

New faces, same old story, Reed says

James Auld, the new provincial energy minister, is something of an unknown quantity, but Halton-Burlington MPP Julian Reed says he doesn't see any prospects for improvement in the handling of the hydro corridors planned for Halton Hills.

"I certainly expected (former energy minister Reuben) Baetz to be taken out of energy," Mr. Reed said. "He probably had to be the least effective of and least desirable of the three energy ministers in office since I became energy critic."

Mr. Reed said the government is trying to minimize the importance of the energy portfolio by combining it with natural resources.

"We have a tremendous challenge with the energy ministry in Ontario, and we have to have a minister who will be on top of it all the time. I think it's a step backwards combining the two ministries."

"I don't know enough about James Auld to comment on his abilities," Mr. Reed said. Mr. Auld was formerly on the management board. "I would think he's been a caretaker

and an administrator, and I don't see him as having a lot of creative ideas."

"If there's any light at the end of the tunnel on the hydro corridor, it'll be in spite of James Auld," Mr. Reed said.

"(Former environment minister George) McCague certainly didn't endear himself to people who care about the environment," Mr. Reed commented. He praised the abilities of Robert Welch, who was given the post of environment minister of the environment, saying that Mr. Welch has the capability to make some

strong major steps forward in that area.

Two moves which Mr. Reed termed interesting are the switch of former labor minister Bette Stephenson into the newly combined portfolio of education and colleges and universities, and the addition of backbencher Robert Elgie to the cabinet as minister of labor.

"Bette Stephenson, in my view, is a very capable lady," Mr. Reed said. "She has the drive and the energy to handle both those portfolios, and I would expect good things from her. I've got a lot of respect for

her."

"The bright light I see in this shuffle is Bob Elgie, and as a member of the opposition I probably shouldn't say this but he has a tremendous amount of talent and ability," Mr. Reed continued. "I don't know where you'd go for brains and talent in the Conservative Party beyond Bob Elgie."

With Darcey McKeough, the man essentially responsible as energy minister for many of Ontario Hydro's present policies and the driving force behind the creation of regional government, no longer in the cabinet, does Mr. Reed see a change in the flexibility of cabinet in these areas?

"It would be premature to say cabinet's inflexibility will be changed (by Mr. McKeough's resignation)," Mr. Reed said.

"McKeough was a very active participant in energy affairs when he was minister of energy," he continued. "He set up certain patterns of activity which set the pace for Ontario Hydro. His inflexibility was one of the reasons these things were done."

As far as regional government is concerned, "I feel regional government can be changed, and I would support those changes," Mr. Reed said.

The Liberal Party's avowed policy is to disband regional government once they are elected.

"I'm not in favor of throwing out the baby with the bathwater, without complete scrutiny of regional government," Mr. Reed said. "One of the concepts we feel strongly about is local autonomy. I don't see any reason why local municipalities can't deal with the province directly without another layer of bureaucracy in between."

"I think what people want is a reduction in government spending, with maintenance of service as much as possible," Mr. Reed continued. "We have to ask ourselves, 'Are we prepared to hate the budget? Are we prepared to realize we can't do everything at once?'"

"Baetz, in my estimation, was a dead failure in the

energy portfolio," Mr. Reed said, adding, "In the ministry of culture and recreation, you can make your way around with public relations."

"I'm sure they were looking for a yes-man, and I'm sure he's proven his ability in that regard," he continued. "There's never been a minister who's been a better answerman for Hydro."

Mr. Reed accused the government of playing a numbers' game with the people who are affected by the hydro corridor.

"Those people who have fought this corridor have been an unsavory example of what governments can do if they aren't careful to look after the minorities," he said. "There are about three or four thousand people along the route out

of a province of 8½ million people."

Mr. Reed said he would be lobbying with Mr. Auld, attempting to show that injustice has been done to those along the length of the corridor.

"I've lobbied every minister we've had in an attempt to show how injustice has been done," he said. "The only minister who acknowledged that was James Taylor."

