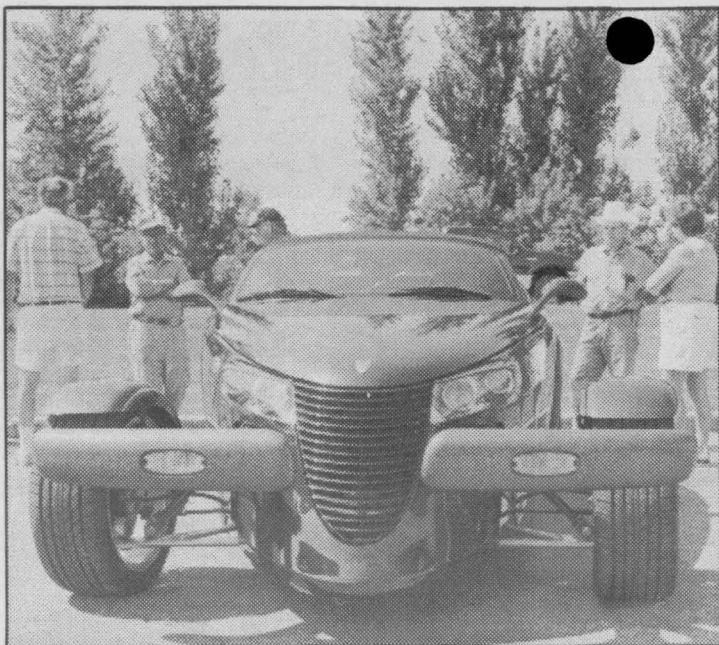


FALL CAR CARE

& Buyers GUIDE



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On the prowl... a Millenium Muscle Car.

A purple menace on the Prowl

by Sandra Lee Johnston
Chieftain Staff Reporter

The Plymouth Prowler is certainly a "man's toy"...the purple beauty sat like a huge cat ready to pounce. Driving up to check it out, the shivers were up and down the old writer's spine in anticipation.

Hugging the pavement, wide rubber and not a lot of sparkle, the Prowler is an expensive automobile, but well worth the price tag for those who desire an out of the ordinary car.

Jermaine Baker of Morewood is one such gentleman. A collector of sorts; he also has a 1938 Plymouth with low mileage and all the pertinent data, like delivery date, still in the glovebox and a 1959 Ford with a workable retractable roof that slides into the trunk area creating a convertible car. Owner and operator of the Morewood Tire Shop for more than twenty years, Mr. Baker has semi-retired and now operates a flatbed truck that he utilizes to haul vehicles to the auction in Winchester for customers booked for the upcoming auction.

His latest acquisition is a 1997 Prowler which he admits to paying \$65,000 for. He smiles as he explains that it is #83 out of the 112 built in this model year. He imagines that the worth of this magnificent automobile can only grow in the years ahead.

He tells about a trailer that resembles the hood portion of the car that would allow him to take items along when he goes out in the car, and which would look pretty neat tagging along, "But, they would not budge from their asking price of \$6300 and I was resigned not to pay that much! A stalemate of sorts and so they have the trailer," says Baker.

Under the hood sits a 3.5 litre Chrysler engine, a V-6 with 24 valves that is registered to 240 on the speedo. Baker says he has not

pushed the motor, but has no doubt she could wind up to close to that speed on an open stretch. As he shows off his pride and joy, he shows how the engine is nestled inside the hood area. The battery sits in the extreme front nose of the hood area, all alone. This seems to be the only place it could be placed. Everything is packed in neatly and compactly, and while it seems it would be tough to work on if you were a mechanic, there are three bolts in each side of the hood to remove that section of the metal and expose the entire engine. This is like the early autos where the side flaps came right off to let one get right inside the engine easily. A great idea, it will allow work to get done with minimal effort, since pretty well all parts are then easily accessible.

In the racing like cockpit sit a pair of comfortable leather bucket seats; an automatic transmission; numerous power equipment items (seats, brakes, windows); sound system second to none and an alarm that would be a necessity in such an automobile. A compact interior with everything within easy reach of the driver, this is one mean machine. Any car enthusiast would be grinning as they checked this beauty.

