

AUTUMN MOTORING

A WELL TUNED CAR
COULD KEEP YOU HAPPY
ON THOSE FALL TRIPS!!!



How to Get Maximum Safe Miles Out of Tires, Told by Expert

By RODGER WARD

I've learned a lot about tires and what makes them last longer, perform better, thanks to my years as a race car driver and professional tire tester. Now that I have a performance safety tire on the market with my name on it I'm even more interested in seeing that motorists everywhere get the right facts on prolonging tire life.

The tricks to getting those extra miles of tire life aren't all connected solely with the condition or quality of the tires installed on a car however. Improved driving techniques will help extend the life, as will taking care of your car's tires from time to time. I have a list of seven things to do that I know will prolong the life of your tires.

WATCH THAT INFLATION: Perhaps the greatest single determining factor in tire mileage is the air pressure at which tires are run. Check the owner's manual for your car — this is where the load range data will be useful — and follow the recommended air pressure for the tires you now use.

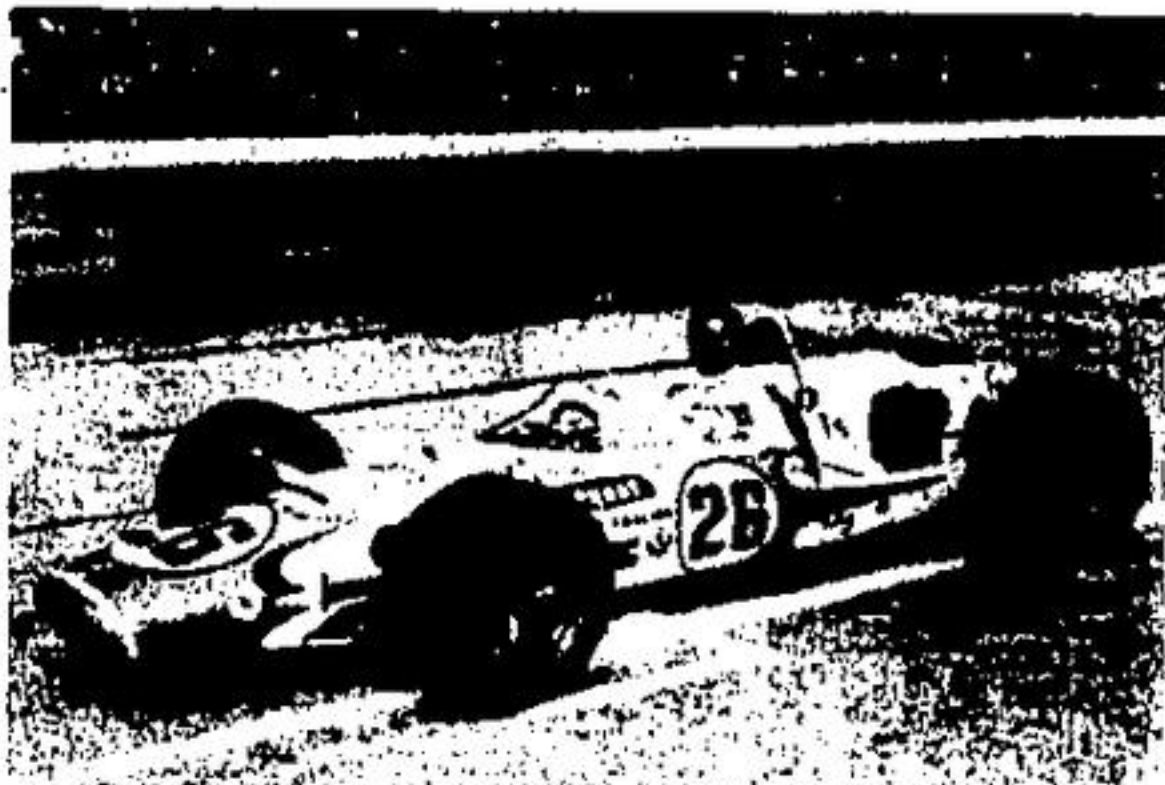
The Department of Transportation estimates that some 33 million tires a year are destroyed by under-inflation. This represents a loss of some \$750 million to car owners. So remember, the few minutes a simple tire pressure check takes will save you money.

