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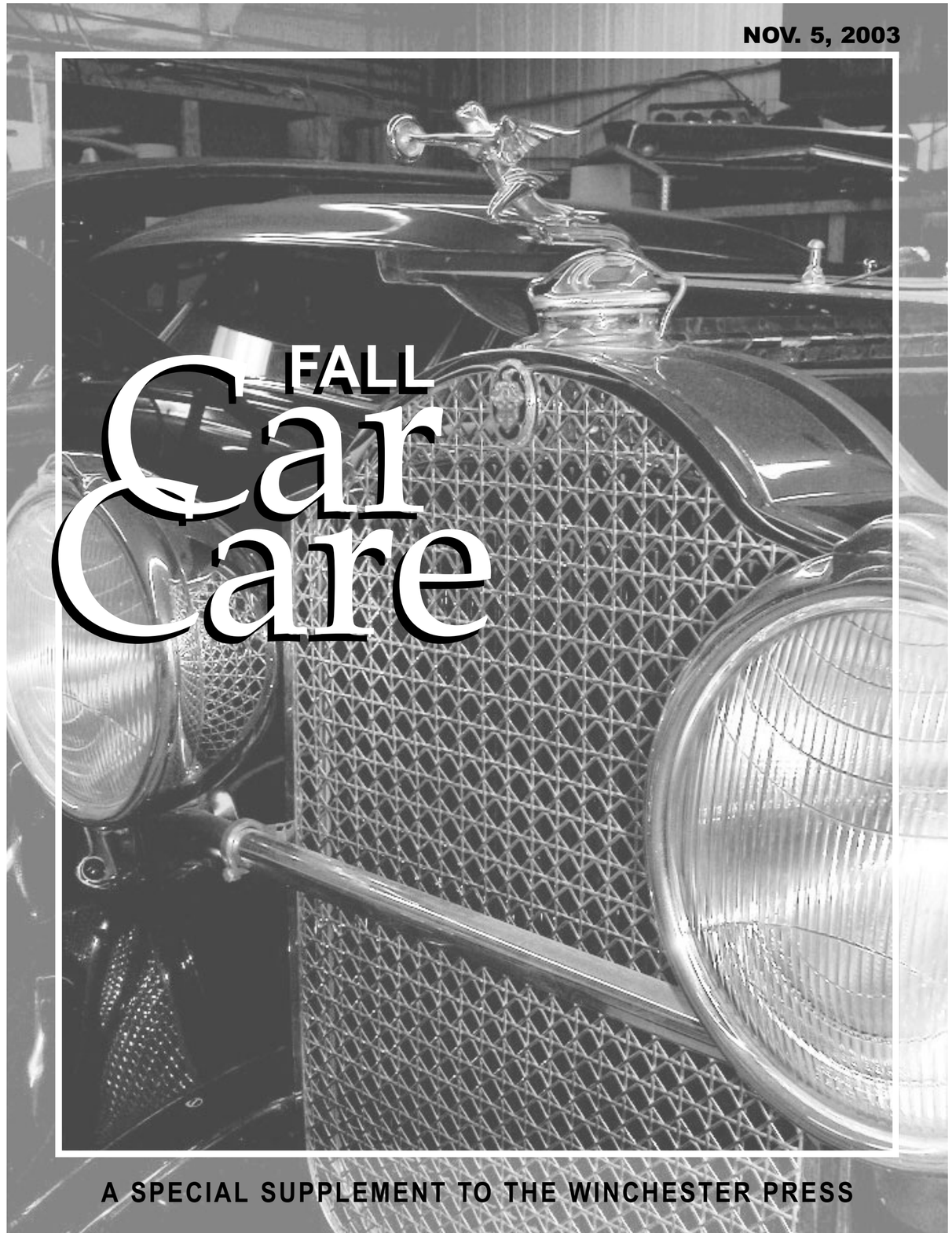

