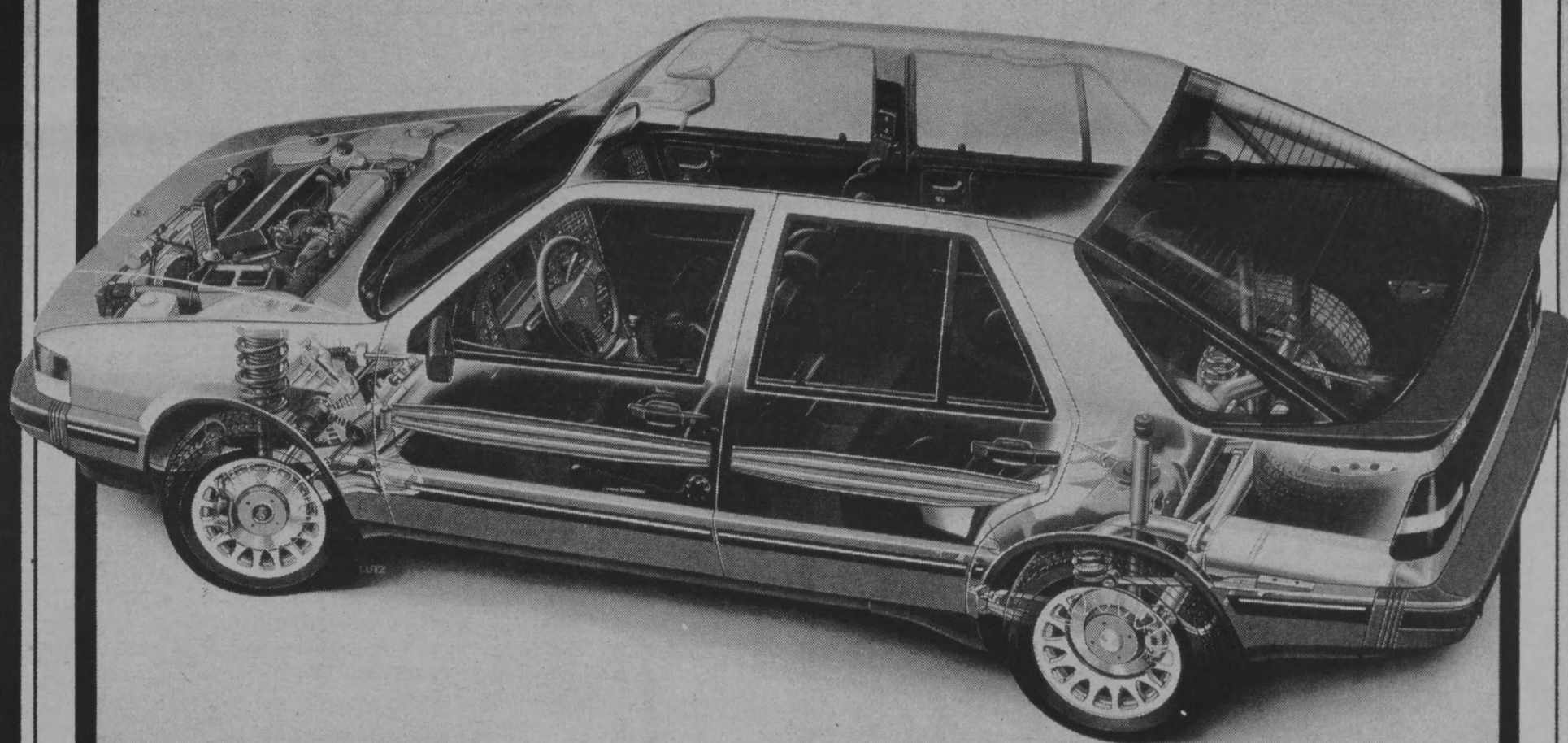


Spring 1986

AUTO TIPS



Daily Nexus

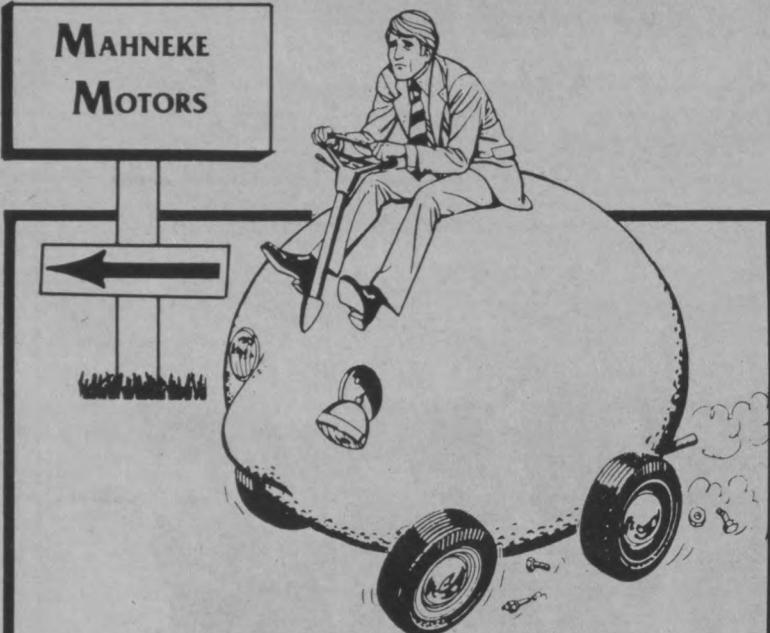
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An Ounce of Prevention...

