

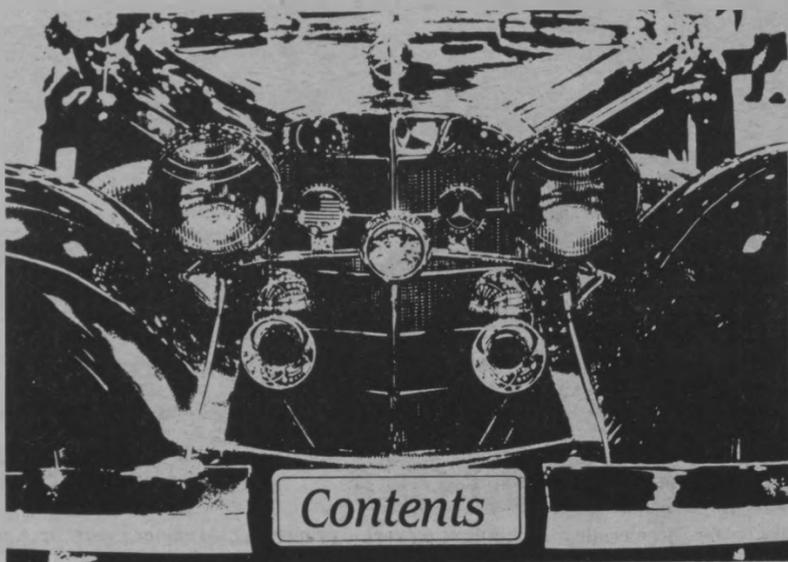
Daily Nexus

GUIDE TO



An Advertising Supplement

May 15, 1985



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When It Gets Hot Keep Your Car Cool

A majority of car owners, including many do-it-yourself mechanics, tend to overlook the importance of proper maintenance of the engine's cooling system during the switchover from cold weather to summertime driving.

Special attention should be given to the engine's coolant fluids, which are formulated to provide freeze protection in sub-zero temperatures and to protect against overheating in hot weather.

Though the common name for coolants is "permanent antifreeze," they are neither permanent nor intended for winter usage only.

"There's no such thing as a 'permanent' coolant for car engines," says John Mulheisen, manager of radiator services at Ziebart Rustproofing Company. "They are chemical solvents that do break down and require replacement."

Mulheisen says that, as a rule of thumb, coolants should be drained and the engine flushed out thoroughly (including back-flushing) at two-year intervals ... or more often than that if the engine is subjected to abnormal driving conditions.

Overheating is generally more common in the summer months, especially on long trips. That's why Mulheisen recommends a complete check of cooling system components in the spring.

Major items to be checked out, in addition to the age and quality of the coolant, include hoses, belts, radiator caps, water pump, thermostat and the radiator core, says Mulheisen, whose company has added professional radiator repair and replacement to the list of automotive appearance and protection services offered by many Ziebart dealers.

According to Mulheisen, these are the symptoms that car owners should watch for when checking the engine cooling system:

Coolants. If the fluid is low or discolored, it probably is time to change the coolant. Use of brand name coolants that contain 95 percent ethylene glycol and silicone or silicate corrosion inhibitors is recommended. Add some water, about 50 percent in most climates and no more than 30 percent in extremely cold areas.

Hoses. Hard, brittle hoses are likely to

crack and should be replaced. A hose that is too soft and squeezes easily can split at any time, particularly near clamps.

Belts. Check the underside of the belt. If split or frayed, it is overdue for replacement. Adjust all belts to make certain they have enough tension to prevent slippage, which can affect the efficient operation of water pumps, alternators and fans.

Radiator cap. Don't remove the cap while the engine is hot. Examine the rubber gasket for telltale signs of wear and rot. A faulty radiator cap causes the system to lose pressure, which in turn lowers the boiling point of your coolant and could lead to costly repairs.

Water pump. This is one of the most important parts of the cooling system. Check for leakage at the gasket. If the pulley on the pump wobbles, it is an indication internal parts of the pump are badly worn. When in doubt, replace any pump that has had long usage.

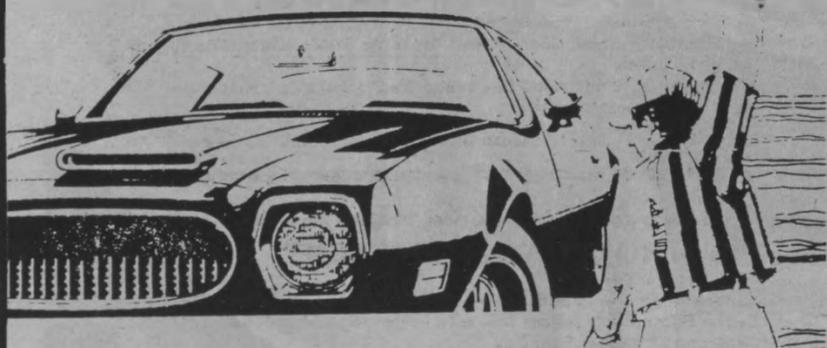
Thermostat. After starting the engine, check heater hoses for temperature. If the thermostat is operating properly, these hoses will heat rapidly, then cool while the thermostat opens.

Radiator. Many radiators are now made of lightweight materials, including aluminum and plastics. Look for discolored areas, which might be a sign that the radiator is leaking. Make sure you are using coolants with corrosion inhibitors to prevent aluminum phosphating and other corrosive build-ups that can block circulation in radiator tubes.

Mulheisen suggests that spring also is the time to check the air conditioning system on your car. One simple method is to start the engine, turn the air conditioner control to "cold" and the fan to "high." Place a thermometer at the outlet ducts on the dash panel. A reading of 45 degrees Fahrenheit indicates the system is operating all right.

Most car owners should be able to spot the danger signals outlined by Mulheisen. But, he says, the job of replacement and repair should be turned over to a professional cooling system technician if you plan to enjoy a summer of carefree driving.

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Tuning-Up On What's Under The Hood

Car buffs of yesteryear will remember those good old days when points, plugs and condenser were considered "chicken soup" for most ailing engines. Today we have much more sophisticated electronic ignition systems, computerized controls and monitors that do virtually everything including step on the gas.

Yet these things, while vastly improved, continue as the mainstays of the ignition system, including the distributor, spark plugs and wiring in between. Most cars still have carburetors and we have more filters than ever before to protect these systems.

Car Care Council offers this tune-up quiz for those who believe they know something about what's going on under the hood.