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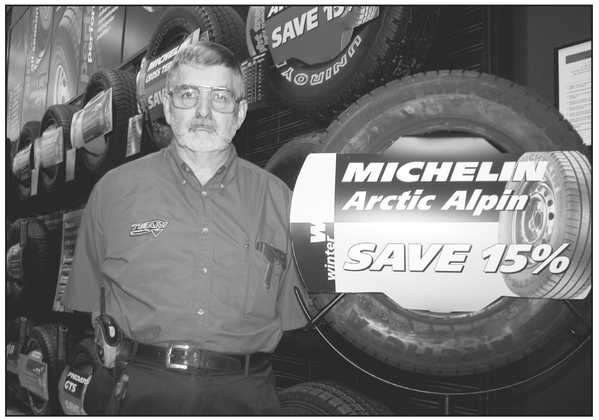
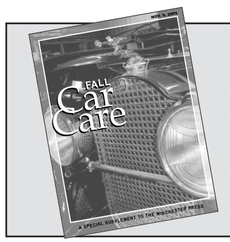


Top tire

Canadian Tire parts manager Bruce MacIntosh shows off Michelin's newest winter tire, the Arctic Alpine. The new model has been ranked by Consumer Reports as being among the top three snow tires on the market, having received top marks for winter traction and braking. *Photo — Burgoone*



It's a fall classic

Appearing on the cover of this issue of the Winchester Press *Fall Car Care supplement is a photo of the stylish radiator ornament on a 1930 Packard rumble seat 740 roadster. The classy convertible is powered by a straight eight-cylinder engine and is on display at C.W.M. Motor Sales (Winchester).*

Press Photo — Van Bridger

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Winter wipers with a technological edge

by Jason Burgoone

MORRISBURG — As the cold winter months begin creeping up on the residents of eastern Ontario, many drivers now begin to turn their attention to preparing their vehicle for that long winter ahead. Something to keep in mind is that a majority of all winter accidents occur due to the lack of visibility through the front windshield.

Manufacturers suggest that wiper blades should be changed every 10,000 kilometres, but many vehicle owners go years with the same set of blades. A easy way to remember the chore is to make the change on each of the daylight saving dates — a new pair for the fall and winter, and a new pair for the spring and summer.

Many companies note that blades should be changed more frequently if damage to the blades or their frames is discovered. One sign of wiper damage is streaking, usually caused by dry rubber that has hardened and cracked. Chattering blades are generally caused by the permanent set or curve in the rubber that many cars develop when they have been parked for a long period of time.

Occasionally, damage to the wiper frame can be the source of a visibility problem. Automatic car washes can often create this problem. However, ice buildup within the frame of the wiper blade can cause much more damage than any automatic car wash ever could. This often occurs in the later stages of winter and early spring, when wiper frames have been heavily pounded by the harsh winter elements.

Vehicle owners are encouraged to get to know their car by learning to properly change their own wiper blades. In recent years, many windshield wiper manufactures have begun covering their winter wipers with rubber boots to help maintain the life of the wiper frame. The rubber boot prevents buildup in the wiper frame, which is vital to hold the rubber flush with the windshield.

Morrisburg Canadian Tire parts supervisor Bruce MacIntosh suggests drivers spend the couple of extra dollars to feel safer with the newest line of winter wipers: Teflon-coated winter wipers.

"These ones are a little more expensive," said MacIntosh. They're coated with Teflon, something like a frying pan, and they slide better. It's a very slippery material. It helps remove the snow much more quickly."

The manufacturer Trico has come out with what may be the most effective winter wiper ever, the Trico Winter Teflon brand wiper blades. This product comes with both the Teflon-coated blade and the rubber boot to prevent ice and snow buildup within the frame.

The are still further steps the cautious driver can take "Now you can also get Teflon in the windshield washer fluid," said MacIntosh. "It's good up to -45 C." MacIntosh suggests consumers should use the products together for the best results.

Drivers interested in purchasing any of these products can find them at Canadian Tire. And drivers of import vehicles need not worry about finding parts that will fit their cars. Ninety-five per cent of all vehicles can be fitted with Canadian Tire's extensive line of windshield products.



Super slippery

Canadian Tire mechanic Barry McMillan helps a customer winterize their vehicle by installing a pair of teflon wiper blades. Teflon is a very slippery material that helps to prevent ice buildup. *Photo — Burgoone*

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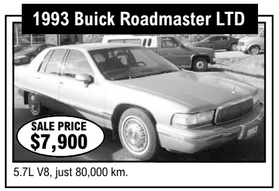
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Driving tips

• continued from previous page

scenario on a slippery road would be a disaster waiting to happen. Dirty or ice-encrusted headlights would have the same effect.

