

Hunter to run for election in Ward 2

William (Bill) F. Hunter, a Georgetown rector and past warden of Halton County last week announced his intention to contest the regional council seat in Halton Hills Ward 2.

Mr. Hunter, a member of Georgetown council for nine years served as reeve and deputy-reeve. He was defeated in his bid for the mayoralty in the 1973 elections. The Ward 2 seat is now held by Coun.

Dick Howitt who was appointed to replace late Coun. Len Cox.

Mr. Hunter, a resident of Terra Cotta, bases his campaign on services to Esqueping residents in his realty and insurance business and the high cost of regional government.

He says members of council not attending meetings should have the pay for such meetings deducted from their over all salary.

When, oh when, will the Angels ever, ever win?

The Herald Angels met the Brampton Daily Timesmen in a Sept. 1st slugfest at Victoria Park Arena that ended at nightfall with a total of 23 runs of which the Timesmen tallied 16 and the Angels, 12.

But because the game was called at the top of the second inning with only two outs and the Timesmen at bat, Angel hitters, led by Sue and Doug Thomson—on loan to flesh out the Angel squad—hardly had a chance to equalize measures.

The game began badly, tough for the Angels as they had to try out three pitchers while the Timesmen scored nine of their runs.

Angel starting pitcher Myles Gilson, still recovering from

the Ontario Championship of the Georgetown Royalties, decided he'd recover better at third base after Timesmen's third batter Ken Thomson hit a homerun.

It wasn't until Timesmen editor Dick Wright began pinch-pitching for Angel Liz Richardson that the game settled down.

Led by Jim Pemberton with four hits and Clay Conner, Ken Thomson and Norm Wright with three each none of the Timesmen with but a single exception had difficulty getting a hit off their editor.

The single exception was jensman Murray Van Halen, who although he got to first base on a hit, couldn't beat the

ball to second on the next play and struck out completely at his next turn at bat which retired the side.

The game was finally called after Timesman batter Greg Dillaboe complained of being struck three or four times by the ball while standing at home plate. It was too dark to confirm what Dillaboe said, but after Timesman manager Howie Solomon disappeared in left field the game was called.

(Solomon was later found with other Timesmen and a few Angels, too in the fleashpots of Brampton, Angel coach and manager said. "How am I going to keep them on the farm after they've seen that?")



DON McLEAN GREASES "CARAVAC"

IMPROVES MILEAGE

Two area men test gas device

By GEORGE EVASHUK Herald staff writer
Gadgets claiming to add miles to each tank of gasoline have met indifference over the years but the latest, which seems to really work, has the full support of two Halton Hills men.

Unlike most devices made by imaginative inventors tinkering with the fuel mixture or the ignition spark, this one works at the exhaust pipe. It works on the simple principle taught in all high schools that nature abhors a vacuum. It's called an "exhaust extractor."

Don McLean of Georgetown has tested one on the back of his 1973 import for over a year and this month sent off to the manufacturer the results of a year's careful record-keeping with the exhaust extractor.

"It has improved my overall mileage by 4.17 miles per gallon—18.04 per cent," he told the Herald in an interview.

McLean an insurance salesman said he first heard about the device in a motor magazine in spring of 1975. He got in touch with the Canadian manufacturer who came up with "a pretty rough prototype," McLean said, "and I got involved."

On the first test run, which was hauling the family trailer to Bemidji, Minnesota, "it broke," McLean said, because of structural problems. He made a report for Bemidji, suggested a couple of changes to the manufacturer who "progressed to the point of a saleable product with some appeal," McLean said.

John Shadbolt of Acton owns a wholesale auto supply company and sells the devices under the trade name "Caravac."

"It's a new item," Shadbolt told the Herald in an interview. "They will soon be available in automotive stores, muffler shops, hardware stores."

Shadbolt estimates he used about half a tank less of gas the first week he put it on his car and saved "about three or four dollars."

The exhaust extractor will sell for about \$25 each, he said. "We're always looking for new items in an extremely competitive field," he said, "so that's why we got involved in it."

"With 25 dollars you get a little metal grease gun to grease the thing once a week," he said.

The grease is needed to keep the bearing that has the four

propeller vanes from siezing up at high exhaust temperatures, he said. It was a recommendation in a letter to the manufacturer from McLean a year ago, Shadbolt said.

Meanwhile in his Toronto factory employing three people to assemble the exhaust extractor, Tom Buchanan, 33, a Scots immigrant who plows the profits from his construction business into development of the device, dreams of "Today Canada, tomorrow the world," he told the Herald in an telephone interview.

Although its been only since February this year that he has "really been getting it off the ground," Buchanan, who came to Canada in 1962, first heard about an exhaust extractor in Christmas, 1973, he said.

"I had picked up a Scottish newspaper," he said, saw the story, phoned the inventor, Bill Crayton, visited him and finally purchased the patent. "Nothing ventured, nothing gained," Buchanan said.

The idea for the exhaust extractor was sparked by "grannies" which go on top of chimneys. "Grannies" are devices similar to what gas companies use to vent appliances. "The wind blows and extracts the gases," he said.

"Princess Anne uses one on her sports car, a Scimitar, I think," Buchanan said. "It's a type of Aston Martin."

According to a June, 1975 issue of a British magazine Touring and Travel, the Queen has ordered the exhaust extractor installed on all the "Royal Conveyances."

From 15 to 30 per cent of an engine's power is used solely to push the exhaust gases

through a long tall pipe and muffler, Buchanan said. The exhaust extractor "lowers the back pressure on exhaust systems."

"There is great resistance to gas saving devices by the public," Buchanan said. "The public have been taken to the cleaners with different claims."

Yet, "This funny looking gadget makes a hell of a difference to your gas mileage," he added.

Buchanan is sweating out a possible order from the department of national defence which has been testing the device.

He said the first thing a government official asked him after testing the device was: "How do I buy shares in your company?"

A larger model of the exhaust extractor is being developed for fleets of tractor trailers, Buchanan said. "Anything over three per cent saving will be attractive for companies to invest in it," he hopes.

Although the device works best on the highway and in cars with front-mounted engines, savings in city driving ought to average "about five to eight per cent," Buchanan said.

Currently he exports the devices back to Britain and has inquiries for a manufacturing licence from oil-rich Texas.

Said Don McLean: "I think he's got a pretty good idea that seems to work. I've tried other that haven't. This is the first one I've seen that, to me, anyway, seems to work."

And John Shadbolt concluded: "It's a very simple piece of equipment. It's usually the simple things that work in life."



JOHN SHADBOLT

Looking back to 1918



A wintry scene at Glen Willams Methodist Church and as it is today (left)



A view of the railway bridge across the Credit River in 1918 (right)

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