1. One of the more common problems that can turn up in a diagnostic engine check is a cracked distributor cap. This condition can cause:

- spark plug misfiring
- bad gas mileage
- starting trouble in cold weather

2. An excessively dirty air filter can cause the fuel/air mixture to become:

- too rich
- too lean (not enough air)
- contaminated

3. A gasoline filter should be replaced:

- when the engine gets a tune-up
- each spring and fall
- never, because it's a lifetime part

4. Engine run-on dieseling after the engine is shut off is often caused by:

- incorrect timing
- lean carburetor adjustment
- idle speed set too fast

5. Thick, black smoke from the tailpipe indicates a possible problem in:

- the choke mechanism
- the carburetor
- the distributor points

6. A hard starting problem when the engine is warm could be due to:

- worn fuel pump
- poor vacuum advance
- leaky inlet valve in the carburetor



RICHARD O'ROURKE/News

7. An engine that knocks or "pings" when accelerating, even with the correct grade of gasoline, may need:

- professional diagnosis
- radiator service
- timing adjustment

8. If your car has electronic ignition you'll never have to worry about replacing these items as part of a tune-up:

- distributor cap
- condenser
- spark plugs

9. Surging, rough idling and slight bogs on acceleration indicate:

- carburetor out of adjustment
- engine timing problem
- vacuum leak

10. When the engine is hard to start or runs rough in damp weather it indicates the possible need of:

- new ignition wiring
- a choke adjustment
- a new distributor rotor

Answers to tune-up quiz

1. All are correct. A crack in the distributor cap can cause misfiring which leads to wasted fuel and hard starting. Often the engine will not start at all.

2. a) too rich, because the dirt in the air filter blocks off the passage of air.

3. a) when the engine gets a tune-up

4. All are correct. A properly tuned engine should not diesel or run-on after the ignition is shut off.

5. a) The choke mechanism and b) the carburetor are correct. Black exhaust smoke indicates wasted gas and will lead to fouled spark plugs.

6. c) leaky inlet valve in the carburetor. This usually leads to the annoying condition known as "flooding."

7. All are correct. If adjusting timing does not correct a knocking or pinging condition, a careful diagnosis may be necessary. This condition also may be caused by an overheated engine.

8. b) condenser. Points and condenser are among the components no longer found on newer cars with electronic ignition systems. There are numerous other components in the state-of-the-art ignition and fuel systems of today's cars that require checking and adjustment as part of regular tune-up service.

9. c) vacuum leak. This is another case for accurate engine diagnosis.

10. a) a new ignition wiring and/or c) a new distributor may correct engine balkiness in damp weather.

Car Care Council says eight to 10 correct is excellent. Classify yourself as a super-buff.

Five to eight correct is not bad. But consider brushing up. Below five? Don't be discouraged, says Car Care Council. The fact that you were interested enough to take the quiz indicates you're above average.

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Keeping Safe With Better Brakes

When a car's brakes fail, the result can range from an annoying fender-bender to a tragic crash. Brake failures nearly always are due to poor maintenance and/or improper repair.

A car's brakes often will give warning that they need service. Do they squeal loudly, shudder or pull to one side when applied? Does the pedal drop further than it used to or pulsate up and down under your foot? Does the pedal sink slowly as you hold pressure on it at a stop sign? Do you feel you are pushing harder and harder to stop your car? These are some of the brake distress signals that you should heed.

If you decide to have your brakes repaired by a professional repair shop, discuss them thoroughly with the shop manager or service adviser. Ask for a complete brake system inspection, a description of the necessary repairs and an estimate of the cost.

If you plan to do it yourself, purchase a copy of your car's factory service manual through your nearest dealership. It will give you all the information you need to do the job correctly.

Since your life and safety — and those of your family, friends and fellow motorists — depend so often on your brakes, quality brake maintenance and repair are extremely important.

The objective of quality brake service is to restore the entire brake system to like-new condition for best brake performance and for long brake life.

While those old brake linings were wearing out, a lot of other parts of the brake system were wearing out with them. When the linings are replaced you may find that the brake drums or disc brake rotors are scored, cracked, out of round, warped or have developed hard spots.

If they are not too far gone, they may be machined to restore the friction surfaces, but always in pairs to retain brake balance.

New mounting hardware may be needed with disc brakes, and new return springs with drum brakes. The wheel bearings will need to be repacked with fresh grease and the seals replaced. Trying to save a few dollars on these small parts could cause the whole job to wear out sooner.

A complete brake system inspection should include the hydraulic system. The master cylinder and wheel cylinders or calipers should be inspected and overhauled or replaced

as needed.

The rubber brake hoses should be checked and replaced if they are cracked, ballooned or worn.

Especially in snow-belt and seacoast areas, the steel brake tubing should be inspected closely for heavy rust, which weakens the tubing and may cause it to leak or burst.

If a section of tubing needs to be replaced, be sure to use only the correct tinplated, seamless steel tubing available at all auto parts stores.

Strange as it may seem, when your brake linings are worn and ready for replacement, your brake fluid probably is due for replacement too.

The head developed in the brakes during stopping, and the moisture absorbed by the fluid over time make it deteriorate. Each time the brakes are relined, all the old fluid should be flushed out and replaced with clean, fresh, heavy-duty brake fluid.

After your brakes have been properly repaired, the way you use them will affect how long they last. With an automatic transmission, it is easy to rest your left foot on the brake pedal, but this can cause the brakes to drag lightly and wear out prematurely.

On the other hand, prolonged very light brake application, called "feathering," can glaze the surface of the linings and make the pedal feel hard. Moderate pedal application is preferable.

Also avoid prolonged heavy brake application, such as when coming down a mountain grade. This can literally burn out the lining and boil the brake fluid, often causing complete loss of the brakes.

It is preferable to manually downshift your transmission before starting down the grade. Then if you still need to use your brakes, use them intermittently. Apply them for about three seconds, release for the same time, and repeat.

Too much depends on your car's brakes to skimp on maintenance and repair. Car Care Council urges that you shop both quality and price when brake service is needed. A complete brake inspection and proper repair with quality parts and fluid are your best assurance of safety and economy in the long run.

For more information on your car's braking system send a self-addressed, stamped envelope to: Car Care Council, Dept. B, 600 Renaissance Center, Detroit, MI 48243.

Smaller Cars

More Vulnerable to Neglect

"Downsizing" has become the way of life at Detroit's automobile manufacturing plants, but, in addition to size alone, this phenomenon has implications for all motorists as they operate their vehicles.

"Adjusting to an era of smaller cars and smaller engines brings its own peculiar breed of problems," according to Terry Cadmus, manager of international research and development for Champion Spark Plug Company.

"Today we're driving cars with half the number of spark plugs, and they are firing sometimes twice as often per mile as their predecessors," Mr. Cadmus said. "These engines are more sensitive to misfiring, and the effects of spark plug trouble can become very obvious when you're behind the wheel."

Tests by Champion of four-cylinder cars proved just how critical this can be in coping with high-speed freeway situations, such as accelerating from an entrance ramp onto an expressway.

"It took 12 percent more time for the four-cylinder car to accelerate from 25 to 55 mph with a 10 percent misfire. With a 16 percent misfire, nearly 22 percent more time was needed," Mr. Cadmus said. "And remember, just one malfunctioning plug on a four-cylinder car is a 25 percent reduction in spark."

"In an emergency passing or acceleration situation, such delays can be dangerous."

The lack of power when needed is cited as one of the major drawbacks of four-cylinder cars in a recent survey of fleet executives conducted by Runzheimer Reports. One-third of the survey respondents cited the lack of power as a disadvantage of the newer down-sized vehicles, and this

was the leading problem noted.

