

On The Road

WITH BP'S AMOCO ULTIMATE[®]
GOLDEN MECHANIC



In 2005, BP selected Ryan Koolman as its first-ever Amoco Ultimate Golden Mechanic in a nationwide search for America's best mechanic. Koolman - a diagnostic specialist from Allendale, MI - provides superior quality service to his customers each day and helps keep their cars running at their best. He offers the following five tips to keep your car out of the garage and on the road throughout the year.

1. "Change your oil regularly. This ensures longevity of the engine. Oil is not only important for lubrication, but also carries contaminants to the filter, and helps keep the engine cool. Once oil has exceeded its useful life span it can't do any of these jobs."
2. "Inspect all fluids. Make sure that fluids are clean and at the proper level."
3. "Check tires. Properly inflated tires ensure safety, and help fuel economy."
4. "Keep the engine tuned up. Follow the manufacturers' recommendations for replacing ignition components, filters and having injectors cleaned. This not only improves performance and fuel economy, but also reduces emissions, and makes the vehicle more reliable."
5. "Fill-up your tank with BP's premium fuel, Amoco Ultimate. With continuous use, it can help clean-up dirty engines by cutting away deposits from intake valves. A cleaner engine can give your car better performance - ensuring less hesitation and smoother acceleration."

For more news and updates on the 2006 Amoco Ultimate Golden Mechanic contest, please visit bpgoldenmechanic.com.

"With the rear seats folded down, my bicycle fits easily (front wheel removed). This is an improvement over my personal 2000 Audi A4—my bike is a tight fit in it. For a car that appears small, it is remarkably roomy inside. At 6-foot-2, I am very comfortable."

Matthew Miles
CYCLE WORLD MANAGING EDITOR

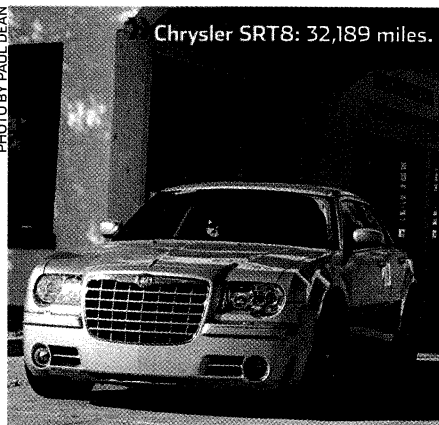
2006 Audi A3 2.0 T DSG	
Delivered price	\$32,590
Total miles/miles since last report	21,073/10,290
Maintenance costs to date	\$0
Repair costs to date	\$0
Average mpg to date	25.1

2006 CHRYSLER SRT8

PLEASURE AND PAIN GO HAND-IN-HAND with our SRT8. The power is intoxicating and brings a smile to every one who drives the car—but entering a driveway, hitting a dip in the road, or parking too close to a curb makes us all cringe because the nose of the car is just so low. Chrysler has addressed the problem and introduced a front clip for the SRT8 that includes the lower splitter as a single molded piece. Previously it was separate and clipped on. The new piece looks better and sits a bit higher. This should help keep it in place, even though it can still scrape when an inconsiderate driver forgets to be extra-cautious.

Even with the damaged front clip, it's been difficult to keep editors from racking up the miles. The SRT8's looks haven't grown old—most of us find the chiseled brick still lures nods of approval from those we pass.

PHOTO BY PAUL DEAN



"A fast car with ample power—lots of bulk, stiff ride quality, okay handling considering size and weight, okay accommodations, but not great. Would be a tough choice for me—love the performance; not crazy about the ergonomics."

Thos L. Bryant
EDITOR-IN-CHIEF

"I appreciate the ergonomics. Having driven both legs of an 850-mile round trip to Phoenix, I never felt cramped or restless in the least. Stuffing three more adults into the

cabin smoothed out the ride considerably, all but eliminating the harshness that the SRT8 exhibits over concrete-slab expansion joints and pavement patches when driven solo. Although there are a few things I don't like about this car, it's an impressive, entertaining piece of machinery. It goes like stink, sounds great at WOT and handles decently."

Paul Dean
CYCLE WORLD EDITORIAL DIRECTOR

2006 Chrysler SRT8	
Delivered price	\$46,050
Total miles/miles since last report	32,189/6828
Maintenance costs to date	\$1304
Repair costs to date	\$0
Average mpg to date	17.1

2005 CADILLAC CTS-V

WE'VE JUST HIT THE MAGIC 50,000-MILE mark in our CTS-V, and the car really is starting to make us wonder about its long-term durability. The power is great, the engine is reliable and nothing mechanically important has broken. No one has been stranded by the CTS-V, but we are wary of the strange noises coming from the rear end. Our mechanic has inspected it twice and assured us everything is mechanically correct—just worn. Clearly the car is well beyond being broken-in. If one can ignore the doubt-inducing noises, the CTS-V is still a blast to drive and looks good.

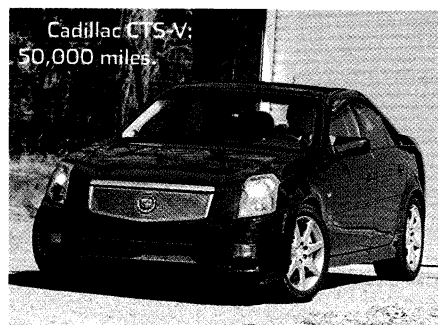


PHOTO BY ALLAN ROSENBERG

"I must say the CTS-V still packs a punch at 50,000 miles. But what in the heck is going on with the suspension and drivetrain? It has squeaks and groans worse than my 1950 pickup. I doubt if a comparable BMW or Lexus would have a similar problem at this mileage. This is what Long-Term Tests are for—to see if these things develop. If this is the best GM can do, then that's a shame. I also detect more driveline slop than the last time I drove the car. If I owned this car, I would not be a happy camper."

Richard M. Baron
DESIGN DIRECTOR

2005 Cadillac CTS-V	
Delivered price	\$52,290
Total miles/miles since last report	50,000/9537
Maintenance costs to date	\$6875
Repair costs to date	\$393
Average mpg to date	15.8