

LETTERS TO THE EDITOR

Independent study shows Fords rust faster, Beeney says

To the Editor of the Herald:

A recently completed engineering report has concluded that 1970-1973 Ford models are twice as likely to rust prematurely in Canada than similar General Motors vehicles.

The report, prepared by Delplace Ltd., was commissioned by the Automobile

Protection Association at the request of owners of rusty

Fords across Canada. Project engineers compared 236 Ford models with 234 General Motors models produced during the same model year.

Only Canadian cars were studied by the engineering team.

Project engineers found that Fords are very vulnerable to

premature rusting with doors, fenders, wheel wells, trunks, and hoods damaged most by rust perforations. The

Delplace report contradicts Ford of Canada statements that certain model Fords do not have a rust problem in Canada.

A second engineering study outlining the reasons why Ford models are rust-prone will be

released upon completion. As a result of the Delplace findings, the Automobile Protection Association suggests that:

1. Ford of Canada compensate victims of rusty Fords.
2. Federal authorities pass class action legislation this year.
3. Provincial authorities enact strong warranty legislation to prevent a re-occurrence of the Ford rusting controversy in the future.

Until either Ford or the government settles this consumer issue, owners of rusty Fords may sue the manufacturer or dealer in the Small Claims Court.

By the way, Mr. Gordon, how are these for facts???

(James Gordon is president of North Halton Ford Ltd., editor's note.) In Canada, the controversy surrounding the premature rusting of Ford

cars was touched off in April 1975 when the Nader-affiliated Washington Center for Auto Safety and its Canadian counterpart, the Automobile Protection Association published secret Ford USA internal documents that showed:

1. Premature rust perforations occur in 1969-1973 Ford models two years earlier than competition.
2. The rusting defects were

caused by defective body design, inadequate metal preparation, and deficient paint.

All Ford model lines are affected with cars sold in areas of "high corrosion" (Florida, New England, Michigan and Canada) suffering the most damage.

Ford USA established a secret rust "slush fund" called "J-67" on August 25, 1972 to compensate owners of some

badly rusted vehicles. From 1970-1973, almost \$3 million was spent by Ford in repairs to rusty cars. Only the most persistent complainers received compensation because Ford's J-67 memo states that the fund will be administered "without dealership notification". Many deserving owners did not get free rust repairs because their dealers were never told a special rust slush fund existed. The J-67 warranty extension guidelines covered "100 percent repair costs through the first 24 months and 75 percent from the 25th to 36th month without regard to mileage". Some second owners were also compensated. Only 1969-1972 models were specifically mentioned.

Since Ford's internal documents have been disclosed, the following has occurred:

1. Ford Canada denied, then admitted, the warranty existed.
2. Tony Freedo, Ford Canada spokesman, stated to the Canadian Press that more than 10,000 Canadians had been compensated. Consumer Reports found Ford had no rusting problems, and Canadian consumers could still get free rusting repairs if undisclosed guidelines were met.
3. More than 10,000 Canadian Ford owners wrote the APA and the Federal Consumer Affairs Department that Ford refused their claim due to mileage limitations.
4. Four Rusty Ford Owners groups were established in Nova Scotia, New Brunswick, Quebec and Ontario. These groups filed four class-action lawsuits for more than \$400 million to compensate owners of 1970-1974 models.
5. The Consumer Affairs Department announced it was investigating Ford for misleading advertising in its claims that the 1976 models were rust-resistant and intervened to try to mediate the controversy between Ford and the Rusty Ford groups. This mediation failed and the misleading advertising investigation was called off. The

department also then gave a \$50,000 grant to the APA to extend the group's activities throughout Canada.

The APA held a joint press conference with the Washington Center for Auto Safety in December 1975 to denounce Ford's secret warranty. Ford was then sued in Michigan by 39 rusty Ford owners in a class action that Ford settled out of court for \$27,500.

The Consumer Advocate for Dade County (Florida), Walter Dartland, has received as many as 3,000 rusty Ford complaints from Ford owners in the Miami area who live on fixed incomes and cannot afford the expensive rust repairs. Mr. Dartland plans to file a class action against Ford in the near future.

