

Bad Drivers

Years ago, when asked whether or not Ford was going to introduce colours to their line of automobiles, Henry Ford was heard to say, "you can have any colour you want, as long as it's black." That was Hank's way of conveying the message, "oh, you want different colours to choose from huh, well bite me!"

These days every colour of car you could dream of is on the road and there are easily as many bad driving traits to go along with them. I'm no psychologist, but I've been driving long enough that I feel comfortable taking a shot at analyzing the issues surrounding societies worst drivers. What follows is certainly not a scientific study, but hard to disagree with. The examples used in this column in no way represent any specific person. Any similarities are purely coincidental.

The Straddler - This is the guy who, in heavy traffic, straddles two lanes waiting to take the one that clears up

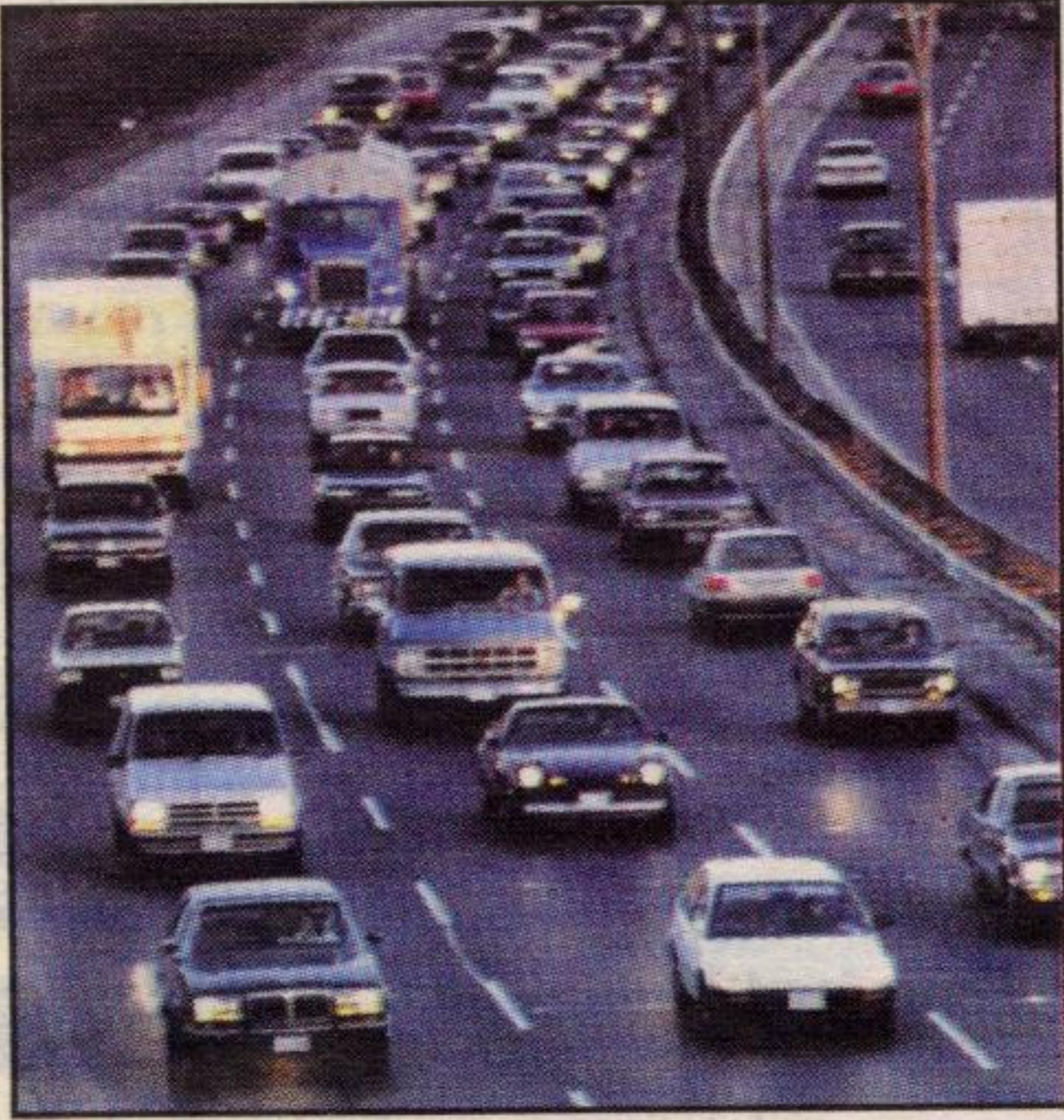
first, and by doing so prevents anyone else from accessing either lane. *Analysis - This individual has trouble making decisions that's why he's been in middle management for 35 years. He's a cheap tipper, has excessive back hair, and loved the movie Gigli.*

