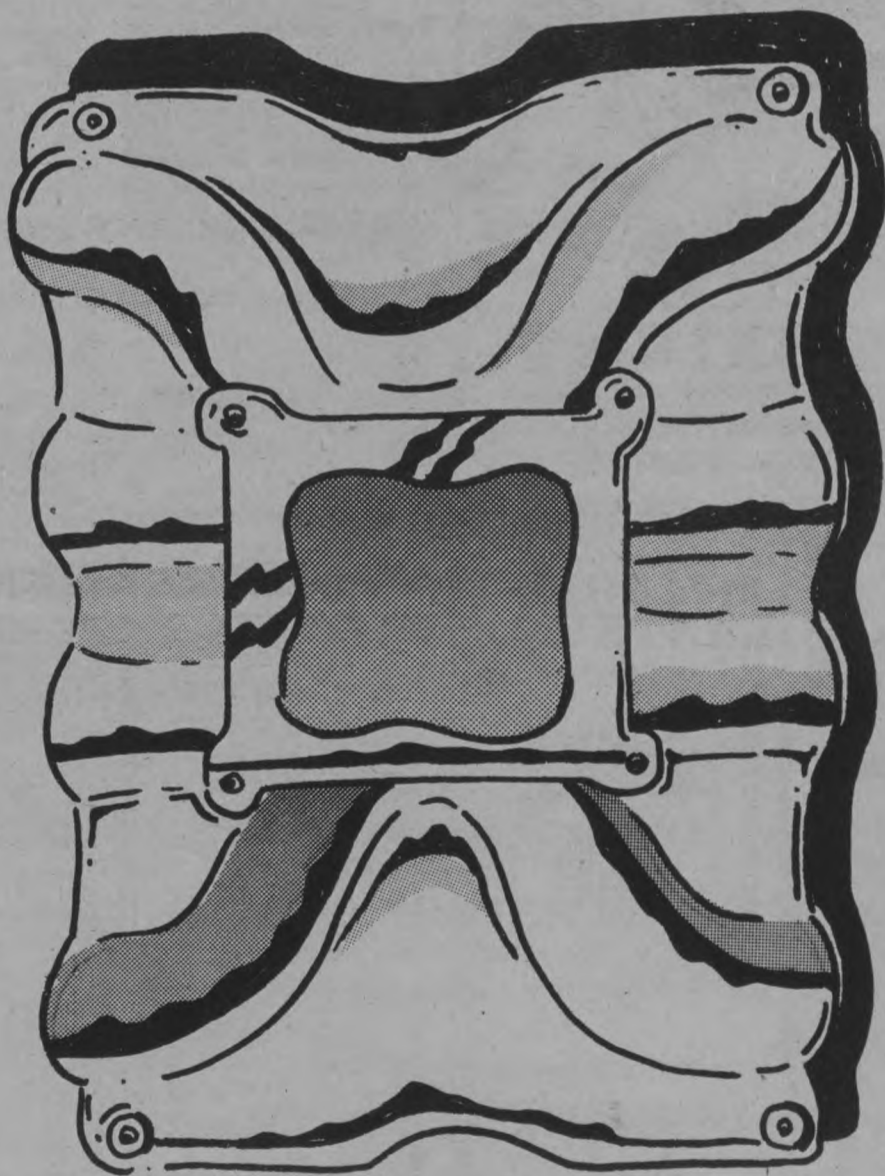
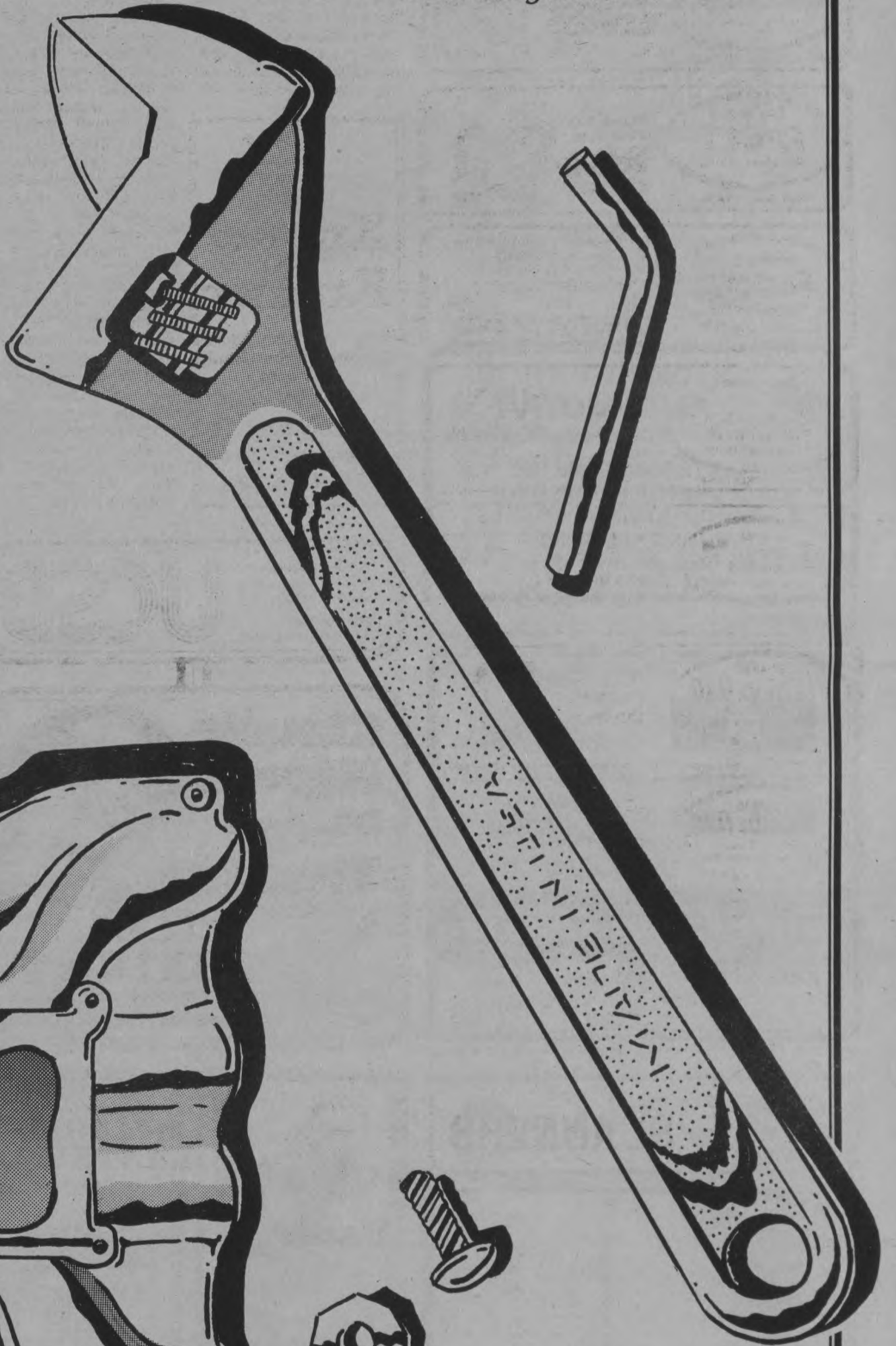
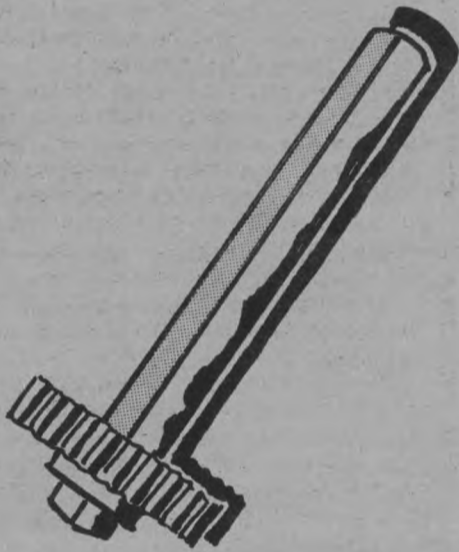
