

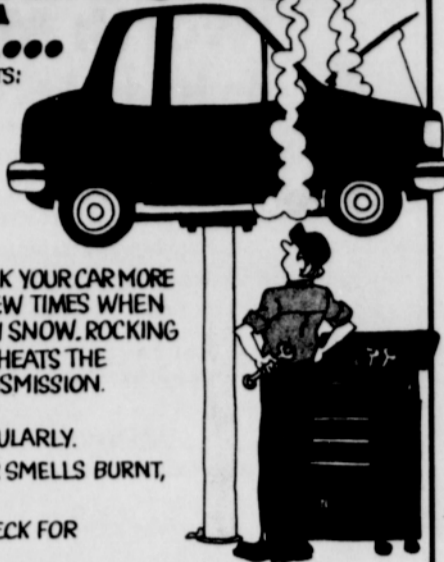
# Automotive

## Auto Facts

### HOW TO MAKE YOUR AUTOMATIC TRANSMISSION LAST & LAST...

**TIPS FROM TRANSMISSION SPECIALISTS:**

- AFTER STARTING THE ENGINE, ALLOW IDLE SPEED TO SLOW TO NORMAL BEFORE SHIFTING.
- AVOID HOLDING ONE FOOT ON THE BRAKE, THE OTHER ON THE ACCELERATOR.



• NEVER ROCK YOUR CAR MORE THAN A FEW TIMES WHEN STUCK IN SNOW. ROCKING OVERHEATS THE TRANSMISSION.

- CHECK TRANSMISSION FLUID REGULARLY.
- IF FLUID HAS TURNED BROWN OR SMELLS BURNT, CHANGE FLUID AND FILTER.
- IF YOU NEED TO ADD FLUID, CHECK FOR LEAKAGE.

NOTE: IF YOU ARE A "SEVERE SERVICE" DRIVER (TRAILER TOWING OR OTHER ABNORMAL LOADS) CHECK YOUR OWNER'S MANUAL FOR SPECIAL SERVICE REQUIREMENTS. CONSIDER INSTALLING AN AUXILIARY TRANSMISSION COOLER.



FOR MORE INFORMATION, SEND A SELF-ADDRESSED, STAMPED ENVELOPE TO:

"DRIVE TRAIN", CAR CARE COUNCIL  
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### Autotalk by Zane Binder

#### BMW 540i

It's sophisticated, elegant, yet projects an aura of mature conservatism. It's BMW's 540i, a powerful sports/luxury sedan that just may be the best in the \$50,000 class.

Up front, there's lots of room. The twin front leather sport buckets are modified Recaro-types, meaning if you're heavy, you'll be cramped. The infinitely adjustable electric seats have large side bolsters and extremely firm padding. On the rear bench, accommodations are better, with more than adequate comfort for three.

The 540i's dash and interior appointments are plain in the traditional Germanic manner. Its standard equipment list is long, and there's a more than adequate number of analog white on black gauges. A power tilt and telescope steering column complements the standard speed-sensitive variable-assist power steering; items such as cruise control, dual air bags, power locks and windows, four-wheel disc anti-lock power brakes, air conditioning, sunroof, and (surprisingly) even a cupholder rounds out a long list of amenities and features.

As the 540i is touted for performance, what'll she do? The 4.0 liter, four-valve-per-cylinder 282 HP V8 powers this 3,693-pound vehicle from 0-60 in 6.6 seconds. There's lots of torque throughout the RPM range, and none of the "peakiness" sometimes associated with high-strung performance engines. Fuel economy was observed at 13 city and 20 highway (EPA 14/23). For a

vehicle with this much motivation, these figures are excellent.