The Policeman - He drives 100 km in the fast lane no matter what speed the traffic flow is going. *Analysis - This guy has zero self worth. He doesn't have the stones to go 120 and is envious of those who do. He showers in his underwear and was pounded as a kid.*

The Weaver - In the winter he drives a

1982 Reliant K-Car so that he can afford his \$30,000.00 Ninja Warrior Fire Dragon street machine motorcycle and 12-colour leather outfit for the summer. If he isn't driving that noise factory between the lanes of traffic he's weaving from one to the other. *Analysis - He has never held on to one job for more than 6 months. He's a hit with the ladies until the gear hits the floor. He has sexual identity issues; a tattoo of a rose on his butt-cheek and one day will have his name carved into a roadside floral arrangement.*

The Glamour Girl - She's the gal who applies makeup, talks on the cell phone and gargles a coffee while she's changing lanes on the 401. *Analysis - She has never been on time for anything in her entire life, including any of her 4 weddings. She's vain, self-important, and not really a true blonde. She once had three pet rocks but returned them because they were too much work. She still thinks the Dalai Lama is one of Barbie's friends. She chews her toenails.*



The Leader - He's the guy who plugs up the right turning lane on a city street only to floor it when the light turns green just so he can be the first guy at the next set of lights. He always has to be in front that's why he never lets anyone change lanes in front of him. *Analysis - He's seen so many people step ahead of him at work he isn't about to let it happen in his car. His left arm still sports the initials he carved into it in the 4th grade. He sweats noticeably around women and wets the bed.*

The Honker - This guy honks at anything. And if it's a particularly flagrant foul

Proposed buses for North Halton run into obstacles

BY JERRY FORD

The agenda for the March 8 Halton Hills Council meeting contained an item calling for a decision on a new transit system for Halton Hills. The proposed system would have the Province paying the full capital cost for up to six new buses for the Peel/Halton regions. Under this plan one new bus has already been approved by the Province for use in North Halton, but there is no clear allocation of just who will be responsible for the ongoing running costs of the system. Council refused to deal with the issue without full and complete public consultation. Mayor Bonnette argued that not to do so would give the appearance that town staff were trying to slide something through for approval with minimum notice and with the implication that it was a done deal.

It is in fact a long way from a done deal, and has its roots in the Places To Grow legislation that is before the Ontario legislature. A review of the discussion material provided by Queen's Park shows a direct co-relation between the Places To Grow strategy around communities designed for working and living in, development of a mass transit system that transcends existing borders and full integration with the GO Transit system.

The documentation as it relates to Halton Region focuses on accessing the GO Transit in Burlington, Milton and Oakville. GO Transit has plans to upgrade the Georgetown GO station to achieve full accessibility, at a cost of \$5 million. It appears that the Georgetown facility has been excluded from the immediate plans because the station infrastructure is not yet up to standard, and it will undoubtedly form a fourth transportation terminal centre when completed.

The Province recognizes that the objective of minimizing vehicular traffic throughout the GTA can only be met if a reliable and timely transit system exists. It also recognizes, as shown in the Places To Grow documents, that large parts of Halton and North Peel have a low population density. Getting people to use mass transit will be a challenge, and achieving it in a cost effective manner an even greater challenge.

To address this problem a joint committee of staff from Halton and Peel communities has been working with the Province to come up with a workable solution. The Peel/Halton Transportation Steering Committee has been formed by the Ministry of Health and Long Term Care to deal specifically with the accessible travel needs of seniors and persons with disabilities in Peel/Halton. This is the first step in addressing transit needs in low density areas, and is designed to overcome the cross-boundary problems that have plagued this service in the past.

Annabelle Esquerra of the Ministry of Health and Long Term Care has confirmed that the Province has been asked to provide six buses to fill the need in Peel/Halton. As of March 8 approval for one bus and one year's operating costs for North Halton had been obtained, and a decision on the five remaining vehicles is expected by March 31. Ms. Esquerra felt confident that a favourable decision would be forthcoming on a number of the outstanding requests.

