



"Keeping up with Technology for another 60 Years"

Summer's Here—Is your car ready? Summer '09

We have been around for over 60 years now and have serviced a lot of vehicles. We have equipped ourselves to minimize your vehicle's downtime and expenses. Unlike your mother, we can't nag you about all the aspects of your life. The only thing we can bug you about is your vehicle. Summer is here and it's still not too late to make your car ready for the additional stress warm weather can put on your vehicle. Summer is also a time when a lot of people are driving more frequently and taking longer trips. With all the activities that most families try to cram into this short period of time it is no surprise that vehicle maintenance falls down to the bottom of the priority list. The added stress caused by heat, more driving and less maintenance can lead to a major disaster that could sideline your entire summer plans.

Keeping your vehicle properly maintained will save you time and money that could be better spent on something fun this summer. I know, I know I'm starting to sound like your mother, but remember, your mother really does know you the best. She knows what is best for you, and we know what is best for your vehicle.



"Free local Shuttle Service"



1948



2009

Keeping that Older Car Dependable is a LOT LESS Expensive than a new Car.

Between the government incentives, manufacturer rebates and dealer discounts, there are some great car deals out there now if you are in the market to buy. The problem is no matter how good a "deal" you get, you'll still have a BIG car payment for years to come. Not to mention, the BIG drop in value the minute the car is driven off the lot. Then there is the extra insurance, plus that BIG registration jump. Ouch!.....but those new cars sure smell good.

We couldn't say it better than the article a customer brought in to us from their AARP magazine. I think it covers the topic very well and we hope you enjoy reading it. A couple of newsletters back we referenced an article in "Consumers Reports" with some raw numbers that they had calculated. Without boring you by repeating all the numbers, the bottom line was you could save \$18,000 to \$30,000 every 10 years by keeping your car longer. That number includes scheduled maintenance plus \$850 per year for un-scheduled repairs. How much is it really worth to you to have that new car smell and shine which will fade before long?

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How will Auto Manufacturers Problems Affect You....

...or us on the repair side for that matter? In our opinion, very little! There could be some issues getting body or trim parts on models that have been discontinued but the vast majority of the parts to keep your car on the road will be available for a long time.

The automotive manufacturers have been outsourcing the vast majority of their parts for years. All these companies will now be clamoring to get these parts to the aftermarket because new car sales have been off close to 40% this year. The manufacturers have been squeezing every ounce of blood out of all the parts suppliers for years. These suppliers will now sell directly to the aftermarket. Without the volume of new car sales, some will be forced out of business. However, knowing this industry, we have no doubt there will be someone standing in line to take up whatever slack there may be.

Automotive manufacturers spun off of their own major in house parts divisions in the late 90's. Delphi is GM's largest parts supplier but also makes parts for 90% of all the other car companies in the world, including Rolls-Royce. Visteon, a former division of Ford, even makes some electronic components for NASA. All auto manufacturers try to have two, if not three different sources for each part. If

one company has a shipping or manufacturing problem they can quickly get what they need from their back up. One critical part not delivered, can shut down an assembly line and that can cost big dollars.

Owners of some of the makes like Oldsmobile, Suzuki and Plymouth that are being dropped, will undoubtedly lose some value on the used car market, but most parts to keep these cars on the road are still available.. .

In this country, we have heard all the bad news about Chrysler and GM but the fact is Toyota, Honda, Nissan and all the European companies sales are also off 30—40% from last year as well. Toyota and Nissan truck sales are off 55% since the first of the year. Almost all of the car companies are getting some sort of help from their governments.

The way I see it, Chrysler is the weakest and has the deepest hole to dig out of. They sell the least fuel efficient cars of any maker and it will take years to change that mix. Fiat, the company that bought Chrysler, had a terrible reputation when they last sold cars in the U.S., but they seem to have improved their products by leaps and bounds the last 5 years. Lets hope they can help turn things around for Chrysler.

Questions we have Heard this Summer!

I have heard that Synthetic oils are much better than petroleum based oils, will they help my car?

