

THE HALTON HILLS WEEKEND

KEN NUGENT
Publisher

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Reader grumbles about truck rumbles

Dear editor:

As I sit in my house watching yet another gravel truck barrel down the road at 10:30 p.m., a question enters my mind, "What exactly is going on here?"

There may be an obvious reason for this, but isn't there a truck restriction on Maple Ave., west of Trafalgar Rd., limiting the time in which trucks may travel? Yet in a residential area which includes a senior citizen complex, two churches and a couple of schools, no such limit exists.

We have gravel trucks, 18-wheelers, transport trucks and large equipment trucks traveling at greater speeds than the posted speed limit at any given time of the day or night. Not only can you be awakened by the sweet song of the robin at 5:30 a.m. but you also can listen to the trucks grinding their gears and jag-breaking down the hill. It just goes on and on and on until well into the late hours at

Letters to the Editor

night. The trucks obviously have complete control of the road. How, I wonder?

This whole issue has been going on and on and on for two years now. It's important to note that it was a group of residents concerned about the safety of people, mainly school children walking Maple Avenue, who actually raised the issues and created a list of recommendations to Town Council. This in itself speaks volumes. The problem has existed many years yet here it is, two years later and we're still waiting for answers and more importantly actions - actions to create a safe environment.

For those people traveling on Maple Ave. there is a speed limit of 50 km/h. When my neighbor, an elderly gentleman, gets caught in the middle of the road trying to cross (he's caught because there is not enough time for him to cross between speeding vehicles and he can't cross at the lights because there isn't a sidewalk for him to use to get to the lights) yet another question is raised, "What kind of tragic event will have to happen for decisions to be made?"

Maple Avenue is not the 401 and it's not the local racetrack in which it's a contest to "beat the light" or race up the hill before the car beside you passes you.

The situation on Maple Avenue borders on pathetic.

For all concerned citizens, please note that the meeting scheduled for August 22 has been postponed by town council until Sept. 6. Doesn't school begin then?

Billie Jo Barbosa

Immigration mess

Leave it to a bureaucrat to try and put a glossy spin on something where no good is to be found.

Len Jodoin, a spokesperson for a task force made up of RCMP and immigration department officials, admitted this week that there are twice as many serious criminals in Canada that the federal government wants to deport than originally thought.

Still, despite this astounding fact, Jodoin was publicly trumpeting the success of the task force which was set up to rid this country of less-than-desirables.

Immigration minister Sergio Marchi set up the task force July 7 in the wake of the murder of Metro Toronto Police Const. Todd Baylis. Baylis was gunned down while trying to make an arrest. It was later learned that the suspect in the murder, Clinton Gayles, had been ordered deported in 1991 —nut never was.

At the time the task force was set up, Marchi estimated that there were approximately 600 people that Canada wanted deported for criminal reasons.

Jodoin announced this week that that number is actually 1,296!

And even though 149 foreign criminals have been expelled from Canada since the task force was established, Jodoin admitted that the task force — 25 specially assigned officers in Metro alone — has figured in on 14 of those deportations.

According to Jodoin, the task force has found the job more complex than first thought and will need more than the six months originally granted.

His admission only underscores the fact that our immigration department is a joke — and has been for some time.

It's no wonder that we only now find out that there are 1,300 Clinton Gayles running loose in this country.

How much hope can we have that this department will ever be brought under control when the minister responsible for it doesn't have a clue how bad the problem is?



Tachmen Club has always been the 'mother lode'

It's no secret I've had an undying passion for cars ever since I could see over the steering wheel.

But, being in the same position in life as Al Bundy, (namely "married, with children,") my love affair with those four wheeled goddesses has had to remain a "look and drool" relationship.

Nope, ownership of a hot car is something I don't ever expect to attain.

But that has never stopped me from following my dad's advice from long ago; "Son, you don't necessarily have to marry money, just go where it is..."

(Which, when applied to the car world, roughly translates; "Son, you don't necessarily have to own a hot car, just hang around the places where they're parked.")

A couple weeks back, my wife and I were invited to the 30th anniversary reunion of the Tachmen Car Club.

(For me, Tachmen Club has always represented the "Mother

Lode of Street Rods" in the Halton Hills-Brampton area.)

The picnic-reunion did have a number of members' cars on display, but it was also a time for members and former members to get together, renew old acquaintances and talk about, (what else?) cars.

