

Check car before long drives

Many drivers assume the most important time for a car checkup is just before the harsh conditions of winter set in. And they're right.

But, says the Ontario Motor League, there's a simple reason — often overlooked — why autos should also undergo a

thorough inspection for the summer season. Longer drives and extensive vacation travel are scheduled during the summer, and this can also put an extra burden on your car.

Ontario motorists, the OML advises, should plan to make the following main-

tenance checks — making sure they consult their owner's manual or warranty booklet for specific instructions:

- Check the tires, including the spare, for proper air pressure and adequate tread depth. As an added precaution and to insure longer mileage, rotation and

rebalance is recommended.

- To prevent overheating, check the condition of the fan belt and hoses as well as the radiator and cap.

- Don't fail to have the brakes checked if they are noisy or pull to the side, or if you have put 15,000 or more on your car since they were last inspected.

- Make sure windshield wipers work properly. Also check the condition of windshield washers and refill the reservoir.

- Check wheel alignment. Two clues to faulty alignment are a pull to the side in steering or uneven wear of front tires.

- All car parts that require oil or grease should be carefully checked. If necessary, change oil, and oil, gas and air filters.

- Check the exhaust. If smoke is black, it means you're losing mileage; if it's blue your engine is burning oil and needs a tune-up. Pipes and mufflers should be inspected for leaks and fasteners should be checked.

- Have the electrical system checked, and inspect all interior and exterior lights.

Motorcycles: from roars to purrs with more power

The staccato roar of dirt track motorcycles may soon be no more than a muted purr thanks to a proposed experiment by the Canadian Motorcycle Association.

CMA officials will take decibel readings of bikes during races in Mississauga July 30 and using results will determine a noise limit to be imposed on future events.

"People have this fallacy that the noisier a bike is the

fater it will go," says Mike Austin, who is promoting the event for Streetsville's Villa Riders.

Austin says a representative of the Ontario Environmental Law Association will be at the races to take readings. He feels the CMA will probably buy their own reading equipment and check out entries in future races.

"Bikes that register over the noise limit will be disallowed. This has been done in the U.S. but it will be a first for Canada," he adds.

Many of the more than 150 cycles competing in the races, to be held off Hwy. 10 south of the Hwy. 401, will be using a new muffler that cuts noise up to 75 per cent yet increases low torque power by 25 per cent, says Austin.

The host club will offer a sculptured track that has been bulldozed to specifications for the events which begin at 1:30 p.m.

Of the anti-noise regulations Austin laments that "we can't do too much about people who race around on the streets but we can be sure our members comply with the ruling."

In case of collision ...

There are times, when in spite of all you can do, a collision is unavoidable. There are ways you can lessen the damage:

- Reduce speed as much as possible before the collision.
- Avoid a direct head-on collision. A sideswipe is less

damaging than a head-on collision. Pull over to the right as far as possible and go off the road if necessary.

- Head for the bushes! Avoid hitting a solid tree or concrete abutment. It is better to go for the ditch or through a fence.

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