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Car Care
**Inside
& Out**



A SPECIAL SUPPLEMENT TO THE WINCHESTER PRESS

Anywhere, any time, we'll haul it

by Chris Zabel
Press staff

HALLVILLE — Anywhere from Guelph to Montreal, Loughlin's Motors in Hallville offers towing service 24 hours a day. "Just phone us and give us good directions," said owner Gerald Loughlin.

Loughlin's has been in Hallville for the past 12 years, although Loughlin has 26 years experience in the business. He's a hands-on owner, and said he responds himself to about 99 per cent of the business's calls for towing. As the only towing service between Winchester and Kemptonville, Loughlin finds himself working on all types of hauling jobs in the region around Hallville.

"Call us and we'll find a way to move it. We're not scared to tackle anything," said Loughlin. Automobile towing makes up the bulk of his business. His tows are divided evenly between accidents and vehicle breakdowns.

Loughlin said that no two hookups are alike. He can have a basic stranded vehicle hooked up and rolling in about five minutes. A vehicle that has rolled and landed upside down in a ditch, on the other hand, is going to take longer. Loughlin often responds to calls from the Canadian Automobile Association. "We'll tow for anyone who calls," he said.

Most jobs can be accomplished with a basic tow truck, but Loughlin has

heavier vehicles at his disposal for more challenging hauling situations. If a vehicle has damage to its wheel systems, and can't roll, the flat-bed tilt loader is used to get the vehicle moving. Loughlin's also operates a tractor trailer, and can have available on short notice as many more trailers as he might need. The business also offers basic hauling services, sometimes transporting grain for local producers.

Over the years, Loughlin has run into a number of unusual hauling projects. Large pieces of farm equipment sometimes pose challenges. "In the past, we've moved buildings," he said. Loughlin also recalls a job where he hauled a boat that was roughly 10 times larger than the truck he was using.

Loughlin said that there is never a typical accident scene. Sometimes he is called to crashes involving a number of vehicles. With so many years of experience behind him, Loughlin said he's able to take it all in stride.

Behind the Loughlin's Motors garage in Hallville, the business has a compound to keep the vehicles it retrieves. The wrecked vehicles aren't used for spare parts. The compound is registered with the OPP.

Loughlin's garage also offers a full range of vehicle repair and maintenance services. Deals are offered on oil changes, tire alignments and safety inspections. The business offers exhaust pipe bending, and Loughlin's can prepare a vehicle for Ontario Drive Clean testing.



Loughlin's Motors in Hallville offers tow truck service 24 hours a day. In cases where vehicles don't have an intact set of wheels to roll on, the tilt loader is available to carry cars. For really large hauling jobs, automotive technician Peter Van Veen also has a tractor trailer he could use.

Press Photo — Zabel



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"If you're satisfied, tell others; if you're not, tell us."

BGM Autobody

• continued from previous page

"Quite often people want to change the color of the car. They want it to show, and look like a new car," he said. For the client who wants to maintain a factory appearance, BGM has references listing the paint codes for every car on the market. The company uses Lesonal paint, manufactured by Akzo Nobel.

Maloney said that the requirements of every paint job are different. Something that Maloney particularly enjoys is painting cars for companies with fleets of vehicles that all need to look the same. These vehicles are sometimes brand new and white when BGM gets them, and they get sanded down and repainted. BGM does fleet work for companies such as R.W Tomlinsons, Gaden Landscaping, Service Master and others.

Something Maloney is particularly proud of is that he runs an environmentally aware shop. This year he completed the Profit from Good Environmental Management course, and is having his apprentices take the course later this year. The ventilation system in the spray booth where painting is done at the shop has a filter, so toxic gases aren't being released into the air. And all of the paint and chemicals at BGM are recycled on the premises.

Customizing represents only about 20 per cent of the work Maloney does, but

these are some of the jobs he takes the most pride in. Custom air-brushing, racing stripes and two-tone painting are only a few of the features drivers ask for.

Maloney knows how to paint cars with the classic flame design. The basic flame pattern is cut out from masking tape, painted on, and outlined with an air brush. The paint is then wet-sanded, buffed and polished. Maloney said that to give a car a major flame pattern will take approximately three weeks of work.

"Not everybody wants it, but it's starting to get more popular," said Maloney. One of the jobs he's most proud of is a checker-flag pattern he painted on a pickup truck. Another memorable job was for a dump truck owner who wanted an unusual 3-D effect on the hood, creating the illusion that the paint has been half torn off. "The guy just loves it," said Maloney.