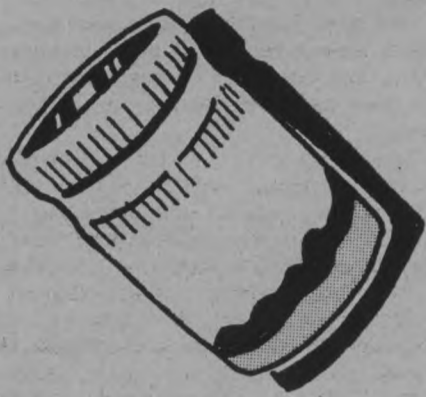
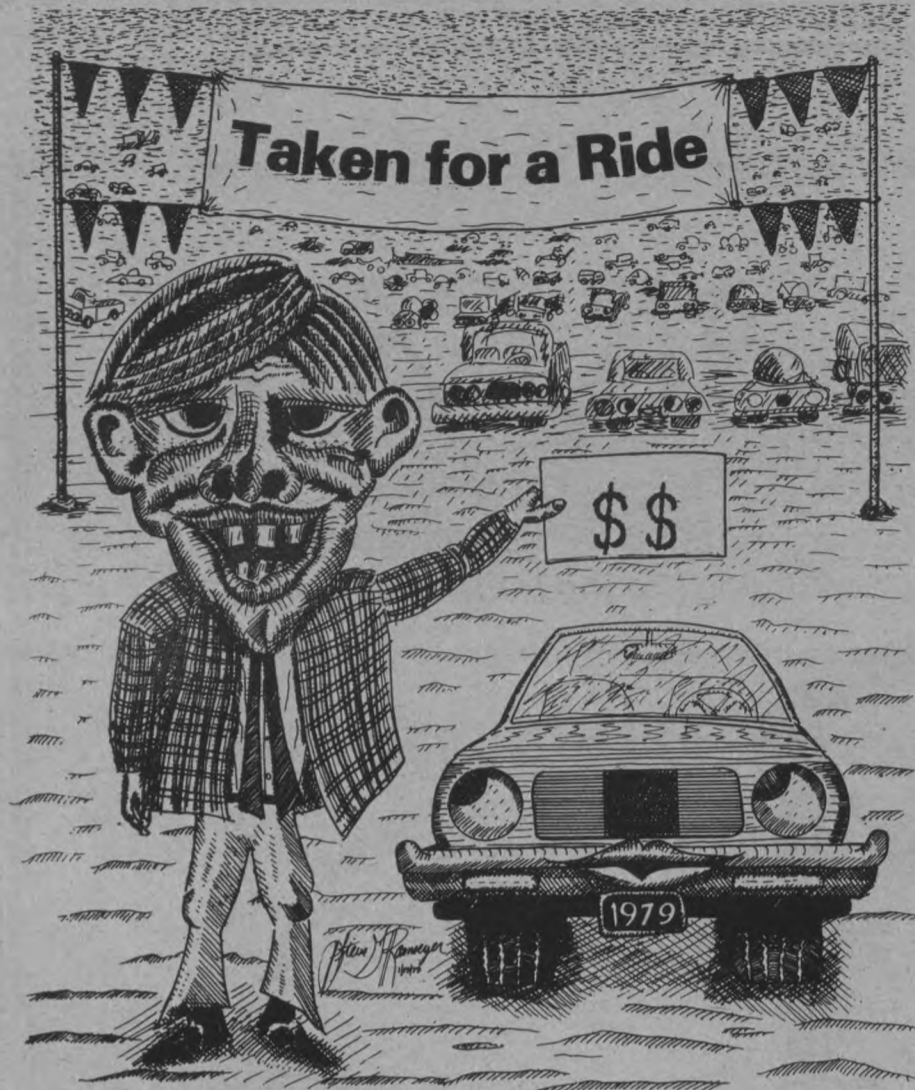


