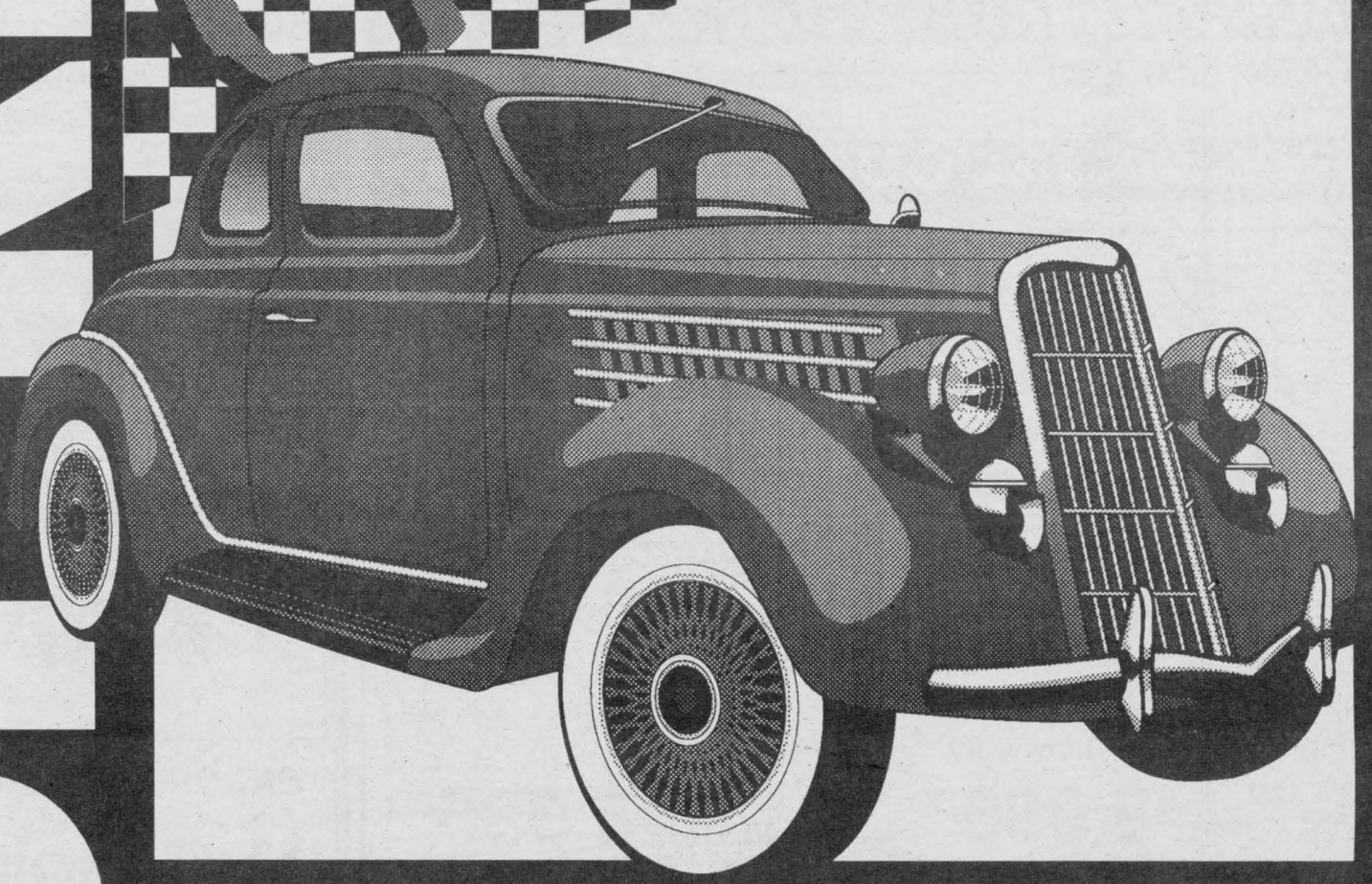
SPRING

Car Care & Buyers GUIDE



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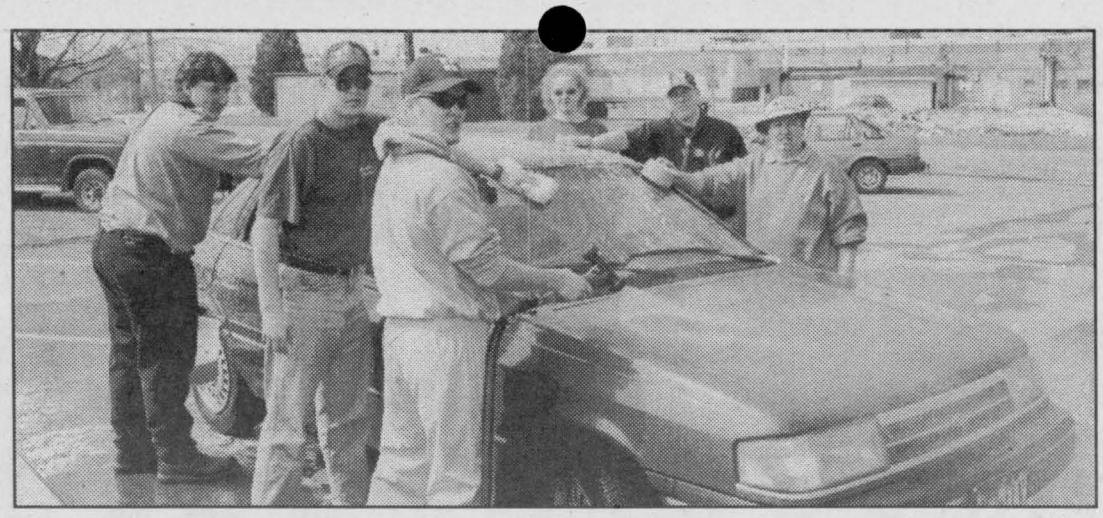

Washin 'and smilin 'Venturers. *Chieftain Photo R. Johnston*

Protecting your children

Even a slow crash can cause severe injury or even death to your child(ren), if they are not properly restrained. To ensure your child's safety, the Canada Safety Council urges you to follow a few simple steps regarding child safety seats, namely:

* Be sure to properly install the child seat.

* Ensure all harness straps fit snugly around the child's body.
* A rear-facing infant seat should **NEVER** be installed in a seating position equipped with an air bag.
* Canadian law says that the forward-facing child restraint must be secured to the vehicle frame using the tether strap at the top of the seat.
* Booster seats are required by law in some provinces and recommended in all others for children between 18-27 kilograms. They are important because children at this size often do not fit an adult lap/shoulder belt system properly.
