

Particularly if towing

Inspect transmission

Towing a trailer can be hard on your car — particularly the transmission.

Travelling motorists should have their transmission fluid and filter changed before summer.

Routine transmission service costs less than \$30 on most cars, a small fraction of the cost of an overhaul.

If the load you're pulling is anything greater than a lightweight boat or camper, consider installing a transmission cooler, an accessory that can pay for itself many times over.

Number one enemy of the automatic transmission is heat, much of which is developed inside the transmission's torque converter. There the engine's power is de-

livered to the rear wheels through oil.

If you're doing your summer vacationing by car, consider these tips.

Overloading your car or pulling a heavy trailer during hot weather months can overwork an engine. If your car overheats in stop-and-go traffic, put the transmission in neutral and rev the engine to a little.

If the temperature still won't go down, turn on your car's heater on high. Hot air will blow out at you but the engine temperature will drop long enough for you to phone or reach a service station.

If even this fails, pull over to the side of the road and turn off your engine and wait for help.



Art LeForge is performing the basic maintenance on an automatic transmission that is recommended before

doing any towing. (Staff photo by Gary Caskey)

Engines tuned for best pep, pollutants, mileage

Today's automobile engines are the cleanest ever made. But it takes work to keep them from fouling the atmosphere.

For the best fuel efficiency, fewest emissions and best performance, just get a thorough tuneup.

Most of the people who tamper with the engine or emission controls are attempting to get better performance.

They may get the performance boost, but they will pay the penalty of poorer mileage or causing more pollutants.

But there really is no need to tamper with the anti-pollution equipment. Today's pollution controls work, they do not hurt performance and they do not hurt fuel economy. In fact, the latest emission equipment has enabled automotive engineers to improve fuel economy.

The advent of the catalytic converter on most automobiles built since 1975 — a technological revolution — enabled automotive engineers to retune engines to achieve that good combination of fuel economy, performance and clean air.

The catalytic converter actually is a

small chemical factory, taking hot exhaust gases, hydrocarbons and carbon monoxide, and passing them through and around platinum and palladium to change noxious gases into carbon dioxide and water.

Here are some of the things that can go wrong and foul up your car and the air at the same time:

- A clogged air cleaner not only reduces fuel economy because the engine can't get enough air to maintain a proper air-fuel ratio, but the output of carbon monoxide also is greatly increased.

- Misfiring caused by faulty spark plugs or distributor points hurts performance, can cause the catalytic converter to overheat, cuts into fuel economy and lets more unburned hydrocarbons foul the air.

- Faulty timing not only makes a car sluggish or hard starting, but increases pollutants in the exhaust.

- A delay in changing oil and oil filter past manufacturer's recommendations hurts the general efficiency of the engine. A well-running engine will last longer and operate at its best for a longer period.

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