CAR CARE

A Special
Advertising Supplement
To the Daily Nexus



Cover by Mike Ames



Used Clunkers: Avoiding Lemons

When you say "used car" to anyone, the first thing most people think of is a tacky, pushy salesman trying to unload real clunkers onto the unsuspecting public. This isn't always the case however. Oh, I'll admit there are some real shysters who will pawn off anything with four wheels and an engine on you, but you don't have to get ripped off when buying a used car.

Many times used cars can be a real bargain. To avoid buying a painted-over 1946 Studebaker, however, there are several things you should do when you buy a used car.

— First, avoid all used car commercials on television. This won't really give you anything to help you judge except a fairly large headache. A good example of a used car commercial not to watch is the one with the illustrious Cal Worthington. First of all, the guy dresses funny with a big cowboy hat and the phoniest smile this

side of Disneyland; it's a wonder he isn't a member of the transition team. If this wasn't bad enough, the commercials try to take your mind off the hideous shape of most of the cars by showing you good 'ole Cal playing with "his dog Spot", which can be anything from a boa constrictor to a man-eating lion, which unfortunately does not live up to its name.

It's a proven fact that these commercials get longer and worse as the day goes on. By midnight, Cal is talking about his entire car fleet in a single, three-hour commercial. Also, never buy a car from someone who is trying to pawn off a "free gift" on you— usually it's in the same shape as the car.

After you have avoided the television pitfall of car buying, head to your local used car lot. Be sure to take a clip board and a white laboratory jacket with you. If you really want to play it up, take down a handful of

old *Consumer Reports*. In this disguise, you will scare almost any used car dealer you want. As you walk around the car, don't just kick the tires, but peer knowingly at the engine, shake a couple of wires and asked professionally, "how is the rear combustulator holding out in this model?" It's a known fact that most used car dealers are not mechanics and will answer you, white as a ghost, "it's doing fine...I guess."

The first step has been made. You have shown your metal, so to speak. As you inspect the cars, write down little scribbles in your pad— so illegibly that the nervous car deal will never be able to read them over your shoulder. Also, after looking at each detail, you should nod your head and say wisely, "Hm...mmmm." As a final touch, consult your *Consumer Reports* and squint at them for a long time.

By this point, the used car dealer will probably give you the car free, just to be rid of you. You will have disarmed almost any dealer to the point where you can ask any price and the grateful salesman will fall at your feet. If this doesn't work, move on to the second approach.

The second approach requires a little more in the way of visual aids, but its results are almost always successful. This time, dress up like a mechanic. Take screwdrivers, lug wrenches, calculators, timing lights and anything else you have sitting around. You should practice your "mechanicese" before you head down. Speak with a nasal twang like you're from Oklahoma and say every couple of sentences, "that don't look good" or "Boy howdy!" in annoying tones.

This will be a sure fire way to intimidate the dealer. Also once a price is given, don't say anything for a couple of minutes and put your tongue into your cheek. This will make the salesman think that you know that it isn't a good deal. Thus, by the time you say "Wahl, I don't rightly know about that" he will drop his price about 50 percent.

If you come up against a particularly stubborn dealer, and neither technique works, just say, "Well, I think I want to try that big sale they're having across town at Joe's Used Cars." Then just step back and watch the bargaining begin. Buying a used car can be an enjoyable experience, just prepare yourself for it...and watch out for those hideous commercials.

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Wasted

AT SBCC

Women's Course In Auto Parts

A first-time "Automotive Parts Counter Person — Women," a gender-equity course providing nontraditional career opportunities for women, will begin with Santa Barbara City College's Feb. 9 spring semester.

"There are many excellent career opportunities locally, many of which can be filled by women," said Peggy Smith, SBCC's women's programs director and gender-equity coordinator.

The three-unit course (automotive 29), the first of a possible series, will be offered Tuesdays, 7-9:50 p.m., in room OE-182 of the Administration Building's occupational education wing.

It was scheduled following a local Regional Occupational Program (ROP) survey indicating a need for auto parts counter personnel and that many positions would need to be filled within the next 12 months, here. "Local employment opportunities are excellent," Ms. Smith said. "The course will provide an exciting way for unemployed and underemployed women to learn, in one semester, skills leading to a decent wage in Santa Barbara," she said.

One of the first 25 enrollees is Linda Lee, 36, a single parent with two children who wants to expand her skills, career potential and income. She is now a job developer with the Community Free Employment Service, Inc., a county employment and training program.

Although Ms. Lee has about 40 units in higher education, qualifying as an auto parts counter person will open new employment advancement in a variety of directions, she said.

"My father is retired here, and maybe I could convince him to open his own auto parts business." There are good business-loan opportunities for minorities, too, she said.

"Besides, with the old car I now drive I spend about half my time in a garage waiting for it to be repaired," she said. "As long as I'm doing that, I may as well learn about auto parts."

"At least the auto parts job won't be a dead end," she said. "I can also use it as a means to support myself while furthering my education."

She will enroll in an SBCC night class in public administration, too.

Janet Hill, now teaching an auto parts counter person class for boys and girls age 16 to 18 at the county's ROP facilities at Cathedral Oaks, will instruct the SBCC course.

An eight-year auto parts counter person and current five-year employee at Butera's Northside Auto Parts, Ms. Hill has also worked for Caesar's Auto Supply and Geon Automotive.

Women considering training should be interested in such careers and enjoy working with people, she said. The auto parts business is growing, especially with more cars being repaired or persons doing their own work, she said.

The SBCC course will provide instruction on basic automotive systems and identification of auto parts; general business, including writing bills and invoices; in-person and on-the-phone customer relations; the use of parts catalogs, including microfilm and computer terminals, and how to conduct inventories and maintain parts and supplies.

There will also be opportunities for on-the-job work experience during the course and for job placement following course completion.