The purple menace sports 20 inch wheels on the rear and 17 inch rubber on the front giving it an even tougher appearance, reminiscent of the early 60s muscle cars. Baker tells about the sensor in each wheel that sounds if the tire pressure is not correct, since the fine tuning and precision of this car depends upon such things being exactly right.

Some day a ride would be terrific, but not on this day. Watch for this car and others like it on the highways, admire it and envy those who can afford to own such a marvellous automobile. Perhaps someday...

Block heater a good idea

If you consistently start your vehicle in subzero temperatures, it is wise to install an engine block heater.

Engine block heaters are strongly recommended if you live in an area where temps reach -29C or below consistently during the winter months. An engine block heater warms the engine coolant,

which improves starting, warms the engine faster and allows the heater-defrost system to respond quickly.

If you have the option, use it whenever the temp dips to -29 or lower.

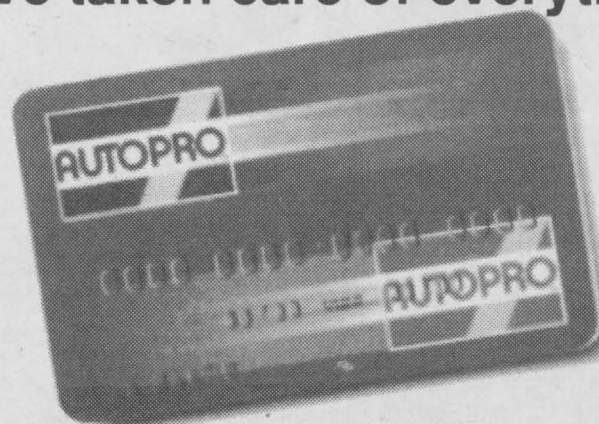
Do not use your heater with underground electrical systems or two-pronged adapters. You can

be injured by an electrical shock if you do either of the above.

For best results, plug the heater in at least three hours before you start your vehicle. Using the heater for longer than three hours will not damage your engine, so you can plug it in at night to start your engine the following morning.

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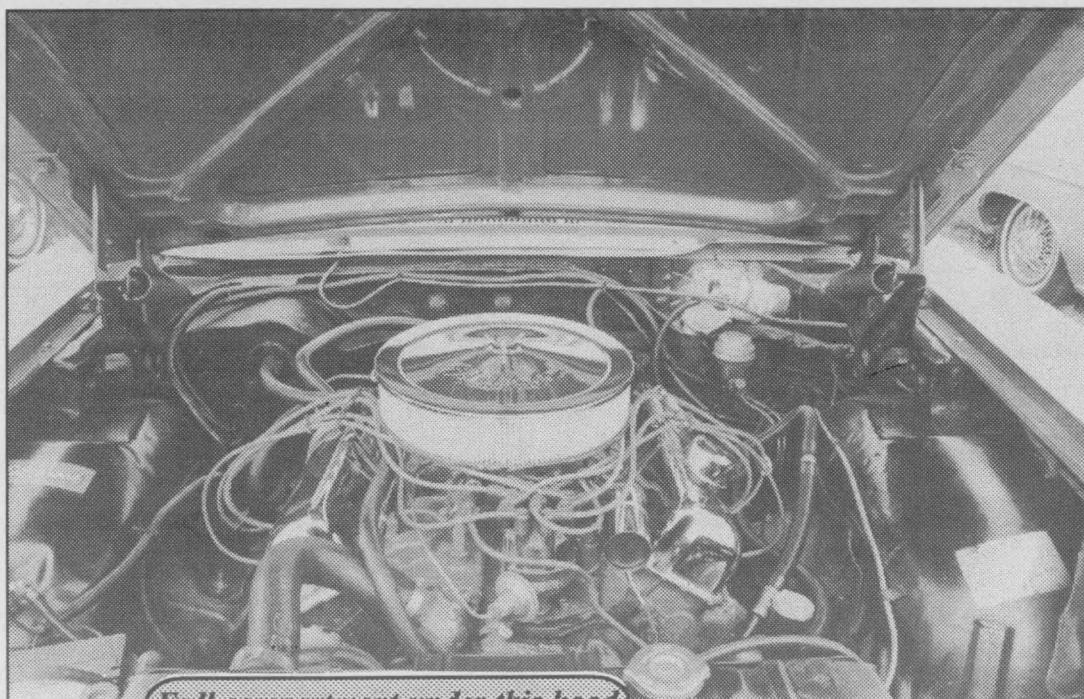
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Full compartment under this hood

Cold weather signals checks

A change in the season is approaching and with it the shift to colder temperatures. This is a signal to check your tires.

