

THE HALTON HILLS WEEKEND

KEN NUGENT
Publisher

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A good move

More than ever before the Georgetown Hospital is reaching out into the community, and we see it as a positive move.

The hospital is creating a community advisory committee which will be comprised of a cross section of the Halton Hills populace. Its purpose is to keep in touch with the needs of the average person, to receive public feedback on new programs and it may even introduce the hospital to new ways of thinking.

This community input is needed now more than ever before. The hospital industry is in the midst of a whirlwind of change. The time is not only confusing for hospital personnel, but for the average Joe. Just some of the changes include more services being offered to out-patients, more connection with social service organizations to help fill the gap, and greater emphasis on preventive health educational programs.

The liaison created by this committee will create a strong relationship that will help the hospital withstand the flux of change as we approach the 21st Century.

In the early sixties, it was the community that created Georgetown and District Memorial Hospital, and now in the nineties, it seems right that as health care changes, that the community once again is part of it.

Foodshare needs volunteers

Dear editor:

Wanted: members of the Acton and surrounding communities to volunteer as a director for the Acton Foodshare. As a director, you will meet at least four times per year to implement policies and to oversee the operation of Foodshare. Interested? Contact the Acton Foodshare at 853-0457 or attend the Foodshare at 153 Perth Street, Tuesday or Thursday.

The next annual general meeting will be held Thursday, May 5 at the Acton Foodshare, 153 Perth Street, Acton commencing at 8 p.m. All are welcome to attend and participate in this meeting.

The Acton Foodshare operates without government funding. It is supported by the generous donations from within the community. On behalf of the Board of Directors of the Acton Foodshare, I would like to extend our sincere appreciation to all who have assisted the Foodshare.

At Foodshare, we are constantly striving to eliminate the need for our food bank. We participate in cooking classes for clients, jobsOntario, and the community

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gardens to name a few. Our statistics from February show that the Foodshare received 734 pounds of food, 3,374 pounds of food were given out to 101 families with 103 children. There is a need.

Please assist the Foodshare in any way. Volunteer to be on the Board of Directors, assist at the Foodshare or assist with donations.

Thank you for taking the time to read this letter.

Hope to see you at the annual general meeting on May 5.

For the Board of Directors of Acton Foodshare,
Arlene D. Fritz
Secretary

Smokers' rights

Dear editor:

Smokers deserve rights too. I'm tired of being treated as though I have a contagious disease, just because I light up. I'm fed up with being banished to the outdoors

to enjoy my favorite vice. Taking a puff in the washroom was a long standing refuge for smokers, who just couldn't wait for the long winded speaker to run out of wind. But now, even the washrooms have become off limits to a smoker.

We smokers seem to be a complacent lot, we put up with being pushed aside. We stand outside in frigid cold days trying to enjoy a smoke.

But just think what would happen to the economy if we all stopped smoking. It would be seriously damage what's left of a dwindling economy. Tobacco farmers would be out of work, cigarette factories would close, packaging plants would have massive lay-offs, shipping companies would have serious slow downs.

Who would cry the loudest? The government, because it would lose all the revenue generated, by the smokers. The government is trying to say it is concerned for our health. That's just a ploy to make it look good, when in actual fact it doesn't give a damn. All they really care about is our tax dollars.

So lighten up everyone! Smokers are a necessary part of the economy.

Yours truly,
Craig Lamorie



There's nothing worse than a misguided Chrysler fan

In the beginning, man invented the wheel.

Soon after, man fell in love with the automobile.

And with that love affair, certain battle lines were drawn between the diehard car fanatics.

Which is best? Ford, GM, or Chrysler?

We have a co-op student in our office named Jay.

Jay's a good kid, and seems to enjoy investigating the ins and outs of the journalistic world.

He has fit in quite nicely in the newsroom, and enjoys the time he spends here. And all in all, my co-workers find him a pretty good kid to chat with as he contributes to the office conversation.

But Jay has one small problem. It has to do with his automobile preferences.

You see, he's a Chrysler fan. One of those 'Mopar' maniacs. A Plymouth patriot. A Dodge defender.

And there's nothing worse than a misguided Chrysler fan.

Myself, I've always had my own personal feeling about Chrysler products, putting them in a class just above something that sticks to the bottom of your shoe.

Not Jay. He adamantly defends his precious Mopars to the death and has nothing but criticism for all other makes, particularly Ford and General Motors.