DRIVING TECHNIQUES

One of the first habits of defensive driving is to look and plan well ahead. If you are looking ahead, you will see a curve in plenty of time to slow down gradually and feel your way around the curve. Driving smoothly requires you to visualize your driving line through the curve or highway on-ramp. This allows you to plan the curve as one smooth operation, with no need for sudden or jerky steering that could cause your tires to lose traction.

If you suddenly hit ice or lose control, shift into neutral (or put your foot on the clutch in a manual) and take your foot off the gas. Then steer as gently as possible in the direction you want to go. Most vehicles will shift into neutral quite easily. This is something you should practice a few times in a quiet parking lot, as you need to be able to do it smoothly, without taking your eyes off the road. With a column-mounted shifter you normally have to pull it toward you in order to shift; but, if you want to go to neutral in an emergency, you can push it up and away from you in a single motion. It is designed to click into neutral and stay there with no danger of going into reverse. Floor mounted shifters can usually be pushed from drive into neutral without using the button to release the shifter.

Looking ahead allows you to brake early and smoothly, which will allow you to prevent the wheels from locking up. If your vehicle does not have ABS brakes, locking the wheels causes loss of steering control. Once you have locked up, keeping your foot on the brake will eventually cause the back of the vehicle to start to come around and you will have no steering control to right it. If you want to brake and steer on a slippery road you will need to ease up on the brake so the front wheels start to roll again. This is the only time you should pump the brakes, and only once or twice to find the threshold. This is called threshold braking. If you feel the wheels lock, ease up slightly to reduce the pressure on the brake pedal. At the same time, look and steer where you want to go.

If your car is equipped with ABS brakes, the technique is very different. The ABS system will adjust the braking pressure up to 15 times per second to prevent lock up, and this allows you to steer. In an emergency stop in an ABS equipped car, apply very hard brake pressure as quickly as possible and keep your foot pushing hard on the brakes. There is no need to pump or ease off on the pedal to keep steering control — the ABS does that for you.

You should practice a couple of emergency stops in a safe place (a quiet, slippery parking lot) to get used to the pulsing effect of the ABS. Researchers are finding crash statistics for drivers with ABS are higher when they run off the road. This is because ABS takes longer to stop on grass or heavy snow. Stay on the road and don't forget that ABS allows you to steer around the problem.

On that note, be sure that you leave yourself space. A lot has been written about following distance. It is of extreme importance, but so is the distance behind you. If you have someone following you too closely, leave more room in front so that you can brake gradually and allow that driver to stop gradually as well.

When stopping at traffic lights, brake early and try to leave space in front of you, particularly if you have no one immediately behind you. This will allow you to monitor the mirror and move out of the way if someone from behind cannot stop in time. Space cannot hit you, and it provides an escape route you are sure to need sooner or later.

Winter driving can actually be fun when you are prepared and in control of your vehicle. But remember, especially in those first few months of snow, that a lot of other drivers may not be as ready as you are.



Keeping a bag of kitty litter in your truck over the winter months can pay off. It is an easy way to create tire traction if your vehicle gets stuck on ice or packed snow. Clear the snow away from behind the tires and sprinkle the litter in the tires' path. The non-clumping sort of litter will work best. *Press Photo —Zabel*

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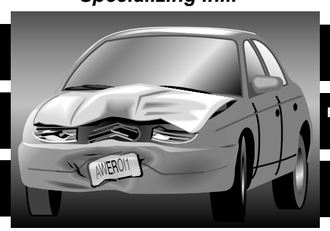

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Fireball: Fixing transmissions for 30 years

by Bonnie James
Press staff

WILLIAMSBURG — It's still in the same spot, and in the same building, as when it began 30 years ago. And Fireball Performance Automatics still specializes in fixing automatic and standard transmissions and differentials.

Owner Doug Miller started the business years ago because he didn't like the bosses at the various places he had worked and wanted to try being his own boss. "We've always tried to be relaxed and treat customers the way we like to be treated," said Miller when asked about the secrets to the company's longevity and success.

Back when Fireball first got going, about 50 per cent of its business came from race cars, both stock cars like you would see at the Cornwall Motor Speedway, and dragsters, like you would see at Luskville. Miller himself used to race.

The race cars don't make up as much of the clientele any more, but Fireball manages to stay busy. "There aren't many other shops that specialize in transmissions," explained Miller, who thinks they may be the only one in the Cornwall, Ottawa, Brockville triangle. "There used to be a lot of backyard guys, but computerization took care of that," he added.

