

# Nine women named to head hostel group

The steering committee for Halton's proposed women's hostel, The Stipover, selected its board of directors at a meeting in Milton Wednesday.

The nine women have promised to devote their time for at least one meeting a month during the next year. They are Stella Perkins, of the Oakville

Distress Centre, Peggy Balkind, para-legal worker at the Halton Hills Legal Clinic, Marion Dellor, Children's Aid Society worker in North Halton,

Betty McGregor, Burlington, past director of Open Arms hostel in Hamilton, Anne Burlington, Burlington a former teacher, Maria Perkins, Oakville, treasurer for the steering committee, Louise Hebb, Burlington Journalist, Terry Grubbe, co-ordinator of the Action Community Centre, and Gloria Hinks, Burlington, chairman of the steering committee.

A list of names were also suggested for an advisory board which included Halton MP Dr. Frank Philbrook, Georgetown lawyer Johanna McMillan, Ngaira Clarke of the Halton Mental Health team, Georgetown family counsellor, Betty Hill, Milton councillor, Rose Harrison and Barb Weaver from the office of the Secretary of State.

The committee also learned that they will be getting the use of a secretary one day a week from the Burlington Social Planning Council. Members hope she will be able to attend future committee meetings and help in preparing reports as they become necessary during the coming year.

Miss McMillan felt. If members relied strictly on the figures, the north end of the region could suffer, she said.

"I'm impressed with the interest," Mrs. Hebb added. "We're such an affluent, middle-class group in Burlington that you don't see that concern there."

She felt that it might be best to consider a shelter to serve Oakville, Milton and Halton Hills and allow Burlington to continue with whatever arrangements are in use there now.

It was then pointed out that the Oakville Salvation Army is expanding its facility and will be attempting to look after abused wives too when the project is completed.

Money, Please  
Then there's the proverbial college student who wrote home for money to buy a study lamp. "Why are you so disappointed?" asked the roommate. "They sent the lamp," was the meek reply.

## Acton hall application incomplete: Wintario

Special to The Herald

Wintario officials have concluded that the application by the Acton Town Hall Restoration Committee (ATHRC) for funds to restore the exterior and structural security of the Acton town hall is incomplete.

Wintario made the decision last week after a meeting with committee representatives and representatives from Halton Hills council.

Though Wintario didn't flatly reject the application for 1-3 of the \$104,000 cost of restoring the exterior and structure, said George Elliott, chairman of the ATHRC, the funding body found the application lacking in several areas.

Wintario wants clarification on who would manage the town hall if restored, on the exact position of the hall's owner (the town of Halton Hills) the management cost for the hall if restored, what the hall would be used for and who would operate the hall.

"They said that they

wouldn't consider the application until these things had been spelled out," said Mr. Elliott.

Wintario also expressed concern that the application mentioned only restoration plans for the exterior and structure and not plans for other phases such as the interior.

Wintario discussed with the committee other available grants such as the provincial grant for community centre projects and the federal government's heritage grant. The ATHRC lost a bid for a heritage grant recently because Halton Hills didn't demonstrate necessary support for the restoration project, but "if the municipality reconsidered its position we could reapproach the heritage foundation," said Mr. Elliott.

If the committee fails to attract funding for the hall restoration by the end of the year (the time when it will report back to Halton Hills council) "I assume... (the municipality) likely will tear it down and put in a parking lot

and put in a new wall for the fire hall," he said.

The fire hall wall would be necessitated by the demolition of the hall and would cost \$40,000 said Mr. Elliott. If the municipality invested the \$40,000 into the restoration project instead "I'm sure that the Heritage Foundation would come through with some money and Wintario would be much happier," he said.

and put in a new wall for the fire hall," he said.

The committee also learned that they will be getting the use



### GRADUATE

Georgian College President Robert Crawford congratulates Leanda Ruth Farley of 16 Chelvin Dr. Georgetown, during Convocation exercises held for graduates of the College's Health Sciences Division. Leanda graduates from the two-year Mental Retardation Counsellor Program which qualifies graduates to work with developmentally handicapped persons in small or large agencies, in community residences, and with community groups.

## Reservoir dedicated to first works director

Halton regional chairman Ric Morrow and members of regional council were on hand last Wednesday for a dedication ceremony to mark the official opening of the Baillie Reservoir, north of Upper Middle Road in Burlington, named for Halton's first director of public works.

