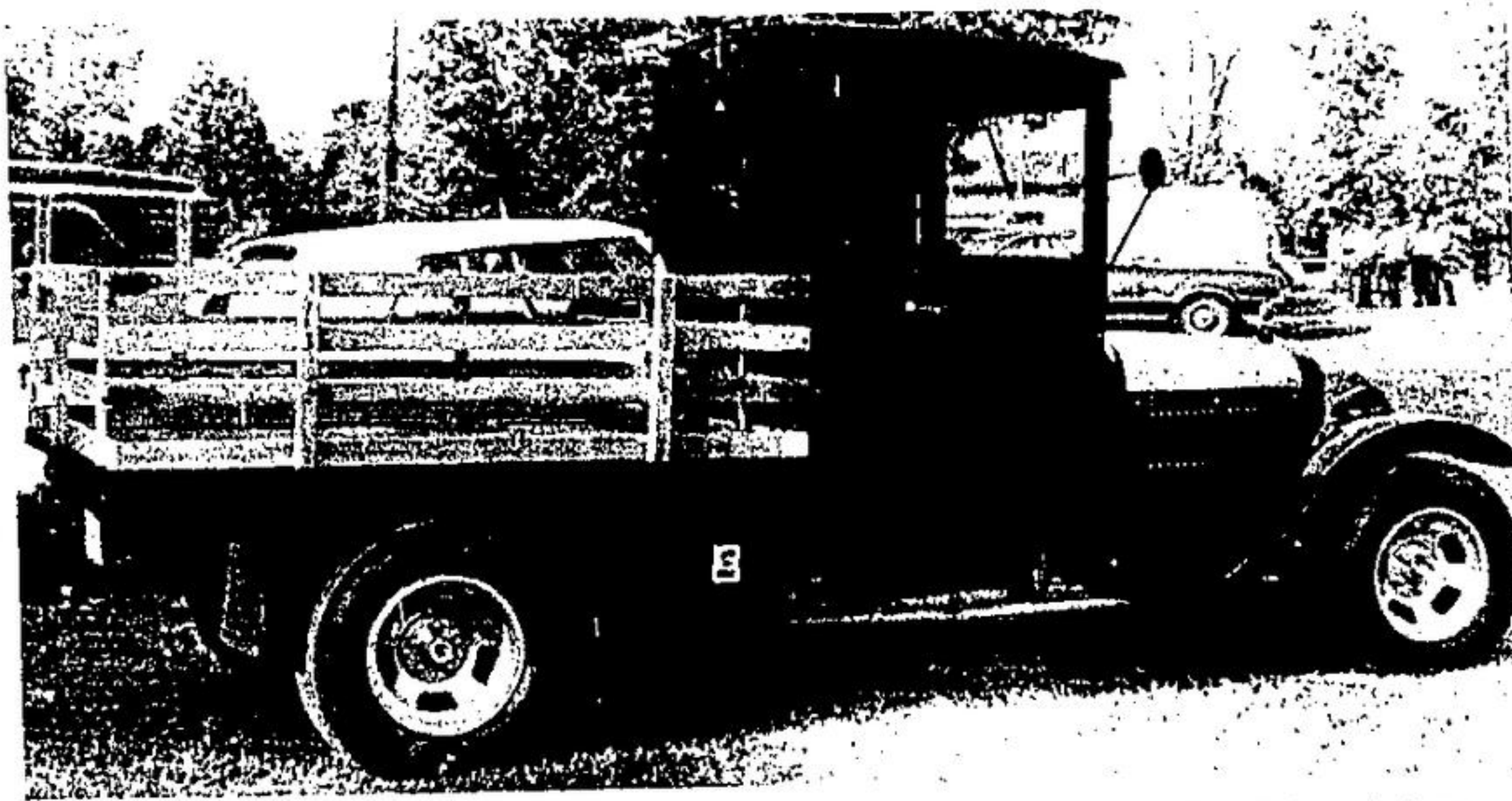


Tachmen Club celebrates 14 years of street rod fever



This Model T Ford stakebed truck belongs to Brian Dowson of the Burlington Street rod club. It was just one of a number of older model vehicles at the Tachmen's big annual event recently.