Most area dealers pay about \$5 per hour for beginning auto parts counter personnel, Ms. Hill said.

The course is partially supported by the state vocational education department under a gender-equity program for women and men choosing nontraditional careers.

"All my life I've been surrounded by mechanics," said Ms. Hill, who tunes her own car and is the daughter of John Ingram, long-time SBCC automotive services department chairman. Her husband is a mechanic and three of her four brothers work in the auto business.

"I've learned a lot about cars just by osmosis," she said.

Auto arts enrollees will be required to take "Counseling Support Group — Auto" (PD-91), Tuesdays, 6 to 7 p.m., also beginning Feb. 10. The one-unit class, to help women cope with the stress and frustration of being students in unfamiliar job situations, will be taught by Ms. Smith.

Applications are available in SBCC's admissions office, Monday through Thursday until 8:55 p.m., and Friday until 4:15 p.m. Class registration begins Jan. 29.

Additional information may be obtained from Ms. Smith at 965-0581, ext. 282.



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By JONATHAN ALBURGER
Nexus Ad Writer

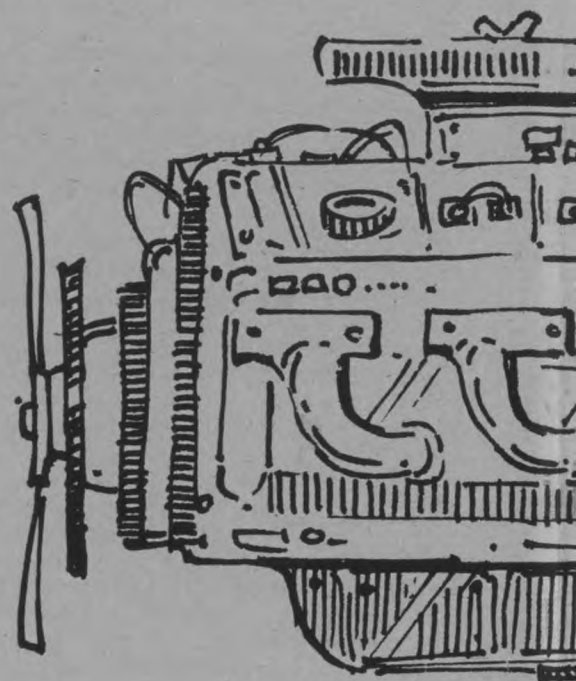
So you finally have your own car and, now that you have it, you want to take good care of this object of your pride and joy. Unfortunately, like anything else that is set in motion at times — such as the human body — occasional complications and irregularities are bound to happen, and, if proper care is not administered quickly, sickness ensues. It all happens so gradually, so unobtrusively, and yet the symptoms become increasingly obvious if at first they are not recognized with some degree of sensitivity and, therefore, ignored: trouble starting up in the morning, rough idle, cutting out just as you get going, poor gas mileage.

The diagnosis: your car is out of tune. The prognosis: good if given careful, thorough, and expedient treatment. The cure: a good tune-up.

One's choices are simple: fix the sucker or let the turkey die. But you care for your convenient and hitherto reliable mode of transportation, so you want to do all that's conceivably possible to reinstate your baby's good health.

Two further options arise: to fix it yourself or to take it to a garage. The deciding factors, inevitably, are twofold: cost and ability. If you're handy with your tools, you're probably best off to get a good how-to book and learn to apply what you've got. If you already know how to do it, better yet! Now, on the other hand, if you lack experience and/or confidence, then you better seek out competent advice and assistance in tuning up.

A cost comparison of the average cost of parts to tune up your "typical" 1979 Ford Fairmont with a 302 V-8 engine, versus the average cost to have comparable work done by your neighborhood car shop or gas station, shows a saving for the do-it-yourselfer of about \$100. This figure was derived on the basis of an analysis of the amount charged



by various Goleta and Isla Vista mechanics, compared to the sum levied for the same work by parts in order to perform work at specific stores and shops having a reputation for being innocent and the price-gouger.

Items and their costs items commonly needed to perform some additional tips have been included in this association.

First of all, should you decide to do it yourself, a detailed explanation along with a list of what needs to be done to do a "additional" work has to be done. Contact your mechanic for permission.

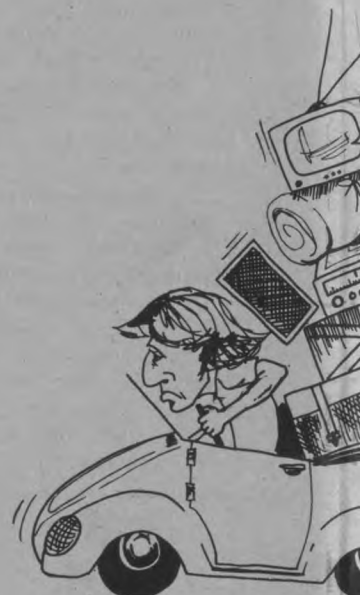
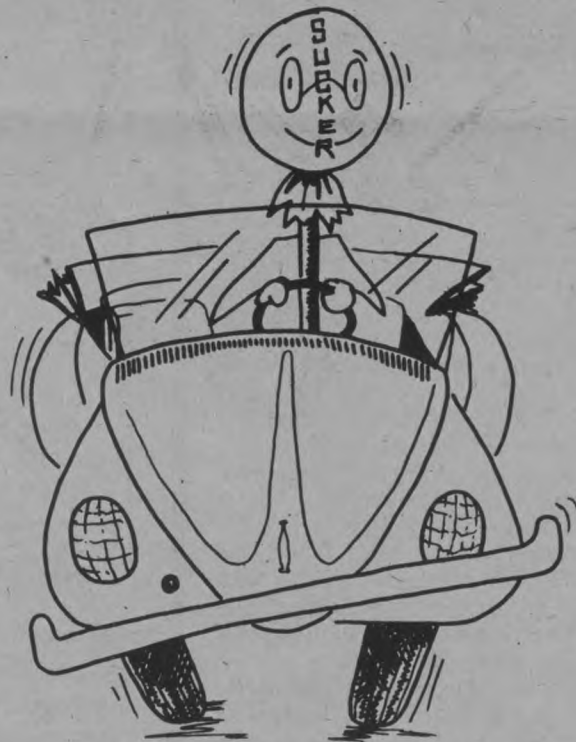
Labor accounts for the largest part of the cost of a tune-up at a shop or station. Labor cost of a tune-up was \$36, which includes adjusting the carburetor, changing the plugs and adjusting the carburetor. Sounds pretty fair. After all, if you can really do the cost of a tune-up, go about it yourself and you can save a lot of money. Now, that is something to be proud of.