Robert Baillie was public works director for the city of Burlington from 1968 to 1973 before becoming Halton region's chief engineer when regional government was introduced here in 1974. He died

suddenly the following year, however.

Mr. Baillie's widow and children unveiled a commemorative plaque at the new facility Wednesday while Mr. Morrow, former Halton chairman Allan Masson and current public works director Bob Moore looked on. Halton Board of education chairman Rev. Gary Morton, who is minister of the Burlington Presbyterian Church of which Mr. Baillie had been an elder, conducted a brief devotion.

With its 3.66-million gallon

capacity, the Baillie Reservoir will ensure steady water pressure to Burlington residents living between the Upper Middle Road and the Queen Elizabeth Way. Water will also be pumped to the Beaufort Reservoir near Milton.

The Baillie Reservoir, an extension of the Guelph Line Reservoir, is suitable for further expansion as needs dictate to hold seven million gallons and has an ultimate pumping capacity of some six million gallons per day.

### Fashion show

The Jennifer Wamsley Modelling School presents Passport to Fashion on Sept. 27 at 6:30 and 8:30 p.m. in the Lester B. Pearson Theatre in Bramalea Civic Centre. For tickets call 457-8373.



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1 - 1976 Ford Torino	1 - 1972 Ford 1 1/2 ton cab and chassis	MISCELLANEOUS
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## Don't blame battery for won't-start

### Ignition system condition prime factor when starting

The condition of the ignition system, not the battery, is the most important factor in winter starting. When other engine components are not properly maintained, even a new or well-charged battery can quickly be worn down before the engine starts.

The voltage required to start a car increases when the engine possesses such maladies as broken or cracked ignition cables, worn spark plugs or plugs with wide gaps, a worn distributor cap or rotor, or corrosion in the distributor cap. David L. Walker, director of Champion Spark Plug Company automotive technical services department, said.

These problems are compounded, he said, during wet or cold weather and the components require even more current to achieve useful operation.

"Electricity, like water, seeks the easiest path along which to flow. Faulty wiring, or any deficiency in the ignition components, interrupts or drains away the flow of an already diminished electrical supply. Also, worn spark plugs easily require twice the electricity as new ones," Mr. Walker said.

**Voltage available**

The voltage available to start a car decreases when there are worn breaker points or a faulty condenser, coil, or primary dropping resistor. Cold temperature also adversely affects the capacity of the battery to produce necessary cranking power for starting. At 80° Fahrenheit, a battery has its maximum capacity. This drops to only 60 percent of its potential power at 32° and slides to just 46 percent at 0°.

When the battery is cold, during cold or wet weather, the battery may not generate enough power to start the engine, but this is not necessarily the battery's fault. This condition is frequently caused by worn ignition parts requiring more voltage than they would if properly maintained.

Cold room tests at Champion demonstrated the relationship between these

fact the starts. A mechanical air cylinder operated the throttle and the starter was run by a control outside of the test cell.

According to Mr. Walker, test results should explode the long-held assumption that the battery is the cause

**BELT TEST IS EASY**

A handy test of whether a car's fan belt needs adjustment: a moderate push with your thumb on the belt at the mid-point between the pulleys should move it about half an inch. If it sags more—or is too tight to move that far—a bit of maintenance is indicated.

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## Let emissions controls do job—EPA

### Tampering will not boost mileage; is costly, illegal

By Marvin B. Durning  
Assistant Administrator  
for Enforcement, EPA

Time was, when we shop for a new car the only thing we cared about was how big it was and how fast it would go. Out of that era of automatic gears and reclining seats came an air pollution problem.

The amounts of carbon monoxide, hydrocarbons and nitrogen oxides blowing out of automobile tailpipes contribute more than one-half of the man-made air pollution.

Recognizing the effects of automobile emissions on the health and welfare of the nation, Congress passed a law which requires manufacturers to produce cars that will reduce the emissions. Auto makers have done this by installing pollution control equipment which will greatly improve the air quality.

**Proper care important**

But the auto owner must realize that proper care of that equipment is every bit as important as the care we so generously lavish on the rest of the automobile.

Since August 8, 1977, all automobile service or repair facilities have been prohibited by Federal law from knowingly tampering with a car's emission controls.

