

Grinding noises first sign of transmission failure

One of the most agonizing noises a car owner may ever hear is the scraping or grinding sound of an automatic transmission that's low on oil. Even in a well insulated car, the metal-to-metal sound is awesome.

According to the Car Care Council, at the first indication of such a noise, the transmission fluid should be checked. If the level is low, adding fluid may correct the trouble.

If the noise persists, the culprit could be a clogged transmission filter which is preventing fluid from reaching the pump. As a result, the transmission is starved of fluid, with eventual destruction of the pump and other components. This can add up to a very large repair bill.

The above mentioned horror story should never happen, says the Car Care Council, if automatic transmission fluid is checked regularly (at least

as often as the oil is changed) and if the fluid and filter are replaced periodically.

The Council recommends checking fluid only when the vehicle has been run for a few miles after the engine has reached normal operating temperature.

Check to see if it is discolored, rather than pink or red, which is normal. When fluid has turned brown, this is an indication that it has been burned. Note also if it smells burned. Burned fluid should be drained and replaced, along with the filter.

The Council also notes that the tip of the dip stick should be cool enough to touch, an automatic transmission should operate at 150 - 200 F. Severe service driving, which can overheat the transmission, may call for the addition of a transmission cooler. Fluid

life is greatly extended when it is kept within normal operating temperature.

Most type of service is described as follows:

- Frequent idling for long periods of time, such as stop-and-go driving in heavy traffic.
- Sustained highway driving in hot weather.
- Towing a boat or trailer, or carrying heavy objects on a rooftop rack.
- Driving in dusty conditions.
- Prolonged operation at sub-zero temperatures.
- Driving on steep hills or mountains on a regular basis.

Preventive maintenance is critical to long, efficient car life, summarizes the Car Care Council. But when it is neglected, one's senses of sight, sound and smell may identify trouble.



Car of the Week

The Pontiac 6000 STE

Automotive excellence on the leading edge of contemporary technology, according to GM Canada.

That's Pontiac 6000 STE for 1986. A clean, contemporary exterior and steering wheel radio controls are but a few of the new standard features of this sedan, built in Oshawa, Ontario for the North American market.

In the forefront of STE's functional innovation is a new "anti-lock" braking system (ABS) which will be introduced during the '86 model year. Designed as an integral part of the standard four-wheel disc brake system, ABS enhances vehicle steerability, stability and stopping distances on most road conditions.

On the outside, a revised grille design complements new aerodynamic, flush-fitting halogen headlamps and fog lamps. Besides allowing for easily accessible bulb replacement compared to larger conventional sealed beam assemblies, these lamps have allowed Pontiac stylists to reduce STE's aerodynamic drag coefficient to an approximate .370 from the .385 Cd figure of last year.

Living up to its performance image, STE comes equipped with a multi-port fuel-injected 2.8 litre V6 engine which produces a healthy 125 horsepower at 4,800 rpm. For '86, the standard three-speed overdrive automatic transmission

continues with a 3.18 final drive ratio.

Inside, significant upgrading of standard features has resulted in a higher level of STE sophistication. Included for '86 is a new "ARC" (Advanced Radio Concept) sound system with AM/FM Stereo, seek and scan, cassette, and equalizer functions which offers exceptional entertainment quality.

While all radio controls are located on the instrument panel, a second set of fingertip control are now integrated into the centre of the new four-spoke, leather-wrapped steering wheel. This design provides a more driver-oriented environment and increased convenience.

The electronic instrument cluster for the '86 STE offers a revised tachometer and speed display layout. The new vacuum fluorescent unit also includes an electronic odometer for excellent readability. Controls for heater, ventilation and air conditioning have new backlighting.

A new pod control system for the power door locks and windows, as well as for the electrically adjustable mirrors, allows for ease of operation.

Since STE is intended to be a complete driver's car, the list of available features is limited to three power six-way driver and passenger seats with recliners, sunroof and suede interior trim.

During the 1986 model year, Pontiac will introduce an "anti-lock" braking system

(ABS) on the 6000 STE series.

This ABS feature is designed as an integral part of the four-wheel disc brake system already standard on STE to enhance vehicle steerability, stability and stopping distances on most road surfaces.

The "anti-lock" braking system consists of an electrohydraulic integral booster, a toothed-wheel speed sensor at each wheel, an electronic control unit and the attendant relays and wiring harness. The integral booster incorporates an electric motor pump, reservoirs, accumulator and valve block.

In operation, the electronic control unit receives information on the rotational speed of each wheel in the form of electronic pulsed signals from each transducer. Two microprocessors in the electronic control unit process the data and produce a control signal which is then sent to the electrohydraulic unit's valve block. Two microprocessors are used to cross-check the data.

If, during brake application, the onset of wheel slip is detected by the microprocessors, the computer signals the valve block to modulate the brake pressure to the individual calipers thus preventing wheel lock-up. The modulation by the valve block occurs up to 10 times per second.

The "anti-lock" braking system used on Pontiac STE is manufactured by Alfred Teves GmbH of West Germany.

NOTICE OF PUBLIC MEETING

TAKE NOTICE THAT a Public Meeting of the Liquor Licence Board of Ontario will be held at the LIQUOR LICENCE BOARD OF ONTARIO, 55 LAKESHORE BOULEVARD EAST, TORONTO, ONTARIO on TUESDAY, FEBRUARY 11th, 1986 at the hour of 11:00 o'clock in the forenoon, at which time the Board will hear an application in accordance with the Liquor Licence Act, and Regulations thereunder.

The following establishment has applied for a licence of the class indicated, and the application will be entertained at the aforementioned location and time:

Application For Additional Licence

Deli Restaurant
357 Main Street West
Whitchurch-Stouffville
Reclassification From Dining Room Licence to Dining Lounge Licence and Additional Dining Lounge Facilities
Licence: Stouffville Delicatessen Ltd.


AND FURTHER TAKE NOTICE that any person who is resident in the municipality and who wishes to make representation relative to the application, shall make their submission to the Board in writing prior to the date of the hearing, or in person at the time and place of the hearing. (Copies of written submissions will be forwarded to the applicant).

Liquor Licence Board of Ontario
55 Lakeshore Boulevard East
TORONTO, Ontario, M5E 1A4


MINISTRY OF CONSUMER AND COMMERCIAL RELATIONS
THE LIQUOR LICENCE ACT

THE YORK-PEEL FEDERAL PROGRESSIVE CONSERVATIVE ASSOCIATIONS

ANNUAL MEETING



Minister of Regional Industrial Expansion
The Honourable Sinclair M. Stevens
Speaker



Minister of Consumer and Corporate Affairs
The Honourable Michel Côté
Guest Speaker

At The
Aurora Highlands Golf Club
on
Monday, February 10, 1986
at
8:00 P.M.
Action Office telephone: 727-9455

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