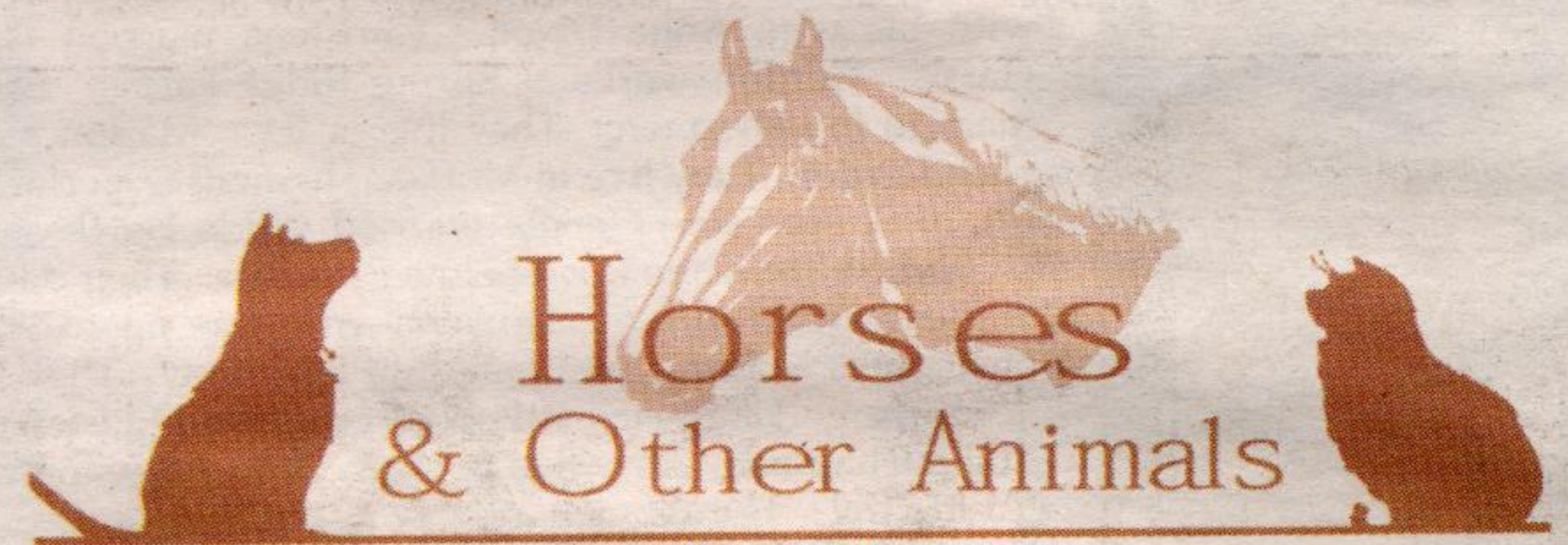
Jeff Lumby's view from the country

in his eyes, he'll lean on the horn for what seems like hours. *Analysis - Someone didn't get enough attention as a child! He works the whack-a-mole booth at the Ex. He goes to monster truck rallies, owns a Pit Bull and is a premature ejaculator.*

The Tailgater - He actually takes pride in getting as close to your rear bumper as he can. You can never go fast enough for this guy. He'd tailgate the space shuttle if he could. *Analysis - This jack of no trades has never spent one moment of his life thinking of anyone other than himself. He was just released from jail for a failed charity scam. He now works*

on the kill line in an abattoir. He makes a clicking sound when he's nervous and says "right on?" as a question.

I'm sure I've only scratched the surface of bad driving traits, but there's always tomorrow. I'll continue to log erratic and unusual driving behavior in my travels and report my findings back to you. Even though my mandate as columnist here is to try and make you laugh, I'm not above providing a community service from time to time either. I just hope in some small way I've been of some small help. Now let's keep those hands at 10 and 2 shall we? Godspeed.



By A.W. Finn

Danish Warmblood aka Dansk Varmblod

We have been receiving requests to expand on the Horse portion of this column and to include a photo of the featured equine.

This horse was specifically developed to be used in modern equestrian pursuits. The Danish Warmblood can be seen in competitive disciplines of dressage, three-day eventing and show jumping throughout the world.

As horse breeders, the Danes have a long tradition. Their first organized studs can be found in records dating back to the fourteenth century. The 21st century has seen an enormous change in the market for these horses.

During the early 20th century the horse has moved from a major source of transportation and farm work animal to that of an animal of leisure. The world became more mechanised after the Second World War and the horse was in decline.

The Danes recognised this transformation and realised that their native horses, the Frederiksborg, which we discussed in a previous column and a very close cousin,

the spotted Knabstrup, a circus horse, were not going to measure up to other sport horses.

In 1962 a program was set up to produce a new type of riding horse; this was done to remedy this deficiency in the Danish breeding program.

Stallions were carefully selected from Hanoverian, Swedish, Trakehner and Polish were crossbred with Danish mares to improve the basic gene. Grading was carried out on the

best stallions and mares to guarantee that only the best were admitted into the stud-books.

This selected breeding program has resulted in the Danish Warmblood being a well-proportioned, stylish horse with an excellent gait. This horse is an outstanding dressage horse.

Description of the breed: Height: 15.3-16 hh. Colour: can be any. Conformation: Well set neck with a quality head, good shoulders with prominent withers; loins and back very muscular; well defined joints and good bone.



A. W. FINN IS THE PUBLISHER OF THE RIDER, ONTARIO'S ALL BREED HORSE PUBLICATION

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