It is estimated that Ford Canada may be involved in more than 1,000 small claims court actions across Canada where claims may vary from \$400 to \$1,000.

The Federal Minister of Transport has opened an investigation into the possible safety hazard prematurely rusting Fords may present. Four accidents have been reported where loss of steering control was caused by defective idler arms. Motorists have also complained of rusty gas tanks that suddenly fall off.

Since April 1975, Ford's sales have slumped in Canada by an estimated 11 percent. Ford spokesmen blame the sales decrease partially upon the premature rusting controversy.

Tom Beeney, President Ontario Rusty Ford Owner's Association R.R. 2, Georgetown

Reader pose questions on official plan goals

To the editor of The Herald:

In last week's supplement to your paper "Towards Regional Goals and Objectives", the planning committee of the municipality of Halton Hills went on the public record with some high-sounding prose about the regulation of the aggregate industry hereabouts.

Here is what the Planning Committee avows. It wishes to "preserve the Niagara Escarpment from all aggregate extraction and production." It determines to "regulate the method of mineral extraction to ensure the least environmental and community disruption." And it pledges to "ensure that adjacent land uses are not in conflict with mineral resource production."

High-octane rhetoric, no doubt. However, such oratory is a little like a bikini what it reveals is interesting, what it conceals is vital.

Take the case of the J.C. Duff gravel pit located north of Limehouse between the Fourth and Fifth Lines. Mr. Duff would like to dramatically expand his operation. In an exhaustive (not to say, exhausting) "public relations" campaign, Mr. Duff has sought to allay the concerns of those of us who live already too close to his business. He has talked about the "salvaging" of gravel - as though it were somehow in need of rescue. He has referred to various public bodies designed to serve the public good (such as the Escarpment Commission, the Ministry of the Environment, etc.) as "breathing down our necks." He has spoken of the

"aggravation" (sic) he has had to put up with to remain in business. Mr. Duff's public relations campaign has, in many of our views, the plaintive self-righteousness of man more sinned against than sinning. Unfortunately, it has also allayed the suspicions of too many taxpayers in and around Limehouse.

Because of both pieces of "publicity", perhaps we may ask a few pertinent questions of Mr. Duff, of the Planning Committee, and of Council itself.

1.) Mr. Duff holds a contract with the Town of Halton Hills to operate a gravel pit. Application has been made for a development permit to expand the existing operation under Section 24 of the Niagara Escarpment Planning and Development Act (1973). Although a permit has not yet been issued, and although Mr.

Duff knows that (in the words of the Notice of Decision) "Development cannot begin prior to issuance of this permit", work has in fact already commenced. Indeed, the original license for Mr. Duff to operate a pit expired as far back as June 10. Yet the pit is still functioning. Why? How legal is that?

2.) Moreover, (and this is where the going becomes a little stony) the application for the development permit for a municipal pit was made not by J.C. Duff Limited, but (surprise!) by the Town of Halton Hills. Nevertheless, the pit is a private enterprise, run by an entrepreneur who (ostensibly) will subsequently be monitored not by objective observers, but by those who are in effect his partners. Under the terms of the agreement, Halton Hills rather than J.C. Duff will be

responsible to the province if anything goes amiss. And so, ultimately, if the worst case to the worst, it will be the taxpayers of Halton who will have to foot any bills - not the private concern which of course stands to reap the profits. Actually, Halton Hills would be responsible for the total operation of the pit. It would be in the aggregate business. Under what law is a municipality empowered to engage in private business in this way?

3.) Even allowing that the municipality will inspect Mr. Duff's (or, if you will, its own) operation in good faith, how can it enforce the numerous conditions outlined by the Escarpment Commission (the erection of fences, protection of trees, rehabilitation of land, etc.)?

4.) Mr. Duff does not own the land upon which he is "salvaging" gravel. He leases it. What arrangements does the town have with the owner (Willroy Mines Limited) so that the terms of the contract may be carried out? And what would occur should Mr. Duff's company be sold, lose its lease, become bankrupt or otherwise defunct? At that point, who will cast the first stone?