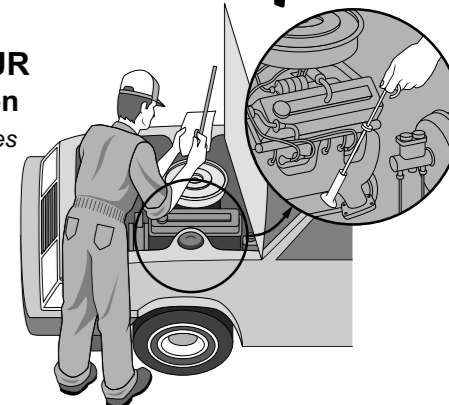
BGM can work with customers, to develop a custom look for a vehicle. Catalogues depict all of the options available, including body kits, spoilers, custom paints, stripes and all types of moldings. The shop doesn't re-chrome, but can have chrome work done.

"Custom jobs are a joy to do. It's very gratifying," said Maloney. He drives a Chevrolet extended-cab pickup, but much like the proverbial plumber with a leaky drain at home, the body shop owner hasn't found the time yet to customize his own truck. "I keep meaning to get to it," he said.

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BGM Autobody offers paint and innovation

by Chris Zabel
Press staff

METCALFE — At BGM Autobody in Metcalfe, owner Brian Maloney said he loves it when customers leave feeling like they're driving home with a new car. The business specializes in collision repairs, restoration work, and customizing. Staff cleans every car before it leaves the shop, shampooing the floor mats and touching up stone chips. "It's just an added service that we provide for our customers," said Maloney.

BGM has been in business for the past two years. After gaining 25 years of experience in the autobody industry working in Ottawa, Maloney saw that the only way to progress in the industry was to have a shop of his own. "It was the biggest challenge of my career, and I haven't looked back yet," he said.

Maloney has lived in Metcalfe area for the past 17 years after marrying his wife Mary Lynn, a local girl. Now he has 16-year-old twins, Ryan and Tyler, who are currently learning the trade. "They love it and are really good at it," said Maloney. They work part-time during the school year and full-time in the summer.

Painting is the cornerstone of the business. "I do about 85 per cent of the painting myself," he said. A good autobody technician has to have a range of skills. Maloney said there is a

real knack to dismantling vehicles; taking apart a door, for example, can be a tricky job. And for masking and sanding vehicles, technicians need a steady eye. BGM employs two registered apprentices, and two additional full-time staff, all of them local to the area.

Collision repairs make up a large part of the business. BGM offers free pick-up and delivery service for customers who have accident damage

to be repaired. They also offer on-site estimates. The majority of clients, however, bring their cars in for restoration work.

Rust is always a threat to automobiles. "Any metal that's bare to the elements is only going to rust," Maloney reminds drivers. In most cases, rust starts with minor stone chips or scratches, and progresses from there.

Damage to a car's paint doesn't

have to lead to major repairs. Maloney recommends that drivers are best off touching up all paint chips, even if the paint isn't the same color as the rest of the car. Vehicle owners who respond quickly to rust will only have cosmetic problems with their cars, and not need panels replaced and new parts welded on.

For a professional paint job, Maloney can offer thousands of colors. **• continued on next page**



Painting the checkered flag pattern on the sides of this Ford pickup truck was a 14-hour job for BGM Autobody.

The owner also had an airfoil installed on the roof, because he often pulls a heavy trailer.

Checking tire pressure critical for motorists

by Gerrit Bosma
Press staff

WILLIAMSBURG — Tire pressure is the single most important factor to be considered for the safety of a vehicle tires. Marc Pinkus, owner/manager of Pinkus Tire and Battery, says most motorists don't think about tire pressure or maintenance.

However, as in the fall, the spring is another time drivers should be vigilant in checking their tire pressure, or changing the rubber on their vehicle all together. Because tire pressure changes from colder to warmer weather, tires should be looked at on a regular basis. In warm weather air pressure rises, and falls in cold weather, by one to two pounds.

"They should be checked at least once a month," said Pinkus, whose business is in its 58th year.

"Tire pressure needs to be measured, because improper levels can lead to a lot of blowouts."

The simple procedure of checking air pressure can be done with a small tire gauge, and is considered critical. When checking air pressure, the tires must be cool, meaning it should be three hours since the vehicle was last on the road. Owners should also visually inspect the tires to make sure no nails or other objects are embedded.