Bob Gates, an organizer of the Tachmen barbecue and picnic, drives a 1958 Chevrolet which was brought up from Alabama. The car was in an accident and had to be totally rebuilt to create the shiny street rod seen below.



For many young boys a car or a truck is the favorite toy. For members of the Tachmen Car Club the love for a shiny, smooth-running car or truck remains even though they are long past the stage of playing with them.

The Tachmen come from a wide range of occupations from stock brokers and bank managers to policemen and mechanics. Their ages too, vary considerably although Bob Gates estimates the average age to be in the early thirties. Their vehicles also meet no criteria of size, age, or type, and run from as modern as 1975 to as old as 1927.

The only common bond is the zeal with which they take their vehicles and remodel or rebuild them.

The club which was formed in 1963 belongs to the Canadian Street Rod Association and has a closed membership of 35. There is a waiting list for prospective members and Mr. Gates says he was on it for two years before he joined. The name comes from a tachometer, a device for measuring engine speeds.

"I understand most of the members had tachometers in their cars when the club was formed so they called themselves the Tachmen," Mr. Gates says.

Street rods are family type vehicles, he says, and club members' vehicles would pass Ministry of Transport tests. At first glance these vehicles might be mistaken for antiques because most of them are older models. They can't be classed as true antiques in many cases, however, because of the modifications made by the owners.

Some have air conditioning, power steering, directional signals, radios and all sorts of modern equipment added which wasn't even invented when the car came off the assembly line. Others fall short of the real antique class because the owner used rebuilt rather than original parts to repair them. Brightly coloured paint is another distinction. In the early days cars didn't come in pale aqua and flame red. Often the only colour available was black.

