



Biting the Bullitt

We preview remake of movie-star Mustang. C3

WHEELS

Aiming for Indy

Almonte go-karter feels 'invincible.' C9



Cool tints can ease summer's heat

When the greenhouse effect threatens to cook the inside of your vehicle, tinted windows can help. But get the job done right, David Steventon writes.

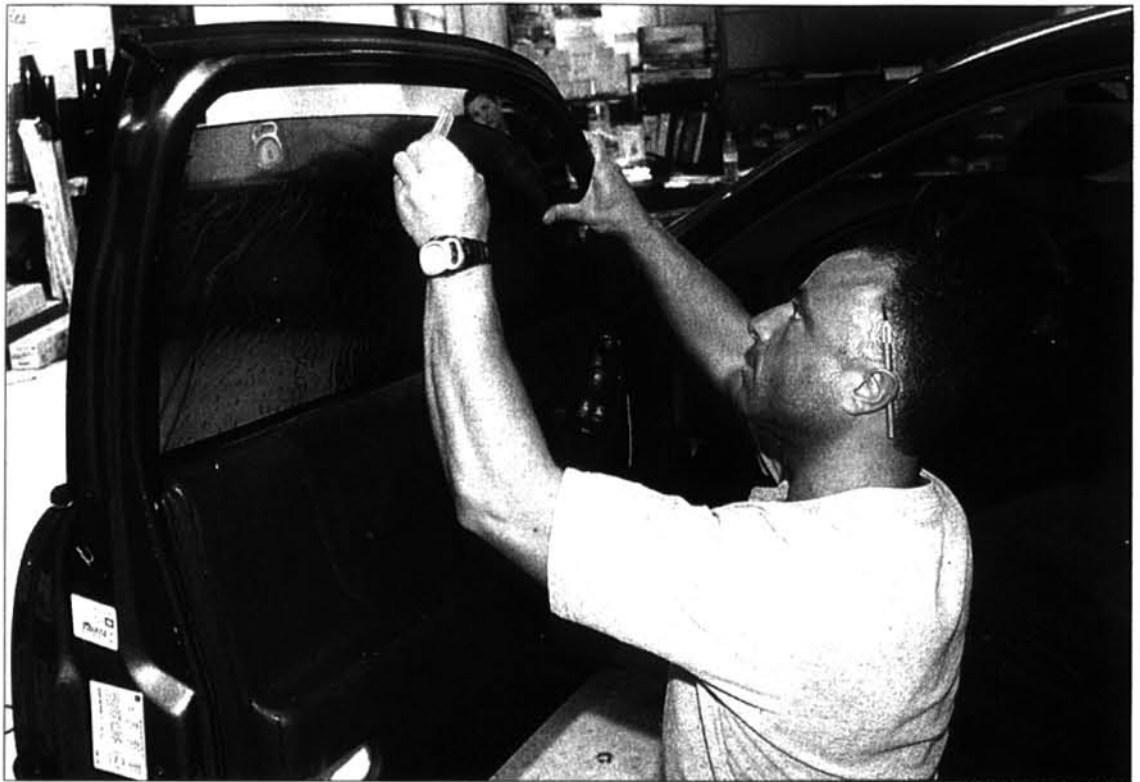
It takes only a few hot, sunny days of summer to help us forget pretty lacklustre spring weather. But after the first few minutes of warmth radiating through our car windows, the discomfort of super-heated car interiors soon brings us back to reality.

Unless you are a stretch-limousine driver, or one of those prudent new-car buyers who ordered factory-installed window tinting, you face the prospect of dazzling sun rays and unwelcome UV radiation through your car windows this summer. Yet a few hundred dollars wisely spent on aftermarket window tinting can transform your car interior into a more hospitable environment.

Even the most aggressive air-conditioning system cannot prevent the discomfort felt from untinted car windows. If yours is a minivan or station wagon, more glass means even more discomfort. Installing window tinting can ease the heat and make the experience of driving or riding in your car far more enjoyable.

Factory tinting involves a dye introduced as the glass is made. Aftermarket tinting material is an adhesive plastic film either dyed or impregnated with metal particles to create the tint. The benefits of tinted glass go beyond filtering out the sun and UV rays. It has insulating properties for reflecting heat away from the car in summer and containing it within the car in winter.