Make it a habit to check the air pressure in your tires at least once a month. Driving on under inflated tires can cause them to

wear out faster, degrade the handling and ride of the vehicle as well as reduce fuel economy.

While you check the pressure, take a look at the tire tread. If you see uneven wear patterns, have the vehicle checked by a professional.

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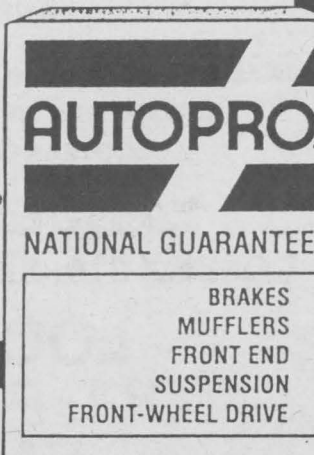


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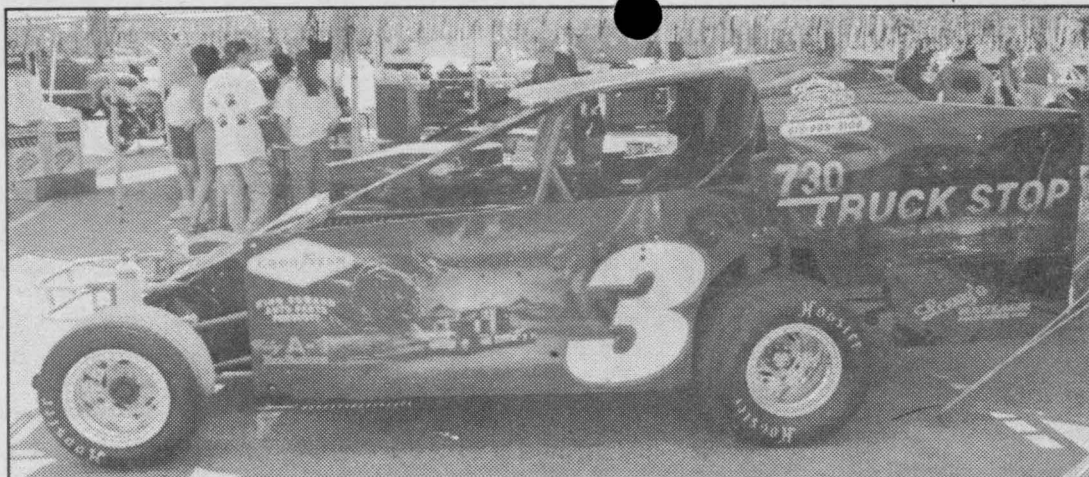
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Race Ready

Chieftain Photo by S.L. Johnston

Bill Mullins racer #3 sits ready to show the fans what a tough machine is all about. Sponsored by the 730 Truck Stop among others, the car was part of the Customer Appreciation Day at the Truck Stop. Bill did a fine job last weekend at the Cornwall Speedway.



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Tips for proper winter storage

Many motorists decide to store their car during the colder months in this country. However, this should not be done in a haphazard fashion, unless your car is a wreck that you do not care about or it is ready for the auto wrecker.

The following will bring you up to speed as far as winter storage is concerned. It should be noted that storage should be only a few months...

The car's interior and exterior should be given a thorough cleaning. At the time of storage, it should be completely dry, especially rubber pads surrounding the trunk and doors.

The car should have been recently lubricated and the oil and oil filter changed. The quality of the antifreeze as well as the quantity need to have been checked as well.

The gas tank should be at least one quarter full. It is a good idea to add a lubricant (top lube). The lubricant can only be effective if the motor has a chance to run a few kilometres afterwards. For periods of storage longer than a few months, it is wise to unscrew the spark plugs in order to inject a small amount of oil which will grease the cylinders.

Place the car on blocks either over the axle or over the suspension. This way, if the tires become flat, they won't be ruined by the weight of the car.

Once these few steps have been taken and the car's engine is cold (has been idle for 5-6 hours) it is good to run the engine for about 30 seconds, allowing the oil to lubricate all the parts of the motor and since the engine is cold, it will remain in suspension longer.