Every automobile ever made requires a certain amount of routine care and attention.

Parts wear out and have to be replaced. Other parts get dirty and must be cleaned. Nuts and screws work loose and require tightening. Moving parts drift out of adjustment and have to be put back where they belong.

All of this renewal, replacement, cleaning, tightening and adjustment is called "preventive maintenance." It is the regular mechanical investment, in time and money, that you must make to avoid sudden breakdown — which generally seems to happen at the most inconvenient time — and expensive damage to major components.

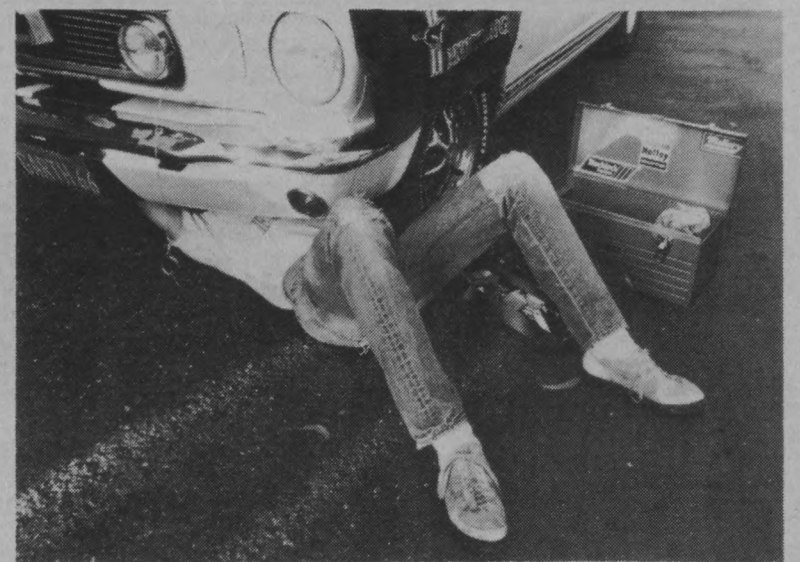
The following list of chores will take you some time, but be well worth the investment. Some people might prefer to have their mechanic do them; be sure to ask specifically for these to be checked and taken care of — and check your owner's manual for any other things not listed below.

Air filter: If the air filter is dirty, clean or replace it.

Battery: Check for corrosion on terminals, a common cause of starting trouble. Check electrolyte level, when possible, and add distilled water as needed. Do not add water to sealed batteries, if in any doubt, ask your service man the next time you buy gas.

Brakes: Is the brake pedal firm or is it grabbing or fading? A car should stop with steady pressure in 25 feet at 20 miles per hour. Check the brake fluid — as mentioned above — a low level is cause for concern.

Drive belts and hoses: Frayed or worn belts should be replaced, as should soft, brittle or bulging hoses.



Windshield wipers: The rubber will become brittle with weathering and age and may be worn to a point where wipers smear or streak the glass. Also, how's the supply of washer fluid?

Fluids: Check engine oil, transmission oil, power steering and brake fluids, and coolant. Never remove the radiator pressure cap when the engine is hot.

Horn: Test it, does it sound to warn others when you need it?

Lights: Make a walk-around check of all your lights, including turn signals. If you have no one handy to help you check brake lights, you can do it yourself in broad daylight when another car is stopped behind you at an intersection. Just tap your brake pedal and look for the reflection of your brake lights in its headlights.

Lube job, oil and filter: Check the latest service sticker. One good reason for getting the car on the service station lift is so the un-

derneath can be checked for leaking exhaust system parts, leaking shock absorbers, leaking engine or transmission seals. It's also an excellent opportunity for an even closer look at the tires.

Safety belts: Are they working? Check the hold and release, the fit and for cuts and tears.

Shock absorbers: To check shocks quickly, if the car bounces more than twice after you manually bounce the car up and down as hard as you can, you probably need new ones.

Tires: Invest in a good tire gauge and use it frequently. Even a couple of pounds of underinflation can cut tire life by about 10 percent. Four pounds of underinflation can cost up to three percent in fuel economy. Also look for excessive or abnormal tread wear and depth, worn spots, and don't forget the spare! Be sure your jack is in the car or trunk, and is working properly.

How to: Easy Fix-It's

Do the small things in life get to you? Here's an easy "how to" list of things that will make your life more enjoyable after you fix them.