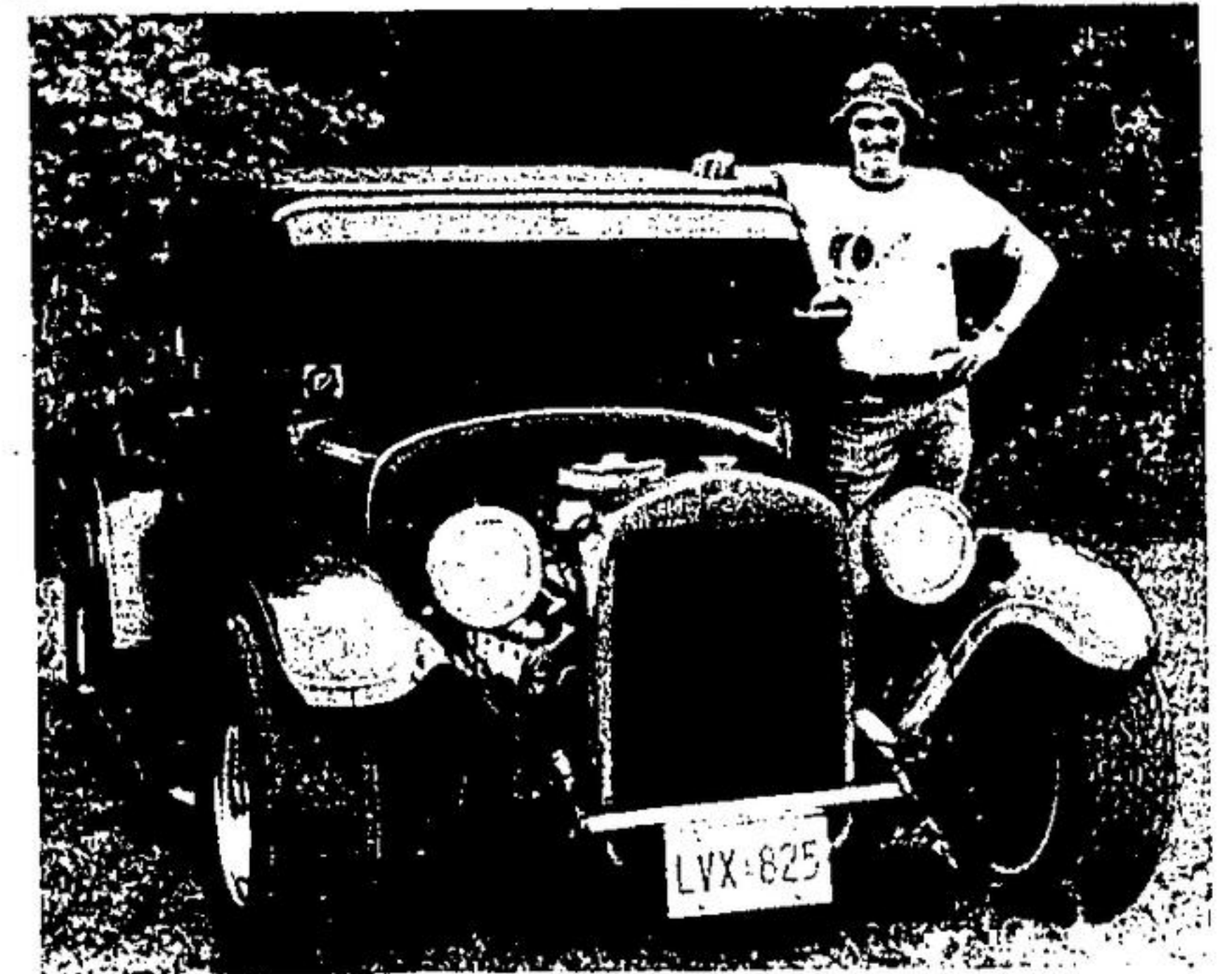
At present the club rents a building where each member has his own particular place to work on his car. Members hope to build their own new quarters in the next two or three years where they can trade their individual skills in their shared interest, cars.

While members may take great pride in their car the rod runs which are sponsored by clubs in various areas are not limited to club members. They have events for women and

children too at these runs and members include their families when they attend. The Tachmen, in fact, won a prize at the Georgian Bay run earlier this year for having the most members of the club attend the event and the greatest number of members participating in the various events at the run.

The Tachmen recently drew 214 people and 64 cars to their annual barbeque and picnic at

the Hill residence on Highway Seven for an afternoon and evening of fun and food topped off with a bonfire for toasting marshmallows and renewing friendships with other car-lovers from around the province.



Don Root of Rockwood brought his red 1930 Ford coup to the Tachmen's picnic. Mr. Root has been a member of the Wellington County Streetrods for four years.

CVCA opinion requested on 14 homes in Acton

The town planning board's consideration of a proposal to develop seven residential lots on the west side of Greenore Crescent in Acton has been deferred until the Credit Valley Conservation Authority's (CVCA's) opinion of the proposal can be clarified.

John Barden appeared before the board last Tuesday on behalf of Wyndland Consultants Ltd. which wishes to build 14 semi-detached homes on a 2.7-acre site owned by Kingham Hill Estates.

Confusion arose over Mr. Barden's claim that his company has approached the CVCA with the proposal and has concluded that serious reservations expressed by the authority can be overcome.

The town planning department recommended to the board that the proposal should be rejected as being "unsuitable and undesirable" for the site in question, south of Kingham Road, Mayor Tom Hill and Coun. Peter Marks endorsed the recommendation.

According to a preliminary report from the planning department, the site is almost entirely within a marsh area which the CVCA considers essential for the proper control of any floodwaters that could endanger the area. A substantial

amount of fill would be needed to raise the site grade to the level of Greenore Crescent, in the event that residential development is approved, the report states.