If you get a tire that is larger than normally called for on a given car, this is all right — as long as the wheel rim will accept the larger tire. Undersized tires could fall you in a stress situation. An undersized tire will not safely carry the weight of your car and its payload.

Another point about tire sizes. Be sure that the same tire sizes are in service on the same axle.

CUTS, BRUISES AND BUBBLES: Tires that have sustained actual damage are a serious safety hazard. A sidewall cut can let go when it's least expected, sometimes with disastrous results. So for safety's sake check your tires for cuts, bruises and bubbles.

This kind of checking must be done with the tire free of the road, so that it can be spun and checked on the entire circumference of the tread as well as the sidewall that faces into the car. If the tire rubber is abraded over a considerable distance, and the tire looks as though it may be damaged, there's only one thing



Winner of the Indianapolis '500' in 1959 and 1962, Rodger Ward knows how to get every safe mile possible out of tires. His advice to car owners is presented in the accompanying article. This photo was taken in 1966, Ward's last year in competitive racing.

techniques as late breaking, unless you absolutely must as an evasive maneuver.

Taking corners and curves at high speeds is one of the best ways I know to reduce tire mileage. When your car builds up a lot of forward momentum, and you ask the tires to absorb the sideways force of a quick turn, you're burning rubber.

If you must drive over curbs or driveway entrances where you work or where you live, take them very slowly. A curb taken at high speed can do more damage to ply cords than the average driver knows, and a wheel can be deformed or even destroyed.

WATCH THE WEATHER: When the weather turns extremely cold, tire pressure drops approximately one pound for every 10° F drop in temperature. Conversely, tire pressure increases by one pound for every 10° F rise in temperature.

Regular tire pressure checks should catch pressure changes due to temperature shifts. But the driver who travels from a cold northern state to a warmer part of the nation — or vice versa — should be particularly alert to the need for tire pressure adjustments.

TURNPIKES & FREEWAYS: Finally, a tip that will destroy one of the oldest and most harmful myths about tire wear.

Ask almost any driver how he should prep his tires before doing any prolonged high-speed driving and he'll tell you to take out some air. And he'd be wrong. You're supposed to add air — about 4 psi over normal, in fact. To do, have the tire removed and the inside checked for possible cord damage. Bubbles that indicate rub-

ber layer separation are cause for immediate replacement also. A young tire with a sidewall bubble should be taken back to the point of purchase for warranty consideration.

SUSPENSION ADJUSTMENT'S CRITICAL TOO: Proper alignment of a car's front-end will help to get more miles out of a set of tires. And if you rotate tires regularly, accurate front-end alignment will improve the wear of all road tires.

Another point to remember is that shock absorbers also should be checked regularly for effectiveness and correct operation. If the shocks are weak they won't keep those tires on the road and frequent bouncing impact will take its toll in shortened tire life.

High-mileage cars should have their ball joints checked since wear of these components also can lead to rapid tire wear. Maintaining regular wheel balance is another key to longer tire life. The wheels should be balanced according to the car maker's suggestions, or when you feel any unusual minor vibration in the chassis or steering.

STARTS, STOPS, CORNERS AND CURBS: Even if you're in a hurry, you should take your time when pulling away from a stop. On the other side of the coin, you should never as a habit use the panic stop, or other such hard-driving

HERE'S YOUR TICKET TO CAREFREE MOTORING

Perhaps one definition of a young old-timer is someone who recalls those long railroad passenger tickets. On a cross-country trip, a ticket could be several feet in length, with each coupon representing one stop on the journey. Since the automobile now carries about 85 percent of all vacation travelers, it might be a good idea to resurrect the old train ticket to remind the motorist of vital serv-

ices. Each portion of the "Carefree Car Vacation" ticket above describes a service that will help keep your car in top condition during your vacation. Car Care Council suggests that you use it as a reminder when getting these services performed at your favorite service facility. In that way you'll be sure that you're on the right track every mile you're on the road.