Squeaks: If the car's door, hood or trunk like squeak when opened or closed, get a silicone-stick lubricant and apply it to the hinges. If this isn't enough, some powdered graphite — it comes in a small tube — should work, just follow the directions enclosed.

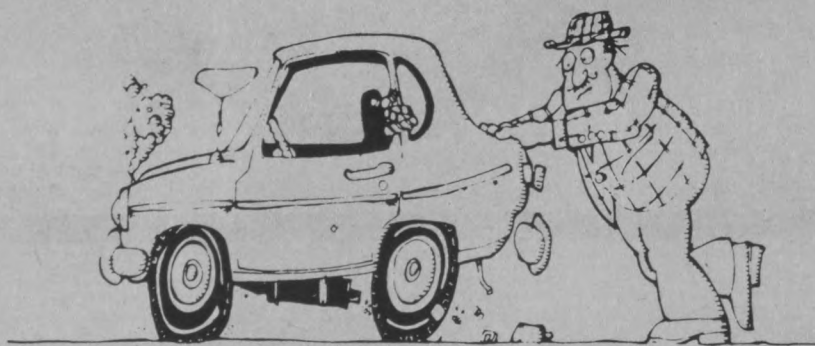
Upholstery and rug: If you check all the edges of the upholstery and rug, and glue back any loose spots now, the less chance you'll need to do a big upholstery or carpeting job later. Vinyl fabric should be repaired with tape for a fast fix-it, or with one of the more complicated do-it-yourself vinyl repair kits.

Rubber: Reinforce the rubber molding around doors, windshield

and back lights by using a little of Elmer's Stix-All to fill in the small holes and gaps. Give it 12 hours or so to cure.

If the plate (plastic or metal) around the heater and air conditioning controls starts to come loose, squeeze a drop or two of Stix-All in the gap and hold in place for several minutes. Any excess is easy to wipe off with a damp cloth.

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Time for An Oil Change

Spring break has come and gone, midterms are almost over, shorts and t-shirts are back as daily apparel; this means your car needs its oil changed.

According to Norm Hudecki, associate director of Valvoline Oil Company's Automotive Products Application Laboratory, winter's effect on a car's motor oil can be severe.

"Cold temperatures mean that a car's choke is on more often," Hudecki says, "and this causes fuel dilution in the crankcase. If the car is not driven very much, this fuel will settle in the crankcase and dilute or thin the oil, decreasing the motor oil's ability to protect the engine."

Hudecki also notes that winter leaves its mark every time the car is turned off. Once the engine is shut down, the cold temperatures outside will cause condensation to form inside the engine. This moisture, combined with combustion by-products which normally occur as the engine burns fuel, will form what is called low temperature sludge buildup.

"Neglecting to drain this sludge-contaminated oil can plug up an engine's fuel lines and oil return passages," explains Hudecki. "In time, damage will occur in the engine's valve train area, and if left unchecked long enough, will eventually spell disaster for the engine."

Adding to the list of problems caused by condensation is rust. Condensation can cause vital engine components to rust, wearing out long before their time.

Properly Inflated Tires Help Performance

Because radial ply tires have a characteristic bulge in the sidewall even when properly inflated, it is impossible to visually determine the degree of inflation, according to the Tire Industry Safety Council. Use of a reliable tire air pressure gauge is necessary to check inflation pressure.

UNDERINFLATION



Underinflation causes excessive tire flex and heat buildup, risking failure. It also causes excessive wear on outer tread ribs.

OVERINFLATION



Overinflation causes tires to ride hard and makes them more vulnerable to impact damage and weakening of the tire body.

PROPER INFLATION



The correct profile for uniform contact with the road, which results in optimum tire performance.

Scheduling the spring oil change

Hudecki advises checking your vehicle owner's manual for recommended oil change intervals.

"Stop-and-go driving is the hardest, most severe driving a car can undergo," says Hudecki. "The auto industry today is emphasizing more and more that persons who typically make short driving trips, usually less than 20 miles at a time, should change their oil more often, usually every 3,000 or 3,500 miles." He adds that 80 percent of the cars on the road today are operated under "severe service" conditions.

"You can never change your car's motor oil too much," he says. "Oil is cheap when you compare it to costly repair bills or the shortened life of an engine due to oil neglect."

Select oil to match vehicle

When preparing to change your vehicle's motor oil for the spring, Hudecki notes that drivers now have more of a choice in their selection of a quality motor oil.

"There are many varieties of engines in the marketplace today,"

he says. "To meet consumers' demands for performance, and the government's requirement for fuel economy, specialized oils are now on the market. There are oils that are engineered specifically for severe, "stop-and-go" driving, towing or high-performance engines — even turbocharged engines.

Hudecki says that one of the newest motor oils is specifically engineered for four-cylinder engines. There are some 34 million of them on the road today.

