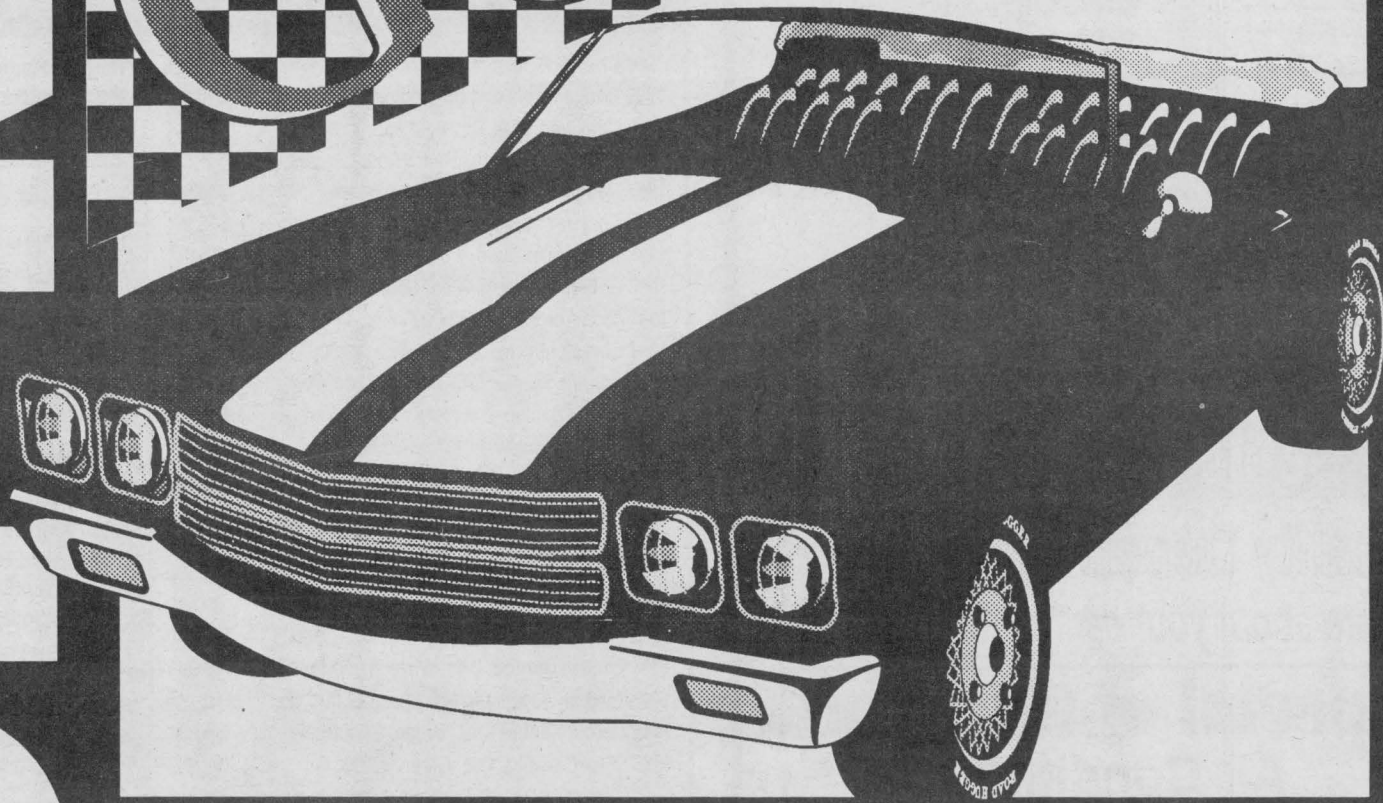


GREEN

Car Cafe
& Buyers

GUIDE



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APRIL 26th, 2000

Buying a used car is a learning experience for young and old

For many teenagers spring signals the summer job hunt as well as preparations for high school, college or university, events that can bring about the need for transportation. Often this means used car shopping.

Whether it is bought from an individual or from a car lot, purchasing a used vehicle

requires extra steps. But closer scrutiny helps ensure a better investment. Firstly, know your budget and your needs. Because it is easy to "fall in love" with a car, you must be objective. If there is a trade-in, know approximately what it is worth. Most libraries have a used car appraisal guide, a valuable tool. If you are

not familiar with the business end of an automobile, shop with someone who is.