Disconnect the two battery terminals, remove the battery and store it in a cool, dry place. It should be slowly recharged at least once during the storage period.

If the car will be stored longer than two months, you may be able to take advantage of a special clause in your insurance policy. Upon proper notice to the insurance company, the car's collision coverage can be temporarily withdrawn, while still maintaining all other coverage, like that against fire, theft and vandalism. When the insurance company is notified that the vehicle will be on the road again, full coverage is reinstated and your account is credited for the period the car was in storage and not fully insured.

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An Oldsmobile from the '30s gangster era.

Many ways to check over previously owned vehicles

The average transaction price of a new passenger car today is close to \$23,000 and the average for a truck is more than \$31,000. That means it takes the average consumer 28.6 weeks of their earnings (as compared to 20.0 in 1982) to be able to afford to buy a new vehicle. To make purchasing a vehicle more affordable, you may be considering purchasing a previously owned, or a second hand vehicle. It is indeed a smart choice that many Canadians are making. Total used vehicle sales increased from 2.4 million units in 1992 to 3 million units in 1998. A sign of the times as it were.

If you are considering buying a used car, even a fairly new one, be sure to factor in a reserve repair fund into your budget. When buying a used car, the first money you spend should be on the services of a trained automotive technician, who can look over the vehicle and help you spot discrepancies that the untrained eye might never touch.

This ounce of prevention will not only help you to avoid making a bad purchase, it will also help you to determine what, if anything you can expect to spend on repairs soon after you become the new owner. A drive belt, radiator hose, battery, brakes or a

couple of tires are all typical items which might soon need repair. Armed with the knowledge of these impending repairs, you may be able to have some extra bargaining power with the vehicle's current owner.

And...be wary of the vehicle seller, either private owner or part of a dealership, who resists a professional inspection. It may well mean that they have something to hide.

A professional opinion can be valuable in estimating interior repairs as well. A car with worn or damaged fabric that is still in good operating condition may still be a good investment. Upholstery burns or tears can usually be repaired by an upholstery shop at a reasonable price. Do not forget to have your technician take a good look at the vehicle's outer body as well. A larger outlay of repair money may result from rust or dents in the exterior. The cost of paint jobs can be sky high as well.

Once you have made your decision and purchased a previously owned vehicle, remember to do some basic preventative maintenance at regular intervals. Clean oil, a fresh oil filter and a properly tuned engine cost very little, but add thousands of kilometres to the life of your vehicle.

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Getting down to details - Wash ~ Wax ~ Shine

Old or new, all vehicles benefit greatly from being kept clean and thoroughly waxed. Not only does regular cleaning and waxing prevent corrosion and rust, proper car care may increase the future resale value of your vehicle. That means that without help or expe-

nensive detailing your initial clean up or your last before the snow flies could take a bit of time.

The best advice that you can receive is to make sure the tools and cleaners are the most efficient you can find. Equally important is to collect all your equip-

ment before hand to avoid extra trips to the store or spending time looking for the right cloth, sponge or bucket.

* Save time up front and avoid smearing during the wash by hosing off loose dirt and debris, particularly in the areas where the

most grime and dirt tends to collect.

* Good quality car washes help avoid creating hairline scratches that dull the surface of existing polish or wax coatings. For that reason, make sure you use a proper automobile wash specially formulated to produce the best the best shine for your vehicle, rather than a household detergent. Do not add too much wash to your bucket. Suds are good, but too many suds can leave surfaces looking streaky.

* Dried suds can leave spots. To prevent this, wash and rinse your vehicle in sections, then dry thoroughly with a soft cloth.

* Always start with a clean dry surface when waxing. Do not wax in direct sunlight or on hot surfaces.

* Using a circular motion, apply a THIN, uniform coating of the wax.

* Waxing your vehicle not only makes it look great, its vital protection for the paintwork. And there is no getting around it, those larger vehicles take longer.

* Let the wax dry and then buff gently using a terry cloth towel or a leather or synthetic chamois.

* For maximum gloss, wipe vehicle with a damp (not wet) cloth after the wax has been removed.