* Most children over 27 kilograms can use a normal seat belt restraint assembly. The lap portion of the belt should be fastened low down on their hips, cross the pelvis. It should not lie across the abdomen. Never put the torso portion of the seat belt under their arm or behind their back.
* Always set a good example...make sure **everyone** in the vehicle wears their seat belt.



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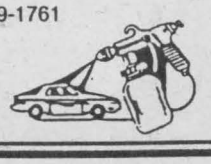

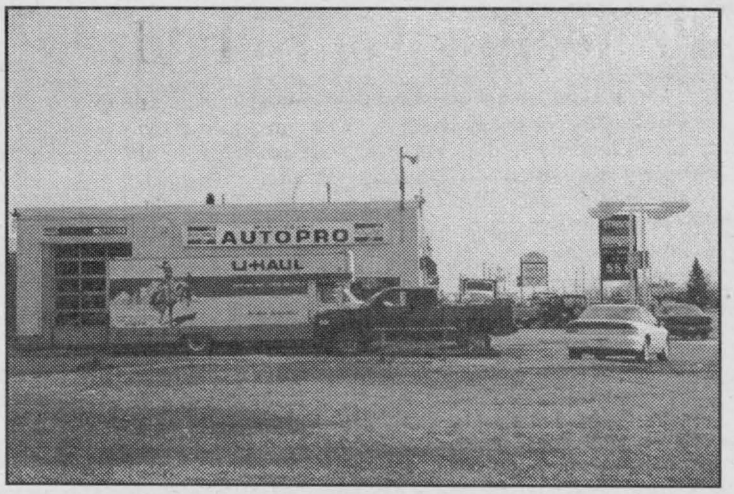

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Pay attention to the early warning signs

What do shoes, belts, mufflers and boots have in common? They're all car parts, of course, the latter being less familiar to most drivers. While brake shoes, drive belts and mufflers have been around since the first days of the automobile, boots (they're the protective cover on the flexible CV joints) are relatively new among automotive terms. Found on front wheel drive as well as some four-wheel drive vehicles, they are vulnerable to damage from road debris such as flying stones. This kind of damage allows contamination and leakage of the lubricant contained within the boot.