Assuming you will be looking at a number of possibilities, begin with a chart with which you can

list each vehicle's description, including pros and cons and the •Please turn to Page 7

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Scrubbin' Away

A clean car is a happy car! This young man is busy cleaning the winter dirt and grime off his car as spring-like weather creeps into the community. The salt and slush are rough on the bodies of vehicles in this wonderful land of ours. We need to wash it off as quickly as possible and save the metal as best we can for as long as we can.

Chieftain Photo by S.L. Johnston

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1997 Chrysler Intrepid, 4 dr., Grey, 40,000 km	\$15,995
1997 Olds Aurora, Tan, 42,000 km	\$25,900
1997 Chrysler Intrepid, 4 dr., White, 62,000 km	\$15,995
1997 Pontiac Sunfire GT, Green, 50,000 km	\$13,995
1997 Chev Cavalier, 2 dr., White 40,000 km	\$11,900
1997 Chev Malibu, 4 dr., White, 93,000 km	\$13,900
1997 Chev Lumina, 4 Dr., White, 45,000 km	\$14,500
1996 Ford Taurus LX, 4 Dr., Gold, 29,000 km	\$13,985
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1996 Chev Cavalier, 2 dr., white 48,000 km	\$9,650
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1996 Pontiac Sunfire, 2 dr., White, 97,000 km	\$8,995
1995 Mercury Mystique gold Red, 38,000 km	\$10,995
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1994 Plymouth Acclaim, 4 Dr., White, V6, 62,000 km	\$8,885
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Spring brake check-up provides you with better stopping power

Winter wreaks havoc on even the sturdiest of vehicles. Every year your brakes take quite a beating from salt, sand and liters of moisture from the pelting snow. This onslaught from nature causes brakes to rust and corrode. Added to this, stop and go traffic speeds up "wear and tear". Come spring it's always a good idea to have your brakes checked. Remember that spring showers are on the way and it will be slippery, wet and sometimes dangerous on the road.

Here are some of the tell tale signs that you may have brake problems.

If you apply your brakes and they don't respond immediately, this may be an indication that your brakes are not activating properly. If you have drum brakes your calipers are probably sticky. The caliper is the cast iron mechanism that applies and releases the disc pads that stop your car.

If you have to press very hard on your brakes, your brake booster could be defective and if you're hearing loud, grinding or scraping noises, it may be time to check whether your disc pads or brake shoes are worn out.

Also, if you apply your brakes and your car pulls to the left or the right, that's a signal that a caliper is sticking or seized.

It's recommended that you check your brakes twice a year. Spring is the best time to start. With prompt attention to problems you can save money by simply replacing worn out parts or cleaning sullied mechanisms, instead of buying and installing a whole new brake.

For owners of SUVs and imported vehicles the same words of

caution apply but the solutions are sometimes more difficult to find. Braking systems on SUV's are different than passenger cars; as a result, they require different stopping power. For example, Bendix MetLock SUV disc pads are not only reliable and durable; they give the vehicle a luxury feel but is truck tough. MetLock SUV pads are also designed for mini-vans and pick-up trucks.

Because of their greater size and weight these vehicles demand more from their braking systems than passenger cars. In a lot of cases however, the system falls short the harder the vehicle is pushed. The result is greater pedal effort and less stopping power. Metlock SUV is specifically designed to eliminate these problems.

For those of you with imported cars, replacing your brakes often means coping with squeaks, screeches groans and squeals. There is relief however, Bendix IQ brake pads are manufactured with titanium metallic stripes and steel shims, which reduce noise pollution, and there is no break-in pe-

riod. You even get a brake lubricant with each set of pads.

Whether your vehicle is Domestic or Import, regular year-long

maintenance along with a special spring brake check is a good idea.

For additional technical information, you can speak with your local

Bendix installer or call the Bendix Technical Hotline at 1-888-633-1438.

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Stop those squeaks

Has your vehicle got a really annoying squeak? Or maybe it is leaving a trail of some neon-coloured juice. Afraid it might be cheaper to drive it over a cliff than to a mechanic? Never fear. Most of these are easy to fix yourself with inexpensive products you can find almost anywhere.

If your transmission for instance is having trouble shifting, or you see red fluid puddling around your car, check your transmission fluid level right away. Transmissions are closed systems and need to be full at all times. But, do not waste your time continually refilling the fluid, use a stop-leak product and save yourself and your transmission.