The biggest change over 30 years? Transmissions have become a lot more complicated. With computerized transmissions it takes much more training to stay on top of the technology. "We send our guys on courses two or three times per year," said Miller.

Miller spends as much as three or four hours a day on diagnosis, hooking a computer scanner up to the problematic vehicle. Taking extra time to figure out exactly what the problem is can save a customer money in the long run. A $25 part can cause the same problems as a $2,500 part.

Fireball has four full-time employees as well as a co-op student from Seaway High School. Miller's wife, Jenny, also works at the shop part-time. Most of the crew has been together for a long time. Alan Brunt has worked with Fireball for 25 years, Dave Bilmer for 20, and office manager John Smith is the new guy, with only four years at the company.

Miller has one main tip for winter driving. "Let your car warm up in cold weather. One or two minutes is all you need," he said. Hopping in and driving right away won't ruin your vehicle right away, but it will shorten the lifespan of your transmission. "Letting it warm up is the single best thing you can do for your car in the winter," emphasized Miller.

Fireball isn't doing anything too special to celebrate 30 years in business, said Miller. The only note of the milestone at the shop is a new logo-in-progress on the front of the service counter. "Still playing with cars," it says. "It's true," confirms Miller. Some of the guys have collector cars from the '60s.

"We all enjoy what we're doing," he added. When work and playtime can cross paths, it sort of makes every day worth celebrating.



Doug Miller, owner-operator of Fireball Performance Automatics in Williamsburg, uses a computer scanner to diagnose a car's transmission troubles. *Press Photo — James*

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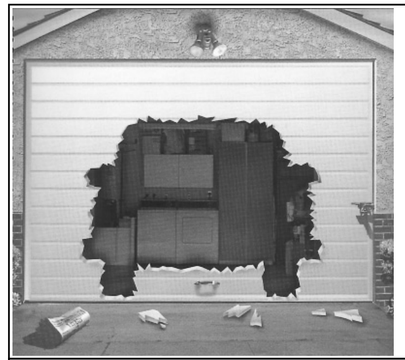

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Give your car a winter coat

by Chris Zabel
Press staff

WINCHESTER — Rust proofing is one of the best investments a driver can make to extend the life of their vehicle. Bruce Angus, owner of D&J Motors in Winchester, points out that the cost of an annual rust proofing is very little, compared to the cost of repairing rust damage.

"For $70 you can prevent rust, where that would only get you two hours in a body shop," said Angus. "It's good, cheap insurance. For the past five years, he's been a distributor for Canadian Rust Control.

The rust proofing job available at D&J Motors is advertised as being specifically formulated to help vehicles survive harsh Canadian winters. The Canadian Rust Control system was designed by a man in Russell, and is widely available in eastern Ontario.

The rust control treatment carries a lifetime warranty on new vehicles, as long as the treatments are repeated every year. "I recommend people have it done on any vehicle," said Angus. Even if a vehicle has already begun to rust, it can still be helped.

"The treatment won't reverse rust damage, but it will certainly slow it down, or stop it completely." The rust control formula penetrates existing rust and stops it from spreading.

The rust control solution is applied with a high-pressure sprayer, forcing it into hard-to-reach joints, seams and crevices. The application strategy keeps rust-causing moisture from contacting the surface of the metal.



At D&J Motors in Winchester, Dan Douglas is the man who typically does the Canadian Rust Control jobs, using a high-pressure sprayer to give vehicles a protective coat. The treatment comes in a non-drip "Gold" solution for new vehicles, and a cheaper "Red" solution for older vehicles. *Press Photo — Zabel*

The Canadian Rust Control product cleans and protects electrical systems, and lubricates locks, windows and door mechanisms, without harming rubber parts.

To access the insides of doors and door-frames, holes can be drilled to allow the sprayer into to these ares where salt and moisture tend to collect and start rust. These holes don't harm the vehicle in any way, and afterward are closed with plugs. Angus said many new cars are manufactured with holes for rust proofing already present, so drilling isn't required.

Angus said the Canadian Rust Control brand works just as well as similar products on the market. The solution used does not harden, which means it will not crack or peel either. The formula provides an oily layer on the surface of metal which water and salt cannot penetrate.

The treatment comes in two varieties. The non-drip treatment costs $90. The formula used is gold in color and sticks to the surface of the metal. The result is similar to covering all the areas at risk on a vehicle with a layer of Vaseline.