It is true Synthetic oils are superior but they are more expensive. In cars with Turbochargers they are a must because they can handle the heat much better. If you haul large loads or pull a trailer, they are well worth the extra expense. For normal average driving most brand name oils do just fine and cost much less.

My brakes make noise at times and I'm afraid there maybe something wrong. The noise comes and goes and I know if I take it in it will not happen for the mechanic.

You do not want to take chances with your brakes! Someone needs to remove the wheels to inspect them. It is true there may be nothing "unsafe" just because they make noise at times but you have to be sure the pads, calipers and rotors are in good condition, your life and someone else's may depend on it. After you know for sure they are "safe", then the noise problem can be addressed

if it annoys you enough.

It's not uncommon for brakes to make some noise when cold, or under very light braking. As long as the system is mechanically sound, the noise is only annoying, but if there is any doubt, have them inspected.

I can see coolant/water/green liquid leaking under my car but when I check the coolant it is full, how can that be?

Most cars now have coolant "reservoir" tanks, it is possible for this type of cooling system to leak, yet this reservoir can stay full. To be sure the system is truly full the radiator pressure cap has to be removed. This should only be done after the engine has had time to cool down. Running the engine low on coolant can be a engine killer. In the short run it is fine to add just plain water or any type of coolant. BUT, every manufacture has their own type of coolant, and each is a different color, you must use the correct coolant in the long run or you could cause other problems.

Continued on Page 5



More Customer Questions and Answers

My owners manual recommends oil service every 7,500 miles. My dad says to have it done every 3,000 miles. Who is right?

The short answer is both. Every 3,000 miles used to be the standard. With the improvements in oils 7,500 miles is acceptable, under “the right” conditions. Most people do not drive under “the right” conditions. We post our recommendation stickers at 4 months or 4,000 miles knowing a majority will go maybe 1,000 miles past, and that is okay. For people that do a majority of short drives around town, 4,000 miles or sooner is better. A good rule of thumb is the more highway driving the longer it is safe to go between oil changes.

My “Check Engine” light will come on at times but the car still runs the same. I have checked the oil and coolant and all seems fine. My friend says his does it all the time and he was told not to worry about it. What do you think?

There are hundreds of reasons for that light to come on. As long as it is not flashing there is no need to panic.....but it still should be checked as soon as possible. It means the computer system thinks there is a problem, usually something in the emission system. If this light is on, your car will NOT pass a smog test. It is true that some of the more common reasons the light comes on are frivolous but it still should be addressed. The big problem is that there is only one light. The last time it was on may not have been a big deal but this time it is on for a different reason which could be a bigger problem if left unchecked.

Our Air Conditioner seems to work fine in the morning but in the heat of the afternoon it doesn't seem near as good. Am I doing something wrong?

This is a very common problem when the A/C system gets low on Freon. When it is under 80 degrees it will feel fine but once it gets into the 90's, not so good. There are other things that can have these same symptoms but usually a normal service will make it as good as new. Another point to remember is when you get into a car that has been in the sun, and its 130 degrees inside, it may take 8 or 10 minutes of driving before enough of the hot air is

out of the car before the A/C feels good.

I have a light on my dash that the manual says is for the “TPMS” system. What does that mean?

“TPMS” stands for Tire Pressure Monitoring System. Starting about 6 years ago the Federal Government mandated that auto manufactures start installing these tire pressure systems in their vehicles. In the process of figuring out how to make these systems perform the best the manufactures have changed the designs several times. Now we have no less than 20 different systems, all vary slightly in operation and service needs.

The most important thing to remember is that if the warning light does come on, the first thing to do is check the tire pressure. Once the tires have been checked then the TPMS system will have to be reset. Some systems are designed to reset on their own and others have to be reset manually or with the help of a computerized scan tool. Consult your owners manual, you may be able to do it yourself. If not, just give us a call and we will be happy to help.