The aftermarket tint has an additional benefit, its installers say. Being an adhesive film, it provides occupant protection should side or rear windows break. Unlike windshields, which are laminated and tend to hold together when broken, these windows shatter into thousands of pieces. The film tends to hold the broken pieces together, preventing them from



Sandro Savone, of Shades Window Tinting, applies tint film to a car window. Pay attention to the quality of material and workmanship when shopping for tinting, he advises.

raining down on you or your passengers.

According to Sandro Savone, owner of Shades Window Tinting on Colonnade Road South in Nepean, prospective customers need to consider several factors before having a tinting job done on their vehicle.

"Consider not only price but also the quality of the material, the ability of the installation shop to do a good job, the scope of the manufacturer's warranty and the reality that you will get what you pay for," says Mr. Savone.

He favours the popular LLumar brand, but says Solar Gard is also good.

Regardless of brand, there are usually three levels of film quality. Baseline quality consists of a dyed film, which has a limited lifespan (three to four

years) before it changes from the familiar grey colour to purple, due to bleaching from the sun.

The mid-grade quality film is impregnated with bleach-resistant metal particles. The LLumar brand has about 65 per cent heat rejection and 98 per cent rejection of harmful UV rays.

The premium quality, and the most expensive, is similar to the mid-grade but has a higher metal content and better heat rejection. It comes in several reflective colours, including bronze, black charcoal and silver.

The film has a mirror effect when seen from outside the vehicle. Because of this, provincial legislators dislike it because of its potential for dazzling other road users.

Each level of film comes in

three light-transmission grades: 30 per cent, 15 per cent and five per cent light transmission. In other words, between 70 and 95 per cent of light is prevented from passing through it.

"I try to discourage customers from going with the darkest grade, although some insist on it," says Mr. Savone. "In such cases it is important for customers to understand what prevailing provincial legislation exists."

"Usually only moderate tinting is allowed by provincial laws on the driver's and front passenger windows."

To ignore the law could result in the violator facing a \$105 fine in Ontario, for example, plus a trip to the window shop to have the film removed.

See TINT on page C2

Window-tinting rules by province

Legislation governing use of tinting on motor vehicles varies from province to province, so check the rules before shading your windows.

Some provinces, such as Quebec, apply the law to visitors as well as residents, so be sure your tint job meets the rules in all of your driving destinations. As long as a vehicle has left and right door mirrors, all provinces allow any density of window tinting on the back and rear-side windows. The law isn't as uniform when it comes to the windshield and front side windows: Ontario's Highway Traffic Act allows tinting, but is not clear on exactly how much. It says the driver's view of the road should not be "obstructed," and the

view of the vehicle's interior from outside should not be "substantially obscured." In Quebec, front windshield tinting is allowed only on the top 15 centimetres of glass. The front side windows are allowed to be tinted, but must let at least 70 per cent of light through. Alberta, Nova Scotia, Prince Edward Island and Saskatchewan all prohibit windshield and front side window tinting of any kind. British Columbia prohibits tinting on front side windows, but allows 10 centimetres of tinting at the top of the windshield. Manitoba, New Brunswick and Newfoundland allow some tinting on front windows, with varying minimums on the amount of light that must pass through.

WHEELS SUMMER PHOTO CONTEST

Send us your 'motion' pictures

BY ROBERT BOSTELAAR

Load your film and clean that lens — the Wheels Summer Photo Contest has rolled around for 2001.

As in previous summers, we're looking for your photographs on an auto- or transportation-related theme. We've got a terrific selection of prizes, courtesy of our contest sponsor, The Focus Centre.

And this year, in response to readers' suggestions, we're introducing an additional subject category: Car Portraiture joins the Cars and Kids category added last year. Of course, the General category continues.

As well, instead of awarding all the top prizes in the General category, this year we'll divide them among the first-place finishers in the three categories.

The prizes are:
General: a Minolta STSI SLR camera kit with two zoom lenses, \$800 value
Cars and Kids: Minolta Vectis 2000, \$250
Car Portraiture: Minolta Riva 115, \$250

Plus we'll run a Photo of the Week regularly as entries come in. In September we'll print the

winners and other photos our judges liked in the three categories (those entrants and Photo of the Week selections will receive Citizen memorabilia and a Kodak 24-exposure single-use camera, with processing included, \$25 value).

