

SPRING'S IN... TUNE UP NOW WITH...

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Car's Cooling System Deserves Checkup

A "do-it-yourself" check of your car's engine cooling system and air conditioner can help you avoid a costly breakdown or a spoiled vacation trip in the hot summer months ahead, according to Ford of Canada national service manager, T. Larry Johnson.

The Ford service manager recommends the following cooling system check:

Hoses — Squeeze radiator-

and heater hoses for soft or brittle spots that indicate a need for replacement. White or rust-colored stains near hose clamps or elsewhere on the hose usually point to a loose connection or leak.

Belts — Inspect fan and other drive belts for wear and tension. Belts that are worn, frayed loose or damaged should be replaced. Belts should give less than one-half inch under pressure from

your thumb. If you're in doubt, ask your dealership's service department to check the belt with a tension gauge.

Radiator — Examine the surface of your car's radiator for dents or damage that might require repair. Also, make certain the radiator pressure cap locks firmly in place. If the spring on the pressure cap seems loose or weak, the cap may have to be replaced. It's best to

remove the radiator cap with the engine "cold." (Use extreme caution whenever attempting to remove a pressure cap while the engine is still hot.) Cooling is improved by cleaning bugs and butterflies from the radiator grille.

Coolant — The anti-freeze and water solution in your radiator should reach to within two or three inches of the radiator's filler neck or to the cold-fill mark on the side of the radiator. If coolant is dirty or rusty, the system should be flushed and refilled with fresh solution. If the system requires frequent amounts of additional anti-freeze, a more thorough check by a service technician is advisable.

Air conditioning problems are more difficult to pinpoint, the Ford service expert notes. However, a noticeable drop in cooling efficiency is a common sign that professional service may be needed.

Mr. Johnson also has some operating tips for summer vacationers: "Overloading your car or pulling a heavy trailer during hot weather months can cause an engine or transmission to overheat," he says. "To reduce the chance of overheating when caught in slow or stop-and-go traffic, put automatic transmission in NEUTRAL position and avoid prolonged idling with the automatic transmission in the DRIVE position.

"Things may get a bit hot, but turning on your car's heater with the blower at full speed may help as a last resort to bring down the temperature of an overheated engine long enough to reach a phone or service garage. The heater serves as a 'mini-radiator' to siphon heat away from the engine block. If your car's temperature gauge continues to climb or the warning light remains on, however, you should pull over to the side of the road and wait for help."



TIRE DECAL — Tires for new cars are selected for the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To maintain this balance of performance, recommended cold inflation pressures, load limits and weight distribution should be followed. Ford of Canada Service engineers point out that a decal on the right hand door latch face of all Ford and Mercury cars gives cold inflation pressures and load limits of standard approved optional tires.

Springtime Rx for the Family Car

Spring may be great for most of us, but it can be pretty rough on one member of the household — the family car.

According to T. Larry Johnson, national service manager, Ford Motor Company of Canada, Limited, "a car may develop the 'blahs' after a particularly rough winter such as the one we just experienced."

The Ford service expert points out that the average owner can, in a few short hours, make certain his car is in prime condition by checking the following:

Oil — If you use a winter grade oil now is the time to change to a higher viscosity oil for the warm driving days ahead.

Wiper Blades — After prolonged use in ice and snow, wiper blades can become worn or damaged. With April showers ahead, make certain windshield wipers are in proper working order.

Tires — Check the pressure level. People sometimes neglect this during the messy winter months. However, with heavy loads and hot weather driving ahead it is important to inflate tires to manufacturer's specifications. Check tires for cuts and bruises as well as tread wear. Spring is a good time to rotate

tires; a job that can be done at home with the assistance of a neighbour and a jack, or in just a few minutes by your dealer. Remember, radial ply tires require special rotation as outlined in the owner's manual.

Air Conditioner — Most

owners don't realize that they should cycle a car's air conditioner at least once a month, even during the winter. Make certain the air conditioning unit is working before hot weather arrives.