Squeaky belts make a sound all their own. That is because as they get older, they start to lose their grip. V-belts and fan belts can crack with age as well. For these use belt dressing, it will prolong the life of the belt and reduce strain on the bushings and bearings.

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Millennium spring car care quiz

A short car care quiz to get you thinking about car care this spring. Answers come from the CAA, the Car Care Council, General Motors and the Tire Industry Safety Council.

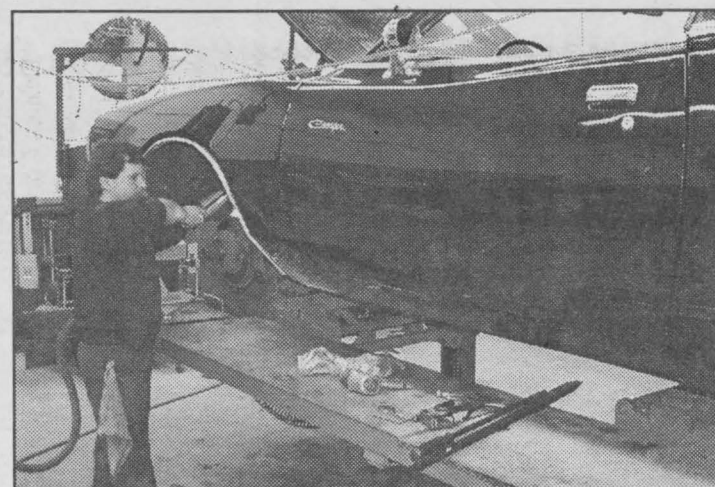
- How many can you answer?
- (1) Your engine oil should be changed every (a) 1,000km (b) 3-5,000km (c) 10,000km?
 - (2) The life of your tires can be

shortened by as much as 30% by under inflation...True or false?

- (3) A tire with too little air pressure will wear more on the middle of the tread. True or false?
- (4) Your vehicle needs to be washed more frequently in the warmer months? True or false?
- (5) A broken serpentine belt can cause (a) overheating (b) loss of power steering (c) a dead battery?

Answers:

- (1) a, 3-5,000km
- (2) true. You may be throwing away a third of your tire investment by driving with under inflated tires. Incorrect wheel alignment is another factor in premature tire wear.
- (3) A tire with too little air pressure will cause undue wear on the middle of the tread.
- (4) true. Wash your vehicle more frequently in the summer to combat such things as dripping sap, squashed bugs and acid rain.
- (5) All three are correct. Most vehicles are now equipped with belt-driven accessories. It should be inspected and replaced when it shows signs of wear or deterioration.



Spring maintenance

Gary McGinnis, of Gary's Automotive in Morrisburg, readies his '73 charger for spring. Just routine maintenance here, but Gary says he has plans to put a bigger motor in the classic Dodge.

Chieftain photo by N. Zandbergen

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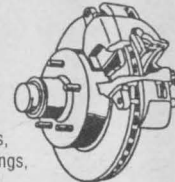
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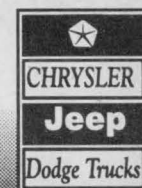
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On the job

Garry Tracey, ready to tackle the next project at his garage, GT Automotive, in Cardinal. Spring rolls around and it's time for mechanics like Tracey to check out what kind of damage municipal road salt has inflicted on your four-wheeled friend during the previous season.

Chieftain photo by N. Zandbergen

Vacation car check list important

Planning to explore Canada in your car during your spring or summer vacation? Or, are you driving to the cottage this summer? Canada is certainly a beautiful country and there is so much to see and do on your summer vacation, but if your family vehicle will be used on the trip, have it checked out before you head out. It could mean the difference between an economical family vacation and a disastrously expensive one.

Like most Canadians you probably experienced a relatively mild winter, so you may be tempted to think that your regular spring maintenance on your vehicle is not required. Think again. The winter months, no matter how mild, can cause normal deterioration of certain vehicle parts, like rubber hoses and belts, exhaust brackets, fluid level depletions.

If you are one of the millions of

Canadians who will be vacationing in your family vehicle, it is recommended you follow some simple advice and avoid the last minute rush for needed maintenance or repairs. It could save you time and money. Planning pays off.

Before you leave on your trip, have the following systems checked and serviced as needed:

- * cooling system.
- * engine system, including an oil and filter change.
- * engine and electrical systems.
- * undercar, including brake and exhaust systems, tires, suspension and wheel alignment.
- * transmission, verify fluid levels etc.
- * lights
- * windshield wipers and fluid.