Should those little "extra" items total begins to look a bit different. Engine parts when in motion, you've used up your fresh oil, and in aiding you to get the car going, you'll most likely need an oil change. Oil itself and \$7 for the oil filter, distributor or bad spark plugs, rough ride, the cost to replace eight plugs, \$2.25 for a rotor and a cap. One other possible complication is the wire terminals that connect

USED CARS



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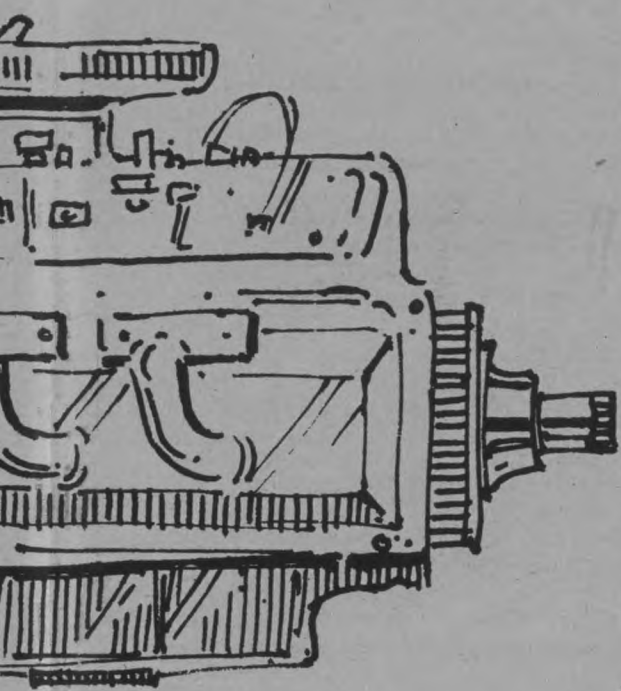
BUT KAREN FIRED HIM FOR USING THIS SPACE TO ADVERTISE FOR GIRLS, SO NOW SHE'S PUT ME ON THE SPOT.

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ed To Know About Car Tune-Ups But Were Afraid To Ask



replacement of which might run you \$49.35 for those special eight millimeter silicone base wire terminals.

Add applicable tax on the parts (tax cannot yet be charged for labor, so don't be fooled), and, if my addition is correct, you're looking at \$164.50, give or take a few pennies.

One added operation usually not considered highly pressing and necessary, but quite helpful to extend the life of your car and to add increased gas mileage, is to have your tires rotated. Uneven wear on your threads could drastically affect your performance. An increase in gas mileage is one benefit, as are longer tire life and a decrease in shimmying. The greatest benefit to reap: fewer accidents, such as through the premature release of tire pressure, commonly referred to as a "blow out." The average figure for tire rotation is \$6 to \$7.

Overall costs for services and parts comparable to those detailed supra vary marginally with the shop to which you take your vehicle and the relationship that you develop with your mechanic. Honesty and sensitivity are of the utmost importance.

Do It Yourself

Costs for the handyperson are restricted to that of parts, as labor is of your own consideration. The crux of the matter is, however, knowing how to make those fine adjustments to the carburetor and points. Lubricating and filtering are relatively simple procedures, utilizing basic concepts and skills with screws and nuts.

For example, to have your own nifty, thrifty, easy-flow grease gun, all you have to do is pay about \$9 and your tool will be usable for as long as you take good care of it. Grease aid lubricants run about \$1.50 per cylinder and last for about 10 lubes. Oil prices vary according to grade and brand, but a typical requirement of five quarts for an oil change of your typical car's crankcase will set you back about \$5.20, plus an additional \$3.50 for the oil filter. Suggested time between lubes is 10,000 miles; for an oil change, every 3,000 miles.

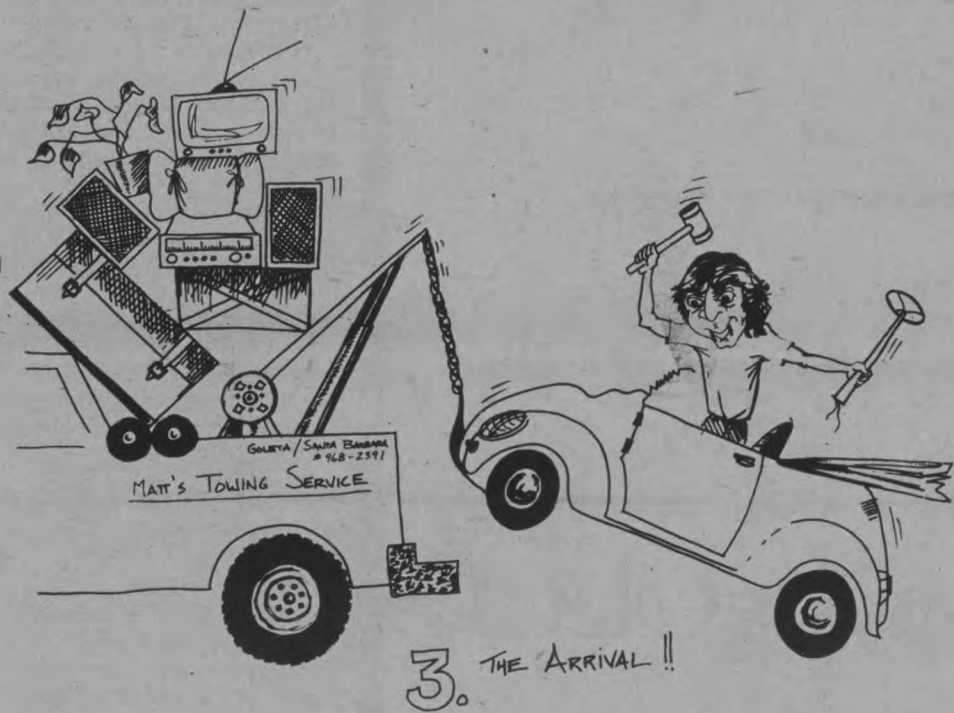
d Isla Vista motor works shops, as evied for the acquisition of individual form your own tune-up. The names of ops have been withheld to protect the -gougers — in the name of fairness.