When asked about the major advantages of four-cylinder cars, 73 percent responded to Runzheimer that fuel efficiency was the greatest asset. However, the effect of an untuned engine on fuel economy can be very dramatic, especially on a four-cylinder, Champion's Mr. Cadmus said. One misfiring spark plug in a four-cylinder engine will cost 17.5 percent in fuel economy in a vehicle going 35 mph. As speed increases, the fuel penalty worsens and becomes 23.5 percent at 65 mph.

Gas-and-go syndrome

The implications of poor maintenance habits on four-cylinder vehicles are becoming more critical, with various surveys showing that America's cars are being seriously neglected. "Many motorists have become a part of the gas-and-go syndrome, and their cars are really not receiving regular under-the-hood checks," the Champion engineer explained. "We have smaller engines, working harder, and receiving less care."

The problem is also compounded by short-trip driving, the practice of a majority of America's drivers, which helps build up carbon deposits on the firing tips of spark plugs and leads to misfiring, he said. Today's high-technology, copper-core spark plugs are a positive step toward solving this problem, but better maintenance habits by car owners would be an additional safeguard.

"The service recommendations of the automaker in the owner's manual should be supplemented with some common-sense cautionary advice to owners of today's smaller breed of car," Mr. Cadmus said. "Your small engine may require more attention than you're giving it."

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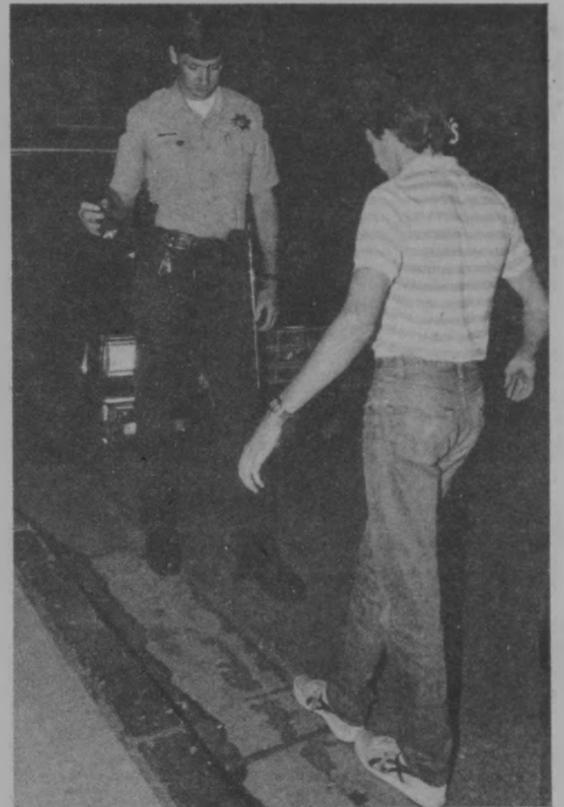
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Driving Under The Influence

Driving under the influence.

It is something most of us have done. Because you aren't that drunk. Because you do have to get home. Because whoever you are with is really drunk. Soberly reading about the legal penalties for drunk driving, or hearing horror stories about injuries and fatalities that have resulted from drunk driving accidents, is one thing: kind of scary, very distant. But those stories never seem to come to mind when it becomes a practical — and slightly buzzed — problem of getting home from the party at 3 a.m.

That's unfortunate. Because the risks — both legal and physical — you run when you get behind the wheel and you're drunk are tremendous. A full-length version of the following story was printed in the Nexus last year.

I shouldn't be doing this.

Famous last words. Or, in this case, famous last thoughts. I shouldn't be doing this, but I was. A Sunday evening, after driving a friend home from an afternoon housewarming party, because he was too drunk to drive. Unfortunately, I was also too drunk to drive. Coming off Highway 101 at Las Positas, it was raining, the road was not well-lit, and I was bombed. Dangerous combination. I took the curve too fast, my wheels hit the curb, and the next thing I knew a California Highway Patrol officer was by my side, asking me if I had been drinking.

Had I been drinking? Oh yeah, man, must have downed a couple of six-packs — along with those eight stiff gin-and-tonics — within the last hour and a half. I mean, what did he expect me to say? I came up with something profound like "I had a couple of beers a while ago." Although "a couple of beers a while ago" is probably not enough to get someone arrested for drunk driving, the CHP officer apparently didn't believe me. He made me attempt to walk a straight line. Then he made me write the alphabet on a piece of paper he held on the hood of the patrol car. Although I have always considered writing a talent of mine, that night the officer wasn't impressed.

I was read my rights, my hands were cuffed behind my back and I was put in the front seat of the police car and driven to the Santa Barbara Sheriff's Station.

Once at the station, I was taken to a special trailer where I was uncuffed and sat down next to the breath analyzer. I blew into the mouth piece per arresting officer instructions at two different times for a couple of seconds. The officer made notes as he watched the digital numbers not visible to

me that indicated my blood alcohol level — .10 is legally drunk by California standards. I remember needing to use a bathroom really badly. He said there would be one in my jail cell.

Excuse me? My what? My jail cell. Things were getting worse.

Off we went to jail. He dropped me off in the women's side of the facility, where I was searched, fingerprinted, mug shot, the whole bit, by a female sheriff's deputy. I was then escorted to my cell. I have never felt so completely alone in my entire life. I felt sick, I was scared, I had no idea when I would be let out. I cried briefly. And then decided that things could be worse — at least, thank god, I hadn't hurt anyone, I hadn't been hurt. And then decided things couldn't possibly be worse — here I was, a formerly law-abiding citizen, a generally responsible college student, a basically good person, sitting in the drunk tank on a Sunday night.

After a couple hours of solitary confinement, I was lead back to the holding cells near the deputies' office, told when and where I would be expected to appear in court, allowed my one phone call and released.

My day in court arrived — several weeks after my arrest. I showed up at the County Municipal Court, trying my best to have a "usually responsible college student who made one very stupid mistake and is now really sorry about it" look about me. I was ready to throw myself on the mercy of the judge. I was also ready to throw up.

I entered the courtroom, along with about 50 other people, at 8:30 a.m. Don't let anyone tell you the wheels of justice grind slowly. Not at the Santa Barbara Municipal Court. In by 8:30, out by 10.

We were called up in groups of 10, and stood in front of the judge who explained the procedures — our names would be read one by one, we could enter a plea of guilty or not guilty. Pleading not guilty meant the option of consulting with the district attorney. Sentences would vary according to the district attorney's recommendations. A \$750 fine, 24 hours of instruction in an alcohol education program and a three-month license restriction were standard. In certain cases, community service work or a prison stay would be included in the sentence. The d.a.'s recommendation depended on the blood alcohol level, any previous arrests for similar violations, if an accident was involved, and other variables.

Feeling like I just wanted to get the whole thing over with, I plead guilty when my name was read. The district at-

torney recommended a five-day sentence in addition to the fine.