I have to add as much as two quarts of oil to my engine between oil changes. I change my oil every 4-5,000 miles. There are no leaks, does this mean I have a problem with the engine?

Using a quart of oil every 1,500 or 2,000 miles is not a problem. Every engine is different. Using a quart every 1,000 miles is normal. We find more than 50% of the cars we service are at least a quart low on oil when they come in. Many people have gotten out of the habit of checking their oil. Checking it every time you get gas is a little over kill for most cars but not checking it at all between oil changes could cause a major engine problem. If you wait for the light to come on, or the gauge to go down, it could be too late. Engines can run for well beyond 300,000 miles now, so, just because it may use a quart of oil every 1,500 miles is no reason to think its life is coming to an end.

I like to use a very human analogy. Some people smoke, drink, stay up late, and still live to 100. Others eat right, exercise and die early. You have to go with the odds, and odds are you and your car will live longer if you take good care of both.

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“Return Service Requested”

“Keeping up with Technology for another 60 Years”

Info inside:

- Manufacturer Problems
- Customer Questions
- AARP Reprint

“FREE LOCAL SHUTTLE ”

Did You Know?

Did you know: Boradori Automotive is one of only a few independent repair shop in Chico that is capable of Reflashing or “**Reprogramming**” **automotive computers** with the latest factory programs!

Since 1996 most manufacturers have come out with new program updates for their computers for many reasons. Some you would not care about and others that could make a difference in performance and fuel economy. Every year and model is different. Some models have updated 5 or 10 times over the years. Sometimes we spend hours on the factory website to find a problem that could be corrected by updating the on board computer.

Our tag line, “Keeping up with Technology for Another 60 Years”, means something to us. Just because this service is only needed in about 1

out of 10 cars, it is still a service we need to be able to perform.

Many other independent shops now bring us cars or refer customers that need to be Reflashed instead of sending the customer to the dealer. The tools and training needed to do this service are expensive. We made the investment because we knew it was something we had to do to stay in front of the curve.

Did you know: Boradori Automotive is the only repair shop in Butte County that can **test your speedometer for accuracy!**

We usually do this procedure after someone gets a speeding ticket and feels they were not speeding. Sometimes we find the speedometer is off because of oversize tires or the transmission was replaced and the gear

that drives the speedometer cable or sensor is different, causing a speedometer error.

Other times we find the speedometer is correct. The customer then can use this information to fight the ticket.

There are also times a speedometer, odometer or the complete digital dash will stop working. We can fix these also.

Did you know: Boradori Automotive has been the “**Go To**” place in town for electrical or running problems for over 60 years! Over and over again we get cars and trucks in that have been at other shops who can’t fix the problem. We look at them as a **challenge**, a challenge we take pride in solving.

A Keeper is Cheaper

By William Jeanes

**With a little care, your car can last for decades,
and save you thousands of dollars.**

“I miss my car and just want to see it back sitting in my driveway,” says Irv Gordon, 68, a retired school-teacher who lives in East Patchogue, New York. The average car on the road in this country is nine years old and logs 15,000 miles a year. Gordon has driven the sporty red Volvo P1800s he bought back in 1966 a lot more than that—a astounding 2.7 million miles. Just now the car is in the shop, Gordon says he has learned to get the carburetors rebuilt every 900,000 miles, whether they need it or not.

The secret to automotive longevity turns out to be no secret at all: it’s maintenance. “Do what needs to be done when it needs to be done,” says Gordon. Sounds too simple to be true, doesn’t it? Yet in talking to the uncrowned kings of the road for whom a quarter-million miles in a vehicle is just a beginning, the same advice keeps emerging: read the owner’s manual and stick to its schedule.

Gordon monitors his Volvo’s oil, transmission fluid, and coolant levels, as well as tire pressure, at almost every fuel stop. He also checks belts and hoses, replacing them when they show signs of wear. Start paying close attention at 50,000 miles and every 50,000 miles thereafter, he says.