The 540i's horsepower is funneled through a Getrag six-speed manual transmission with overdrive and medium-weight clutch. The com-

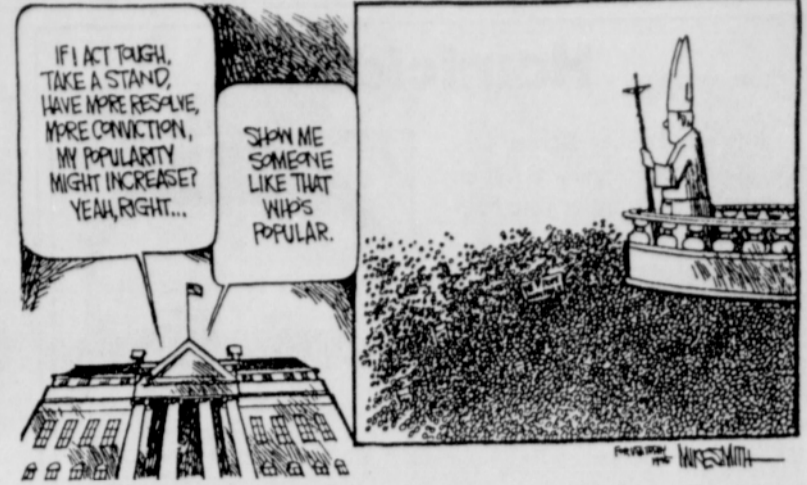


bination was outstanding in every way.

Handling more than lives up to BMW's claim of, and reputation for, excellence. Corners are taken with little lean, and body stiffness and rigidity are superb. The rear-drive 540i's specially-tuned sport underpinnings, heavy-duty brakes, and four-wheel independent suspension cooperate to make its road manners impeccable. Its 36-foot turning circle is much better than average for the class. There's one flaw, though, that BMW should immediately address. The 540i's mud and snow all-weather radials have no place on this vehicle!

Ride isn't sacrificed for handling. The 540 provides exactly the right combination of sports-car firmness and stellar "shock and jar" control. Potholes are handled as competently as speed bumps!

The standard CFC-free air conditioner had more than adequate capacity, but cool-down times were long. The ventilation system includes a special filter to cleanse the air, a nicety.



IF I ACT TOUGH, TAKE A STAND, HAVE MORE RESOLVE, HAVE MORE CONFIDENCE, MY POPULARITY MIGHT INCREASE! YEAH, RIGHT...

SHOW ME SOMEONE LIKE THAT WHO'S POPULAR.

## New Generation of Snow Tires Helps Protect Road and Driver

(NU) - Snow tires have become less popular in recent years as motorists switch to all-season tires. And many states have either banned studded snow tires or restricted their use.

But this trend is beginning to change thanks to a new generation of studless snow tires which offer dramatic performance improvements over all-season tires.

The Bridgestone Blizzak ice and snow tire, featuring a revolutionary "multicell" rubber compound, is a prime example of just how far studless snow tires have progressed.

In a recent test conducted by Bridgestone engineers at the Olympic Speed Ice Skating Rink in Calgary, Alberta, Canada, a car fitted with Blizzak ice and snow tires (traveling 30 mph) stopped 35 feet shorter than an identical car fitted with good all-season tires.

The secret to the Blizzak's traction is its patented multicell compound which contains millions of microscopic dents or pores. As the Blizzak wears, it constantly exposes new "microdents" that grip ice by removing the thin layer of surface water that can cause a car to slide.

In addition to the unique multicell compound, an interlocking tread pattern allows the Blizzak to bite the snow for optimal stop-and-go traction.

"All-season tires are a good compromise, but if you drive in the Snowbelt, we recommend that you use a snow tire like the Blizzak during the winter and drive on standard tires for the remainder of the year," said Mike Cerio, Bridgestone consumer products marketing manager. "Last year's major snow and ice storms probably made believers out

of many drivers across America."

Introduced in Japan to respond to environmental concerns over metal-studded snow tires, Blizzak has captured a majority of Japan's snow tire market. Sales also were brisk in the United States and Canada last winter.

"More and more state and local governments in the United States are prohibiting the use of studded snow tires to protect against road damage, but consumers still want the grip provided by a studded tire," Cerio said. "The Blizzak delivers ice and snow traction comparable to that of studded tires."

Cerio said it is important to install snow tires on all four wheels,



Bridgestone's Blizzak tire delivers snow and ice traction comparable to studded tires.

not just on the drive axles. "Installing snow tires on only the drive axle can affect steering and control whether a vehicle is front-wheel or rear-wheel drive," he said. "The traction with the snow tires is so much better on the one axle that the car is essentially thrown off-balance."

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