This new law provides a significant legal reason why you should not ask your automobile repair facility to remove or disconnect some part of your car's emission control system in hopes of improving gas mileage or driveability. If a repair facility breaks this law, it is subject to a civil penalty of up to \$2,500. The penalty is up to \$10,000 for automobile manufacturers and dealers.

**Reasons not to tamper**

In addition to the law, there are other good reasons

why tampering should not be done:

- In most cases, tampering will not improve a car's gas mileage or driveability, and may make them worse.
- The one certain result of tampering is that it will increase your car's emissions and add to air pollution.
- Tampering is an expensive waste, nullifying emission controls that on a new model car may have cost you between \$200 and \$300.
- Another important point is that the law does not contain a prohibition against car owners tampering with their cars' emission controls. But nearly all states do have such a prohibition. You can be prosecuted under any of these many state laws for any tampering that you do to a car's pollution controls.
- Tampering is removing, disconnecting, damaging, or in any way rendering ineffective any emission control device or element of design installed on a motor vehicle or motor vehicle engine.
- Tampering may include:
  - removing or rendering inoperative such devices as the catalytic converter, air pump, and EGR valve.
  - disconnecting vacuum lines and electrical or mechanical portions of the pollution control system such as electrical solenoids or vacuum-actuated valves.
  - adjusting an element of a car's emission control design out of line with the manufacturer's specifications.
  - knowingly installing a replacement part that is not equivalent in design and function to the part that was originally on the car. Example: incorrect EGR valve. (This, however, does not mean that you have to use replacement parts sold by the motor vehicle manufacturer

or its franchised dealers.)

- adding on a part that was not originally certified on the car. Example: installation of dual carburetors to replace a single carburetor.
- enlarging the fuel filter restriction inlet to allow the use of regular leaded gas in cars that require unleaded gas.

**Gas mileage suffers**

Contrary to the belief of some vehicle owners, the catalytic converter, a major means of pollution control on most cars made after 1974, has no negative effect on gas mileage and driveability.

In fact, the catalyst has helped make it possible for cars with emission controls to achieve the same or even better gas mileage than cars had in 1967, before emission controls were installed on cars.

Maintaining your car according to the manufacturer's specifications will almost always enable your car to get better gas mileage and lower emissions.

In addition, keeping your car well tuned will almost always improve driveability and lengthen the life of your car's engine.

Under the Clean Air Act, car manufacturers are required to provide a warranty covering emission control devices for a period of five years or 50,000 miles, whichever comes first.

However, when a car's emission controls have been tampered with, or when leaded gas is used in cars requiring unleaded, a car manufacturer may not be obliged to honor warranty rights. The car manufacturer or dealer can justifiably argue that the car has not been properly maintained according to the manufacturer's specifications.

The emission controls installed on motor vehicles and motor vehicle engines are there to reduce the pollution from these sources to help meet national ambient air quality standards which were established to protect public health. The removal or rendering inoperative of these

devices defeats a vital portion of the nation's program to clean up the air.

You can help clean the air by not requesting to have your emission controls tampered with, but instead, make sure the mechanic follows the specifications recommended by the manufacturer for best performance and emission control.

## Soak up the joys of the open road

When the autumn leaves begin to turn and the air gets that certain nip, it's time for one last outing before the "winter blahs" set in.

Fall getaways

Whether planning a weekend in the country to observe the fall foliage or a family car trip to visit a far-away relative, a bit of foresight will help make your excursion all the more pleasant.

Since much fall travel is carried out within the confines of cars, buses and trains, it's important to pick along a number of "anti-boredom" devices to ensure a good journey.

Today, many board games are made with magnetic boards, which are perfectly suited for nice long trips on and in cruising cars.

It's not always necessary to bring carry-along games; there exist an array of word games as old as long distance travel itself. A rousing round of "Ghost" or "Geography" will stimulate those creative juices, while you speed along towards your appointed destination.

For an interesting change of pace, take advantage of the unique perspective available through the windows of your vehicle.

From this vantage point, vast areas are able to be observed and appreciated. You might want to focus on the lay of the land or perhaps the architecture of a certain region.

As a final travel pleasure, be sure to arrange the hours and means of transportation to afford you the maximum amount of comfort and enjoyment. If you prefer to sleep through the miles, check transportation schedules in advance to find out the departure and arrival times of night trains or buses.

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