5.) Mr. Duff (or the Town - whichever way you care to construe the matter) has applied for a license to operate a wayside pit. Under the Pits and Quarries Act, such an operation may serve only for the purposes of municipal roads. Yet by his own admission, Mr. Duff proclaims that 50 per cent of the up to 600

trucks per day leaving his gates are private. Now where are all those private vehicles going? Are they all serving municipal roads?

6.) Halton Hills (or J.C. Duff Limited) is calling for the extraction of some 300,000 tons of aggregate over a 12-month period. That is a very great deal of gravel, and a great many trucks. However, how much gravel does this municipality require in 1976-77?

In short, on the one hand we have a fuff of rhetoric. On the other, there is (to say the least) a most cozy relationship between J.C. Duff Limited and the Municipality. There is here an palpable contradiction between words and deeds. It invites some straight answers to the questions I raise. Not the

most minor of them is this: how does the municipality equate the expansion of the Duff operation with its environmental objective as proclaimed in last week's paper: "To identify, protect and preserve lands of sensitive environmental balance involving wetlands, wildlife habitats...strategic woodlots and areas of historical-cultural interest."

And, ecology aside, why is it that Halton Hills is involved in a commercial operation with no possibility of profit and every likelihood of liability? Why are our tax dollars being hazarded for somebody else's commercial self-interest?

Perhaps your readers, and your paper, will await the answers with curiosity.

Jim Henderson,

Zeller's sales up, but income down

To the Editor of The Herald

During the first six months of the 1976 fiscal year the operating results of Zeller's Limited were as follows:

Six months ended	July 23, 1976	July 30, 1975
Sales	\$166,367,796	\$152,873,631
(Loss) Income Before Income Taxes	(486,839)	1,194,581
(Loss) Income	(253,139)	597,291
(Loss) Income per Common Share	(2c)	4c

The strong sales trend at the end of the first quarter did not continue into May primarily because of poor weather. Sales were good in June but moderated in July, and for the first six months have increased 8.8 per cent.

Net income for the second quarter was \$1,160,337, a decline of \$678,034 or 36.9 per cent from last year. However, as a result of the loss in the first quarter, there was a net loss for the first six months of \$253,139. The loss reported for the last half of 1976, management is confident that the sales and profit performance will improve over the same period last year.

The uncertainties which surrounded the transfer of the control of the Company's common shares was resolved with the purchase by Field's Stores Limited of this controlling interest. The management of Zeller's Limited and Field's Stores Limited have had discussions on the actions that will be taken to capitalize on the possibilities that the affiliation provides. Given a reasonable economic climate during the last half of 1976, management is confident that the sales and profit performance will improve over the same period last year.

A.V. Rowland, Vice-President, Finance, Zeller's Ltd.

Protest day will only hurt business

To the editor of The Herald:

The Canadian Labour Congress has asked Canadian workers to withdraw their services on Thursday, October 14th. Such action, leaving aside for the moment, the legality of it or the justification of it, will hurt employees in terms of lost earnings, will hurt companies in terms of lost sales and shut down and start up costs, will hurt customers who depend on us for goods and services and by no means least, it will hurt our country in terms of Canada's reputation in the community of world nations. Furthermore there is a strong possibility that when the flak settles down, such a strike will result in a serious deterioration of relations between labour and management over a nebulous issue involving a third party - the government. The C.L.C.

says its fight is not with industry, but with the government, but with the government so why then is it proposing a strike which will seriously effect industry and industrial relations? This makes little sense and the prospect has a somewhat tragic aspect at this point in time.

What is the issue or issues that have triggered the C.L.C.'s request for withdrawal of services? It's difficult to tell. Several reasons are bandied about including how hard put the Canadian people and Canadian labour in particular are but this lacks credibility so in the final analysis, the reason seems to be sheer power and the C.L.C.'s intense dislike of the present government in Ottawa and its various economic policies. We can perhaps find some measure of sympathy

with the C.L.C.'s disenchantment but who can condone a blatant use of power that will be manifested through their proposed strike, call it what you will. The walkout will not achieve its purpose for in a democratic country we have elections and the ballot box to express our dissatisfaction with government policy and the people of this country, including the labour movement, can democratically turf the government out by this means if they so choose. So why ask workers to give up earnings and why penalize the companies they work for if the fight is not with us?