One last consideration if you own an American-made car: check your owner's manual to see if the manufacturer recommends the use of a 5W-30 motor oil. Due to the government's ruling that all new 1986 cars meet certain fuel economy standards, many manufacturers are recommending the use of SAE 5W-30 oils year-round. According to Hudecki, and SAE 5W-30 oil allows easier cold starts, because the oil flows quicker to critical engine parts, as well as providing additional fuel savings.

Cleaning Headlights

Routine springtime dirt and grime, and 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 car 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.

Until this feature is on the car you drive, 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.



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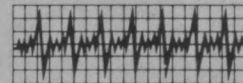
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Note: Some models may be slightly higher.

Valve adjustment extra if required.

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Note: Diesels slightly extra.

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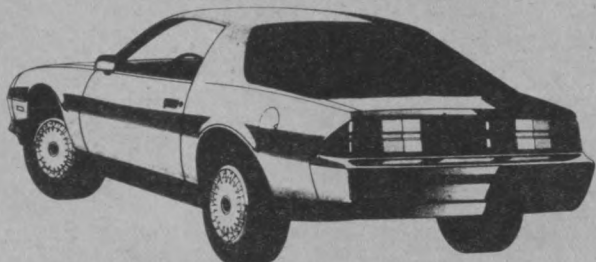
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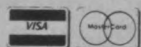
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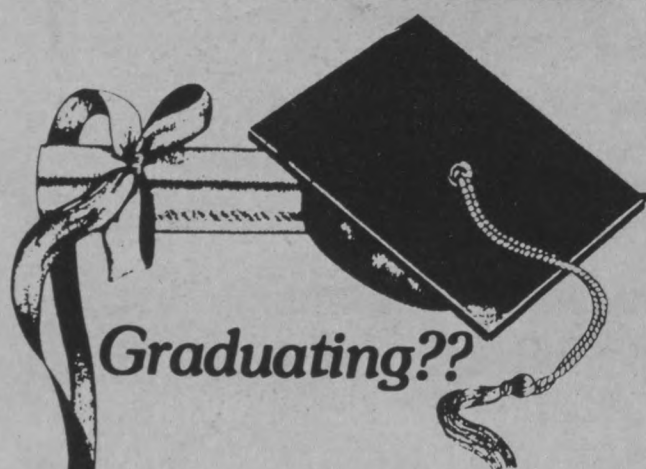
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Buying A Car / Avoiding A Lemon

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, we'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. If this isn't bad enough, the commercials try to take your mind off the hideous shape of most of the cars by showing you good ol' 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 ask 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 dealer will never be able to read them over your shoulder. Also, after looking at each detail, you should nod your head and say wisely, "Hmmm-mmm-mmm." 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. 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.

If you come up against a particularly stubborn dealer, just say, "Well, I think I want to try that big sale they're having across town at Joe's Used Cars." Then step back and watch the bargaining begin. Buying a used car can be an enjoyable experience, prepare yourself for it, and watch out for those awful commercials.

"Good Lookin'" Automotive Film

For the first time, motorists can apply transparent automotive film that's color-coordinated with their vehicle. The film, called "Good Lookin'" is available in six different designer colors... smoke, bronze, rose, green, amber and blue.

In addition, the film offers more heat reduction for a cooler, more comfortable vehicle plus less glare and sunfading of upholstery.

Do-it-yourselfers will find the film easy to install. Each kit comes complete with simple instructions, trimming knife, and a squeegee. A water-activated adhesive makes it easy to apply.

To make installation on the rear window easier, a separate kit is available that's pre-cut to fit most standard rear windows. If you only want temporary sun protection, a roll-down transparent sun shade is also available to keep the sun out of side windows.

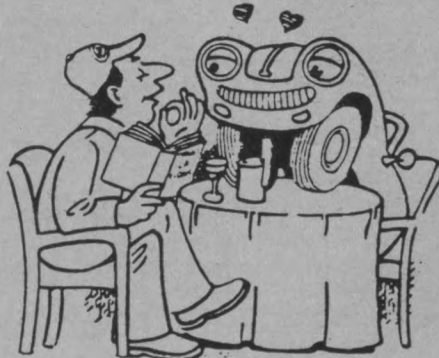
And finally, the manufacturer, Madico Inc., Woburn, Mass., also produces a glare strip that can easily be installed on the shade band area of your windshield.

Motorists are also able to drive in more comfort in the summer as the film rejects up to 50 percent of the sun's heat. In the winter, the film helps to conserve heat as it helps reflect back the interior heat.

"Good Lookin'" is available at many automotive chain stores, speed shops and automotive departments of discount department stores or by contacting Madico, Inc., Department X, 64 Industrial Parkway, Woburn, MA 01888.

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Keeping Up A Love Affair

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 your first unchaperoned date, and you are anxious to be impressive with some smooth moves in the auto: a couple of quick lane changes, a few minutes at 80 MPH, and the utmost *savoir faire*. Actually, this is the first time you have ever been in a moving automobile by yourself. There is no parent 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 Hard Rock Cafe.

