

Star trek

Walk to the moon to aid CF cause

See Page B6

'Dream trip' in a canoe

Braving rain, rapids, portages and paddling, Sandy Symmes (right) and her husband Ric will be going on a special three-week journey, down the torrent waters of the Nahanni River in the Northwest Territories. See Page A8.



No damp spirits

Getting a blast at Bang-O-Rama

See Page A8

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Home Newspaper of Halton Hills — Established 1866
WEDNESDAY, MAY 20, 1987

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It's Worth the Drive to Acton!

Water drop 'not fault' of Region

By ANI PEDERIAN
Herald Staff

Regional wells are not to blame for any drops in water levels at the Gail Malby property in Acton, says a consultant's report.

Instead, the report says it's possible clearing and alterations to a wetland area on the Acton property could have lowered water levels at Mrs. Malby's pond and well.

International Water Consultants Limited undertook the "wells interference study" for Halton following complaints from Mrs. Malby in the fall of 1984 and spring of 1985 that water levels in her pond and wells were dropping.

The study was to find out if the Region's Davidson and Fourth Line wells in Acton were responsible. These wells are currently the main source of water for Acton.

At last week's planning and public works committee meeting, councillors agreed to defer any action on the report until Mrs. Malby has had a chance to peruse it.

Water Pollution Plant Engineer Vince Suffoletta said Mrs. Malby was not questioning the report but wanted to see the data used by the consultant, accumulated over the past year and a half.

"I wish her luck as all I can say," Burlington Coun. Joan Little said, in reference to the technical aspect of it.

Mrs. Malby received the report May 9, Coun. Pam Sheldon said.

The Fourth Line well was drilled in 1956 and put into operation in the early 1970s. The Davidson wells were drilled in 1957 and put into operation in 1958 and 1960.

Regional files show no record of complaints from other water users in the area other than one from the Acton property. To resolve that situation, a special condition was attached to the Ministry of the Environment permit allowing use of the Davidson wells.

"Based on investigations, testing and monitoring, there is no evidence of significant water level interference at the Malby pond or wells resulting from the operation of the Davidson or Fourth Line wells," says the report.

The consultants recommend, however, that routine monitoring continue on a weekly basis at the municipal wells and selected observation wells and that this information, along with precipitation data be reviewed annually.

In the hills

Dream trip ticket

Ron Doornback of Terra Cotta is the winner of a travel voucher worth \$1,500 won in an Optimist Club raffle.

The consolation prize was won by Gord and Lenora McKinnon of Georgetown who took home \$120. The trip of the month raffle continues June 9. All of the proceeds made from the raffle are returned to the community through a series of projects.

The travel voucher is good for any travel facilities made through TWG Travel Inc., Georgetown. The winning ticket was 115 and the second draw ticket number was 240.

Peel's top choice

The site in northeast Brampton has been selected as the spot for Peel's next garbage dump, Peel Regional council decided Thursday.

The rural site, known as Site 6, is between Torbram and Airport Roads, south of Mayfield Road and north of Boward Drive.

Right now, Mississauga and Peel's trash is trucked to the Britannia landfill site, which is slated to close in 1990. The Region will now proceed to a provincial environmental assessment hearing. It's estimated the new dump site will cost up to \$92.3 million to develop.

Peel studied seven north Brampton sites and Site 6 was shown to be the best from an environmental standpoint. The City of Brampton has hired a Toronto law firm to represent it at the environmental hearing, where it plans to make a case against Peel's choice.

Expensive studies

Last year, Halton Region spent \$179,302 on studies. Without federal and provincial subsidies, that total would have been nearly double, \$323,382.

How many studies did Halton get for its money? There were 12 social services studies, 11 public works studies, two planning studies, one personnel study, three finance department studies and four studies for the chief administrative officer's department.

They included a study on Halton Region Museum, one on employment equity for women, on the Acton water supply, and on well interference in Acton. Many studies were done internally, by Regional staff.



Showing off to company commanders

Inspecting Officer Lieutenant Colonel A. Kemp, C.D. (left) reviewed the 676 Lorne Scots Army Cadet Corps at the Georgetown Fairgrounds May 13. Captain Ross (centre) accompanied Lt. Col. Kemp as he reviewed the cadets. Lt. Col. Kemp assumed command of the Lorne Scots in 1957. His decorations include the 1939-1945 Star, France - Germany Star, Defence Medal, CVSM and Clasp Victory Medal, Centennial Medal and Canadian Forces Decoration. The Cadets performed well for the reviewing officer as Lt. Phillips C.D. noted some cadets had had only eight weeks experience. (Herald photo)

Report outlines which farms to be saved from developers

A system for evaluating agricultural lands in Halton Region has been developed, and the technical report is now out.

Called the Halton Agricultural Mapping and Policy Development Project, the Region intends to use the results of the project as a tool for identification of agricultural areas.

A copy of the report is being sent to the Minister of Municipal Affairs, Regional Planner Peter Langdon said together with a request for the remaining \$1,500 of a \$10,000 grant the Ministry gave Halton for the work.

With this information, Regional Planning Director Rash Mohammed said he hopes to designate agricultural areas to be protected, on the Region's Official Plan.

Regional Planner Peter Langdon said the complicated weighting system devised in the technical report tends to give lower scores to farm lands lying idle, although the soil capability may be very high.

"The fact the land is lying idle now indicates less of a commitment by the owners, and less potential of being farmed in the long term," Mr. Langdon said.

and Burlington Coun. Joan Little said. "The only way to do that is to focus development," she said.

By the end of July, Halton hopes to have developed a draft agricultural designation map, and policies, Mr. Langdon said.