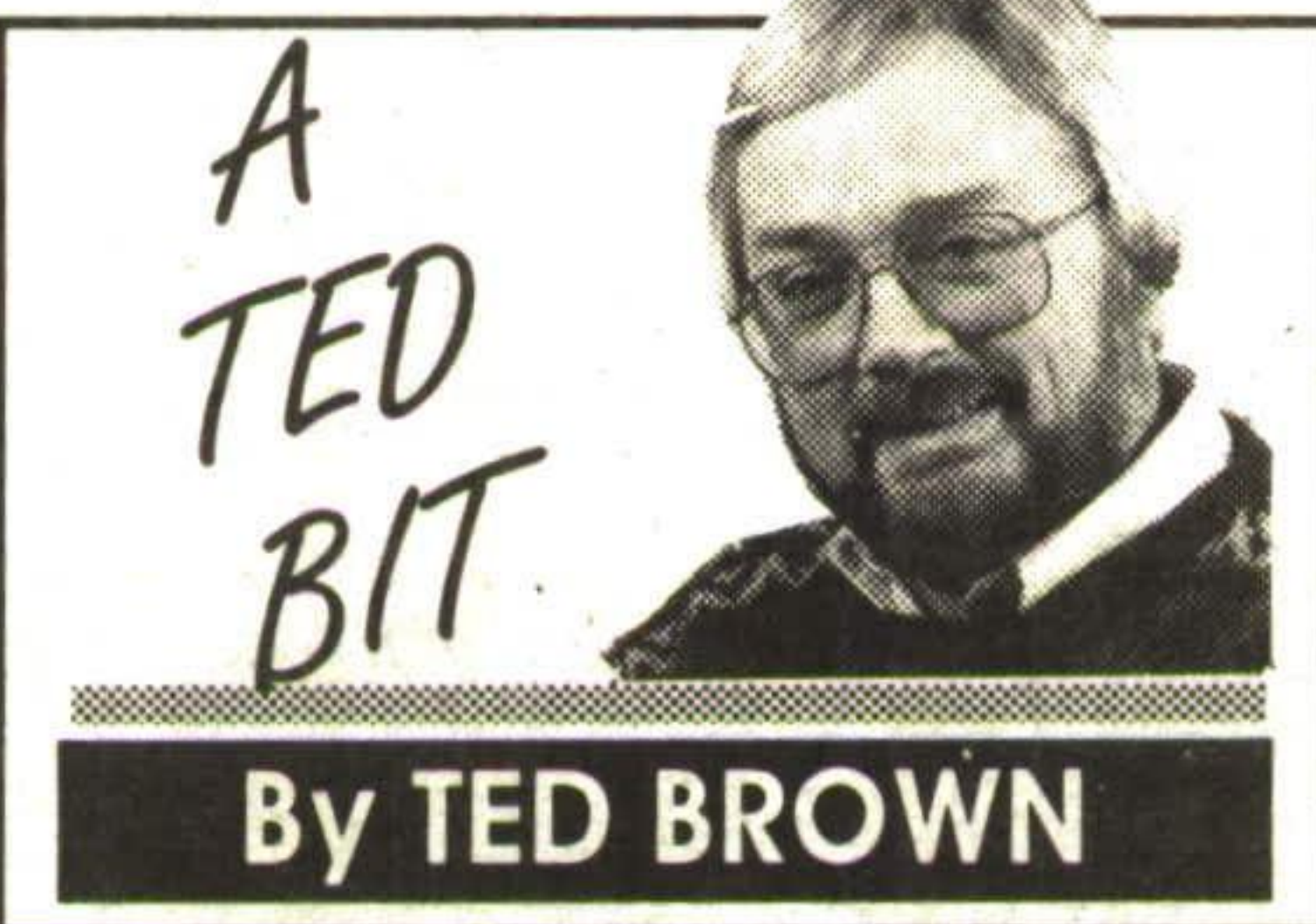
Now I have an open mind; it's either Ford or GM. (After all, are there any others?)

I do get some support in this ongoing verbal battle.

Co-worker Lisa Tallyn was raised with the Ford family of fine cars as her father sold them for a dog's age in the Milton area. So for Lisa, there is no alternative.

But Jay is determined to convert me; shame me into accepting his inferior brand of automobile.

"You should see my dad's Intrepid," he rambles on, "It's got more gadgets and toys on it than anything you've ever seen; it even shows you how much farther you can go on



your tank of gas."

"It would need it," I think to myself, "Considering how hard it probably is on gas. Chryslers were always hard on gas."

Sadly, Jay's entire family must be misguided, if his dad drives an Intrepid. That poor boy just hasn't had a chance to know the difference.

Jay loves to explain how Ford stands for "found on the road dead," or "fix or repair daily" while continually praising the merits of his own Daytona ES, and telling me to take a look at the front of it when it's parked 'cuz I'll never see it when it's on the road.

I've been able to shrug off the constant jabbing from this kid for the most part, but every once in a while, I feel compelled to haul out the big guns. Just cut him off at the knees.

"Jay, in the movie, Bullitt," I asked, "What were the two cars in that famous car chase?"

"A black Charger and a Mustang fastback," he replied.

"That's right," I continued. "And which one survived the chase?"

"Ah... the Mustang," he replied, a little more slowly.

"Correct. My point exactly," I had him where I wanted him now. "And if Hollywood thinks the Mustang should survive, then obviously it's a far superior vehicle. After all, it was shot at and run into, as well as Steve McQueen's personal choice, so there's no doubt it's the better vehicle. It can go that extra mile."

"That's not fair," he countered. "That's the greatest chase scene of all movies."

"Yup. And the Mustang won," I smirked.

End of discussion.

I had him; no response. After all, what could he say? It was clearly defined and demonstrated in that classic movie. The Mustang was the better car.

But had he not backed off, I could have given him more examples of the superiority of Fords and GMs, according to Hollywood.

After all, Gene Hackman drove a GM in the French Connection car chase, while the star of Knight Rider was a Pontiac Firebird Trans Am.

And Lee Majors drove a GM truck in the Fall Guy series, and every week, he jumped it over everything in the world during the opening credits.

Yessir, Hollywood knows. No Chryslers.

Notta one, unless we want to remember that one short-lived series with the two hillbilly idiots rampaging the hell out of a poor old beat-up orange Charger.

But somehow, I don't think Jay would want to be equated with The Dukes of Hazard.