"My belief is that his (Taylor's) resignation was out of frustration because he felt his hands had been tied. He didn't seem to have much ability in the House, and he may have seemed like a buffoon at times, but I have a great deal of respect for his integrity," Mr. Reed said. "When he realized he was being used, he resigned."



LOCAL PSYCHIC

Georgetown psychic Jane Sykes was doing tarot readings at a Toronto Mall recently. Mrs. Sykes has been in the business here in Georgetown for 14 years.

Corn Batter

Small amounts of leftover corn can be added to pancake batter for variety.

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CHORUS LINE FOR CRIPPLED KIDS

A chorus line of dancers entertained Saturday at a carnival held by children on Normandy Boulevard to raise money for crippled children. The children organized a fortune-telling booth, a refreshment stand, a wishing well, penny toss, hula hoop contest and a balloon-throwing contest. The children raised \$72 over the afternoon. The dancers are, front row, left to right, Laura Spracklin, Cindy Kavanagh and Karen Doyle. Back row, left to right, are Janet Doyle, Diane Doyle and Brenda Hyde. Agnes Kavanagh will be delivering the money to the Society for Crippled Children when she visits them this week.

Schools clean, ready to open

Halton Hills schools will be "all ready and sparkling by September," a board spokesman declares.

Superintendent of plant operations for the Halton board of education Art Burrill says caretakers have already done extensive cleaning and that classrooms and halls have already been cleaned in a majority of schools.

Painting has been carried out at M.Z. Bennett, Robert Little, Howard Wrigglesworth, Joseph Gibbons, and Fineview public schools, Centennial and McKenzie-Smith middle schools, and Georgetown district high school while asphalt paving was done at Harrison and Limehouse public schools, Centennial, Stewarttown and McKenzie-Smith middle schools and Georgetown district high school.

A science laboratory at Georgetown high school has been completely renovated this summer, Mr. Burrill says, as part of the board's regular maintenance program. McKenzie-Smith middle school had a new entrance added on the north-east corner and flanking concrete replaced while wood in windows around the Robert Little school had to be replaced as well as a gym floor in that school. Howard Wrigglesworth public school has had a new heating system installed and the coal boiler has been replaced with gas heaters.

Since summer playground activities were carried on in many schools caretakers will be giving the split and polish treatment to general purpose rooms or gyms now that these programs have ended and everything will be in readiness when classes resume Sept. 6.

A bylaw is being prepared for consideration by council that will create a new public road adjacent to Prospect Park in Acton.

At the request of Coun. Pat McKenzie, council Monday night agreed to have the bylaw prepared to dedicate the as-yet-unnamed road where a duplex home has recently been built. The road, in the vicinity of Knox Street, has been paved and sewered.

Dedicate Acton road

A bylaw is being prepared for consideration by council that will create a new public road adjacent to Prospect Park in Acton.

At the request of Coun. Pat McKenzie, council Monday

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Group of drivers

A group of 23 drivers was employed to drive the cars so altered and the group averaged 13.6 miles per gallon. Once the cars were put back into proper shape, the test was conducted again. This time, mileage averaged 15.6 m.p.g. a 29.4 mile per gallon improvement.

How much proper car care and prudent driving habits can save in fuel was the answer Shell sought in its tests. Here's what Shell engineers did and what they found:

Shell reports that the combination of good car condition and careful driving made the average m.p.g. 16.8. That was a 23.5 percent improvement.

Driving habits

Drivers involved in the test were given specific tips on how to maneuver their cars for best fuel mileage, as follows:

- 1. Accelerate gently without actually creeping away from the stop.
- 2. Anticipate stops and take your foot off the gas pedal, coasting to the intersection.
- 3. Keep your speed moderate. The most economical speed is 35 miles per hour. Never exceed 55 miles per hour.
- 4. Get into high gear as quickly as possible for the most economical performance. Even with automatic transmission, you can get the feel of shifting.

ENGINE STAYS "TURNED ON"?

A TINY CARBON DEPOSIT... PERHAPS NO BIGGER THAN A SHARPENED PENCIL'S POINT... CAN CAUSE YOUR CAR'S ENGINE TO TURN OFF FITFULLY AFTER YOU TURN OFF THE KEY. THIS STARTLING CONDITION IS KNOWN AS "DIESELING."