"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 MPH 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 the engine," says Al Menke, long-time owner of a Shell station in the small roadside town of Buellton.

"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 beelined to 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."

Accidents: After It's Too Late

As we are told by our insurance companies, our age bracket has the highest potential for accidents among all drivers. Of course this isn't true of you, but just in case the incident does occur, it's best to be ready.

In case of an accident, follow these general guidelines:

Turn the ignition off immediately.

Check for injuries. If it looks like someone is hurt, remain calm and quickly find the police or an ambulance. Wave down motorists or use an emergency phone and get proper help.

If you're not sure about first-aid procedures, don't administer them. Cover the victim with a blanket and do what you can to avoid panic with the person. First Aid is a very important and useful thing to know. Take advantage of courses offered at UCSB to learn this potential life saving tool.

The next important step is to warn other motorists of your dilemma. Turn on your emergency flashers and set out flares if you have them. On a freeway one flare should be placed next to your car toward the rear, another about 200 feet behind your car and another an additional 300 feet back.

If another car is involved in the accident, be sure to get any and all pertinent information down a paper: addresses, telephone numbers, drivers license numbers, license plates, even the seating position of each occupant. It's even a good idea to make a note of the police officers badge number and headquarters. Also a record of any

witnesses, their names and phone numbers, is very important.

Writing down all the information is a must. You might even want to sketch the scene or take a photo if a camera is handy. In your rendition, note the direction the cars were traveling, the road condition, the time the accident occurred, visibility, traffic flow, speed limit and any other condition that might be relevant.

On the other side of the coin are the items you should not do at the scene:

Do not offer any information than what you are legally required to — your name, address, driver's license number, car registration, insurance company and obvious facts regarding the incident. It is important to protect yourself by not even suggesting you might have been at fault; there might be much more to the accident than you know at the time and even expressing an apology could become a costly error in this day

and age of manipulations.

Don't sign any authorization to have any of the cars towed until you know what that agreement says. Again, protect yourself from outrageous bills especially before the insurance adjuster has the chance to examine and appraise the damage.

Once you leave the scene, the best bet is to do the following:

Call your insurance company, no matter who was at fault, and explain the details. Don't neglect to do this just because the other person said his or her company would pay for the damages. Insurance companies are run professionally and can handle your situation with a prompt and experienced touch.

File an accident report with both your insurance company and the proper local and state authorities.

Call your doctor and arrange for an examination. A physician at the scene most likely did not have the

(See ACCIDENT, p.7A)

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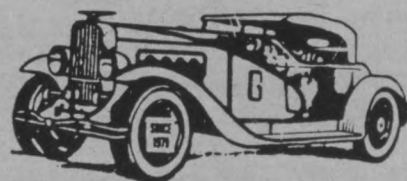
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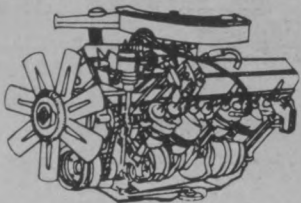
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Jump Start: Tips to Do It Right

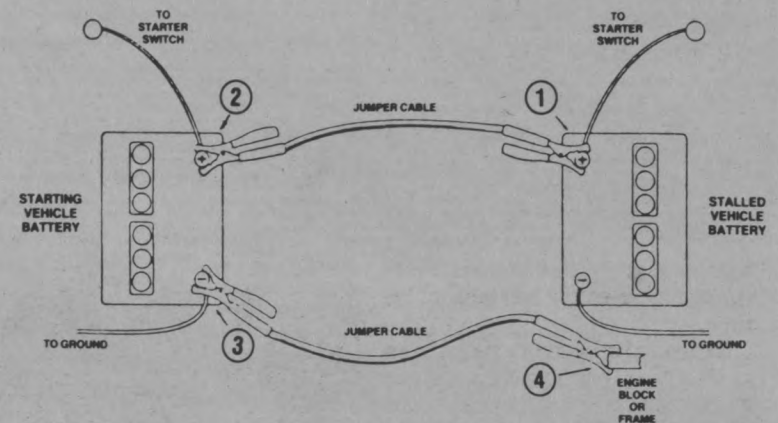
Jump-starting can get you going when your car's battery is dead, but it can be dangerous if it is done incorrectly.

The Automotive Information Council (AIC) has listed the following precautions and procedures for the safe jump-starting of your vehicle.

To reduce the possibility of personal injury or damage to the car's electrical system, follow these tips: be sure the jumper cables and clamps do not have loose or missing insulation. Do not smoke or use a lighted match near the battery. Always protect your eyes when working near any battery.

Jump-start procedure

1. Move the vehicle with the booster battery so that the jumper cables will reach but the cars do not touch.
2. Turn off the ignition and the accessories on both cars and make sure they have their transmissions in park (first or reverse for a manual transmission).



