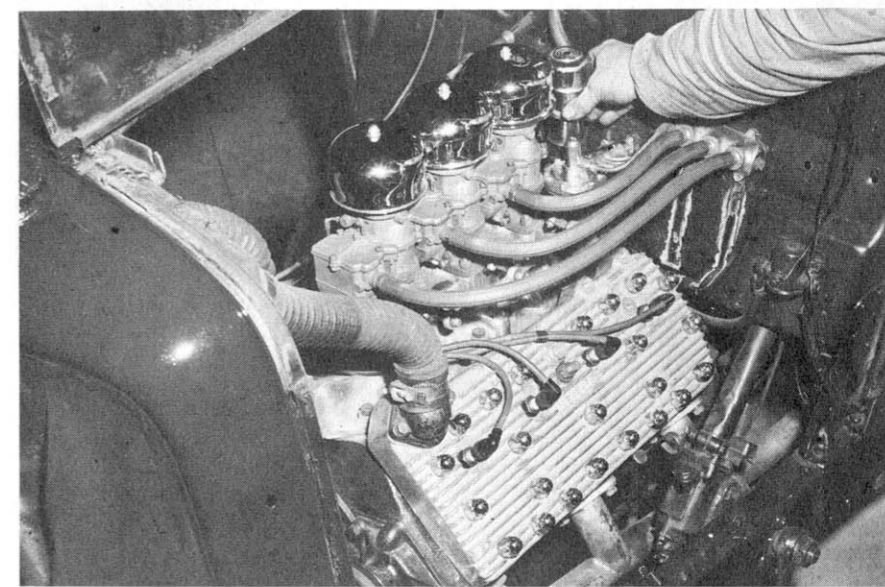
Another thing that will add a great deal to the appearance of the engine as well as make it easier to keep spic and span, is a good coat of paint on the block. This can be done in almost any color that appeals to you, since heat resistant paint now comes in a variety of colors, ranging from red and blue to gold and silver.

Once the engine is clean, it isn't as hard to paint as it might appear. A roll of masking tape and a little care around the electrical components will give you a job that will be next to impossible to distinguish from the factory original. While you're painting under the hood it's a good idea to give the engine compartment walls and the firewall a coat, too. A contrasting color will enhance the appearance of the engine and although you may not blind every passerby with external bits of polish and gee-gaws, the trade-in value of a car with a well kept engine will give the owner a glow of real satisfaction. ☆☆

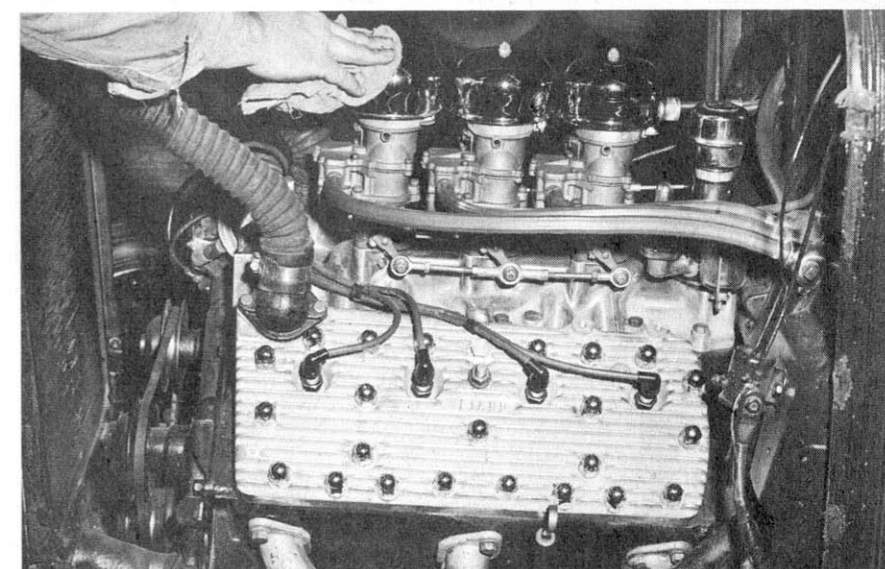
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This job, mounted on blocks, is proof that an engine can be beautiful. The chromium not only looks like a million bucks, it also helps keep engine cool.



Glamour under the hood. Even in an old model, an engine such as this shiny job is sure to bring a higher trade-in allowance when you buy a new chariot.



With the engine spotless and everything shipshape, the job is only half over. Constant wiping and care is needed to maintain sanitation under your hood.