After the Firestone/Ford rigamarole a with blownout tires a few years ago, Pinkus said tire pressure has become a more contentious issue. As a result, education and public awareness in tire pressure has been stepped up within the industry.

While companies blamed each other for the pressure mixup and exploding tires, new technology has been installed in many of the latest auto models because of the incidents. Tire pressure monitors will be installed to alert drivers when a tire is under-inflated. The system uses sensors located in wheels to measure the pressure of each tire.

Studies in the United States have estimated that one in four passenger cars has at least one under-inflated tire. The statistic jumps to one in every three vehicles for sport utility and light trucks. Motorists who notice steering irregularities, such as pulling in one direction, may either have underinflated tires or misaligned tires.

Tires which have too much pressure will be worn on the inside and middle, while those with not enough pressure tend to wear on the outside of the rubber.

Pinkus recommends drivers check their vehicle's owner manual for the advised pressure measure for the tires.

"Pressure is big to check," said Pinkus. "Yet, most people don't think about their tires until something goes wrong."

Neglected tires can also suffer from gashes, leaks or worn tread. Along with pressure, all such factors lead to poor fuel economy, as your gas goes out the exhaust. "You brakes and tires are the most important parts of your car to check," advised Pinkus.

Another potential problem with tires after a harsh winter are aluminium rims which are known to corrode and leak. Pinkus advises motorists have all their tires checked to avoid future mishaps. He says not all tires need to be changed after the winter, but having two separate sets for the seasons is becoming increasingly recommended.

Motorist should also have their tires

aligned and rotated periodically to increase the durability of their tires and ensure safer driving.

For drivers who change from winter

to all-season tires for the spring and summer months, and vice versa, Pinkus Tire and Battery stores tires for each customer.



Marc Pinkus, owner and manager of Pinkus Tire and Battery in Williamsburg, demonstrates how to measure tire pressure with a gauge. He recommends tire pressure should be measured on a regular basis.



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Cover shot

The cover photo on this issue of the Winchester Press Care Care supplement is a 1921 Ford flatbed truck. The four-cylinder classic is red in color and sports a hardwood rail around the cargo area. It can be seen at C.W.M. Motor Sales (corner of County Roads 31 and 43) south of Winchester. Press Photo — Van Bridger

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- Avoid potholes and other objects on the road.
- Do not run over curbs or hit your tires against the curb when parking.
- Do not over load your vehicle.

Tinted windows – more than just style

by Gerrit Bosma
Press staff

WINCHESTER —The hot sun which beats down on motorists on the roads may be welcome relief after a frigid winter, but most times the scorching rays are too much. The solution — tinting.

Yet, unlike in the past when tint was applied to sporty cars and trucks for a more stylish and private look, the procedure is becoming more commonplace among all vehicle owners.

Larry Stiles of R&S Glass in Winchester has been working fairly steadily in applying tint film on automobile windows since the warmer weather arrived in the past month. Cars, trucks, family mini vans, Stiles is seeing various requests for tinting.

The main reasons motorists give for having tinting applied are to cut down heat, protect the interior from fading, privacy, and appearance. Stiles said parents concerned about the strong impact of ultraviolet sun rays on children and the brightness on their eyes, are also fans of the procedure.

Once an individual has a vehicle tinted they continue to do so with each make they buy.

“I would say nine out of 10 people will get tinting done on a vehicle again,” Stiles said.

But, don't expect to just drop off your vehicle and pick it up in an hour. Stiles said applying tint can take between two-and-a-half and five hours, depending on the type of vehicle. While some window decks can be pulled out or pushed in, some windows must be completely removed.

The film used for tinting must be equally distributed on the windows and takes about three or more days to dry, depending on the weather. Stiles doesn't advise owners rolling their windows up or down until this period has passed. The film is put on using a special liquid solution and a squeegee brush.

In most cases, the side windows on a car or truck are tinted. Yet, a small top strip on the front window is legal as is tinting the rear window of a vehicle. While some side windows are easier jobs, bigger jobs like larger rear windows may require two people.

While many think of tinted windows being a benefit for drivers during warm sunny days, they are also useful for night driving. Stiles said new vehicle makes have brighter lights that will be partly reflected by tinted windows.