My sentence was stiff because my arrest had been preceded by "an accident" — my wheels had hit the curb. I was given a number to call so that I could spend my five days doing community service work at Lake Cachuma rather than in a jail cell. My fine was to be paid in \$25 a month installments for the next three and a half years. A sticker that said I was restricted to driving to and from work or school for the next three months was put on my driver's license.

After a brief application process with the county "Work Release Program," I began my five days at Lake Cachuma on a Thursday and picked up trash and pulled weeds there from 7 a.m. to 4:30 p.m. for five consecutive days. I was free to go home after 4:30 p.m. each day, as long as I made it back by 7 the next morning.

The final part of my sentence — the educational program — began about a month later. The program is run through Zona Seca, a counseling agency independent of the county. I had an initial interview there and had to pay the first half of the \$150 fee Zona Seca charges.

I began at the end of June, with about 12 other convicted drunk drivers. We met for eight straight Saturdays for three hour sessions. A lot of class time was spent discussing alcohol abuse awareness — where do you draw the line between social drinking and destructive drinking. The time I spent attending Zona Seca sessions almost equalled a quarter-long class at the university.

The hardest part of the Zona Seca program was attending the six Alcoholics Anonymous meetings that were required, as part of the awareness process it was made clear, not because we were necessarily alcoholics. At all the A.A. meetings, the participants introduced themselves by first name, and then spoke briefly about how long they had been sober, and how long they had been drinking, personal triumphs and tragedies. I felt like I was listening to the intimate secrets of people when I shouldn't be, as if I was eavesdropping on the most private and painful of conversations.

After my eight classroom sessions and my six A.A. meetings were done, I had my final interview with a Zona Seca counselor. And then I was done with everything, except the \$25 a month.

— Jane Musser

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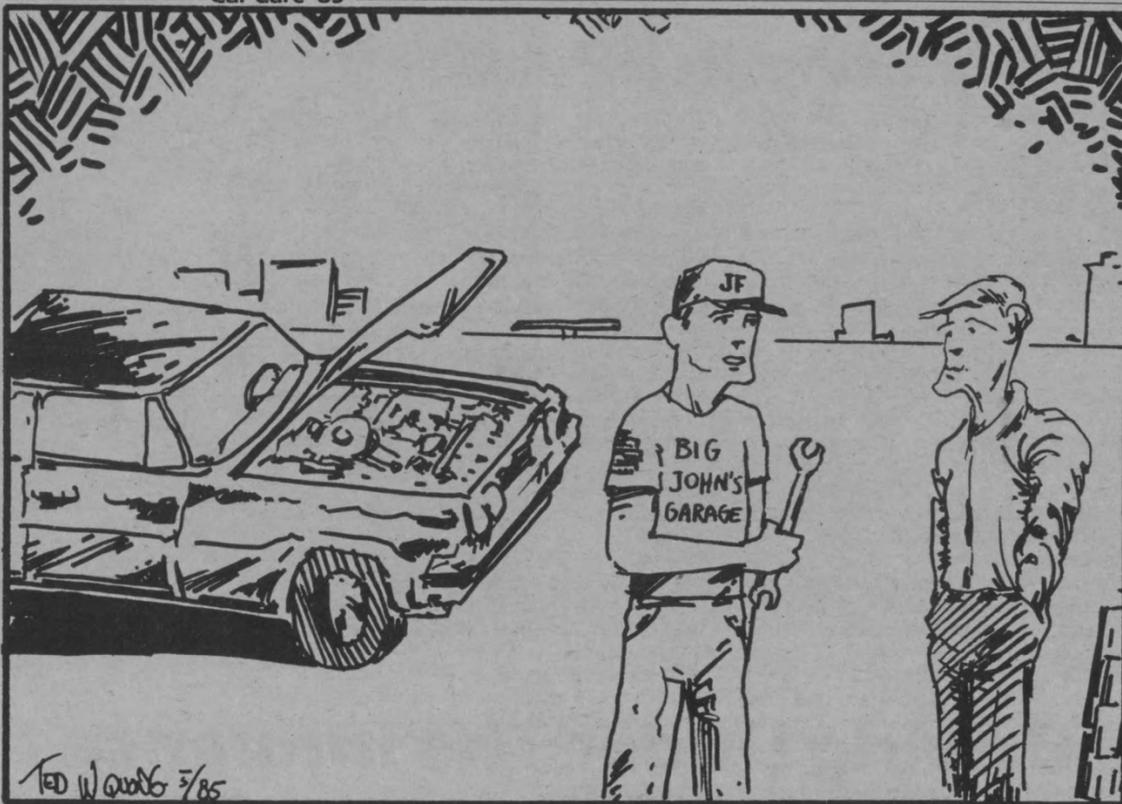
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Finding A Competent Mechanic

Your car stalls when you turn left or drips oil all over the street. You know it has to be repaired — but where do you go?

New Driver magazine takes its readers by the hand in pursuit of that elusive answer in the following article reprinted from their first issue of the present school year.

Drivers would like to think that all auto repair shops have Supermechanics who can coax your car back to health for a small charge. But you've heard enough rip-off stories to make you think twice before you head for the nearest garage.

Auto repair complaints are the nation's number one consumer problem, according to the U.S. Office of Consumer Affairs. A Department of Transportation study showed that over half of what is spent on repairs is wasted on unneeded or improperly done work. The problems you're most likely to have are your car not being ready on time, the problem not fixed, rudeness and overpricing. The most fraudulent mechanics trick customers with ploys like squirting oil on the engine and then recommending a new fuel pump.

You can ward off fraud by tracking down a good mechanic. And the time to find out about mechanics and repair facilities is before your car needs repairs.

There are many kinds of shops from which to choose. For certain types of work, one kind may make more sense than the others. Here are the pros and cons:

Service station — It's usually conveniently located and has long hours, but may not handle a wide range of repairs.

Independant repair shop — Some experts favor these because the shops' business is repairs. They usually do general repairs, and their business comes from customers' recommendations. Prices are not usually quite as steep as at dealerships.

Specialty repair shop — These shops do one or two specific repairs, such as muffler replacement, transmission work or brake jobs. Because they're based on large volume, these are usually good values.

Mass merchandiser — Repairs at big merchandisers (like Sears and K-Mart) often are wide in range and high in value.

Car dealership — The mechanics at a dealership are specialists on that particular make of car, have the latest information, have parts available and can do a wide range of repairs. The disadvantage of dealing with a dealership is that they are often high priced. If you have a new car, your warranty often covers repairs at the dealership. When you buy a car, be sure to check out the dealer's service area.

In every category, shops range from efficient, courteous and honest to bumbling, thieving and abusive. According to

experts, one sign of a top shop is that it is nearly always busy.

To get good service, check out repair facilities in advance. Here's how:

Shop's Reputation

Talk to friends, neighbors and relatives about the most reliable shops in town. Word-of-mouth recommendations are good bets. But you should also call the Better Business Bureau (BBB) or local consumer protection agency to learn the shop's complaint record.