sts itemized infra are those things perform a good tune-up; however, ave been included because they often ciation with your tune-up.

ou desire professional help with your at you ascertain a specific and in- along with projected costs, in writing, lone to your car. Remember: before as to be done, the mechanic has to ssion.

he largest percentage of your bill at a r cost quoted by one station for "one ch included the act of installing spark e carburetor; needed parts are extra. er all, as one tune-shop mechanic put e costly damage to your engine if you d you don't know what the hell you're nething to think about, oui?

extras" need attention, however, the it different. A lube to assist your vital motion costs about \$5.50. And when resh oil — so important in reducing ou to go further on your tank load — d an oil change, another \$7.50 for the the oil filter. Faulty firing by your ark plugs can mean an especially o replace such parts being \$20.80 for rotor and \$13.80 for a distributor cap. mplication could be from those special connect your rotor to your plugs, the



drawings
by
Tony Garzio



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the proper outlet at the correct firing distance. Rotor and distributor cap replacements are available for all cars, the average cost running about \$1.80 and \$11.20, respectively. The only major fiscal expenditure might be for those long plug terminals, at \$35.00 for a set of eight.

Auto care specialists also recommend that your air filter be changed every 12,000 miles, causing you to incur a cost of \$7.50 each changing.

Those of you who have had the trusty calculator out, adding up the figures above, should total out at about \$46.00. Not bad, considering that these minor preventive maintenance procedures could save you hefty repair bills in excess of \$100.00 every 10—12,000 miles—tune-up time!

In this time of raging inflation and economic upheaval it is particularly advantageous to thoughtfully consider, before tuning up, the options you have, your monetary assets, your particular dexterous capabilities, and your innate nimbleness. Be sure to consult your "yellow pages" for further info.

Thank Youuuuuuuuu!

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Automotive Abuse

UCSB Students Avoid Proper Auto Maintenance At All Costs

It starts when you are a little tyke. Mom takes you with her to the store to buy the evening meal's hamburger and brussel sprouts. Dad takes you to the hardware store to grab another bag of slug and snail killer for the garden. You just love riding in the car.

Then you are 16. Armed with a driver's license, you are on your way to pick up the saucy brunette from your geometry class. This is your first unchaperoned date, and

With the typical UCSB student groping for cash, most cars suffer from neglect.

you are full of nasty ideas as you twist your head to eye the backseat of dad's Buick. Actually, this is the first time you have ever been in a moving automobile by yourself. There is no mother beside you. It almost seems lonely. You turn on the AM radio and start to bob. You feel cool.

But once it is time for college, daddy's sedan is too far away, and if your love for cars is indeed true, it simply means that some poor automobile is going to be purchased and most likely run into the ground.

With the typical UCSB student groping for cash, most cars suffer from neglect. The salt air peels off the paint and the 3,000 mile tune-ups are forgotten while every other weekend it is either jaunt to the ski country or to the girlie

back home.

"There are only two types of customers, with almost no in between," claims the owner of an Isla Vista mechanic shop who prefers to remain anonymous, "those who come in to have their cars serviced, and those who come in to have their cars fixed."

The mechanic figures that 40 percent of his business only comes in when it is time to have their metallic pets fixed. "Some cars are old and thrashed to begin with and I exclude that group, but normally the conscientious owner who has his car serviced regularly will save money. He'll spend a fixed amount per year. It's cheaper to fix things now rather than later. The guys who come in only to have things fixed have the worst luck, if luck has anything to do with it, and the greatest sob stories."

But, it is on those long trips that the mechanical holocausts can really hurt, and attempting to outfox the Highway Patrol while slurping down beers at 70 miles per hour can distract the driver from little duties like monitoring his dashboard gauges.

"I've had lots of kids who were going long distance sputter into my service station with smoke barrelling out of

"I've had lots of kids who were going long distance sputter into my service station with smoke barrelling out of the engine."

the engine," says Al Menke, the grey haired owner of a Shell station in the small roadside town of Buellton, California.

"I can remember one time the tow truck dragged in a couple of drunk-off-their-butt frat boys who blew a head gasket a few miles up the road. I have no idea how they managed to call AAA. One bee-lined for the men's room and the other got sick over by the phone booth. They hadn't noticed the flashing of their oil warning light."

The Emergency Road Supervisor for the Automobile Club of Southern California AAA, Rose Marie Burton, says that the most common roadside failure is a flat tire. "There is an average of about 150 dispatches daily in the Santa Barbara, Goleta, Carpinteria area," explains Burton. With student car owners neglecting to properly maintain their automobiles, some cardholders just keep on breaking down. "After seven calls within a 12 month period we start becoming upset, real upset."

Evading the police on those long excursions is another difficult chore. Most drivers have little tricks they pull when trying to hasten up their estimated time of arrival such as following behind the truckers who use their citizen's

Evading the police on those long excursions is another difficult chore.

band radios to keep tabs on patrol cars and therefore get away with higher speeds.

"It's just that they're so high up in those cabs," explains California Highway Patrol Officer Roger Runjavak. "They can see us coming."