Unless the cut or crack is discovered quickly, lost lubricant soon leads to failure of the component. A new boot and replacement of lost fluid can be the cure if detection is early. However, because this is a labor-intensive procedure, customers frequently are advised to install a rebuilt axle/joint assembly, which includes a new boot.

Knowing the circumstances under which your symptoms occur can be useful, says Car Care Canada. For example, if you notice a noise while turning you may have a bad outer CV joint, they advise. Shuddering, vibration or a clunking sound when accelerating or decelerating may mean trouble in the inner, the outer joint or both. Worst case scenario: the total failure of this component causes a catastrophic loss of power and/or steering. If you're lucky you'll only need to be towed in.

Most people are unaware of the early warning signs of a failing CV joint, much less the leak that caused the problem. Auto repair shop owners would agree that people tend to ignore leaks of all kinds, brake fluid, transmission, engine and other. A common example are customers whose cars need new CV joints. When asked how long they'd noticed the leak on their garage floor, their typical response is a couple of months. Even more important than the repair cost is their susceptiblity to serious car trouble far from home.

Regular inspection of the CV joints and boots can eliminate the need for replacement of either.

Steps to protect your paint

As summer approaches, an annual rite of passage commences with the weekend ritual of washing and detailing your car. It's the time of year when you clean the wheels and polish the paint in an effort to bring back that showroom shine. More important than a "once over" every year, though, is to wash your car on a consistent basis, protecting against the damage caused by oxidation, acid rain and other types of contamination. This advice is even more critical for cars with today's clearcoat paint finishes.

Bill Stuart, an expert in the detailing industry for more than 20 years, outlines how professionals take care of their own cars. "Most importantly," he says, "wash often and wash properly." Eggs, bird droppings, paint overspray and even water droplets are likely to cause permanent damage if left on the finish. Washing incorrectly can do almost as

Please turn to Page 6

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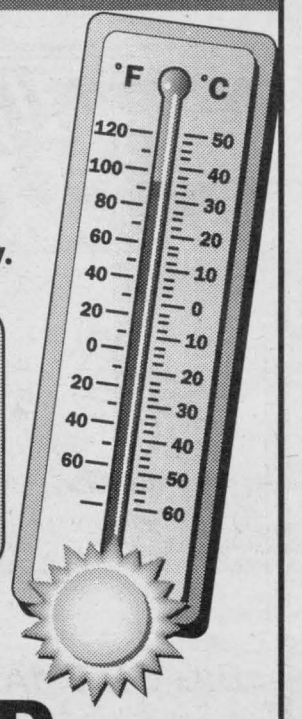

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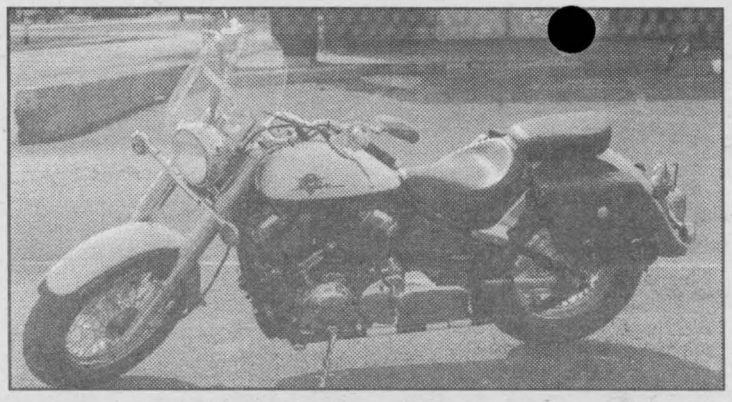

Spring is motorcycle weather here's a beaut!

Help your car keep its cool with regular inspections under the hood

Most people take the time to check the rubber on their car tires before heading out on a vacation trip. However, the rubber under the hood is just as important as the rubber around the rims. Broken belts and burst radiator hoses are two of the most common causes of engine failure on the road.