Car Portraiture, by the way, can include any shot in which a vehicle or group of vehicles is the subject. It can be your car — or truck, bike, helicopter, whatever — or someone else's. Cars and Kids, of course, is for any photograph that includes a child as part of its subject.

Photos in the above two categories will also be entered automatically in the General category. No entrant can win more than one grand prize, however.

Other rules? The Summer Photo Contest is open to amateurs only, and employees of the Citizen and The Focus Centre and their immediate families are not eligible. Photos must have been taken between June 1, 2001, and Sept. 3, 2001.

Entrants acknowledge that the Citizen is entitled to publish all submitted images.

See CONTEST on page C2



Judges John Major and Marilyn Mikkelsen had a multitude of entries to choose from in last year's Wheels Summer Photo Contest.

Repairs, service drive dealership expansions

'As times get tougher, people spend more on maintaining cars'

BY IRIS WINSTON

Despite thousands of job losses in Ottawa's technology sector and the whiff of a slowing local economy, many automobile dealerships are expanding their businesses.

Where sales of new cars are declining, the expansion is showing up in new bays and extended hours at growing service departments. And at some dealerships, especially those selling imports, sales are still strong enough to fuel construction of new showrooms.

Otto's Service Centre Ltd. is doing both. "We are going ahead with expansion plans," said co-owner Sonia Koller. "Sales have increased significantly over the last year."

Otto's "hasn't been affected at all" by the recent hiccups in the tech sector, she said.

Otto's is building a 30,000-square-foot BMW expansion devoted to sales space, additional service space and a "drive-through" service bay, due to be finished by year's end. A second building is

planned for Subaru sales, more service space and a large used-car showroom. Service hours will be extended when construction is finished.

Industry analyst Barry Nabatan, of Ottawa's Market Research Corporation, says fear of recession can create "a pull-back in sales," which is in evidence at some Ottawa-area dealerships. "But that doesn't necessarily affect the auto industry negatively. It affects sales — not repairs. They're booming, and there's more profit in repairs."

At least two major auto dealers in Ottawa are focusing heavily on increased service to compensate for declines in new car sales over the last few months. Jim Keay Ford Lincoln Sales Ltd. and Capital Dodge Chrysler have extended service hours and streamlined service to meet customer demand.

"Service is always critical, but as times get tougher, people spend more money on maintaining their cars," said Capital Dodge owner Jim Durrell.

At Jim Keay's dealership, for example, two shifts now work from 7 a.m. to midnight. The emphasis, said Mr. Keay, is on "fast and friendly service and catering to people who want to get in and out real quick."

See DEALERS on page C2

Tint: Job best left to an expert

Continued from page C1

Motorists who have tried to do the job themselves, by using kits available from supermarkets or automotive stores, will know that with the exception of a simple installation such as the back window of a pickup cab, the work is best left to an experienced professional. It is easy to leave bubbles between the film and glass.

Expertise is the most important factor when selecting a shop. Mr. Savone has more than 10 years of experience, including regular trips to the sunny south during winters to seek out improved techniques and to hone his skills. He says a good job is not rushed.

One indicator of a skilled installer is the ability to install a back-window film in one piece. This requires skill to shape the film along lateral and vertical curves in the glass. Mr. Savone says the quick way out is to install the film in two pieces.

A clean installation shop, one with dust-removing ventilation, is also an important consideration. Dust and debris on the glass or film can be a blemish.

At Shades, the installation price of the mid-grade film on a small pickup begins at \$99, small two-door cars from \$199, small four-door sedans from \$249, SUVs from \$279 and minivans from \$299. "The popularity of aftermarket window tinting is growing," Mr. Savone says. "I have seen the demand increase by as much as 30 per cent a year."

Adam Gard, who co-owns 11-year-old Goldwing Tinting on Bank Street, says there is a growing demand for automotive glass tinting due to concerns about harsher ultraviolet rays. Tint film functions as sunblock for your car.

He also says you get what you pay for, and that for a lasting job you should steer clear of the dyed film.

He has carried the LLumar brand since starting the busi-

ness. He says the brand is popular and the manufacturer, CP Films of Virginia, invests heavily in product research and development.