Runjavak does not really think that there are certain colors or types of cars that attract a policeman's attention. "Maybe red, but I've never seen anything to substantiate that. When a patrolman is cruising he is not exactly looking, but waiting for something out of the ordinary to happen. A sudden lane change perhaps."

Once nabbed by a Highway Patrolman, drivers lapse into various routines hoping to evade a ticket. The author Desmond Morris once wrote that the most effective behavior when nabbed by a cop was to cower and present a sense of helplessness. Morris insisted that it is difficult for humans to conquer a helpless creature, and that a policeman responds the same way.

Runjavak laughed and replied that "nine out of 10 times my mind is made up beforehand." The officer explained

(Please turn to back page, col.5)

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CAMPUS INTERVIEWS

Thursday, January 29, 1981

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How to Beat the High Price of Gas Say Goodbye to Exxon In Five Easy Ways

With the uncontrollable escalation of gas prices, car owners everywhere are pursuing steps to save money destined to be spent on the dwindling resource.

Petrol saving measures range from maintaining a well-tuned automobile to more advanced alternative programs such as vanpooling.

In any case, the name of the game is conservation; conservation of gas as well as greenbacks. Below is an overview of the primary means of alternatives available for students and staff, faculty and administrators of UCSB who wish to redistribute an extra few cents toward more desirable purposes than the budgets of multinational oil conglomerates.

TUNE-UPS: Just like an annual physical, car owners should be checking their auto every 10,000 miles. At this point an oil change as well as tune-up should be done. The tune-up should include changing the spark plugs, rotor, distributor cap, condenser, and air filter.

This is the basic engine work and with the help of the proper manual can be completed by any individual with little difficulty. In some instances cars with an electronic ignition will not need such parts as the condenser, but the procedures are the same. Also, the sparkplug wires should be examined and

replaced if there is any excessive wear.

A tune-up (which should be timed with a stop at the nearest mechanic to make sure such items as the timing are correctly set) will promote better fuel efficiency. Ah, more mileage with each sacred tankful.

BICYCLES: At the other end of the spectrum for saving gas is not to use any of the volatile resource and depend on the renewable energy source—the human body.

Bicycling, while physically demanding, costs little beyond the expense of a comfortable bike and subsequent repairs such as flat tires. The bike must be of a height that allows for the maximum extension of one's legs so as not to inhibit pedaling.

Fortunately at UCSB the popularity of bicycles has led to the development of an extensive bikelane system interconnecting all points of the campus, making it the fastest mode of transportation. Off-campus, there is a well-travelled bikepath leading to Santa Barbara as well as northward to El Capitan Beach.

Lastly, the Santa Barbara Metropolitan Transportation District has provided a unique bikerider's bus which

enables riders to place their bike on a trailer and ride the bus to particular destinations between the campus and Santa Barbara at which time they can unlatch their bikes and continue on.

BUSES: Students, staff, ladder rank faculty and equivalents and a number of other administrative post holders are eligible to enjoy unlimited ridership on the MTD buses for a quarterly fee. The service provides 24 different routes, including a regular express from North Hall to downtown Santa Barbara. Route sheets are available in the UCen or at the public information office in Cheadle Hall or at Parking Services.

POOLING/RIDESHARING: These concepts have gained in popularity over the past few years, and UCSB's Parking Services is currently gathering information from commuters to the campus so it can implement its own version of an alternate transportation program. For more information contact Mary Tyrrel of Parking Services.

VANPOOLING: One final plan being devised by Parking Services is the establishment of vanpools in which a comfortable com-

muter van capable of carrying 10-12 persons will be assigned to a responsible person for daily use. Currently vanpools are being considered from the areas of Santa Maria, Lompoc, Santa Ynez, Ojai, Ventura-Oxnard and Carpinteria. The mini-bus system allows for the sharing of the morning news, and a cup of coffee for the commuters, while saving dollars which would have been spent on gas.

These are but a few of the possible means for one to get more out of their tran-

sportation dollar while supporting the ultimate goal of conservation.

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Change Those Radiator Caps

If you do your own cooling system check and service in the spring, there is one thing you may want to leave for the service dealer. That's the checking of the radiator pressure cap, which keeps the engine's cooling system pressurized for efficient operation.

Sometimes the spring becomes weak; often it's the rubber gasket that gives out, becoming brittle or otherwise damaged.

Once the cap fails to hold pressure your engine will be subject to overheating and coolant loss.

Most service shops have a cooling system pressure tester which not only locates leaks in the system but also determines proper functioning of the pressure cap.

Wipe 'Em Down

Clean Headlights Contribute To Safe Motor Vehicle Operation

Routine springtime dirt and grime, the greasy spray from other cars during the rain, and the annual summertime bombardment of insects and bugs dramatically reduce the efficiency of headlights.

Periodic cleaning of headlights is one of the most often overlooked elements in care care, and one of the simplest and most economical to take care of.

According to the Highway Visibility Bureau, a fact-finding organization dedicated to safe driving, dirty headlights are a major cause of reduced driving visibility.

The American Optometric Association has said that 90 percent of all the decisions made behind the wheel are based on vision.

Recognizing these factors, Sweden has mandated that all new cars in that country be equipped with headlight wipers and washers so lights can be cleaned by merely touching a switch inside the car. Perhaps in coming years in the United States, headlight wipers and washers may become more common, the Highway Visibility Bureau said.

But until then, the HVB recommends that a cloth be kept handy in your car or garage, and that motorists frequently wipe off the headlights to insure better visibility. This procedure is advised especially after driving on wet roads and in the spray from other cars.

Reprinted from the Los Angeles Times.

Windshield Wiper Maintenance

Windshield wiper care is frequently neglected during spring and summer weather. Too often, motorists believe that winter is the only time for special concern about windshield visibility.

Spring rainshowers, dirt splattered on windshields from other vehicles, and improperly functioning equipment all can be a source of motoring headaches.