Rubber components, such as hoses and belts, exist in a hot, hostile environment. On a July day, the temperature under the hood can rise to above 250 degrees. To keep the engine cool, more than 7,500 gallons of coolant per hour will circulate through hoses at up to 18 pounds of pressure.

With demands like these, periodic inspections are just common sense. You can inspect a cooling system yourself or take the car to your local mechanic.

Cooling system inspections are not time-consuming. By making an appointment in advance, you can take care of this on your lunch hour, before your family departs for a road trip. Because they stock a wide range of belts and hoses, chances are most cooling system specialists will have replacements on hand, if replacement is necessary.

The goal of a cooling system inspection is to make sure your cooling system is in good shape before you leave home. The mechanic will look for worn, damaged or leaking parts. The following is a list of the items that should be checked during a cooling system inspection:

The condition of the water pump.

Leaks or corrosion in the radiator.

The proper coolant level.

Leaks, breaks or worn spots on hoses.

Loose hose connections.

An adequate seal on the radiator pressure cap.

A thermostat that adequately monitors engine temperature.

Worn or frayed belts.

Proper tension on belts.

The mechanic probably will recommend replacing worn or damaged hoses or belts with new parts. Cracks on belts and soft spots on hoses indicate it is just a matter of time before these parts fail. It will be less costly to replace them while the car is at the shop than to pay for a tow truck along a highway.

A cooling system inspection is an investment in your peace of mind. Vacations are for spending time with your family, not for car repairs.

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Ten tips for the tire buyer

Since automobile tire buying is not a daily occurrence in our lives, walking into a tire store can be somewhat unsettling. It's even worse when an attendant offers help and we don't have a clue where to start. If you ask youself these questions before you go to the store to buy tires, you'll be well-prepared for that helpful salesperson.

1. What is the make, model, and year of your car? This information gives the dealer an idea of what type of tire will perform the best and look the best on your car. (For example: Ford Probe, 1989.)

2. What is the brand name, model, size and type of your current tires? Just look at the side of your tires. If your current tires did not come with the car when it was new, be sure to check all four tires and make sure they are the same. The previous owner may have been less knowledgeable about tires than you. (For example: Bridgestone, S471, P185.70HR13, blackwall.)

3. Do you like your current tires? Do you like the way your tires make your car feel and sound? Or how they make your car look? What would you like to change? Make a list of the things you like and dislike about your current tires. This will help guide your dealer to the tire that best meets your needs.

4. What do you want from your tires when you are driving? Do you want a soft, comfortable ride or do you want a tire that has been built to harness your sports car's capabilities? You may want both, but this is difficult to achieve. A tire that is designed for ride and comfort will not handle as crisply as a performance tire, and a performance tire will not ride as comfortably as a tire designed for comfort.

5. What weather conditions do you normally drive in year around? Are the roads mostly dry (summer tires), or are they usually wet (all-season tires)? Do you ever drive in snow? If so, is it deep (snow tires) or just light snow (all-season tires)?

6. Where do you do your driving? Do you drive mostly around town? Then you probably don't need to spend extra money for a speed-related tire (unless your car came fitted with them). Do you drive frequently on gravel? Then there are certain tread designs you should avoid. The answer to this question can point your tire dealer to the most appropriate and cost-effective tire for your needs.

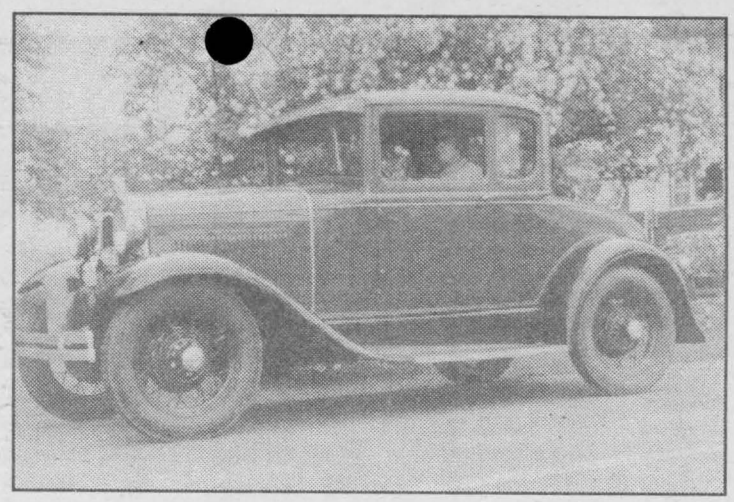
7. At what speeds do you normally travel? If you travel at higher speeds, or own a sports car, you may need a speed-related tire. However, if you always drive at moderate speeds, you probably do not need to go to the expense of buying a speed-related tire. On the other hand, if your car came from the factory with speed-rated tires, it may be in your best interest to replace them with the same speed rating. This will give your car the same handling characteristics to which you're accustomed.