At Goldwing, for those who insist, Mr. Gard will sell dyed-film jobs that begin at \$150. The cost of the metal-injected mid-grade film starts from \$250.

The Glass Shop on Clyde Avenue, owned by Greg Sarazon, favours the Sun-Guard brand. For those planning to keep their car for four years or less, he says, the dyed type of film is considered adequate. A typical installation on a Chevrolet Cavalier, for example, costs \$195.

All three companies offer similar recommendations for selecting an installer. Speak to previous customers to get their opinion of the job and prices charged. Good shops advertise very little, relying instead on referrals and return business. Avoid a business that boasts it can do an installation in a very short time. A good installation should not be rushed. Expect to pay for four hours of labour, or more, for the best-quality job.

A good product will not bubble or peel. These conditions should be included in the manufacturer's warranty. Insist on a manufacturer's rather than an installer's warranty.

Always respect the legislation concerning window-tinting in the province you live and plan to drive. Also consider legislation of neighbouring provinces. The Quebec regulations, for example, are imposed on visitors as well as on residents. Be sensible with the depth of tint you choose. The very dark, five per cent tint might seem trendy but could make rear visibility at night very poor. Also opt for a moderate depth of tint on the front side windows unless you want to have frequent conversations with police officers.

Provided that common sense prevails, base your expectations of job quality on how much you are prepared to pay. Choose the grade of film appropriate to your needs. Done right, aftermarket window tinting has the potential to enhance the motoring pleasure of passengers and driver alike.

David Stevenon, a certified automotive technician, works for the Canadian Automobile Association and is a member of the Society of Automotive Engineers and the Canadian Automobile Repair and Service Institute.



A heat gun is used to remove air pockets and shrink tint film to the shape of a car window.



Artist's rendition shows Otto's 30,000-square-foot expansion, adding sales and service space, and a 'drive-through' bay to the dealership.

Dealers: Part of a normal cycle

Continued from page C1

May was a record month for the service side of the dealership, Mr. Keay said, and while "sales have been up and down over the last six months, we're on an upswing now and May was almost back up to normal."

At Turpin Pontiac Buick, major expansions were completed several years ago. The main dealership was enlarged in 1996 and a Saturn facility completed a year later.

"We were ahead of the boom," said Jim Low, Turpin's director of marketing. Company vice-president Fern Turpin Jr. said this is true in the service area also, which is open daily from 7 a.m. to midnight and has been open on Saturdays "for years."

But other dealerships seem to have been hit harder by the ripple effect of job losses in the high-tech industry. Michael Davies Dodge Chrysler Ltd. in

Bell's Corners says it has put on hold its expansion plans. "To spend \$7 million or \$8 million on a new facility would be unwise considering the total cost of doing business today," says general sales manager Glenn McLean.

Other dealerships have also pulled back on expansion plans, for now, as sales slow. But with sales down, many of these have seen a corresponding boom in trade at their service departments.

Mr. Nabatian says it is all part of the normal cycle in the auto business. "It's a cyclical industry," he says.

"People generally keep a car for three to six years. Since 1997, new car sales have increased, so not that many people need a new car now.

"Sales are bound to slow down and it really doesn't matter how low the price is or how sexy the models are. It's going to be another year or two be-

fore most people buy again." The tech slowdown and drop in stock values have had some effect on the region's auto sales, but less so than the normal sales cycle, he said.

"It's true that last year a buyer had to wait three months or more for a luxury car \$70,000 and up, and that there were many more millionaires in the region than there are now. But luxury cars are not really a major part of the auto industry and the trend doesn't affect the majority."

In addition to the growth at Otto's, two other Ottawa dealerships report bucking the service-over-sales trend. Carling Motors, which went ahead with its planned 15,000-square-foot expansion, is showing good sales figures, says operations manager Erol Sarfield.

"Mazda is ahead for the year and Volvo and Benz sales are going very well too," he says. "We like to think that's because

we're special, but I have to say that Mazda sales are up 30 per cent everywhere."

Sales at Kia of Orléans are also strong, according to general manager Denis Deschamps. He attributes the growing popularity of the low-cost vehicles to "people knowing Kia a little better, as well as the pricing."

Meanwhile, investors in an auto mall intended for Kanata have scaled down their plans. They have put 58 acres of the 100-acre site west of the Corel Centre up for sale. This, says Royal LePage realtor Gordon Taylor, is partly because of current market changes and partly because zoning approvals took close to seven years.