Several times each year I travel to the United States and abroad and I get a chance to see how other people live and the general standards of living and freedom they experience compared to Canadians. It makes me proud of our country for without doubt Canadians enjoy a high standard of living and an envied quality of life and we can be proud that Canadian workers are among the best paid in the world. (In the industry I am associated with, Canadian wages are now higher than American wages.) Citizens of this country have good benefit programs and all the other freedoms and advantages of being Canadian. However the Canadian people know that these freedoms and these advantages are severely threatened by the inflation we experienced over the last few years and the government of Canada knows that this inflation, running over 11 per cent annually, threatened our way of life and the economic

viability of our country. No matter what the Liberal Party said to the contrary in its election campaign, the government had no choice but to put into effect the Anti-Inflation board programs. You know it, I know it and labour knows it. We may not like the A.I.B. programs but the fact of the matter is that the inflation rate in this country had to be reduced and the level of expectation where wages and salaries are concerned had to be dampened. We were heading down a spiral of economic destruction.

It is ironic that the proposed day of protest comes at a time when the inflation rate has already dropped to under 7 per cent and at a time when the wages and salaries of Canadian workers are worth an average 4 percent more in terms of what they will buy than they were before the A.I.B. measures were introduced. Whether or not this resulted directly from the A.I.B. programs is unimportant, the programs are long term and they will have a long term effect on containing inflation. One effect must be to lower the overall level of expectations in this country whether the C.L.C. likes it or not. This may not be popular but it is by no means tantamount to "fighting inflation on the backs of the workers" as the C.L.C. contends nor is it justification for the C.L.C.'s proposed action. This is not a time for confrontation, nor is it a time for loss of a days earnings or any further economic damage.

Sincerely yours,
Tom Creighton
R.R. 1, Limehouse

Boys' Brigade Centennial

To the editor of The Herald: In 1883, The Boys' Brigade will celebrate 100 years of service to Boys around the World. In this connection, the Boys' Brigade in Canada are most anxious to contact all former B.B. Officers, Leaders, Boys, and friends of The Boys' Brigade.

Therefore would anyone with any past connection with The Boys' Brigade in any part of the world, please write to me.

Thank you for your assistance with this request. Yours sincerely
Robert Carr
Centennial Preparations Committee
The Boys' Brigade in Canada Inc.

6, Angus Drive, WILLOWDALE, Ontario M2J 2X1

Do something about suicide corner, driver pleads

To the editor of The Herald:

On August 31, 1976, I was involved in a car accident at the corner of the 6th Line and Derry Road. I was heading in a northerly direction, when I was accosted by a M.S.O. Gravel truck.

Never having travelled this road before with caution I proceeded inching my way out to see the road clearer and where I could see it was all clear. When from out of nowhere this truck was upon us. Actually, we felt him before we ever saw him. Going over the scene later I realized the blind spot in the road. The investigating officer and I discussed this and I could hardly believe so busy a road could have such a blind corner and that nothing had been done about it as yet.

Upon checking further I also found out that the people in the district have tried to have something done about it and the best they accomplished was a "Blind Intersection" sign on Derry Road, which I understand is reasonably respected by cars travelling this road but certainly not

trucks, who know they have the right of way and seem to be the ones involved most of the time in accidents here.

Apparently, the accident rate at the intersection is quite frequent, according to the residents and was also confirmed by the police officer. Most people who know this corner refer to it as "SUICIDE CORNERS".

Surely with all the modern methods and engineering techniques something better could be done to this curve hidden by telephones poles and bush.

Are the lives of families having to use this road, never mind the people who run across it only on occasion or accidentally not important?

At the high cost and great promise of Regional government could a minimum amount of money and energy not be extended in this direction, or is it a must that numerous people must be killed before constructive action can be taken.

Yours truly,
Nettie Brown,
R.R. 2, Rockwood.

3rd GEORGETOWN SCOUTS

REGISTRATION AND INFORMATION NIGHT

FRIDAY, SEPT 17.

7:30 - 8:00 p.m.

KNOX CHURCH

The group committee invite all interested parents to attend for registration in our group.

We ask that only parents attend please.

Registration Fee: \$10.00

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