

Effective rustproofing system can save you money

(NC)—In the search for automotive corrosion protection, most efforts have been focused on products to prevent damaging rust. Overlooked by most aftermarket rustproofers, however, has been development of proper application methods. And, even the best rustproofing product is useless if poor application methods are used. Today, three basic application methods exist: oiling, fogging and engineered rust protection.

Research by independent testing organizations have shown that oiling and fogging methods are inadequate for extended rust protection—a must for consumers today. Consumers spend an average of \$12,700 for a new vehicle, hoping to maintain it in prime condition through the vehicle's financing period and for at least five years beyond.

Historically, the oiling method has been used by farmers who applied oil directly to the exposed surfaces of equipment in an attempt to protect it against corrosion.

However, an independent organization—the Ontario Research Foundation (ORF)—found during extensive testing that the substance used by "oilers" washes off when exposed to normal road conditions and does not reach the interior body sections of a vehicle that are most susceptible to rust.

The fogging method—frequently used by car dealers—also has serious shortcomings. "Foggers" indiscriminately apply the material and rely on

existing holes in the vehicle's body through which to spray. Consequently, areas that are sprayed receive an uneven coating of the rustproofing material.

According to the results of extensive testing conducted by the New York State Attorney General's office, "There is a widespread pattern of inferior workmanship in post-manufacture rustproofing sold by new car dealers."

Engineered rust protection avoids the pitfalls associated with other application methods. Developed more than 25 years ago, ZIEBART pioneered engineered rust protection. The process relies on trained technicians, specially-designed tooling and engineered microfiche specifications to ensure standardized application.

"The oiling and fogging methods have been proven to be ineffective," said Dan Janssen, President, Ziebart Canada, Inc. "Engineered rust protection provides the consumer with long-term protection against corrosion for one of his largest investments."

A free booklet, "A Consumer's Guide To Rust," offers tips on what to look for in rust protection. Copies are available by writing: Ziebart Canada, Inc., 150 Oakdale Road, Downsview, Ontario, M3N 1W1.



KEEPING YOUR CAR ALIVE

Peter Bohr

News to get you in gear

By Peter Bohr
Contributing Editor, Road & Track

This week, tidbits, trivia and possibly something useful:

• Been wondering which cars are trouble-free? J.D. Power & Associates, a highly regarded automotive market-research group, surveyed 35,000 owners of 1987 models.

Of the top 10, Toyota's Cressida was No. 1, followed by the Mercedes-Benz S-class and Nissan's Sentra (they tied for second), the Mercedes-Benz 560SL, Acura's Legend, Mazda's 323, Toyota's Corolla and Chevrolet's Nova. Ford's Crown Victoria and Subaru's sedan tied for ninth.

The Nova is actually a U.S.-built Toyota marketed by Chevy. So that leaves the Ford Crown Vic as the only American car on the most-trouble-free list.

• On the subject of Ford's success, the Taurus has been a sales leader. But a performance leader it isn't.

That should change next year, when Ford drops a rollicking new 225-horsepower, twin-cam V-6 engine into about 15,000 Tauri. Incidentally, the engine is being developed for Ford by Japanese motorcycle-builder

Yamaha.

• If you're still running a car or truck from the 1950s or '60s that was designed to use leaded gasoline, here's a little good news. The Environmental Protection Agency has backed away from a total ban on lead, and is allowing oil companies to continue selling regular-grade gasoline with a tiny amount of the stuff in it.

The EPA figures that as these old cars rapidly turn into old heaps and disappear from the road, fewer companies will continue to offer leaded regular—and those that do will raise prices.

• Speaking of oldies, the fin is in and the skirts are back at Cadillac.

After suffering through an identity crisis for the past several years (Is it an Eldorado or a Buick Riviera?), certain Cadillac models will be recapturing some of that old longer, lower, wider look. The 1989 DeVille will have short fins and rear-fender skirts. The last time wheel-well hiding skirts graced a Caddy's flanks was in 1976.

• More blasts from the past: If you should find yourself carless and in Los Angeles (a horrid fate), National Car Rental at the L.A. International Airport has a fleet of fully restored

American oldies for hire starting at \$49.95 a day. The fleet includes a 1960 Cadillac, a 1962 Chrysler 300, a 1957 Corvette and a 1956 Chevy Bel Air convertible. Pastels galore, and, you know, de do run, run, run....

• It wasn't long ago that automakers were upgrading their manual transmissions from four to five speeds. (The fifth gear usually acts as an overdrive, which allows the engine to work easier and use less gasoline.) But thanks to market demand for high performance and the government's demand for good fuel economy, we'll soon be able to row our way along the highway with a six-speed manual.

One from Borg-Warner Automotive may appear on 1991 cars, and one from German manufacturer ZF may come in 1990, perhaps on a super-high-performance Corvette.

• Suzuki's little four-wheel-drive Samurai is rapidly gaining on Volkswagen Rabbit convertibles as the must-have car for young, beachy blondes and brunettes out West. Some insurance companies aren't too wild about them, though; they think Samurais roll over too easily.

Nevertheless, it seems people will go to—ah, outrageous is the word—lengths to obtain one. This was proven in a contest sponsored by "Radio 99" KCPX-FM and Valley Suzuki in Murray, Utah. A woman won a new Samurai after she cut off her hair, shaved "99" on two sides of her head, slathered herself with peanut butter and honey, and jumped into a wading pool full of cornflakes.

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