8. How do you want your car to look? There are several "cosmetic" options for tires: Blackwall tires look good on modern and more performance-oriented cars. Whitewalls look good on many cars. Raised white letters and outline white letters are two more options.The profile of a tire is also a cosmetic consideration.

9. What kind of warranties do you want, or are available? Many manufacturers offer limited warranties which cover you for faulty workmanship and product defects. Many tire dealers also offer "road hazard warranties" for a small additional cost. This warranty covers your tire if a foreign object cuts or punctures it.

10. How much do you want to spend? Once you know the answers to the first nine questions, you're ready to consider price. Your dealer will be able to show you various price options for tires that meet your driving needs. You should also shop around. Prices on the same tire can vary from store to store.

Be sure you know what you're getting for the price. It should include the price of the tire, tax, mounting, and balancing. Most warehouse clubs do not offer the services of a tire dealer. You may have to go elsewhere to have your tires properly mounted and checked. At the very least, you will probably have to pay extra for these services.



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CONTINUED

Paint

(Continued from Page 3)

much harm as good. Stuart continued:

(1) Avoid washing your car in the sun. When possible, work in a protected area to cut down on the wind, which can carry dust and dirt.

(2) Rinse off as much soil as possible before washing.

(3) Properly clean the tires first, then the wheels. Spray a cleaning solution onto the tires and scrub with a strong-bristled brush; it will let the tire absorb dressing more evenly and more thoroughly.

(4) Cleaning the wheels, especially today's clearcoated wheels, is important since brake dust and road salt can cause irreversible corrosion. It can start in hidden areas, and once it penetrates the clearcoat, the damage is impossible to correct. Use a brush that is safe, with "flagged" bristles — ends that are cut into tiny, super-soft pieces so they remove soil without damaging the wheel's finish.

(5) Avoid cleaning warm wheels. A chemical that might be safe at 60 degrees F might easily discolor or otherwise damage a wheel that is at 80 or 90 degrees F or hotter.

(6) Never use household detergents or dish soap to wash your car. These strip the protective wax coat, quickly causing your car's finish to dry out and age prematurely.

(7) Use quality mitts rather than sponges or towels. Washing with a sponge or towel can actually grind the dirt into your car's surface. Mitts made with cheap, synthetic materials may not remove soil or hold wash solution very well.

(8) Use two wash mitts. Clean the dirtiest areas with the first mitt — below the body side molding, the grille, areas covered with bugs, etc. Use the second mitt and fresh wash solution to clean the rest of the body from the top down, keeping the car wet until you're ready to dry.

(9) Wash in straight lines, not circles. Use overlapping strokes to make sure you reach every area.

(10) Take the nozzle off the hose to rinse the car. This allows water to sheet off, leaving less standing water for you to dry off.

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Women and cars

More than 40% of women entering the marketplace today to purchase a vehicle are likely to be shopping for a new car, according to a 1998 report prepared for the Royal Bank by DesRosiers Automotive Consultants. That means that close to 60% of women in the market for a car will be buying a used vehicle. The same Royal Bank report also indicates that those motorists who own a used vehicle plan to have it for 6.8 years.

More and more households are run by single women, so women are responsible for vehicle maintenance in a growing number of households and families. Even if there is a male partner in the household, many women are still responsible for their vehicle's maintenance. Historically, women have reported that they felt they were treated differently than their male counterparts by repair facilities.

Attitudes in repair facilities are finally changing. More and more repair facilities recognize that a large part of their business, their customer base is female and that those customers should be treated with respect, all customers deserve the same respect. Surveys show that women enjoy the safety security of having a well maintained vehicle, but dislike having limited knowledge.