Chieftain Photo by S.L. Johnston

Just A shine please

This young man worked hard to give his Tempo a shiny appearance. Washing and waxing provides a glow and a protection for the automobile finish as well. Doing small sections at a time will not leave streaks and the completed job will be what you expect and want your wax to do.

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Have you ever stopped to think how much contact your car has with the road?

You stay on the road courtesy of about four hand-sized pieces of rubber compound. Without that contact, your car is a candidate for making soup cans. It is well

worth your while to keep your tires properly inflated, rotate them at least once a year and replace them when the tread gets worn.

But, there is more to it than that. Your tires can also be an early warning system for other problems such as alignment or a failing suspension. Suppose you look at your tires and you notice that the tread seems to be more worn on the inside than the outside edge. You probably need your wheels aligned. Getting the alignment fixed will improve your car's handling and fuel economy, as well as giving you a more comfortable ride.

Does your car start to shake when you reach certain speeds? It could be that you need your wheels balanced. All wheels and tires have very slight differences in the weight distribution and at the speeds they are turning, that translates into a powerful vibration. All it takes to fix it is the positioning of those little lead weights around the edge of the wheel.

Things that happen include:

* Feathering is caused by incorrect toe-in or toe-out. The tire drags across the road, instead of rolling easily. You need an alignment.

* Wear on one side only means that the camber is out of adjustment. This too means you need an alignment.

* Cupping occurs when the tire bounces, rather than rolling freely. Small areas of excessive wear appear. This is generally caused by worn shocks or loose suspension components. You need to have your suspension adjusted.

* A series of cups suggest that the tire is shimmying...you need your wheel balanced.

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prolong engine life**

Oil your way to longer engine life

Women were the principal vehicle maintainer in 36.4% of all households in Canada in 1998, that is up from 32.2% in 1996. one of the most frequent and most important maintenance jobs to perform on any and all vehicles is an oil change. Whether you are a man or woman, you may often wonder why you should bother changing the oil in your car or truck.

Well, the answer is very simple. Your vehicle's engine generates temperatures in excess of 200 degrees C. under normal operating conditions. If it is a turbo, that number is more like 300!! The oil helps protect your engine. Oil prevents metal to metal contact and cleans out dirt and combustion by-products. Many people do not realize that oil is also an important part of the cooling system, dispersing about 20% of the engine heat.

Today cars are designed with smaller, more fuel efficient engines and are built to tighter tolerance. The engine oils you

put in have to be equally high standard and the manufacturers are continually researching new and improved products.

But...nothing lasts forever. Over time, the oil will lose some of its viscosity (ability to flow) and will pick up enough dirt and water in suspension that it needs to be replaced. Engine manufacturers generally recommend an oil change every 5,000 to 6,000 kms. if you do nothing else in the way of preventative maintenance, do these oil changes. They are the single most effective thing you can do for long engine life. And at about \$20 per oil change, it is also one of the cheapest.

Not all oils are equal. All oils conform to high standards. The biggest difference is in the additives that each company adds. These additives will enhance the oil's cleaning effects in the engine, will lay down a protective layer on the metal walls to reduce internal friction and help the oil to resist thermal and viscosity breakdown.

There are also other additives or

oil treatments that can be bought separately. Such additives can help any oil remove engine deposits, protect engine parts and improve fuel consumption. They are available at automotive stores or wherever you get your oil changed.

Synthetic oils are not refined from crude oil, but are specifically engineered for high performance engines. They give

superior low temperature fluidity, better high temperature stability and greater resistance to oxidation and shear stress. Synthetic oils are less volatile and so you are less likely to have to add oil between changes. Some synthetics contain an additive that actually bonds to engine surfaces, providing an extra layer of protection. That layer is there before you start your engine, so you

have no metal to metal contact even at start-up.

Synthetic oil can be mixed with conventional mineral oils; they are fully compatible and they are recyclable. There are also semi-synthetic oils on the market. These blends of synthetic and mineral oil offer the best of both worlds...the low cost of a mineral oil and the high performance of a synthetic.

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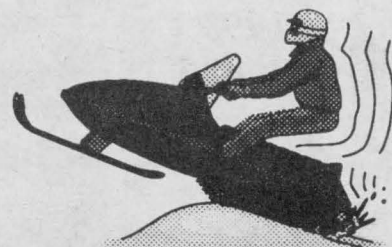
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