Facilities

Are old tires heaped in the windows? Do junker cars block every step? Or does the facility look neat and organized? You don't have to be a mechanical genius to spot a garage that's clean and orderly. Look, too, to see if the equipment is modern and in good condition. The logic is that if mechanics take pride in the equipment of their trade, they'll also take pride in their work. According to one American Automobile Association (AAA) service specialist, "Ninety percent of the shops that are sparkling clean will be good places to deal with."

While you're at the repair shop, talk to the service manager or shop boss. See how you're treated and how your questions are answered. You might even talk to customers to get their opinions.

Repair practices

Before you hand your car over to a mechanic, know her or his policies. You'll need answers to these questions:

Do you give a written, itemized estimate? With a written estimate, you know exactly what's to be done and how much it will cost. Sometimes the mechanic must examine the car before diagnosing the problem and giving an estimate.

Do you get approval before doing repairs that exceed the estimate? Ask the shop to call you to get authorization for work not written on the estimate. Never give a shop the go-ahead to repair whatever's wrong.

Do you give a guarantee? You can't always expect a guarantee, but many shops do guarantee their work for 90 days or 4,000 miles, whichever comes first. Longer guarantees may mean a shop will "over-repair" to make sure nothing goes wrong.

Do you give back old parts? When they replace parts, reputable garages either give back the old parts or let you see them. Then you know that the mechanic actually did the work, especially if you marked your car's parts.

Do you test drive cars? Test driving can help the mechanic to spot problems and be certain that the car is fixed after doing the repairs.

(Please turn to pg.11A, col.1)



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Keep Your Car Clean

Improving Resale Value

All factors being equal — the make, model, year and mileage — a car that has been routinely maintained can have a resale value \$200-\$500 higher than a car that has been neglected by the owner.

While many sellers will spend time and money to fix-up or "detail" a car at trade-in or resale time, quite often seasonal maintenance is the best investment.

The first warm Saturday this spring is a good time to preserve the appearance and value of your car, and rejuvenate it from the ravages of winter.

You can perform the following maintenance right in your own driveway:

1. A thorough two-step washing is necessary after winter driving. The first wash with cold spray water will remove the dirt build-up and road salt without scratching the paint finish.

The second wash with a mild detergent will complete the job. Don't do it in the hot sun, and be sure you've rinsed off all the detergent.

2. After your wash job, give your car a close examination for surface rust and chipped paint. Cover them with wax or clear nail polish until you can repair them properly with primer and touch-up paint.

3. Wax your car whenever the paint begins to show dulling from the elements. Twice a year is a good practice. Use a good cleaner or mild rubbing compound before applying wax.

4. Give the car a thorough interior cleaning. This should include vacuuming of

carpets and wiping off the upholstery with vinyl cleaner or mild upholstery cleaner, depending upon the type of interior.

Clean all glass with a product that leaves no film. Just as with a house, a car tends to accumulate dirt to a point where infrequent cleaning is much more difficult than if it had been performed on a regular basis.

5. Keep your vinyl roof clean. Because of the grain patterns, vinyl tends to collect dirt and road film, and should be scrubbed with a soft brush and vinyl or leather cleaner. Then apply a vinyl protective coating available at automotive supply stores.

6. Don't forget the engine compartment. Wipe any excess dirt or oil off the engine and accessories. If there is a lot of oil, have the engine checked and replace any leaking gaskets.

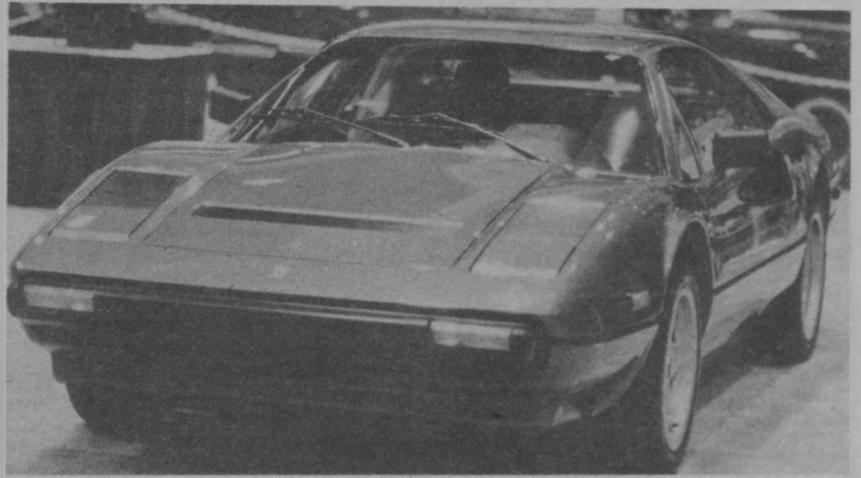
Change the coolant at least every two years or 30,000 miles. Replace it with a 50/50 mix of anti-freeze and water. This is cheap insurance against corrosion and overheating this summer.

Check the engine V-belts for tears and cracks. If the belts of the car are over four years old, replace all the belts. According to The Gates Rubber Company, after four years' use, a belt is likely to fail at any time.

Inspect the radiator for leaks or seepage. Check the cooling system clamps and hoses. Replace any hoses that are leaking, have cracks, or are soft and mushy when you squeeze them.

7. Thoroughly clean out the trunk, and

(Please turn to pg.11A, col.1)



RICHARD O'ROURKE/NEXUS

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"What's a few beers?"

"Did you have too much to drink?"
"I'm perfectly fine."

"Are you in any shape to drive?"
"I've never felt better."

"I think you've had a few too many."
"You kiddin', I can drive with my eyes closed."

"You've had too much to drink, let me drive."
"Nobody drives my car but me."

"Are you OK to drive?"
"Who's a few beers?"

