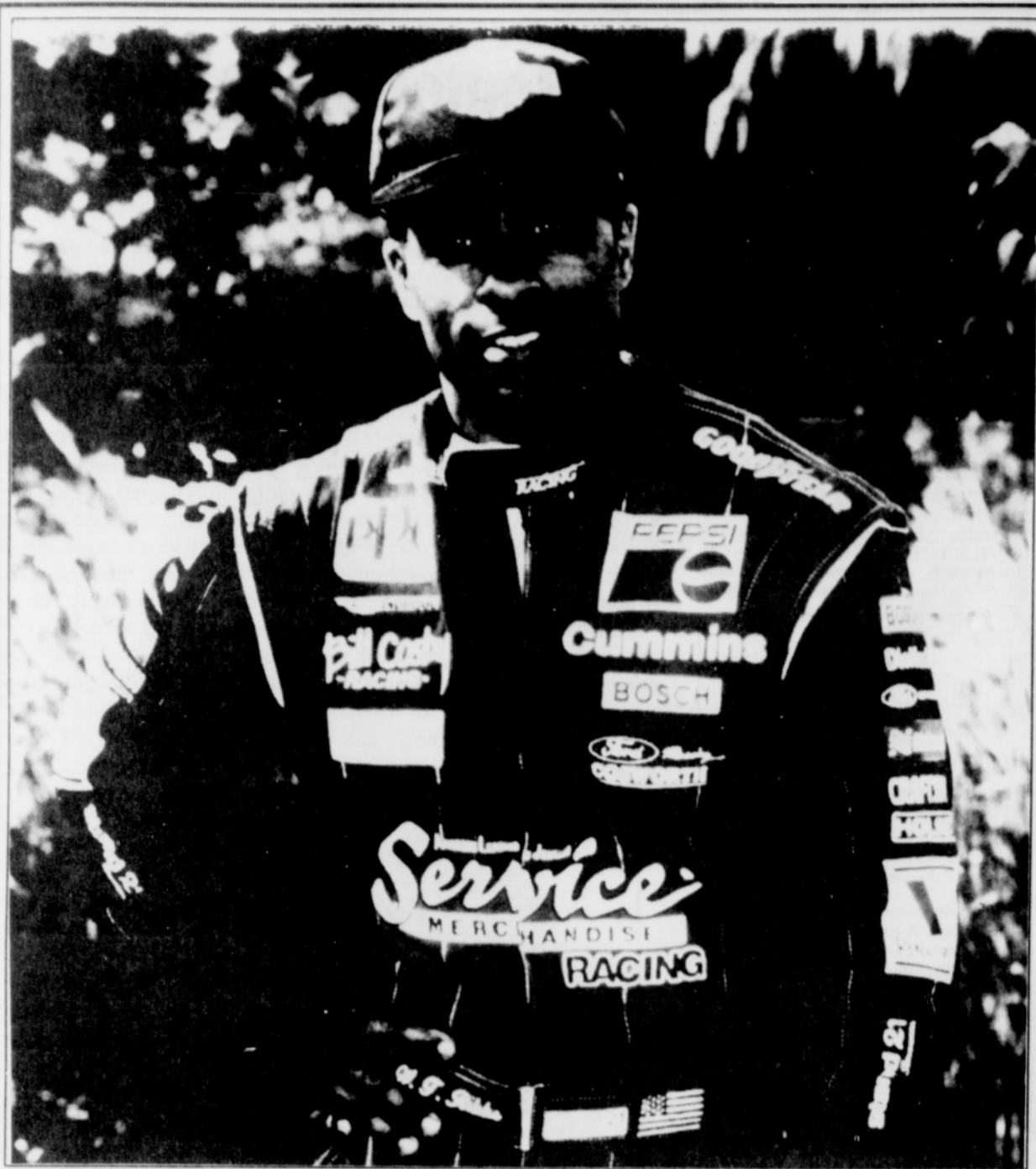


AUTOMOTIVE



Indy Champion Racer Wins Big

(Top) Race car driver Willy T. Ribbs, 38, recently received a sponsorship with Pepsi-Cola. Ribbs has conducted a series of motivational dialogues with students at junior high schools in Detroit. He tells young people to "follow their dreams, and learn to use the educational system to their advantage. That means staying in school and learning as much as you can every single day."

(Bottom) A 1994 Lola-Ford/Cosworth is the choice car for Willy T. Ribbs. The Indy champion racer says he feels "more confident than ever" in his ability to win races with a state-of-the-art vehicle.

Hidden Discrepancies

Thousands of car owners around the U.S.A. will be driving to their community National Car Care Month check lane site for free inspection of their vehicles. Originally created in 1980 as an emissions check, the program now encompasses many safety components as well.

One recent program included components often overlooked, shock absorbers and struts. These parts usually wear so gradually that, by the time the driver notices the deteriorating ride, the vehicle may be hard to handle on turns and rough roads.

Among 356 vehicles inspected during the annual campaign, 44% had discrepancies with ride control components, mainly leaking shocks or struts. Many accidents attributable to driver error might have been prevented if the vehicle had been more "forgiving," if every safety and performance function had been effective.

Ride control, essentially the ability of the wheels to remain in firm contact with the road surface, helps the driver steer and brake safely out of a predicament. This is a function

of each component connected to the wheels, from steering and suspension parts to the tires themselves. Among these interrelated parts are the shock absorbers, or struts. Their role in this split-second drama is to prevent the wheels from bouncing or the body from bobbing on irregular road surfaces.