Fluid Levels — Make sure the

radiator is filled to the proper level with anti-freeze. Contrary to popular belief, anti-freeze isn't only for winter use. It acts as a rust inhibitor all year long.

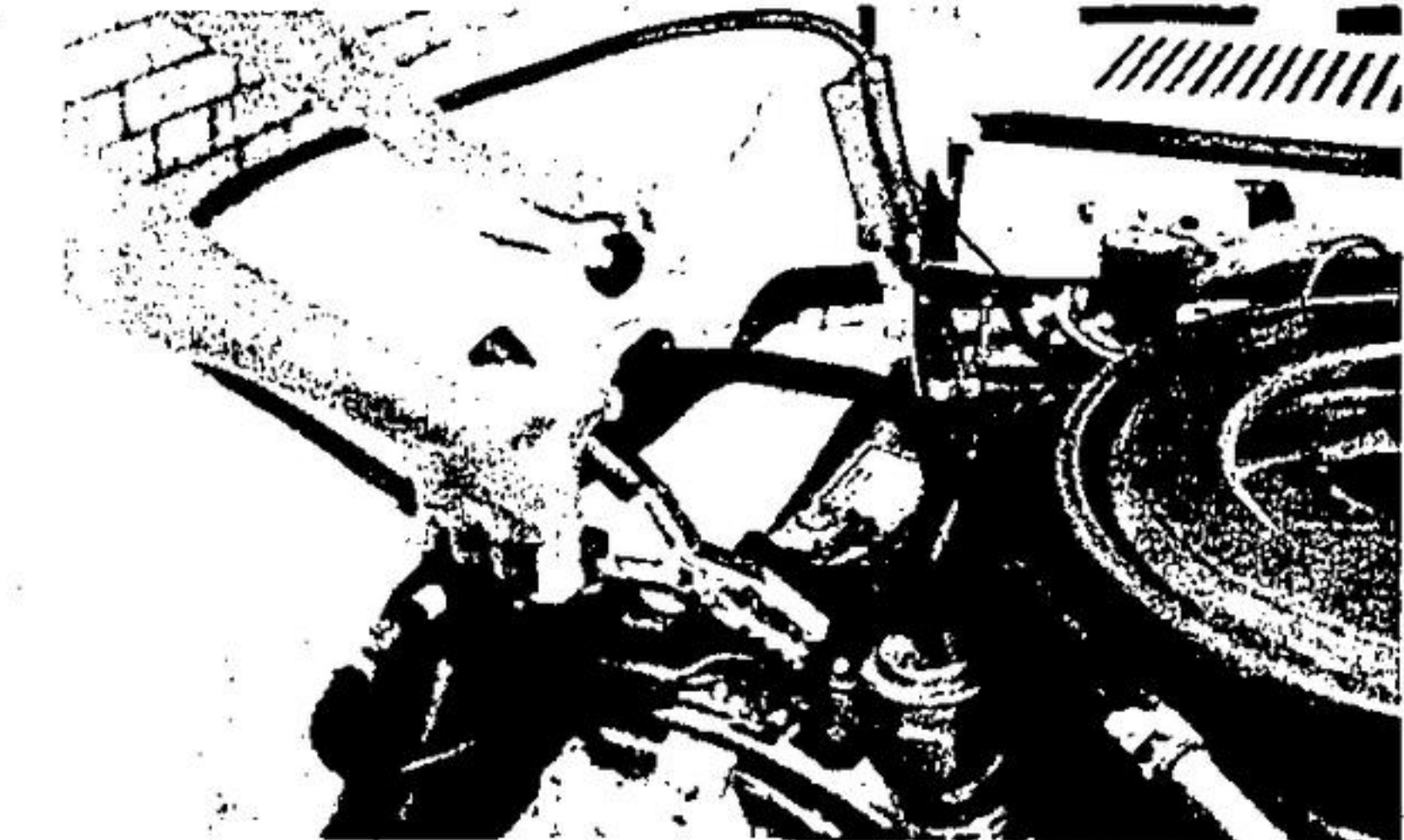
Brakes — Check brakes for any pedal drop-off or softness. On cars equipped with self-

adjusting rear drum brakes, owners can make adjustments by backing up, then quickly applying the brakes. Check brake fluid level, too.