"Originally, the group felt that they would have several dealers in the auto mall. Now, they are expecting maybe three or four. Given that and the market conditions, this is a reasonable move."

RECALLS

Dashboard warning lights fail to illuminate

By TONY CÔTÉ

Warning lights that fail to warn are behind the recall of nearly 190,000 General Motors cars and vans dating back to 1996.

More than half of the vehicles are 2000 Chevrolet Cavaliers, Pontiac Sunfires and Grand Am and Oldsmobile Aleros. Other models being recalled are the 1998 Buick Century, 2000 Chevrolet Monte Carlo and the 1996-99 Chevrolet Astro and GMC Safari vans.

Transport Canada says there are two problems that need to be fixed. One is an oil warning indicator that won't illuminate and the other is a low-voltage warning light that doesn't work. The recalled vehicles have one or the other problem, not both. Both problems can be fixed by the reprogramming of a control module.

• The child-safety restraining

system in the 2001 Volvo V70 station wagon may have a bolt that was incorrectly tightened, making the system unsafe. Volvo dealers will inspect and, if necessary, tighten the bolts to the specified torque.

A similar problem has prompted Volvo to recall two other models, the 2001 V70 and S80 sedans. The anchorage bolts for the rear seat-belts may not have been torqued to specifications before the cars were shipped to dealers. Dealers will fix the problems.

About 3,500 Acura Legends built in 1991 and 1992 and equipped with Bose audio systems are being recalled because of an overheating problem in the system's amplifier.

Transport Canada says that under high ambient temperature conditions, the amplifier circuit board could short-circuit, making one or more transistors overheat and causing

smoke or the possibility of an amplifier fire. Dealers will replace the amplifier circuit board on affected vehicles.

Twelve truck models and two bus chassis built by Freightliner are being recalled because they were built with incorrect tire-rod components, which were not manufactured to correct specifications. The parts were manufactured by TRW.

The models involved are the 1999 Freightliner FLB, FLD, Century Class, Argosy, Cargo, FLN, S112, FS65 School Bus chassis, XC Motor Coach chassis, Thomas Built MPV-EF and Transit Liner E, Orion V, Western Star Constellation and Western Star Heritage.

The suspect tire rods contain 24-DL model ball sockets which have a below-specification case depth and/or hardness, which can lead to premature wear of the socket. If this occurs, the

driver can lose partial control of the right front wheel, possibly resulting in a crash. Dealers will replace the defective ball sockets and/or drag link.

Recalls are being issued because a rod attachment assembly could develop fatigue cracks and eventually fail, leading to poor handling and a possible crash. The models are the H3-40 and H3-4-VIP. Dealers will fix the problem.

Recall notices are mailed to owners of affected models who are registered with the manufacturer, and may take several weeks to arrive. If you believe your vehicle may be subject to a recall but do not receive a notice, contact a dealer who sells your make of vehicle.

Manufacturers pay all costs for repairs. Read previous columns at www.ottawacitizen.com.

ROADWORTHY

CHILDHOOD MEMORY

WE'RE TAKING THIS ONE FOR A TEST DRIVE

YAY! NEW CAR!

PRESENT DAY

CAN I TEMPT YOU WITH A TEST DRIVE?

I DON'T LIKE THE COLOUR.

AAAAHH! I MEAN NO THANKS.

ADMITTEDLY, THIS IS BEING DREGGED UP FROM OVER TWO DECADES AGO. BUT SEE HOW IT STILL AFFECTS ME? I HAVE NIGHTMARES...

©Dave Ruzicki 2001 verbet@mail.utoronto.net

Wheels Summer Photo Contest entry form

Name: _____

Address: _____

Daytime phone number: _____ Date photo taken: _____

Subject: _____ Title (optional): _____

Attach entry form to photo. Send to: Wheels Summer Photo Contest, Ottawa Citizen, 1101 Baxter Rd., Box 5020, Ottawa, ON, K2C 3M4

Contest: Deadline is Sept. 4

Continued from page C1

People may enter up to five images each. EVERY photo or slide must have a completed entry form attached. Photocopies of the form are acceptable as long as one original is included. Images that have been digitally manipulated must be indicated as such. We cannot accept electronically transmitted images.