Spring maintenance

Drivers who know that their air conditioning isn't working, may as well tackle the problem before the summer months bring scorching temperatures. In the service department at Boyd Chrysler Dodge Jeep in Winchester, automotive technician Bill Walsh has already worked on some air conditioner repairs. Dye is circulated through the air conditioning system to check for leaks. Walsh said that although the air conditioners in new vehicles are more reliable than they were a decade ago, fixing them can still be an expensive job.

Press Photo — Zabel

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The perfect wax job calls for desire

WINCHESTER — Waxing a car is no frolic. It takes time — an hour or more for a mid-size car — and therefore requires a certain mindset. A common rule of thumb is to wax a vehicle four times a year. To execute a “perfect” wax job, a vehicle owner has to like paying close attention to small details. And it's not a bad idea to think of the job as good exercise.

For the driver who still hasn't gotten around to the job of detailing their

vehicle this spring, everything needed to make any car look really sharp is available at Parcoll Products in Winchester. And owner Bill Collins can give tips on each step of maintaining a car's appearance.

Today's car paint holds up well and resists oxidizing better than paint did 20 years ago. There's still a problem, though, with airborne pollutants; acid rain, for example, is no less an aggressor than tree sap or bird droppings.

When does a car need waxing? A good indicator is when water stops beading on the car's surface. But beading doesn't necessarily mean the finish is protected. If a towel or chamois slides off the car, or doesn't squeak when rubbed against the finish, or the surface just feels smooth, those are good signs.

“All new vehicles are clear-coated, and old-style waxes will scratch their finishes,” said Collins. Waxes used to contain a mild abrasive which would remove a thin layer of faded paint from a car's surface. With modern clear-coating, an abrasive will not be removing dull paint, rather it will remove the layer protecting the paint. Collins recommends only using carnauba wax on new vehicles. Carnauba is the wax obtained from the leave of the fan palm tree.

For older cars, waxing will not restore a finish if the paint has begun to craze, crack, or check, but even then the wax can help forestall further

deterioration. With a terribly faded car, putting on a coat of wax is still going to help prevent rust.

The biggest mistake most people make is they don't get the car clean enough before they start. To get a good end product, you have to do some preparation. Without it, the finish may look cloudy. The prep work begins with washing the car. Collins recommended staying away from dishwashing liquids and household cleansers, because they tend to strip off existing wax. And since hot water softens wax, the best idea is to use cool water with only a little car-washing liquid.

After washing, more cleaning may be required with a tar and bug remover, or perhaps with a finely abrasive clay bar that picks up grit. Parcoll carries a variety of products to remove the toughest vehicle stains. “They loosen material, but you still have to work at it,” said Collins.

Once the car is clean and dry, waxing should begin before airborne contaminants collect. Most products should be applied in the shade, or else the wax might bake to the car's surface. The rule of thumb is to apply the wax when the surface is cool to the touch. In the absence of shade, the job can be tackled early in the morning or when the sun is going down. A garage is ideal.

The array of finishing products can be dizzying. Parcoll carries the products manufactured by NAPA Auto Parts, which Collins recommends as

his best deal. The store also stocks some of the popular brand names such as Turtle Wax.

There are two basic kinds of wax: paste and liquid. Paste was once considered superior, but now the two types of wax are considered relatively equal. The advantage with liquid is ease of application. The liquid, however, tempts some car owners to use too much wax, leading to uneven application and possible streaking or smearing if not buffed uniformly.

It's important to work carefully. Wax is designed for painted surfaces, not plastic or rubber, so keeping wax off moldings and bumpers can save cleanup time. Waxes are often sold with a foam applicator, or a soft cloth will also work. Some auto purists, however, prefer to apply wax with their bare fingers. This helps to work in just the right amount of wax, and provides tactile feedback about the presence of grit, which can act like sandpaper when rubbed into the finish. To keep grit out of canned waxes, keep the lid closed as much as possible.

After letting the wax dry to a haze, it's time to buff. Some people prefer high-speed buffers. “They work well for small jobs, cutting a lot of time off the job,” said Collins. Hand-buffing is the tried and true method. A soft, absorbent cloth, such as a cotton terry-cloth towel, flannel sheet, or cotton diaper, works well. The secret is to turn the cloth frequently to expose a clean section.



Parcoll Products in Winchester carries all of the products and tools necessary to give any vehicle an impressive appearance. Among the basic points of advice offered by owner Bill Collins is that nothing buffs better than a chamois.

Press Photo — Zabel

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