3. Connect a red jumper cable clamp to the positive red terminal on the dead battery.
4. Connect the other red jumper cable clamp to the positive red terminal on the booster battery.
5. Connect one black clamp to the negative black terminal on the booster battery.
6. Connect the last black clamp to a solid, stationary metallic point on the engine block of the vehicle with the dead battery. This reduces the

chance of any sparks and explosion.

7. Start the engine of the car with the booster battery and run the engine at a moderate speed. Next, start the engine of the vehicle that has the dead battery.

8. Remove the jumper cables by reversing the order in which they were connected. The last clamp attached should be the first to be removed.

If you need further information, consult your owner's manual.

Driveway Drip Diagnosis

Of course you watch where you're going. But do you also watch where you've been. If you do, you've probably noticed fluid stains from time to time on the pavement where you park your car. Those stains can tell you some important things about the state of your car's health. Let's take a look at some quick "driveway diagnoses" from *Road Ahead*, a newsletter published by Peterson, Howell and Heather, Inc.:

You notice a transparent brown or greenish spot: You've probably got leakage from the car's cooling system. Check for a cracked hose, broken hose connections or a leaking radiator. If substantial amounts of fluid are leaking, don't plan to drive more than a very short distance, as you're losing the coolant your engine

relies on to prevent rapid overheating.

You find dark brown, gray or black oil spots: Oil is probably the most unmistakable, and familiar, spot. But sometimes finding the source of the problem is more difficult. You may have a leaky oil pan gasket, a main seal leak or problems elsewhere in the engine oil circulating system. Get your mechanic to identify the source of the leak. In any case, don't let oil leaks go uninvestigated. Your engine's too valuable to risk damaging by insufficient oil levels.

You find red or pinkish fluid spots: In a rear wheel-drive car, if they're under the rear part of your engine, those stains are probably leaking transmission fluid. In a front-wheel-

drive car, similar stains under the front of the car, between the wheels, may indicate fluid leaking from the transaxle. If they're close to the front and under the driver's side, you may well have a leak of power steering fluid. In any case, have your service mechanic check out the problem thoroughly. A transmission, transaxle, or power steering failure can cost more than aggravation; they can cause accidents.

You see clear water dripping from under the front of your car: Unless it's a burst radiator — which is usually a veritable waterfall — these water spots are probably normal condensation from your vehicle's air conditioning.

Be Prepared with Basic Tools

As self-service gas stops become more popular, what to carry to service your car quickly and efficiently without clutter takes on new meaning. Here is a suggested list of basic tools and service items that shouldn't take too much room in your car trunk.

1. Windshield cleaner fluid in a pump 'n spray bottle.

2. Rough surface synthetic sponge, squeegee, and a roll of paper towels for keeping windows, mirrors and lights clean. Towels are also handy for wiping dipsticks and dirty hands.
3. Tire pressure gauge.

4. Jug is distilled water for battery cells — also can be used in emergency for the radiator.
5. Two or three cans of engine oil.

6. Oil-can spout, or buy the plastic bottles to eliminate this.

7. Quart of transmission fluid (choose according to make of your car and a funnel with a long, flexible neck).

8. Can of hydraulic brake fluid (for drum or disc type brakes).

9. Tools: pair of pliers, adjustable end or crescent wrench, Phillips and standard blade screwdrivers.

10. Miscellaneous: heavy duty flashlight with batteries working, pair of leather-palmed work gloves, old bath towel or blanket, can of lanolin-based solvent for cleaning dirty hands.

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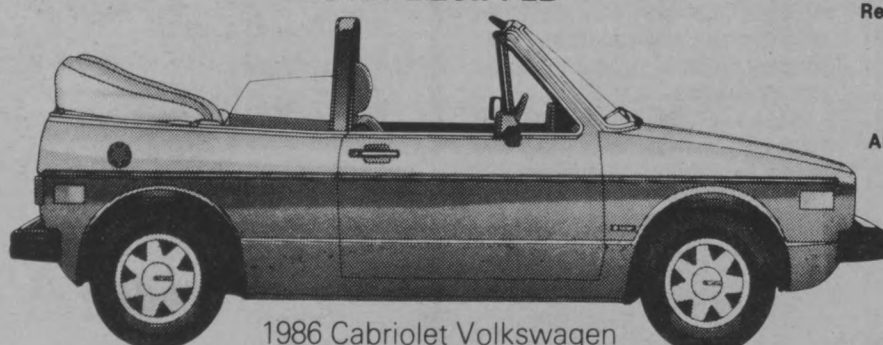
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Keep Your Battery Clean

Keeping your battery clean is an easy way to prevent those frustrating times when your car won't start.

Clean the battery with a solution of baking soda and water (1 teaspoon per pint of water). Be careful to keep corrosion off the paint and rubber parts of the car. Do not let the soda solution enter the battery. An easy way to deposit the solution where you want it is by using a kitchen baster.

Rinse with clear water and dry. Badly corroded cables may have to be removed for cleaning. Usually this can be done with your hands. Do not pry cables loose with a screwdriver. If the cables will not come off easily, it may be necessary to use cable pullers.