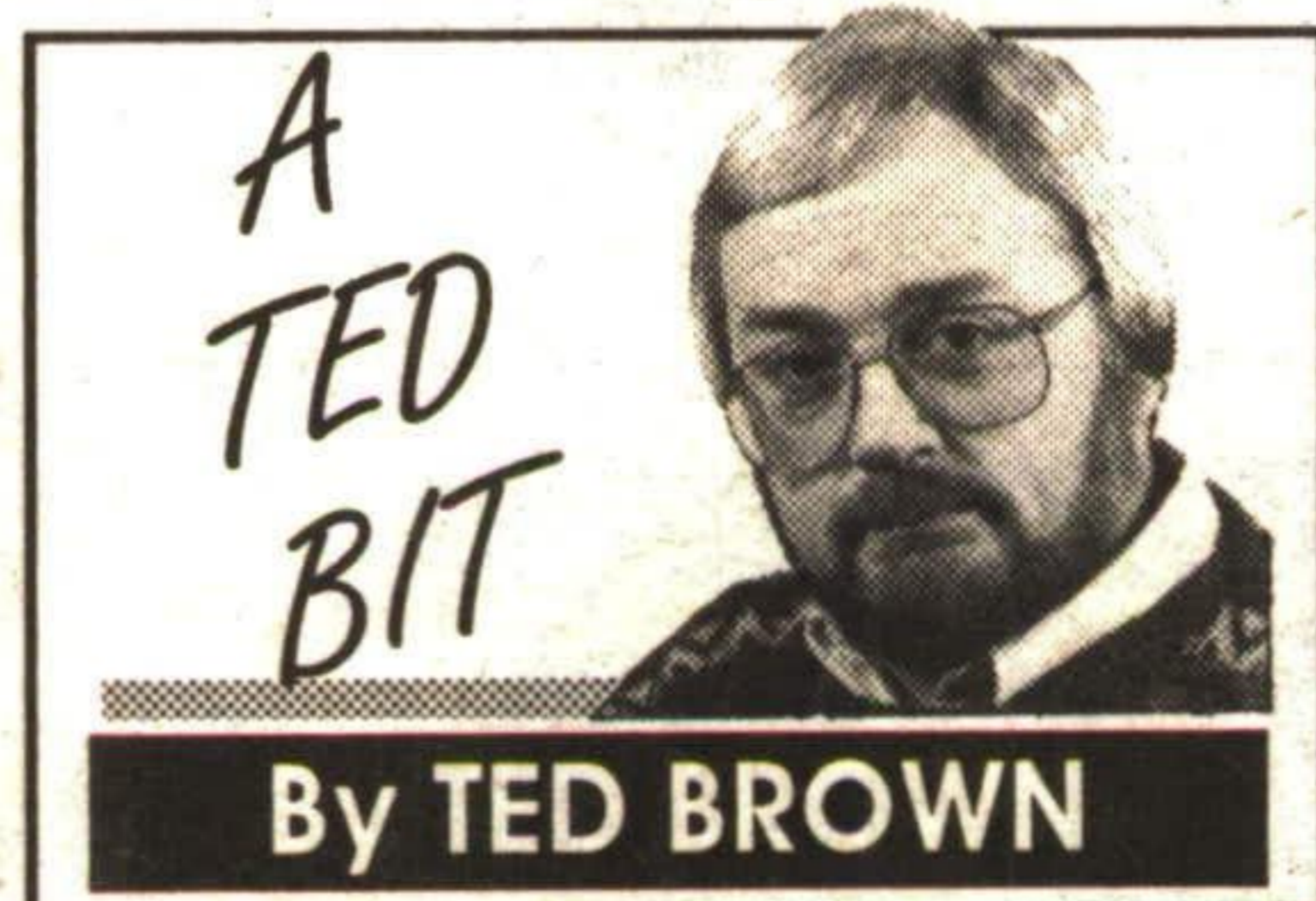
It's hard to believe Tachmen Club has been around for 30 years.

From its humble beginnings with a handful of Brampton high school students in February of 1964, to today's membership of nearly 40, the club has always been a class act.

I recall, in my late teen years, envying Tachmen members who seemed to have it all; hot cars, a place to work on them, and lots of free advice to build the most beautiful automobiles to grace the streets of Georgetown and Brampton.

Let's face it; back then, when a classy street machine drove by, chances are it belonged to a Tachmen Club member.

Of course there was another side



to the club, whose members prided themselves with operating a high class group.

Anyone wishing to become a member had to wait for an opening, pass a strict probationary period, then be voted into the membership by the rest of the members.

Just like today.

And although Tachmen Club had a collective group of very talented and helpful guys who worked together to build their cars, more importantly, they fostered a great camaraderie.

Interestingly, many have stuck together over the years, a fact that

is made obvious by the membership's average age being in the mid 40s.

I perused the scrap books and display of memorabilia at the reunion, and learned the club originally had its clubhouse in "a cold and drafty barn" near Brampton, but was forced out soon after when the farm was sold. It proved to be a minor setback, as the club members soon relocated to the clubhouse near Georgetown, where they have remained ever since.

Not only have Tachmen members worked on cars, they have been good corporate citizens over the years, donating to various causes, and taking part in the Brampton Flower Festival and various Georgetown area shows for several years.

In 1974, the club became involved in the Motion Rod and Custom Car Shows, hosting the show along with then show producer "Dizzy" Dean Murray. That association lasted for several years, and Tachmen celebrated their 20th anniversary at

Motion's 10th anniversary show.

Over the years, I've covered Tachmen's Cruise Nights in Georgetown, photographing the cars and always having a good chat with members I've known for years.

The club still boasts one original member, Mike Adams of Brampton, who was there in the beginning and has seen the club mature to its present state, becoming a more family oriented group as wives and children arrived on the scene.

Yep, Tachmen Car Club has come of age, somewhat like a fine wine.

And like a fine wine, it has mellowed and improved during that time.

(Oh gawd! I almost forgot to mention club president Jim MacArthur. He's been whining at me for ages now, for not including him in a previous column I wrote about drag racing. Of course, that's understandable; only a whiner would drive a 440 GTX! Okay, it's now official; Jim MacArthur drove a hot car too!)