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Answers to cooling quiz

Correct answer is FALSE in every case. Here's why.

- 1) The radiator cap seals the radiator to build up and maintain pressure in the system. Pressure caps weaken with age and should be checked seasonally.
- 2) Never put oil on a drive belt. While belt dressing or special lubricant designed for this purpose often will serve as a temporary cure for a squeaking belt, the noise usually is due to a glazed surface on the belt contacting the pulley. If the belt makes a clicking sound, look for a crack. Play it safe and replace noisy belts.
- 3) Water boils at 212 degrees Fahrenheit (100 Celsius). Antifreeze in a pressurized system, however, will not boil below 276 degrees F. If it is of the correct formula.
- 4) There are ten fluids in most cars. You'll find them in the engine crankcase, transmission, rear axle, brake system, power steering system, cooling system, battery, windshield washer reservoir, air conditioner and (last but not far from least) the gas tank.
- 5) False again! Don't wait until a hose starts leaking to replace it. After about three years of average driving hoses generally have deteriorated to a point where they soon could be spewing expensive anti-freeze all over the highway. Preventive replacement in time is the answer.
- 6) Neither too cool nor too hot an engine is efficient. But without a temperature gauge on the instrument panel it's difficult to determine whether or not your engine is running too cool. If your car is losing power or burning more gas than it used to, it may be due at least in part to a faulty thermostat that fails to keep the system up to temperature. Another clue: a heater that's not putting out as it should.
- 7) Don't believe it. Antifreeze is a composition of many chemicals, some of which deteriorate with age and use. Antifreeze-coolant should be replaced seasonally as part of complete system maintenance.
- 8) Never try to remove the radiator pressure cap on an overheating engine. You could be seriously scalded. Instead, allow the car to cool down, then remove the cap slowly and carefully using a large wad of towels or other protective cloth. Wear leather gloves for added protection if you have them available.
- 9) Too tight an adjustment puts undue strain not only on the belt but also on the bearings of the accessories it drives. To check for proper tension, press firmly half way between the pulleys. The belt should deflect no more than a half inch.
- 10) Most seasoned mechanics recommend replacing clamps when hoses are installed. Although they sometimes can be reused, clamps generally lose effectiveness through rust, corrosion and weakening of the metal. When investing in cooling system service, as with other car maintenance, your best buy is a job done properly!

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Cooling system quiz

The higher cost of anti-freeze is giving motorists cause or more than a casual thought to the care of their car's cooling systems. To help answer a few common questions and some not so common about this vital system of the car, Automotive Cooling System Institute asks a few. See how you do on this true-false quiz. Answers are on page X. Eight or more correct is excellent. Six or passing and below that indicates you'd better bone up on car care.

1. Only purpose of the radiator cap is to keep the anti-freeze from spilling out. (F) (F)
2. When the fan belt starts slipping or squealing it should be greased. (T) (F)
3. The cooling system boils over at 212 degrees F. (100 C.) (F) (F)
4. You'll find up to 6 different types of fluids in most cars. (F) (F)
5. Radiator hoses never need replacement so long as they show no signs of leakage. (T) (F)
6. A cool running engine is more efficient than one that runs hot. (T) (F)
7. You can keep using the same anti-freeze for years if you add rust inhibitor every spring and fall. (T) (F)
8. If your car overheats, stop at once, remove the radiator cap and add cold water. (T) (F)
9. To prevent slipping, drive belts should be adjusted a eighth as possible. (T) (F)
10. Hose clamps should be oiled when new hoses are installed. (T) (F)

Change plugs

Ignition system

Basics of any tune-up include changing of spark plugs and points and condenser in cars so equipped. Some cars have electronic ignition without points and condenser. Checking all ignition components is recommended and if replacement of items that come in sets (such as plugs and plug wires) becomes necessary, then change the whole set.

Installing one or two plugs or wires is false economy since it several units need replacing then their mates will probably wear out soon.

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