One mile challenge

Avoid Maple Avenue between Highway 7 and Main Street in Georgetown next Wednesday morning.

That's when Georgetown District High School students will be out for a one-mile run or walk as part of their contribution to this year's Participation Challenge.

The Region's planning and public works committee approved the temporary closure of the west-bound lane of Maple Avenue between 8:30 and 10:30 a.m. May 27.

Halton is doing this to save agricultural land, Coun. Sheldon said. "The only way to do that is to focus development," she said.

Before the Region changes its Official Plan based on the findings of this system, there will be public meetings, Mr. Mohammed reassured.

At present, there isn't much input from the non-farming community, Coun. Sheldon noted. She attributed understanding of the planning process, and wanted reassurance rural residents will have the opportunity to have input into this project.

"The silent majority out there won't comment on this because it's highly technical," Mr. Mohammed said. "They will only comment when some lands have been designated."

Telecommunications costs are a heavy expense now for the three libraries, for to communicate with Oakville is long distance. "If we carry on the way we are now, to get on the line cataloguing system is very very expensive and we have reason to believe microcomputer technology will significantly reduce this expense for us," Mrs. Cornwell said.

Another option to be considered is the use of compact discs for data base.

Halton Hills now pays about \$29,000 annually for maintenance of the HALINET system and just under \$10,000 annually in telephone charges.

"That's where we'd like to make savings," Mrs. Cornwell said. "We have a dedicated line that is open to us all the time." That line is expensive.

As the chief librarian describes it, the three library systems are "cautious pioneers" trying to apply imagination to make the systems more efficient at the least cost.

New restaurant?

Look for a new restaurant to go up next to the Honda dealership on Guelph Street near Mountainview Road.

Landowner Baz Kutter received the zoning amendment needed for the proposal to go ahead.

It was back in 1980 that the town processed Mr. Kutter's application to amend both the Georgetown Official Plan and zoning bylaw. A public meeting was also held in that year, and the lands were redesignated from industrial to commercial, allowing for the development of a restaurant.

The property still needs site plan approval, which looks at garbage storage, landscaping, parking.

WHEELS OF FORTUNE

By CHARLIE GIBBS
Herald Special

For many people, watching cars is simply a pastime reserved for lazy Sunday afternoons. For Halton Hills resident Jim Kenzie however, it's a way of life.

The Speyside resident is officially known as a "freelance automotive journalist", but translates this description into a "broke car writer".

Every week, Mr. Kenzie's works appear in the Saturday Star, his major outlet with a readership of 1.8 million people, the Ottawa Citizen, The Edmonton Journal, The Regina Leader-Post and several magazines and periodicals. He is North American correspondent for the British magazine What Car?, Canadian correspondent for Detroit-based Auto-News, editor of the annual Toronto publication Car Guide and also writes for Influence magazine. In total, about three million people have the opportunity to read his articles.

Combine this with radio and television appearances, and you end up with one of only ten Canadians who make a living writing and talking about cars.

"Typically, I'm supposed to cover what's current in the auto field - 70 per cent of my work is reviews of new cars," Mr. Kenzie said.

Columnist Kenzie puts you in the driver's seat



Jim Kenzie

"So what kind of car does this expert drive? "A 1976 American Motors Hornet," he admits. But don't be too disappointed. Jim Kenzie can be seen at any time driving the latest models of all the brands. He is given two or three cars every week to test drive, and keeps them for weeks at a time.

"What I try to do in my column is give the reader an idea of what sense a car gives the driver," Mr. Kenzie said. And he does that using more than statistics.

Mr. Kenzie's articles contain light humor, and he uses his exposure as a forum for driving safety.

"Our (provincial) driving test is a joke," said Mr. Kenzie, who advocates compulsory driver education and mentions shocking statistics about the accident rate in Canada.

"Eighty-five per cent of the accidents are caused by driver error," he said. Mr. Kenzie believes that the best way to improve the situation is to increase spending on driver education, as opposed to legislating expensive equipment in all automobiles.

But Jim Kenzie's lifestyle is not limited to pen and paper, nor to street signs and pavement. Some of his "hobbies" include car racing, with which he has admirably had "zero" success and photography. He's also a member of a local rock and roll band, playing guitar.

So how did this energetic lifestyle end up writing about cars?

"You can't plan to be a full-time automotive journalist. There are too

many lucky breaks to fall in your lap. They just happened to fall in mine," he said.

Describing himself as a "car freak" at the age of five, Mr. Kenzie had the traditional experiences of building a soap box derby and drawing cars of all sizes and shapes. As a teenager, his ambitions included race car driving or a rock and roll musician, both of which he has managed in his spare time. His ultimate dream was to teach, or to work with computers, both of which he ended up doing.

Graduating from the University of Toronto in 1966 in Engineering, Mr. Kenzie proceeded to work with Proctor and Gamble as a systems analyst. He then found himself teaching computers at Ryerson for nine years. His progression into automotive journalism is one which he recalls with a touch of nostalgia.

Councillor Pam Sheldon, who was a former editor of the now extinct Milton Weekly Tribune, approached Jim Kenzie in 1977 with the challenge of writing a weekly column on automobiles. At the time, he had neither journalism nor automotive training. Nonetheless, he decided to give it a whirl, and he has never looked back. Though the Tribune died in 1982, Jim Kenzie had only just begun.



Tuned in

If you've been lucky enough to get tickets to the Globe Productions "Stay Tuned" production this weekend, you'll see performers (left to right) Linda King, Bob Gelax-

nikas, Rose Carnduff, Phil Brennan, and (standing) Nanci McNeil. The show is all about television, and is directed by Michael Clipperton. (Herald photo)