After the battery is free of corrosion and dirt, it is a good idea to lightly coat the connectors with a thin layer of petroleum jelly to prevent any further corrosion.

Avoid Running on Empty

"I'll take \$2.00 worth of unleaded, please." Or maybe \$5.00 when you're feeling flush. This temptation grows even greater as gasoline prices go down, after all, look how much further you can go now compared to even a year ago!

Running out of gas is no fun, even hazardous with cars equipped with power steering and brakes, but there's another good reason to not run on a near-empty fuel tank all the time.

Explained in layman's terms in an issue of *New Driver*, at the bottom of the gas tank is dirt, sludge and rust. If it gets into the engine, it will do a lot of damage there. This is how the debris builds up:

No matter how well a gas station filters its fuel, some dirt can find its way through the nozzle and into the tank. Over time, this dirt can build up quite a layer of sediment in the bottom of the tank.

The emptier the tank, the greater the chance that condensation will form in the closed tank. The moisture causes rust, which flakes off in the tank.

The layer of dirt and rust usually stays at the bottom of the tank if the tank remains at least one-fourth full most of the time.

Some of the dirt may mix with the gas at this time, but it usually does no harm. The sediment is pretty well dispersed through the quantity of gas, and the gasoline filter can handle any foreign particles coming through.

The lower the gas level gets, however, the easier it becomes for



sediment to mix in with the gasoline heading toward the carburetor, until finally there's a fairly even mixture of gas and dirt entering the fuel system. The first place it stops is the gasoline fuel filter, which can rapidly plug up. As the fuel flow is choked off, the car will perform poorly until finally it will stop in its tracks.

Sometimes the smaller particles of dirt get through the filter and

make their way to the carburetor where they plug up the carburetor jets and restrict fuel flow or cause problems with the carburetor float and needle valve — and now we're talking big repair bucks.

Do yourself a favor, pretend the half-way line is really empty, and then you can buy \$2.00 worth time after time, with a clear conscience and a cleaner fuel line too.

Maintaining Your Spare Tire

Today, nearly every new car produced in the U.S. comes equipped with a temporary spare tire. BFGoodrich, a major tire producer, suggests that car owners familiarize themselves with the proper use of such tires.

To insure that the temporary spare is ready when needed, a monthly inflation pressure check is recommended. Unlike standard

sized tires, most temporary spares carry inflation pressures of 60 psi (pounds per square inch), about double the pressure of standard sized tires.

Since many hand-held air pressure gauges are graduated up to 48 psi only, motorists would be well advised to ask a qualified tire service professional to conduct regular inflation pressure checks.

In almost all instances, the temporary spare is a different size designation and construction than the other tires on the vehicle. Its smaller size may result in lower ground clearance, (see your vehicle owner's manual and the tire manufacturer's warranty for usage and additional instructions).

To conserve tread life, temporary spare tires should be returned to the trunk as soon as the standard sized tire can be conveniently repaired or replaced.

When using a temporary spare tire, you should remember that the temporary spare tire in your trunk was specifically designed for use on your car. For this reason it should never be used on another vehicle. Transferring a temporary spare from one vehicle to another may seriously affect vehicle handling characteristics.

Additionally, the wheel (or rim), on which your temporary spare is mounted will not accept fitment of standard sized tires, snow tires, wheel covers or trim rings. Tire manufacturers also caution against the use of snow chains on a temporary spare. They may not fit properly and could damage the vehicle.

As with all tires, if checked on a regular basis and used in a recommended manner, your temporary spare will be ready for service when needed.

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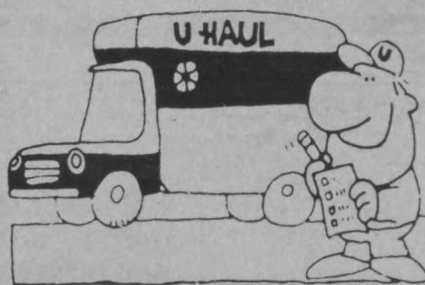