<p>TUNE-UP</p> <p>Good for surer starting, better gasoline mileage, peppier performance, reducing harmful emissions.</p> <p>Should include new spark plugs, points, condenser; distributor and wiring; check; set timing; compression test and servicing of anti-pollution devices.</p> <p>Also battery, electrical system and carburetor check.</p>	<p>LUBRICATION</p> <p>Good For Optimum Wear of Vital Moving Parts.</p> <p>Change oil and filter, lubricate the chassis and check all hydraulic fluid levels.</p>	<p>TIRES & WHEELS</p> <p>Good For Longer Tire Wear.</p> <p>Check Tires For General Condition and Rotate Them. Check wheel alignment and balance.</p> <p>BRAKES</p> <p>Good For Safe Stopping.</p> <p>Have linings inspected, stals, fluid and adjustments checked.</p>	<p>COOLING SYSTEM</p> <p>Good For Preventing Overheating.</p> <p>Clean and flush and refill with fresh anti-freeze. Check thermostat, fan belt, water pump, hoses and radiator cap.</p>	<p>SHOCKS</p> <p>Good For Smoother Ride, Better Control on the Road.</p> <p>Check for condition.</p> <p>VISIBILITY</p> <p>Good For Safe Vision.</p> <p>Check windshield wipers, washer system, headlights, turn signals, backup and brake lights.</p>
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Make sure windshield wipers are in shape in bad weather

As with so many other vital components on your car, your windshield wipers are most likely to fail just when you need them the most — like during the next storm.

In the summer, heat, smog, and even your service station attendant's windshield washer spray are working together to reduce the efficiency of your wiper system. It's no wonder, after sitting quietly on your windshield and deteriorating day-in and day-out, that they often fail to do their job.

Check when raining

The best time to check your windshield wiper system is during a rainstorm. Or you can check it the next time you go through a car wash. You can also

perform a good check while someone sprays your windshield with a garden hose.

However you choose to check your wipers, you should check them on both the fast and slow speeds.

If any trouble symptoms are present, you should replace as much of your wiper system as is necessary to eliminate the problem. In many cases, all that is needed are new squeegees (the rubber parts that contact the windshield).

Replace both blades

When you do replace all or part of your wiper blades, make sure you replace both sides at the same time. If one wiper is shot, it's a good bet the other one is about to go,

too. Safe vision during hazardous road conditions is too important to risk for a few dollars.

Here are five visible or audible indicators that will signal the need for attention to your windshield wipers. Clear driving vision is especially important during the bad weather season. Check for the following signs of malfunctioning:

1. **STREAKING** — arcs of unwiped moisture within the wiping area.

2. **HAZING** — a thin, hard-to-see-through film covering most or all of the wiping area even after the blade has just been wiped.

3. **CHATTERING** — a "stuttering" motion of the blade accompanied by a "chattering" noise as the

blade sweeps across the windshield, with some areas left unwiped.

4. **SCALLOPING** — a ragged outer edge in the wiping pattern.

5. **RATTLING** — no visible signs of problems, but the wiper blade sounds as if it were very loose. Can be reduced or eliminated by switching to polycarbonate blades.