Symptoms of ride control problems are excessive roll or sway on turns, excessive front-end dive in braking, bobbing or bouncing of wheels on rough road surfaces and bottoming out (thumping) of the rear-end on bumps.

Regular Maintenance Essential To Vehicle Performance Safety, Says NADA

Remember when your vehicle needed an oil change every 1,000 miles? When engines had distributor points that needed adjustment or replacement every 6,000 miles? When tires wore out, if you were lucky, every 15,000 miles? Your family car used to need a lot more attention to keep it safe and reliable. Cars and light trucks require much less maintenance today, but the maintenance-free car isn't here yet. The National Automobile Dealers Association recommends that you perform regular checks on vehicle systems and follow manufacturer maintenance recommendations to keep your car or truck running safely, efficiently and reliably.

You should perform regular visual checks on vehicle systems between service visits to prevent problems. On a weekly basis, check the engine oil, coolant and windshield washer fluid levels as described in the owner's manual. Check tire pressure, tire tread and operation of exte-

rior lights and look for evidence of fluid leaks under the vehicle monthly. Less-frequently needed maintenance calls for the practiced hands and eyes of a professional.

The manufacturer's recommended maintenance schedule is the minimum service necessary to protect your rights under the warranty and should be performed as indicated in the owner's manual. You can do your part to ensure proper service by alerting your repair shop if your vehicle is frequently subjected to severe driving conditions, as these factors could affect recommended maintenance. Severe driving conditions include a lot of short trips that don't allow the engine to warm up fully, stop-and-go commuting in hot weather, pulling trailers or heavy loads, long periods of inactivity, and environmental factors such as dust, pollution, extreme temperatures and high humidity.

NADA recommends the fol-

lowing tips for better service:

- Read your owner's manual and warranty so you will know what to expect from your car and what your responsibilities are.
- Set priorities for suggested repair. Not all repairs need immediate attention, and some can be postponed until the next routine maintenance. Experienced technicians can help you determine which problems present risk of injury to you or damage to your vehicle, so you can plan accordingly.
- Discuss special needs in off-peak hours. Early in the morning and closing time are the busiest hours for the service department. A telephone call later in the morning or earlier in the afternoon allows service advisors to give you more personal attention.
- Look for service aids and reminders on your vehicle, such as warning lights on the dash for engine oil level, burned-out exterior lights and fluid levels.

Back To School Safety

School's Open - Children At Play

With the new school year right around the corner, AAA Oregon urges drivers, parents and young pedestrians to use extra caution near schools and residential areas.

Every year more than 13,000 youngsters between the ages of 5 and 14 are killed or seriously injured by motor vehicles. Most of these fatalities involve children between the ages of 5 and 9. Nearly half of all vehicle/pedestrian collisions occur between intersections.

"The youngest children face the greatest threat of harm," said AAA Oregon President Roger Graybeal. "Many youngsters are venturing from the familiar surroundings of their neighborhoods to busier roadways and the intersections. The children haven't yet learned, or may have forgotten, proper traffic safety behavior. So drivers need to be particularly cautious at this time of year."

PREVENTATIVE ACTION
AAA Oregon reminds drivers that they can increase their traffic safety awareness by following a few simple guidelines.

- Be alert to seasonal changes

in driving regulations, including school zones, school crossings and turning restrictions.

- Stop when a school bus is loading and unloading children.
- Remain stopped while the flashing red lights are on.
- Don't tailgate buses. Leave a distance of one to two car lengths between vehicles.
- Drive cautiously where children may be present. Be aware that children may suddenly dart into the road from behind a parked car, bus or shrubbery.

SCHOOL BUS SAFETY
A key component of a child's pedestrian safety education is school bus safety. More than 8,300 students were injured and 35 killed in school bus accidents during the 1991-1992 school year.

"Most often children are injured in the loading area when the child moves out of the driver's line of vision by bending over to pick up something or walking behind the bus," said Graybeal.

Parents are encouraged to discuss these simple safety tips with their children.

- Arrive at the bus stop on time and wait for the bus in a safe place, well off the roadway.

• Avoid pushing, shoving and rowdy behavior. Someone could fall or be pushed into the path of a vehicle.

- Remain seated while the bus is in motion.
- Keep the aisles clear at all times. Someone could trip over bookbags and lunch boxes left in the aisles.
- Don't throw anything in the school bus or outside of the window. It could cause an accident.
- Be careful to avoid snagging clothing and bookbags on the handrails.
- When exiting the bus remind the driver that you will be crossing the street.
- Walk well in front of the bus when crossing the street. A good rule of thumb -- if you can see the driver, the driver can probably see you.

AAA Oregon works with local law enforcement agencies and schools throughout Oregon to educate children and adults about pedestrian safety. AAA Oregon provides information through a variety of free brochures and film loan program which are available through your nearest AAA Oregon office.

Kids are back in school, drive safely.

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The Portland Observer

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School Board Sessions Set

A regular meeting of the Board Of Education, Portlan Public Schools, is scheduled Sept. 8, at 501 N. Dixon, from 7:30 to 9:30 p.m.

The next regular meeting of the Board will be on Thursday, Sept. 22, 1994 at 7:30 p.m., in the L-1 Conference Room.

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