You don't need to send negatives. If you would like your material returned, include a stamped, self-addressed envelope. No other arrangements will be made for the return of photos.

Deadline for entries is Sept. 4. But don't wait until August to snap those shots: the sooner you enter, the sooner we get to see your photographs, and the sooner you can win weekly prizes.

How to reach us

Wheels editor: Robert Bostelaar
Phone: 596-3719
Fax: 726-1198
Mail: Wheels,
The Ottawa Citizen,
1101 Baxter Rd.,
Box 5020,
Ottawa, K2C 3M4

E-mail: wheels@thecitizen.southam.ca
Web site: <http://ottawa.carclick.com>

Advertising:
Automotive account executives
Chris Buell — 596-3534
Paul Coleman — 596-3596
Rico Corsi — 596-3532

Wheels is published every Friday by The Ottawa Citizen. Reviews published in this section are based on tests of cars and trucks that have been provided by manufacturers.

ACURA

- Camco Automotives Inc

AUDI

- Mark Motors of Ottawa

BMW

- Elite Automotives Inc.
- Otto's Service Centre

CHRYSLER DODGE TRUCKS

- Cyrville Chrysler Ltd
- Michael Davies Chrysler Ltd
- Orleans Dodge Chrysler Ltd

CHRYSLER DODGE JEEP

- Bank Street Chrysler Jeep Dodge

- Capital Dodge Chrysler Jeep
- Metro Chrysler Dodge Jeep Ltd
- Southbank Dodge Chrysler Jeep Ltd

CHEVROLET OLDSMOBILE

- Baltes Automobile Inc. Chev Olds Cadillac
- Cari Elliott Chevrolet Oldsmobile Ltd
- Jim Tubman Motors Chev, Olds, Chevy Trucks
- McNeil Motor Sales (Manotick) Ltd
- Mews Chevrolet Oldsmobile Ltd
- Myers Chevrolet-Olds-Cadillac Ltd

FORD

- Campbell Ford Sales Ltd.
- Donnelly's Ottawa Ford Sales
- Embrun Ford Sales Inc.
- Hunt Club Ford Lincoln Sales Ltd.
- Jim Keay Ford Lincoln Sales Ltd.
- Kanata Ford
- Lincoln Heights Ford Sales Ltd.
- Mont Bleu Ford Inc.
- Sterling Ford Sales (Ottawa) Inc.

HONDA

- Civic Motors Ltd.
- Dow Honda Motors Ltd
- Hunt Club Honda
- Ottawa Honda

HYUNDAI

- Acacia Hyundai
- Bank Street Hyundai
- Otto's Hyundai

www.oncda.com

COMMITTED TO CUSTOMER SATISFACTION

OTTAWA NEW CAR DEALERS ASSOCIATION

INFINITI

- 417 Infiniti Nissan Ltd

JAGUAR

- Campbell Jaguar

KIA

- Bank Street Kia
- Gateway Kia
- Kia 417

LAND ROVER

- Land Rover Ottawa

LEXUS

- Bel Air Lexus Toyota
- Tony Graham Lexus Toyota

MAZDA

- Bank Street Mazda
- Carling Motors Ltd
- Performance Mazda

MERCEDES BENZ

- Carling Motors Ltd.
- Ogilvie Motors

NISSAN

- Graham Nissan
- Walkley Nissan
- 417 Infiniti Nissan

PONTIAC BUICK

- Jack May Pontiac Buick Ltd
- Sunrise Pontiac Buick GMC Ltd
- Surgenor Pontiac Buick Ltd
- Turpin Pontiac Buick GMC Ltd
- Marcel Belanger Pontiac Buick GMC Inc.

PORSCHE

- Mark Motors Of Ottawa

SATURN - SAAB - ISUZU

- Turpin Saturn Saab Isuzu
- Saturn Saab Isuzu 417

SUBARU

- Ogilvie Motors
- Westboro Subaru

SUZUKI

- Suzuki of Ottawa

TOYOTA

- Bel Air Lexus Toyota
- Mendes Toyota
- Tony Graham Toyota

VOLKSWAGEN

- Bytek Automotives Inc.
- Citilwest Motors Inc.
- Hunt Club Volkswagen

VOLVO

- Carling Motors Ltd
- St. Laurent Volvo