The drip treatment costs $70. This formula is red in color. It doesn't adhere to surfaces in the same way as the non-drip. Excess material runs off of the vehicle, leaving behind a misty film. For both treatments, the cost for trucks and vans is $10 extra.

It's necessary to update the treatments every winter season because the rust control products will gradually rub off from any areas which are open to the elements, in areas such as wheel-wells especially. Because the products never dry to a hard finish, Angus said he can tailor any spraying job to a customer's desires, keeping the product off any areas they are going to be routinely touching. It's a good idea not to spray the area around the switch that opens the hood of a car. Also, if a driver notices the solution seeping out of certain areas, such as doors or the trunk, these problems can be prevented on repeat treatments.

Angus said it takes his garage about an hour to rust proof a car. It's best for a car to be as clean and dry as possible when it goes in for rust proofing, but they can be blown dry with pressurized air before spraying, if there is already snow on the ground. Angus recommends customers call ahead for appointments, at 774-2703.

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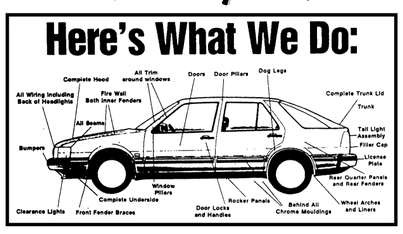

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Canadian winter driving tips

by Helen Steenbrush, owner and supervisor instructor of Young Drivers of Canada Kemptville/Smiths Falls

KEMPTVILLE — One would think that as Canadians we would be experienced winter drivers, as we deal with bad weather every year. In fact, it seems that it takes a month or two for us to remember that we cannot stop or steer as quickly on slippery roads. Annual statistics from Transport Canada show that the months of November and December produce the highest number of casualty collisions (ones that result in injury or death), but the ones from January to April the lowest. Most of us have had a close call or two by January, and we are finally leaving more space and not locking up our brakes.

Winter driving conditions are highly variable and require both a higher level of concentration and an adjustment in driving style. The road may be clear and dry going into a curve, but turn icy halfway around where the sun hasn't yet reached the pavement. The clear pavement on a cold morning may suddenly develop a clear coating of invisible black ice. This happens most often at an intersection where the exhaust from other vehicles has warmed the pavement and then it has frozen over.

PREPARATION IS THE KEY!

The first step in safe winter driving is to be sure that your vehicle is ready for the task. This means a thorough tune-up and making sure things like your brakes, steering, windshield washers, wipers, and defrosters are all in good working order. Snow tires, or at least well treaded all-season tires should be used. Tire pressure, alignment and tire balance should also be part of everyone's winter tune-up.

Once your vehicle is tuned, you should stock it with some basic winter gear. This includes a long-handled snow brush and scraper, an extra supply of windshield washer fluid, some paper towels, booster cables, reflective cones, a flashlight, a first aid kit, and a warm blanket. A bag of kitty litter is great for extra traction — it sticks to ice much better than sand.

PREPARING THE DRIVER

The next item to be prepared is the driver. Until we have had our first couple of exciting moments, most of us forget to adjust our driving style. The most important factor is that we have to allow more time. We need more time to clear the car off. How many times have you seen a driver with only a small square of the windshield cleared off? Take the time to clean off all the windows, clean off the hood so snow doesn't blow onto the windshield or drop forward onto the headlights, and clean off the roof so that snow won't obscure your rear window or brake lights. Time taken to do this will give you more visibility and ensure that other drivers will see you.

You should make sure that all your lights are clean and run with your low beam headlights on during the day. Most cars today have day-time running lights. These are, however, not as bright as your low beam headlights and in most cars you will not have tail lights. One of the biggest problems in winter driving is the rear-end collision. This often occurs when a driver fails to see the car in front of them because it is running with no tail lights.

"Over-driving the headlights" is a term that applies to any driver who does not use high beams on secondary or lightly travelled roads at night. A quiet road on a cloudy night is a perfect trap for a driver using low beams who can't as a result see a deer, pedestrian on the shoulder, or a disabled car in time to stop. This same

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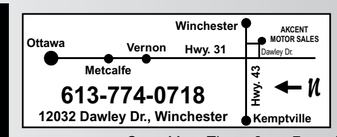

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