Women are well advised to practice proper overall vehicle maintenance. A properly maintained vehicle is less likely to break down and costs less money to maintain in the long run. The average annual cost for vehicle repair in Canada is around $777, so you should budget accordingly. Of course, the older the vehicle, the more the annual cost for maintenance is likely to increase.

Car Care Canada had developed an easy to understand booklet about vehicles, called, "Car Maintenance Made Easy." It covers the basic parts of the car and what they do. To order yours, write to CCC, 1272 Wellington Street, Ottawa, K1Y 3A7.

It is vital that all safety features on your car are properly maintained and in proper working order. One area to focus on is the "Safety Triangle"...the brakes, tires and shocks...that all work together. If any one of these key components is not in top working condition, stopping distances can increase dramatically and driver control can be seriously diminished. There is a strong relationship between shocks, brakes and tires.



Used Market is good

Notman Motors hardly got this Ford Explorer on the lot and it was sold. New is extremely expensive for a lot of people and many feel that used, if in good shape is definitely the way to go when looking for a vehicle. There is an abundance of dealers in our area to provide the make, model and year you want...even the colour you desire. *Chieftain Photo by N. Zandbergen*

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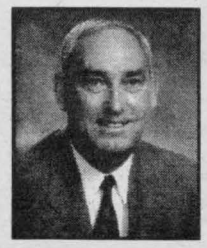

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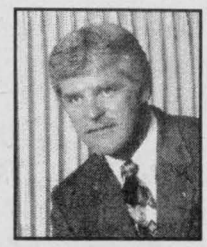

Roger Terriah "Any make, any model, any year" Jack Notman



Speed in white for 1999!

Rain, rain go away...

Driver visibility may be hindered during the rainy spring season. Sudden downpours limit driver's ability to see out of their windshields, which may result in car accidents. So treating your windshield to make it repel water is a great safety idea. Applying Rain-Away helps you to see more clearly even during heavy seasonal downpours.

Rain-Away is so amazing that it will virtually disperse anything that comes into contact with your windshield, including rain and those last dregs of snow. Once the glass is treated, at highway speeds, you almost never need windshield wipers!

Rain-Away works by creating a surface too slick to allow water to adhere to it. The water beads slide off the windshield. The secret of the product is a clear polymer formula that really does the job.

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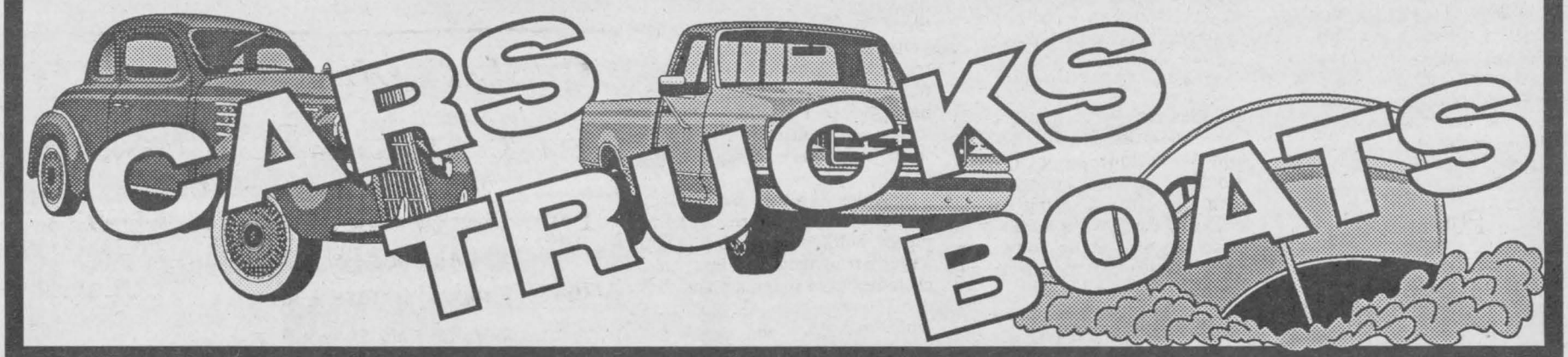

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