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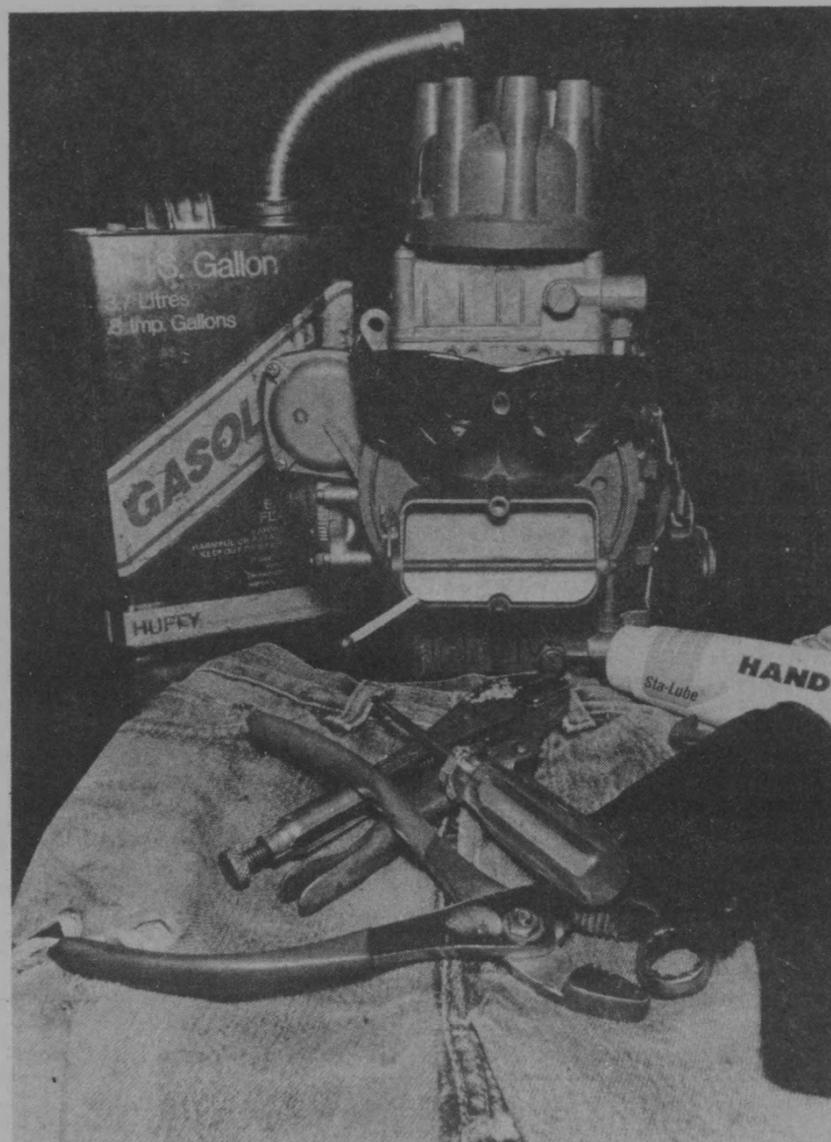
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Check Your Spark Plugs

Burn Less Oil

Do you think your car may be using too much oil? One sign an engine is burning oil is blue smoke coming from the exhaust pipe.

There can be several reasons for this condition, says Car Care Council, the most common being worn valve guide seals. Here's why: The valves in a typical engine may open and close as often as 100,000 times per hour at highway speeds.

The stem of the valve, sliding up and down in a guide, is fitted with a special seal designed to permit only a limited amount of oil to pass. (Some oil is necessary for lubrication, but too much creates oil burning problems.)

Eventually these seals will wear, harden or otherwise fail. That's when oil burning begins.

Many of the conditions which cause an engine to burn oil prematurely are caused by vehicle neglect. One example of this is worn piston rings, which can wear out prematurely because of failure to change oil and filter regularly.

Once the rings become excessively worn, an expensive "ring job" is the only remedy. With proper maintenance, however, an engine normally should go well beyond the 100,000 mile mark without needing new piston rings.

It is essential to check the engine oil regularly. If oil is over-full or smells like

gasoline, it could mean it is becoming diluted with gasoline.

Thus, the oil becomes thin enough to work its way into the combustion chamber, eventually to burn and end up in the atmosphere as smoke.

If you have to pump the accelerator to keep the engine from stalling, you may be pumping raw gasoline into the crank case. This situation can be avoided by keeping the engine in tune.

Misfiring spark plugs can aggravate a situation such as this because they permit raw, unburned gasoline to wash into the crank case. Not only does this create hard starting, it also accelerates wear due to diluted engine oil.

Another factor in oil burning is a malfunctioning positive crank case ventilation (PCV) valve, which is intended to route oil vapors through the combustion chamber rather than permitting them to escape into the atmosphere.

If the PCV system is not in proper working order, it can be the cause of oil burning.

Remember: Excessive oil burning is a condition that gradually worsens and can affect other aspects of the engine. Like so many other car troubles, says Car Care Council, early detection and correction are essential.

Mechanical Causes of Nausea

Beyond the traditional over-the-counter cures for car sickness, an additional preventive measure can be taken. It's a matter of vehicle maintenance, says Car Care Council, who claim a car in poor repair can induce car sickness in its driver and passengers.

Noxious fumes

The most serious form of car sickness results from carbon monoxide poisoning. An odorless, colorless and invisible gas, carbon monoxide is in the exhaust that comes out of the vehicle's tail pipe. If the system is leaking, usually signalled by the rumbling or roar of an unmuffled exhaust, these fumes can seep into the car.

Even a small amount of carbon monoxide is enough to make the occupants drowsy and nauseous. In sufficient quantity, it is lethal.

Keep windows at least partly open on a car with leaking exhaust, the Council

recommends, and replace leaking parts as soon as possible.

Bumpy ride

Car sickness also can be brought about by a floating or bobbing ride, caused by worn shock absorbers. This motion becomes exaggerated by weaving or zig-zagging due to loose steering parts.

Distraction caused by squeaking, chattering windshield wipers combined with impaired vision due to ineffective wiper action can have an adverse affect on a person's ability to drive safely.

The added handicaps of inoperative or improperly adjusted headlights plus the annoyances of thumping tires or rattles can affect a driver's stamina and judgment.

Your car and you

Says Car Care Council, "Your car is an extension of yourself. For driving safety and comfort, keep your car in shape and it will help keep you in shape."

Chekhov says:

"THE MERE PRESENCE OF ILYA IN THE NEXT ROOM WAS MADE TOLERABLE BY READING THE NEXUS."

Cleaning Helps Performance

As with many finely machined parts of a car, the carburetor is highly vulnerable to dirt. The fuel filter is designed to trap most contaminants that are washed through the fuel system including grit, rust and scale.

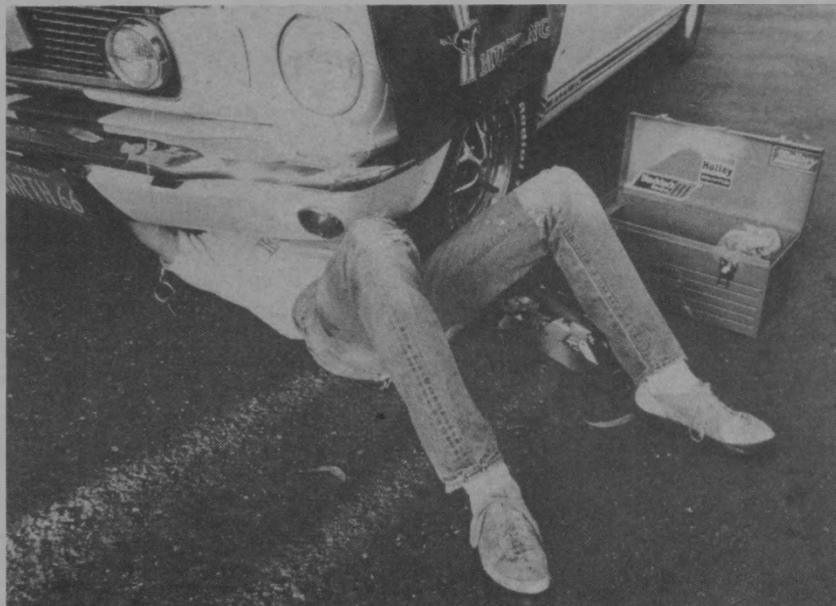
When the fuel filter becomes overloaded with dirt, however, fuel flow is restricted. The engine stumbles and stalls.