And do not forget the interior and exterior appearance of your vehicle...family travel can be hard on a vehicle. For example, a

minor upholstery tear can turn into a gaping hole during a family vacation. A hole in the carpet at the accelerator pedal can become a safety hazard if it catches your heel in an emergency. A dragging mud guard can turn into a dangerous projectile for the car behind you. Consider repairing those minor problems before you leave so that they do not become major problems on the trip.

It is really quite simple, practicing these simple preventative maintenance techniques can save you lots of time and money on your vacation. Replacing a bracket on your exhaust system before you leave will cost under \$20.00, replacing your entire muffler on your vacation will cost you considerably more money, as well as a great deal of your vacation time.

Have a safe and fun filled vacation.

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Used car

Continued from page 2

owners' phone number.

An evaluation could include a number of items, but do not use one that is too cumbersome. Your first look-over should include the following...

- (1) **visual examination**-open all doors including the hood and trunk. Check for rust, weld marks or a bent frame. Examine the muffler, tail pipe and exhaust pipe.
- (2) **under the hood**-check fluids. Examine hoses and belts for wear.
- (3) **electrical service**-start engine and check all accessories such as gauges, radio, wipers etc. one at a time. Check horn and all lights.
- (4) **trunk**-is there a spare tire? Is it useable? Does it have a working jack?
- (5) **interior**-badly worn upholstery and carpeting indicate neglect and heavy usage.

(6) **engine**- does it idle smoothly? Is its highway performance OK? Are there unusual noises?

(7) **drive train**-during road test check smoothness or shifting or unusual noises.

(8) **suspension**- push down on the car's corners, front and back. If it continues to bounce more than one and a half times the shocks may be worn.

(9) **view the car from a distance**-a car that is not level may indicate weak suspension.

(10) **steering**- on a straight, level stretch, be sure the steering wheel pulls neither to the left or the right. When rounding a corner it should return straight ahead smoothly.

(11) **tires**-examine tread and general condition. On the road test, listen for thumping or shinning of faulty tires.

(12) **brakes**- driving between 40-50kph, with no one behind you, apply the brakes. If they pull in either direction there is a problem. Apply slight pressure on the brake pedal at a speed of about 5mph, check for an intermittent surge indicating drums or rotors that may be out of round.

(13) **odometer mileage**- just because a car has high mileage does not mean it should not be considered. It may be in better condition than one with fewer miles. Owner's manuals emphasize that low mileage cars which have been victims of "stop and go driving" (several trips in one day of 10 miles or less may fall into the "severe service" category. Not only is this type of driving tough on a vehicle, it requires special servicing the owner may

have overlooked.

(14) **ask for service records**-many private owners proudly display their maintenance history books as a selling point. A new car dealer may provide this information if the vehicle originally was purchased and serviced there.

When you have narrowed the field and made your final choice invest in a comprehensive inspection by a qualified technician. If everything is A-OK, you have peace of mind. If there is a problem and you still want the vehicle, you may be able to negotiate repairs and or a discounted price.

Lastly, it is a good idea to involve your young driver in the entire procedure. Teenagers, especially girls tend to get left out. They may be included in the looking stage, but when it comes to evaluating the strengths and weaknesses, having the car inspected, studying the warranty, arranging credit, buying insurance and signing the papers, parents tend to take over...allow your teen to know what is happening at each step, what better way to learn?

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- 1999 **Century Custom** (2 to choose) white and maroon, fully equipped, power seat, alum. wheels, C.D. & more, 20,000 & 30,000 kms. **Sale Priced \$20,495.**
- 1999 **Bonneville SE**, 4 dr, Silver, fully equipped, buckets, cloth interior, alum. wheels, rear spoiler & much more, 30,000 kms. **Sale Priced \$20,900.**
- 1999 **Regal Custom**, 4 dr. white, 3.8V6, buckets, fully equipped, power seat, C.D. alum. wheels & more, 26,000 kms. **Sale Priced \$20,795.**
- 1997 **Delta Royale LS**, fully equipped, dual power seats, cassette & C.D. & more, 49,000 kms. **Sale Priced \$16,995.**
- 1997 **Malibu**, green, V6, auto, air, PW, PDL, tilt & cruise, air & cassette, keyless entry & more, 70,000 kms. **Sale priced \$13,700.**
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