For most of these problems, there can be an easy solution. Here are a few tips on saving common windshield woes.

Streaking and smearing caused by contaminated wiper blades can easily be eliminated by simply washing the windheild and wiper with soap and water. If this does not do the job, the wiper blades probably need to be replaced—especially if they are more than a year old.

Wiper experts at Anco explain that wiper blades of natural rubber have a life expectancy of about six months. However, most moterists wait nearly three years to replace them, often driving with dangerously hampered visibility.

When driving in light rain, use windsheid wipers to cut through smear-causing, oily road film.

When wipers smear in only one direction, it usually indicates hardened rubber. Washing the rubber refills in warm water and exposing them to warm air will usually solve this problem.

Rubber refills that have stiffened and lost flexibility can cause chattering and skipping. If that happens, these rubber refills should be replaced. Chattering can also occur if the metal part of the blade is bent.

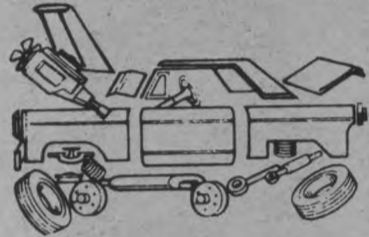
It is also wise to make sure your windshield washer system is functioning properly and that the fluid tank is filled.

Proper maintenance of wiper blades and their replacement when needed can help insure accident-free driving.

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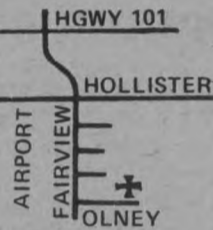
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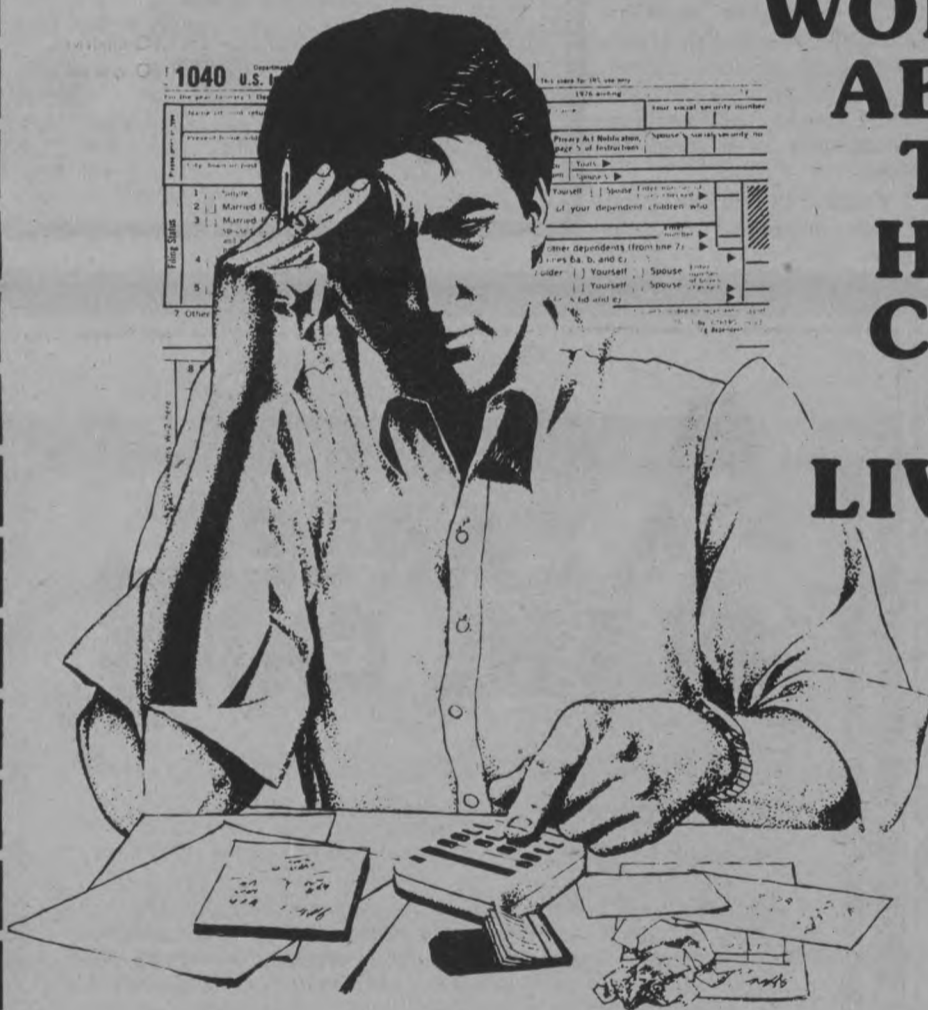
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Car Tunes...

(Continued from page 6)

that, "it is better that the driver keeps his hands on the steering wheel where I can see them though. When people are search for wallets I get nervous and defensive."

Anger does not upset the officer. "Verbal abuse doesn't bother me. It's the uniform they're mad at."

Concerning accidents, the Highway Patrolman cited that following too close, lane changes, and bald tires in the rain are the major causes. "Just one bald tire on a Volkswagon can easily finish a driver."

Getting swindled by a mechanic is no rare occurence, claims the Isla Vista auto mechanic. "I'd say that at least 15 percent of all unsatisfactory repairs are fradulent, perhaps even as high as 40 percent."

"You really can't tell whether or not somebody is a good mechanic. I can't even tell. It's all an attitude thing."

The best weapon in preventing a shifty mechanic from grabbing hold of your car is to "find somebody who likes where they are going and who has very few problems with their car," says the shop owner.

With cars becoming more complex, "mechanics now need four times the training and knowledge to work on new cars. It is an exponential increase. Cars are becoming less dependable by nature with all the new exhaust systems, etc..."

The mechanic mentioned the advertised low price tune-up specials are not thorough enough and therefore fool the public into thinking their car is fully checked out. "You never get what you don't pay for."



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