

# It takes expert to service today's auto

The self-service gas station has almost become the norm today. Wonder why?

According to Joe Massaro, Parts and Service Development Manager, American Motors, because of today's new and complex automobile technology, very few service stations have the technological

education and expensive machinery to properly care for your car.

Emission control checks and computer analyzers are just two of a dozen expensive machines that assist auto technicians with normal maintenance check-ups. Massaro says the new 1985 autos

feature something new — computer boxes which, when plugged into a mainframe computer at the dealership, will detect hidden problems and irregularities.

When you start dealing with technological performance, the average gas station

just doesn't have the proper equipment needed to detect problems in today's cars. Even the do-it-yourselfer will, at some point, need proper manufacturer's services to keep his car in top-top shape.

American Motors, like many other auto manufacturers, conducts — 52 weeks a year — a Technical Training School for service technicians. AMC requires its dealers' technicians to attend a minimum of one week per year to keep up to date on changes in caring for your car.

Massaro notes there are specialty garages that deal strictly with mufflers or brakes, but they won't touch a tune-up.

Even Goodyear and Firestone recently implemented technical schools and training centers. Their technicians are also required to spend one week a year in intense schooling before attempting any auto electronic work.

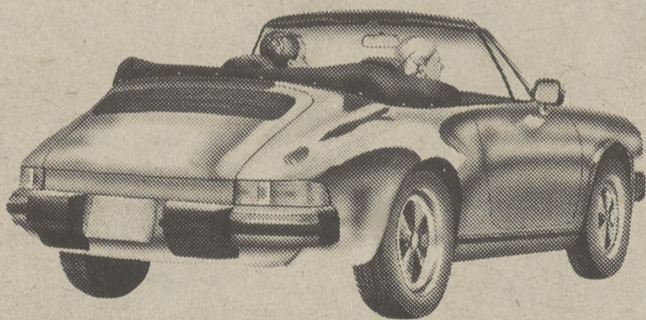
Because automobiles are expensive to buy, they're rather costly to maintain. However, Massaro says you have the right to demand an estimate on maintenance, however, hidden repairs and major problems are almost impossible to estimate before hand.

To avoid costly repairs, Massaro suggests, don't put that owner's manual in a drawer and forget it. Be aware of proper maintenance and your own driving habits to save money in the long run and keep your car running on the road longer.

## Imagine

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## 1985 Volvo features good sound

The 1985 Volvo 740 features an AM-FM stereo cassette radio, power amplifier, four speakers and power antenna.

On the mechanical side, Volvo has not stinted on the 740. Power assisted rack and pinion steering, with only 3.5 turns lock to lock, and a 32'2" turning circle make for easy maneuvering in even the tightest of spaces. For ride comfort and good handling, Volvo provides a MacPherson strut front suspension with double-acting hydraulic shock absorbers and a 19 mm swaybar. At the rear the 740 is equipped with Volvo's unique Constant Track suspension. This system, developed and patented by Volvo, combines the smooth ride and low-noise of an independent rear suspension with the simplicity and reliability of a live axle. Double-acting shock absorbers and a swaybar complete the rear suspension system.

Both 740 models offer a choice of the highly regarded Volvo M-46 four-speed manual transmission with electric overdrive or a four-speed automatic overdrive transmission. To make sure that the stopping ability of the 740 is up to its accelerating ability, four-wheel power assisted disc brakes are standard. Following Volvo tradition, the brake system consists of two triangular circuits, each controlling two front wheels and one rear. This design permits 80 percent of total braking capacity to be utilized with one circuit inoperative — well in excess of any government requirement. To reduce the likelihood of dramatic changes in pedal pressure or stroke in the event of a single circuit failure, the brake system utilizes Volvo's stepped bore master cylinder.

Clearly, Volvo has assembled the best elements of its considerable engineering inventory to develop a fiercely competitive offering.