A lot of trouble? Maybe. But the alternative can be costly, as Pete Biro learned the hard way. A longtime photographer of auto races (he retired about 5 years ago), Biro, 76, drove well over 200,000 miles in his 1993 Jeep Grand Cherokee while following the off-road racing circuit.

“It’s been through rough use on dirt roads, gravel, river crossings, all that,” he says. “But I had another Cherokee that I didn’t pay attention to, and the engine froze up at 60,000 miles. So I now religiously take it in for service every 3,000 miles. That’ll soon be a hundred oil changes.”

Keeping your car in shape pays. In fact, you can end up saving more than you spend on it in the first place. Think about it: how much does it really cost to maintain your car? Let’s say you drive 50 percent more than average, or 22,500 miles a year. In 5 years you’ll cover 112,500 miles. In that time you can count on up to 30 oil changes at \$40 each, miscellaneous service costs (filters, hoses, tire rotation), say another \$1,200 for maybe a major item or two such as timing belt replacement, and new brakes and shock absorbers, for say as much a \$1,100. That adds up to \$3,500 or \$700 a year.

Now, suppose you bought a new car for \$20,000 and financed \$18,000 at 7 percent for 48 months. That’s a \$430 monthly payment, or \$5,160 a year. Why add that to your budget when the cost of holding a 5-or 10- or 20 year old vehicle is just \$700?

Even if the maintenance cost were twice as high, a \$1,400 annual expense still beats those car payments by almost \$3,800—which over 5 years comes to almost \$19,000. In short, driving a car for five years after it’s paid saves you the equivalent of a new car. Another five years, another new car. And so on. (Boradori Note: They have not even factored in the extra cost for insurance and depreciation on a new car.)

9.4 Years
The median age of
passenger cars in the
United States, now at
an all-time high.

—R.L. Polk & Co.

Rebekah O'Connell has saved this way for decades. O'Connell, 54, commutes 100 miles a day working as a certified credit and housing counselor in Raleigh, North Carolina. She bought a 1997 Honda Civic when it was two years old and put 280,000 miles on it. "you can't ignore normal wear and tear," she says. "Spend the money."

As Irv Gordon demonstrates, even an engine rebuild, a \$5,000 job, can be worthwhile to owners in it for the long run. Gordon estimates this time he'll spend as much as \$5,000 to renew his Volvo, including custom made pistons that Volvo no longer makes.

Who's going to baby your car? While it's nice to do it yourself, almost everyone needs a mechanic on occasion. Alvin Elam, 55, of Warrenton, North Carolina, drives a 1992 Camry with 447,000 miles on it. Alvin, a hospital employee, often buys his own oil and filter, but uses mechanics for anything harder than oil changes.

In choosing a mechanic, you can go to a dealership, which may not be interested in your efforts to prolong your car's life, or pick a independent garage. For recommendations on independent garages, start with AAA website. **(Boradori Note: We have been AAA Approved from day One)** Look for a mechanic certified by the National Institute of Automotive Service Excellence. **(Boradori Note: Every technician here is ASC Certified)** The bottom line, find someone you trust, make them your friend.

For those who turn to a pro, Gordon offers this tip: if your car is sparking clean, you will get better service. "Mechanics don't want to spend more time than they have to in a car filled with trash and sticky with food," he points out. "But take a clean car in for some work and they pay closer attention to its needs."

Gordon should know. His dedication to his own multimillion-mile car let him to a part-time job—in the service department at a Volvo dealership.

William Jeanes is a former editor in chief and publisher of Car and Driver and former publisher of Road & Track.

And Don't forget....

If your vehicle has on, replace your Timing Belt at or before the factory recommended mark. Waiting too long can leave you stranded and possibly cause internal engine damage if it breaks.

Second to oil, the cooling system is your engine's life blood. It is by far the number one cause of major engine failures. Low coolant may cause your temperature gauge to be inaccurate....leading to major engine damage.

Don't fall into the trap of servicing your OLDER car less, that is when they need a little more care, even if the car is not "worth" much, think about HOW MUCH WOULD IT COST TO REPLACE IT.