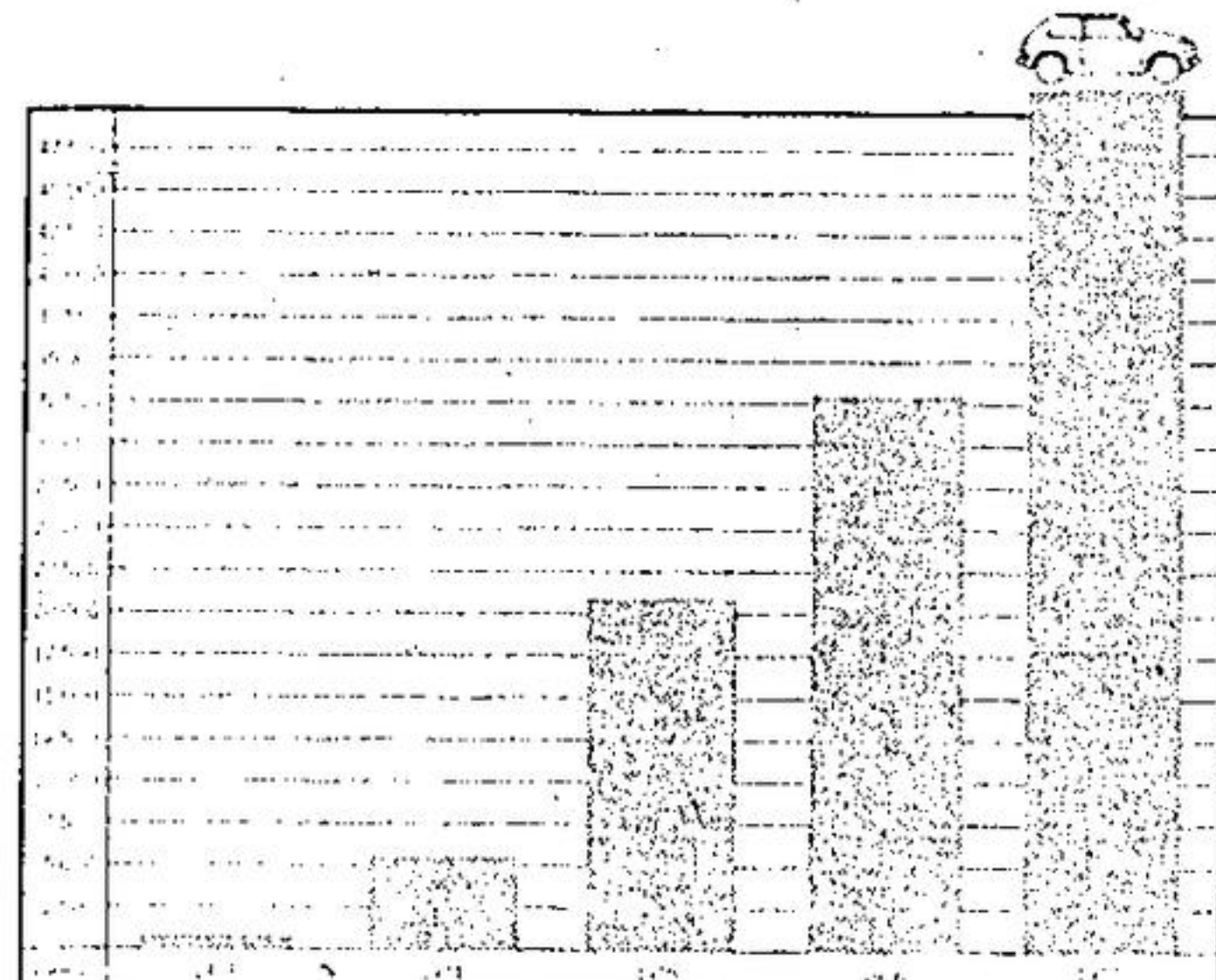
Trade-in can increase when car in best shape

High car prices aren't always bad. That's a statement most would agree with when they're selling their own cars as used.

In most cases, the elevated prices of new cars have had a corresponding hike in the value of the used vehicle. This is particularly so when the older car appeals to a buyer.

An expert says: A survey of professional buyers who work for new and used car dealerships revealed some "tricks of the trade" that help them determine prices of cars. Said one expert, "A used car that's in top condition can bring as much as \$500 more than a nearly identical car that's been neglected.

IN CARS, AS IN MILK, THE CREAM RISES TO THE TOP



In a few short years Honda Civic has risen, like the cream of the crop, to become the No.1 small car in Canada.

delivers an uncanny sense of control and enjoyment to the driver. The cream of car suspensions is independent McPherson struts on all four wheels. Because it is the cream it is relatively expensive and rare. You'll find it on the Honda Civic.

