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SAFE
THIS
WINTER**

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Your Car's Condition Is Everyone's Business

The condition your car is in is everybody's business.

Car Care is no longer just a personal whim for your own convenience but affects every other person in your community.

With every conscientious person in this country vitally concerned with the environment, the engine has undergone close scrutiny. It has become fashionable to criticize the automobile maker, casting complete blame for air pollution on his shoulders.

Yet, car makers have already reduced pollution 65% to 80% since 1960. And in the next few years harmful pollutants will be reduced to nearly zero, according to top automotive officials.

But without conscientious maintenance on the part of the owner, no system can function properly. Studies show that an untuned engine, for example, spews as much as four times the rate of harmful emissions as a tuned one.

The motorist's responsibility to his fellow man extends even beyond this vital area.

Keeping safety components in good condition is a sign of responsibility to your fellow motorists as well as yourself and your family. That includes tires, brakes, visibility items and a number of related systems.

Maintaining your car so that there is a minimum risk of breakdown on a crowded expressway or street is another indication of concern. A sub-par engine that sputters to a stop on a crowded thoroughfare can cause inconvenience to thousands of other drivers.

By keeping all of your car's components in good condition, particularly in the months of foul weather ahead, you make an important contribution to the health and safety of your community.

And you can easily live up to your responsibility by taking your car into your favorite service outlet for its expert assistance.

As the poet John Donne wrote, "No man is an island unto himself."

To make this "island" more habitable, care for your car.

A Ten Count Guide To... Your Car Safety

In boxing, a 10-count signifies a knockout. In driving your car is subject to a 10-count too. That is 10 basic flaws and any one of them could count your car out of action.

1. The brake pedal sinks to the floor under light foot pressure. This could mean worn brake linings or a leak of fluids in the system.

2. The car pulls constantly to one side when stopping. Possible causes include poor wheel alignment or brake lining worn on one side or oil soaked on one side, both due to wheel cylinder defects.

3. Excessive play in steering. Likely causes are a worn or faulty steering box, or worn or faulty ball joints, tie-rod ends, relay rods or idler arm.

4. Your car vibrates at 50 to 65 mph. Chances are defective tires, incorrect wheel balance or incorrect alignment is the cause.

5. Steering column shimmies at high or low speeds. Check for looseness in front end, defective shock absorbers or out of round tires with some flat surfaces.

6. Rear wheel locking upon light application of the brakes. The cause is probably a faulty or leaking oil seal.

7. Too much play in the steering while driving. Improper tire inflation or faulty front or rear suspension should be suspected.

8. Excessive noise from the exhaust system. Check exhaust-pipe, muffler or tail pipe for damage.

9. Unusual odors inside the car. This could have many sources but signals some engine defect.

10. Directional signal light not working. Check for burnt out bulb or defective flasher unit.

Time For New Treads?

The task of selecting replacements for worn or damaged tires, or installing winter tires, is made a little easier by some suggestions offered by the Rubber Manufacturers Association (RMA).

First, never buy a smaller size than those which came with the car, says RMA. Tires should always be replaced with the same designation, or approved options, as recommended by the automobile manufacturer.

Also, if you're considering replacing conventional sized tires such as 7.75x14, etc. with a set of new radials, belted bias or the wider tread profiles ("70 Series," "78 Series"), be sure to check the automobile manufacturer's or tire dealer's recommendations.

Why It's Recommended,

Interchangeability of different types of tires is not always possible, due to differences in load rating, tire dimensions, wheel well clearances and rim sizes, particularly with older cars.

On the question of mixing different types of tires on the same car, the association suggests that for best all-around performance it's best to use the same type of tire on all four wheel positions.

In the case of radial tires, mixing is definitely ruled out. Due to differences in handling characteristics, they should be used only in sets of four.

RMA also notes that while the wider tread "70 Series" tires can be mixed with conventional tires, they should only be used in pairs on the same axle.

For Extra Protection

When buying a pair of replacement tires in the same size and construction, the association suggests that they be put on the rear wheels for better traction, handling and extra protection against flats. When a single new tire is bought, it should be paired on the rear axle with the tire having the most tread depth of the other three.

The tire industry also recommends a "break-in" period for all new or previously unused tires — the tires on a new car, the spare put on after a flat and all replacements. Limiting speed to 60 mph for the first 50 miles of driving enables the many complex elements in a tire to adjust gradually to each other and function as an integral unit.