If dirt manages to get past the fuel filter it can become lodged in the needle valve and seat assembly. This causes flooding or, sometimes, a lean condition due to a sticking carburetor float.

At that point, says the Car Care Council, it is wise to have the car serviced.

Dirt that finds its way into the fuel bowl of the carburetor can clog main jets, metering rods, and a number of other components in the carburetor. A clogged main jet will upset the air/fuel balance of the engine.

Normal wear will affect carburetor performance, too. The accelerator pump, for example, is a case in point. This is a plunger that provides extra fuel when the gas pedal is depressed. The neoprene ring eventually



MITCH VICINO/Nexus

wears, causing the engine to hesitate under even light acceleration.

Carburetor service and replacement of the pump should correct the problem.

Finally, a major carburetor component is the choke.

When the engine is cold, the choke plate should be closed so the carburetor can deliver an extra rich fuel/air mixture. As the engine

warms up, the choke plate slowly opens so the engine receives the optimum fuel/air mixture.

If the choke fails to open, particularly in cold weather, it will cause hard starting problems due to a lean condition.

Pumping the accelerator to feed more gas into the cylinders will only aggravate the problem by causing the cylinders to flood. This causes the spark

plugs to become wet with raw gas, making it almost impossible to start the car.

Adjustment of the choke or replacement of worn parts will correct the problem.

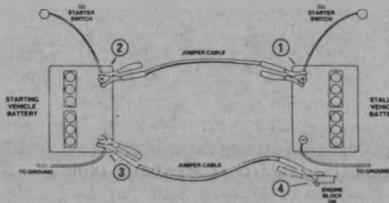
For further information, send for the handy little brochure on "How to Keep Your Car in Tune." Send a self-addressed, stamped envelope and a quarter to: Car Care Council Tune-up, 600 Renaissance Center, 7th Floor, Detroit, MI 48243.

Getting Started: 6 Easy Steps

The automobile battery need not be a source of anxiety. Knowledge of simple and safe steps for jump-starting the battery is essential for motorists concerned about winter car care.

Several precautionary measures should be followed when jump-starting a battery. Position vehicles so that they do not touch each other. Check to see that both batteries are of the same voltage.

Turn off both vehicles' engines. Set the parking brakes on each vehicle. Place automatic transmissions in park, standard transmissions in



neutral.

Be sure vent caps are tight and level. Place a damp cloth over the vents of both batteries. With safety precautions taken care of, the stalled battery is ready for jump-starting (see corresponding diagram).

1. Connect positive (+)

booster cable to positive post of dead battery. (The positive post is wired to the starter or solenoid.)

2. Connect second booster cable (negative) to other post of booster battery.

3. Connect second booster cable connection on engine block of stalled

vehicle away from battery.

4. Make final booster cable connection on engine block of stalled vehicle away from battery.

5. Start the booster vehicle and let it run for a few minutes.

6. Start the disabled vehicle, then remove cables in reverse order of connection.

Further safety precautions should be followed when working on or in the vicinity of the automobile.

Whenever you work near a battery, protect your eyes with safety goggles.

(Please turn to pg.10A, col.3)

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RICHARD O'ROURKE/Nexus

Potholes Can Cost You Plenty

The U.S. highway system is deteriorating at an alarming rate, and while most people think that the only cost associated with this problem is higher taxes for road repairs, they're wrong. Highways in poor condition also cost consumers untold millions in car damage and repairs.

Tires are the first to meet the pothole, and they take quite a beating. Sometimes, if the hole is big enough and the car hits it at a good clip, the tire will blow out on the spot. Sometimes this is accompanied by a bent or broken wheel. So, look at your tires and be sure to check the inside. Be on the lookout for large cuts or bulges which could signal ply separation inside the tire. Also check for leaking shock absorbers and broken springs.

According to John Adams, Chief Engineer of the Ball and Roller Bearing Group at Federal Mogul, there are some components you can't easily see that could also be damaged by potholes.

"Wheel bearings are subject to extremely high impact loads than can cause in-



Potholes have been found that are actually large enough to swallow an entire car.

RICHARD O'ROURKE/Nexus

dentations in the bearing raceway leading to early failure," says Adams. "If you should hear strange noises coming from any of the wheels, especially after an unusually severe jolt, have the bearings checked," he added.

While your professional mechanic is checking the bearings, have him inspect the rest of the suspension components. He should

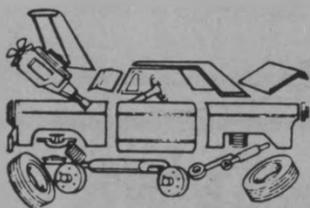
check for tie rod and ball-joint damage as well as looking at the rest of the steering linkage. And while he has the wheel off, have him look closely at the spindle for any signs of damage.

Adams cautions that while some impacts might not do any damage to your car, the alignment may be knocked out of adjustment. That can cause difficulty in steering and overall bad handling. It

also increases tire wear and reduces fuel mileage. With gas and tire prices being what they are, an alignment could be a bargain in the long run.

Adams also suggests that motorists check their car's bodywork to make sure that violent jolts have not loosened chrome strips, mirrors or other components.

goleta auto salvage



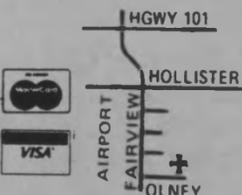
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6 Easy Steps...

(Continued from pg.9A)

Never light a match or smoke when working under the hood of a car.

Be careful that metallic objects such as tools do not fall on battery terminals. This could cause sparks, leading to a battery explosion.

Never lean over the battery during the

charging, testing or jump-starting.

Steps for jump-starting the automobile battery and tips for ensuring optimum service, safety concerns and precautions, understanding how the battery operates, battery service and useful terminology are included in

"Take Charge — Know Your Battery," a safety guide produced by the Battery Council International (BCI).

Developed to assist average consumers with little automotive knowledge, the brochure covers important aspects of battery safety in a

concise, easily understandable format.

To obtain a copy of the brochure, send a self-addressed stamped, legal size envelope to: "Take Charge — Know Your Battery," Battery Council International, 111 East Wacker Drive, Chicago, IL 60601.

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Squeal under hood when car is turning.	Have power-steering drive belt tightened.
Engine makes clicking or tapping noise	Fix sticking valve lifter. Add engine oil.
Car vibrates at any speed	Balance front wheels. Increase tire pressure. Correct out-of-round tires. Replace loose or worn steering parts. Replace worn shock absorbers.
Excessive play in steering wheel	Tighten steering wheel in shaft. Replace loose or worn steering parts.
Car pulls to one side on braking	Replace brake lining contaminated with oil. Remove dirt from brake lining. Align front wheels. Replace defective wheel cylinder. Equalize brakes.
Brake pedal sinks almost to floor or must be pumped to stop car	Repair leak in brake system. Replace all four brake linings. Adjust brakes.
Parking brake not holding	Adjust and lubricate stretched cables. Replace snapped cable.
Brakes squeal	Replace brake linings. Remove dust contamination from linings.
Steering becomes difficult	Tighten or replace drive belt on power steering pump. Replace sagging springs.
Engine pings, is sluggish on pickup, hard to start	Tune up engine. Adjust carburetor.
Engine overheats	Replace leaky hoses. Tighten hose connections. Add coolant to radiator. Replace defective radiator cap. Flush out radiator. Tighten belt on water pump. Replace broken fan belt.
Front end pitches downward when car is braked; car rides rough; steering wheel fights in crosswinds	Replace shock absorbers.
Headlights gradually go dim or brightness varies with engine speed	Replace generator or alternator. Tighten loose battery terminal connections. Repair short circuit draining battery. Replace corroded terminals or scrape off corrosion.