The cream of small car design is the trapezoid shape. It is aerodynamically sound. It is stable. And most of all, it maximizes interior space while minimizing exterior space. This trapezoidal shape was first successfully introduced to Canada by Honda. Since then several of the other car manufacturers have also adopted the concept.



More cream: self adjusting, power assisted front disc brakes. Rack and pinion steering. 4-speed transmission. Carpeting. Rear window defroster. Tinted glass. Fully reclining bucket seats. All standard equipment. And all available in a car that is one of the most moderately priced in Canada — Honda Civic.

Surely if you're in the process of choosing a new car you owe it to yourself to closely inspect a Honda Civic.

Look at it this way, if you're not getting the cream of the crop, then what are you getting?

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Small car. R.L. Park 1977 new car sales.

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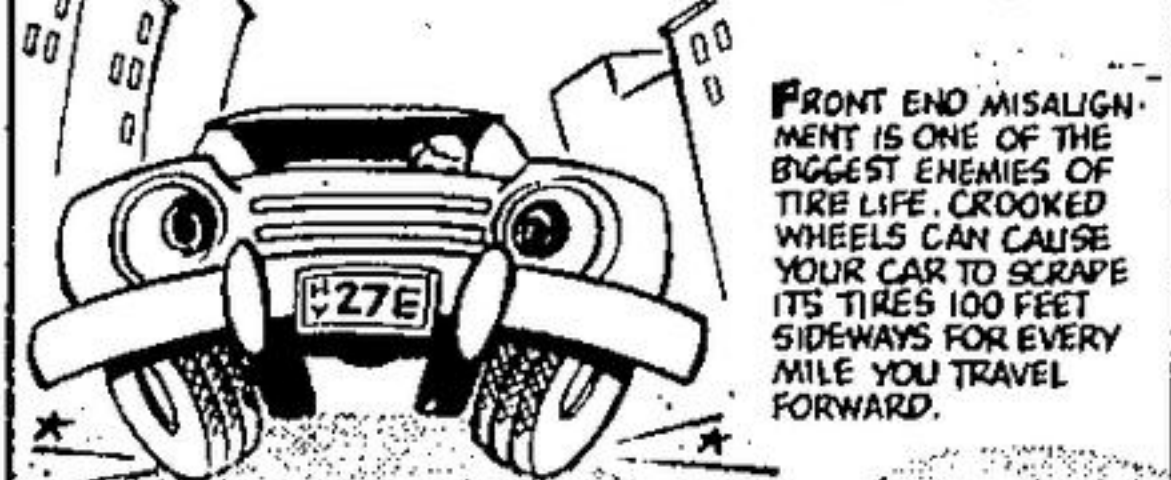
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AUTO FACTS

IS YOUR CAR PIGEON-TOED?



FRONT END MISALIGNMENT IS ONE OF THE BIGGEST ENEMIES OF TIRE LIFE. CROOKED WHEELS CAN CAUSE YOUR CAR TO SCRAPE ITS TIRES 100 FEET SIDEWAYS FOR EVERY MILE YOU TRAVEL FORWARD.

IT'S LIKE CONSTANTLY SCUFFING THE SURFACE OF YOUR TIRES WITH COARSE SANDPAPER. CHECK YOUR TIRES PERIODICALLY FOR SIGNS OF MISALIGNMENT. IF THE TREAD IS WORN WITH FEATHER EDGES, BUMPY OR UNEVEN WEAR, YOUR FRONT END MAY NEED ATTENTION.



MISALIGNMENT CAN COST YOU A 50% LOSS IN TIRE LIFE IF LEFT UNCORRECTED. OTHER FACTORS PLAY A PART IN TIRE LIFE SUCH AS TIRE IMBALANCE, UNDERINFLATION, WORN SHOCKS, STEERING AND SUSPENSION PARTS.

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