Parking Brake — Make certain the parking brake is operational — and use it — especially if you leave kids or pets alone in a car equipped with automatic transmission.

Lights — Check all lights. Headlamps should be tested on "high" and "low" beams. Backup lights, parking lights, turn indicators as well as side markers and tail lamps should be inspected to make certain none is burned out.

Battery — Check for corrosion, proper fluid level and specific gravity.



THE RIGHT WAY — To boost a standard 12-volt car battery, Ford of Canada Service engineers recommend that you first remove the battery vent caps and cover the vent holes with a cloth to prevent the escape of volatile hydrogen gas. Then connect one of the jumper cables to the positive (+) terminal post on each battery. Attach the second cable to the negative (-) terminal of the strong battery, and connect the other end to the engine block of the disabled car, as shown.

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The ABC's of Car Talk

ENGINE CACKLES

A car's idle speed may need adjustment if the engine "cackles" or continues to run for a brief time after the ignition is shut off. Dieseling, as mechanics call the problem, may also occur after several short trips. Engine cackles after a short drive indicate that an engine's emissions control devices have not warmed up sufficiently and are not cause for alarm.

by a faulty starter relay switch. The whirring noise of a small

SPEEDOMETER CHATTER

A chattering or clicking sound from the instrument panel usually indicates the need for speedometer service. The noise may or may not be accompanied by a flutter of the speedometer needle. In most cases, a kink has developed in the cable or the system needs lubrication.

IGNITION CLICK

If a clicking sound occurs when the ignition key is turned on and the car's engine refuses to start, a dead or corroded battery, loose connection, etc., may have cut off the electrical current to the starting system. Less frequently, the "click" is caused



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Who else would bring you a car that does all this and doesn't use gasoline?

Here are a few hints. The same people that some 25 odd years ago brought out a small car that stood the automotive world on its ear.

The same people that revolutionized the industry just a few years ago with the introduction of the most highly acclaimed and advanced auto of the last decade.

Yup, you guessed it. Who else but Volkswagen?

First the Beetle, then the Rabbit, and now the amazing VW Rabbit with an optional diesel engine.

And while there's nothing terribly new about the concept of a diesel powered passenger car, there are some things that are quite remarkable about the Rabbit Diesel.

First, it does everything that diesels are

famous for. Like delivering spectacular fuel economy. (Transport Canada has rated the Rabbit Diesel as the very best car you can buy in the country for fuel economy.)

And since the diesel engine doesn't have a carburetor, or spark plugs, or a distributor, or points, or condenser, it never needs a major tune-up. Ever.

But on top of that, the Rabbit Diesel does something that diesels are famous for not being able to do. Like go from 0 to 80 km/h in a mere 11.5 seconds. In fact, the Rabbit Diesel has set 31 world records for 1500 cc diesels.

The price is very un-diesel-like, too. (Until the Rabbit Diesel came along, diesel passenger cars were a very expensive proposition.)

And then on top of all that, since the Rabbit Diesel is, after all, still a VW Rabbit it does all the

things that a Rabbit is famous for. So you get sports car handling, rack and pinion steering, a unique "independent stabilizer rear axle", more than enough room to seat four adults comfortably, and more trunk space than a Cadillac Seville.** Not to mention innovative standard safety features, some of which are not even available on most other cars as options.

This hard-to-believe car is now available at the only place you'd expect to find this kind of car. Your nearest Volkswagen dealership.

Where else?



The Rabbit Diesel.
Don't settle for less.

*Based on Transport Canada approved test methods. Fuel consumption will vary depending on how and where you drive, optional equipment and condition of your car. **Based on EPA Interior Volume Index 1978.

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