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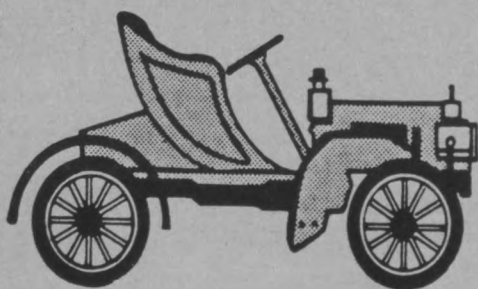
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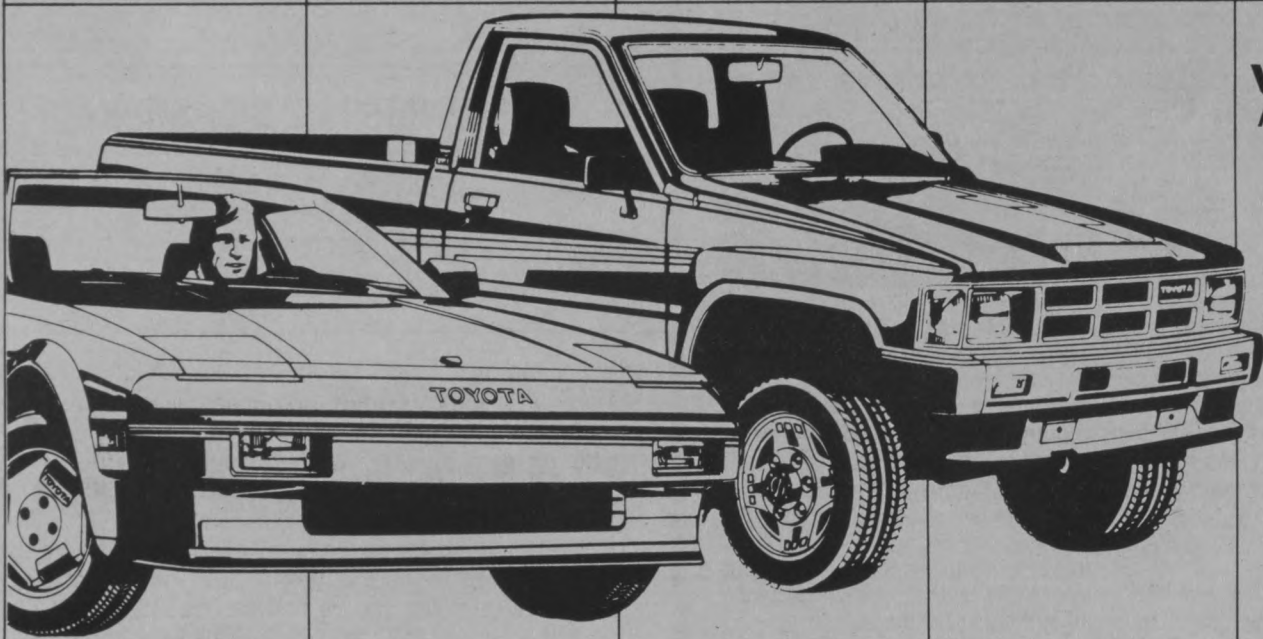
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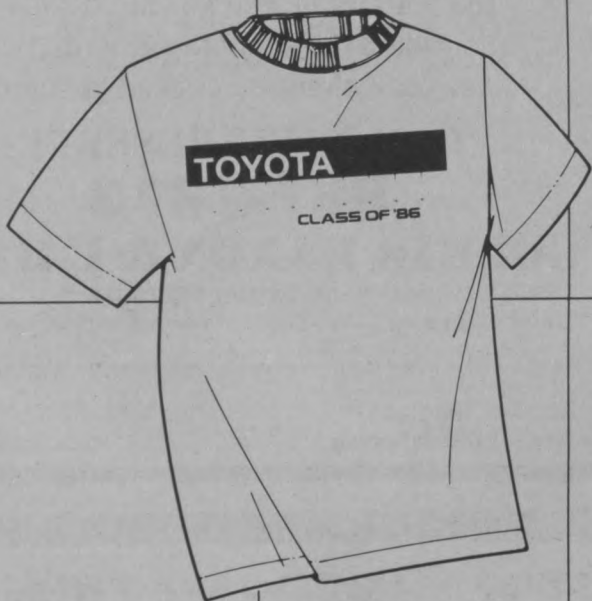
GRAND PRIZE IS WINNER'S CHOICE.

A Toyota MR2 sports car. The fun is back with the 2-seater mid-engine MR2 leading the way. Here's a sports car with a 1.6 liter twin cam 16-valve TC-16 electronically fuel-injected powerplant that roars into an RPM range that few engines can achieve.

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HOW TO ENTER

1 To be eligible, you must complete all items on the official entry form in the ad, tear off and place in entry box at any participating Toyota dealership.
2 All entries must be deposited at a participating Toyota dealership by 6:00 PM, June 30, 1986.
3 Winning entry must have authorized Toyota dealership signature and Dealer Code Number.

SELECTION OF WINNERS

1 Winners will be selected on Monday, July 14, 1986, in a random drawing.
2 Winners will be notified by mail within 30 days of drawing.
3 Winners may be required to execute an affidavit of eligibility.
4 Winner must be 18 years of age or older and have a valid driver's license.

The following rules will apply:

1 No product purchase necessary.
2 No printed or mechanically reproduced facsimiles are eligible.
3 Limit: one entry per person.
4 Sweepstakes open only to college students with valid student ID who are licensed drivers and residents of the U.S.A. Employees and the immediate families of Toyota Motor Sales, U.S.A., Inc., Toyota dealers and their advertising and promotion agencies are ineligible.
5 Void where prohibited.
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7 No substitution for prizes.
8 Taxes on prizes and vehicle registration are the responsibility of the winners.
9 All federal, state and local regulations apply.
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