4-H Livestock judging club

HALTON 4-H LIVESTOCK JUDGING CLUB
By Eartha May

The final meeting of the Livestock Judging Club for 1978, held Aug. 15, began at Bronte Creek Provincial Park with the pledge, roll call and the minutes of the last meeting. We then judged a class of Belgian horses and Jeff Nurse gave the official placings. Following that we judged a class of Shorthorn heifers and each member gave their reasons.

Mark Leahy gave the official placings and reasons. After discussing the class we drove to the Arnold Fish farm on Burnhamthorpe Rd. There we wrote our final quiz and enjoyed a delicious feast of corn on the cob and hamburgers. The Fish were thanked for the use of their farm and the Junior Extension was thanked for the food. The meeting was closed.

Because the former town of Acton accepted the site as parkland when the Kingham Hill subdivision was developed in 1973, the report entitled, Halton Hills is not entitled to any additional parkland from the area. The recreation director has pointed out, however, that according to the Acton official plan, two acres of active parkland must be provided for every 1,000 residents of a given area. The Cobblehill-Kingham neighborhood has since been found to be lacking

three to four acres of parkland already. Mr. Barden challenged the CVCA's assertion that his company had never approached the authority. A number of meetings with the CVCA were in fact held, he contended, one of which witnessed a formal application from the company to have the site cut and filled.

Coun. Pat Patterson motioned for the matter to be deferred until the CVCA has a chance to clarify its stance regarding the proposal.

Musket demonstration

The precision team of Upper Canada Rifles will demonstrate use of old-time muskets and hand gun drill work at the Cold Creek Conservation Area on Sept. 10 between 11 a.m. and 3 p.m. Cold Creek is midway through Bolton and Nobleton on Concession 11, north of the King Sideroad.

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Food co-op progressing

Progress is being made in organizing a food co-operative in Georgetown.

A group of interested people met in the St. John's United Church hall August 30, to hear guest speaker Mike Labbe from the Main Street Group for Co-operative Development answer specific questions on starting and running a food co-operative.

This meeting was arranged following a seminar on food co-operatives held at the Halton Hills Energy Conservation Centre two weeks ago, when it appeared that there was sufficient interest to consider seriously the formation of a co-op in Georgetown.

Mr. Labbe described the three basic forms of co-operative as pre-order co-ops, a part-time store, and a full-time store. With a part-time store, the co-op has the space on an permanent basis, but the store hours are fairly limited and the location will not likely be storefront, since they are too expensive.

Mr. Labbe said it is possible to set up a co-op with regular hours, which would operate like a health food store or a small grocery store, but in that case, the co-op would need many more members in order to meet the high overhead

expenses and still maintain the low prices on its stock.

Mr. Labbe described a co-op in Toronto called Karma I, which has 350 to 400 members and has bought its own building.

"I have always encouraged groups to think in terms of stores," Mr. Labbe said. Stores are more stable operations he added.

Mr. Labbe said that whatever the type of co-op, shoppers should save about 20 per cent on produce from supermarket prices, and 10 to 15 per cent on dry goods. He added that it is difficult to co-ops to compete in the area of canned goods because they have a long shelf life, and the supermarket mark-up on them is small to start with.

Mr. Labbe is also involved with the Toronto Federation of Food Co-ops and Clubs, an

umbrella group which acts as an intermediary between the clubs and the producers. To join the federation, a co-op must agree to provide two hours of volunteer service to the federation per month per five per cent of its membership.

In return, the federation, takes the order from the co-op, picks up the items from the producers, and arranges to have it picked up by the co-ops at their depot, or will deliver it to the co-op.

Mr. Labbe said it requires a minimum of six people who are really committed to get the co-op started. On the average, it takes about three months to get organized and get started buying.

"One of the first things you'll be looking for once you get going is space," he said. He said the space for a pre-order

co-op can be quite small, and is not required on a permanent basis. However, if the co-op were to decide that they wanted a store-type operation, they would need a larger space. He suggested that for a store-type operation, a minimum amount of storage space would be needed on a permanent basis.

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