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Awareness of Today's Auto Service

As a member of HVTC for many years, I have recently heard price gouging and poor workmanship performed on a few of our members beloved cars. I grew up in the town of Avilla, IN from the early 60's to early 80's . At that time there were four gas stations, where one could obtain maintenance such as oil changes and lubrication to a full over haul on any car. I grew up during the muscle car era where my gearhead neighbor had a 55 Chevy with a tilt front end, a 62 and 70 LT1 Corvette and many others. There were GM, Mopars, Fords, and other muscle cars roaming the streets in the late 60's to early 70's. My dad always drove Chevrolets and Oldsmobiles, back then you use to get a full tune up, lube, and oil change for less than \$40.00. The tune-up would last one year or 12,000 miles. Forty dollars in the 60's and 70's adjusted for inflation does not equate to the exorbitant and ridiculous charges dealerships and some crooked independent shops charge. Granted, cars are more complicated and technologically advanced. Does this translate into hundreds to thousands of dollars in auto service and repair. A long time ago, car companies made shade tree mechanics extinct. They want you to come to their dealerships. Even independent shops are facing the threat of data not being available in the future. No independent shop can work on a Telsa, they will not release the data. Therefore, you must use their service department and resources, and their high cost. One way to avoid these headaches altogether is to buy automobiles that Consumer Reports recommend. I also watch Scotty Kilmer and the Car Wizard on the You tube channel. They are not paid sponsors, but are mechanics who tell the truth about dealerships and what cars to buy and not to buy. I once won a free alignment at a well known business. I took my vehicle in and they wanted to

replace some worn parts at a high figure. I took my vehicle to my shop and fixed the issues and then took it back for an alignment. I watched him align it asked if he checked the castor and camber, since I replaced the ball joints. He said he did, and I went up front to get my receipt. I asked the cashier about castor and camber and she said that they only adjust it if necessary. I have been to this shop before with the same issue. I took my vehicle to my mechanic, and he said the castor and camber were off. That was the last time that I set foot inside that shop. Club member, Bud Gibson, experienced poor machine work on a Ford 302 in a Torino. It overheated and he had to pull the engine, he found scuffed main bearings with less than one hundred miles. I recommended a small shop in Michigan to rebuild his engine. He also had his transmission rebuilt at another small shop. He had success with these shops. When one needs work on our vintage cars, please ask other club members for their recommendations. Retro-bird owners, I feel for you. Ford does not support this car with the parts inventory or will not work on these cards, a sad situation. Ask our club members about this dilemma. Next topic the 72- 76 big thunderbirds.

Respectfully submitted,

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