Mechanic...

(Continued from pg.6A)

How long do you take for repairs? Most shops can tell you if they get work done on the same day the car is brought in and how long typical jobs take. See if they provide alternate transportation if your car isn't ready when promised. You should know if a shop requires appointments.

Costs

Find out how competitive the prices are. Also ask if the shop uses the flat rate system or charges by the clock hour. Flat rates come from standardized rate books that list the time required for various jobs, such as 3.5 hours for a clutch repair. Some people say that the flat rate system is a gyp because the times are overstated and mechanics rush the job.

How convenient?

Is it located near your home, school or

place of work? Do its hours mesh with your schedule?

Mechanics' qualifications

In most states, anyone can put a rag in one's pocket and call herself or himself a mechanic. Be aware of licensing procedures so you aren't fooled by phony signs, decals and seals of approval. The only national licensing of mechanics is through the National Institute for Automotive Service Excellence (NIASE). Mechanics can take the difficult tests to be certified by NIASE after they have two years' experience.

About one-fifth of all public-sector mechanics have this certification in one or more areas (brakes, electrical system, etc.). Look for the orange and blue sign that identifies a shop with NIASE-certified mechanics.

Resale Value...

(Continued from pg.7A)

remove unneeded tire chains, snow scrapers, boots, protective clothing, etc. If it has a carpet lining, vacuum it. If the lining is rubber or vinyl use a good cleaner or mild detergent. Check around the lid for leaks. You can get new rubber gaskets from your auto dealer.

8. Pay particular attention to signs of rust formation. Use chrome cleaner to remove surface rust. Then apply liquid wax. Advanced rusting, usually first indicated by bubbling of the paint, may have to be treated by removing the paint from the metal in that area, and doing a spot prime and paint job.

If you or the previous owner were wise enough to have invested in a quality rustproofing job when the car was new, you may not have to be concerned with more serious rusting from the inside.

If your car is fairly new and has not been rustproofed, you may want to invest in this service to prevent future deterioration of the body.

9. Don't delay collision repairs. The longer you postpone having the damage taken care of, the more expensive it will be, because of the rusting of adjacent parts of the car.

All it takes is a little time and energy to keep your car like new. And, the investment will pay off at resale time.

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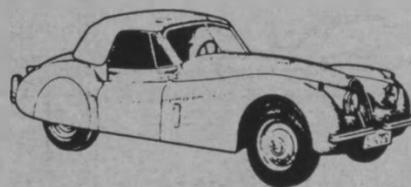


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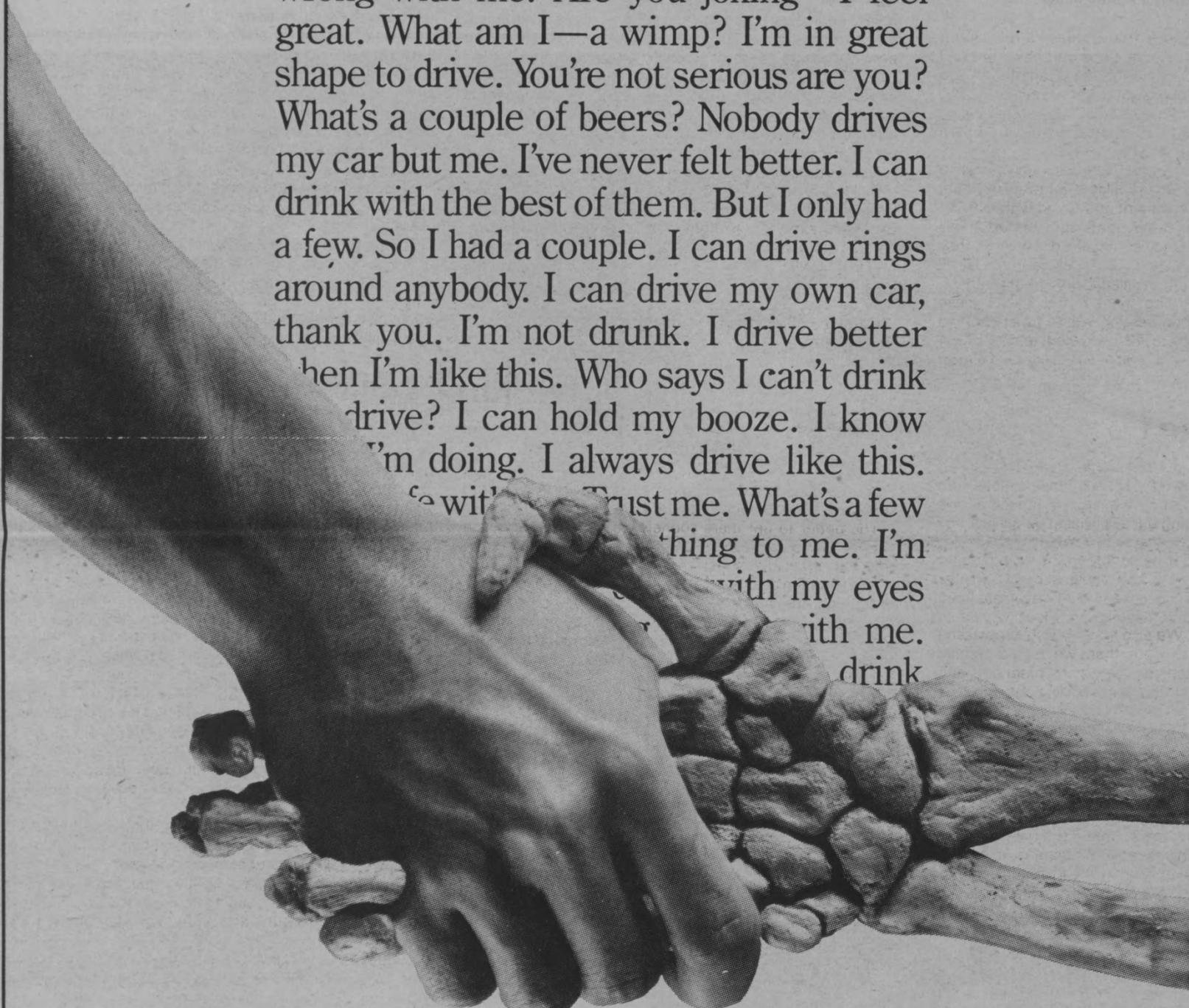
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