

Verna

(Continued from)

leaders Harold Pa Alexander, Al members Verna T Brown, Donal Rosemary Booth, Mary Anderson, Ken McNabb, Ker Carl Middlel Norrington, Der John Nurse, Norr John Alderson, Murray Brownrid, Edward Bird.

Halton 4-H Str leaders Bill MCarthy, memb Booth, Lorne Austin, Mary An Nurse, Keith Stokes, Elizabe Jean Wilson, Be Ronald Corman, Steven Gishy.

Halton 4-H Con leaders Brock Ha, members Keith Norrington, Ver Carl Middlebro Booth, Carol Sw, Anderson, Rae Ted Brown, Nor Leslie, Doug Ga Nurse, Doug S McClure.

Halton 4-H leaders Bill A Brander; memb David Austin, K David Fisher, Edward Bird, T Stuart Nurse, George Henders Bob Harris, Norman An McCaig, Neil Ro

John McNab' the Halton 4-H chaired the pr assistance of W Mary Anders musical sele evening.

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WATCH OUT FOR THIS . . . A four-way stop is in effect at the intersection of Base Line and Trafalgar Road, Hornby, where the new Hornby diversion road curves north-westerly from the intersection. Flashing red stop signs (top) have been placed on the Base Line to alert motorists to the change in regulations. (Staff Photo)

GOT A PROBLEM?

SAFETY CORNER

GETS ACTION AND ANSWERS

If you're looking for Safety Corner to lambaste someone this week, we're sorry to disappoint you. We've nothing but plaudits today.

First, we'd like to express our appreciation to the Halton County Roads Department for putting the flashing red stop lights on the base Line at Trafalgar Road intersection. When it was announced this corner was to become a four-way stop last week, there were a lot of fears expressed about the many regular Base Line motorists who might not realize the stop signs were there until they were into the intersection.

The illuminated flashing stop signs should be a real help, and should prevent a lot of accidents. We hope they're permanent installations.

Meanwhile, motorists are reminded this Base Line and Trafalgar Road corner will remain a four-way stop for about six months, then north-south traffic will get a through street right-of-way.

Second plaudit goes to the jurors at the Robert Thomas Knott inquest, who came up with some well thought out recommendations for what is turning out to be a dangerous corner—Main and Ontario Sts. at Milton's east end.

Safety Corner is anxiously awaiting the flashing stop sign they recommended for "immediate" installation. The remainder of their ideas for safer motoring made a lot of sense too—see separate story elsewhere in The Champion.

Our third thank-you of the week goes out to the owners of Milton Plaza for widening and repaving the entrance to the plaza from Main St. E. If you've been shying away from this northern entrance to the plaza lot, go by that way some day and see what a great improvement has been made.

We'd like to think our article a few weeks ago about the dangers of the entranceway prompted the management to do something about it. We're glad they did.

On the lighter side, non-users of car seat belts might be interested to hear about the novel seat belt campaign in Australia, where wives are given an "affidavit" to sign. This affidavit authorizes the husband to drive without using his seat belt, and his wife promises if he is crippled or blinded to:

Help him dress. Lead him everywhere. Read to him. Describe the scenery and the children's expressions to him. Do all the work around the yard. Teach their son to play ball and build model aircraft. Teach him to do the housework so she can go out and get a job to support them all.

Do you get the point???



Coursing the Ontario countryside, members of a Canadian snowmobile club put their vehicles through their paces. Snowmobiling now attracts some half million Canadians and Americans with the number growing every season. The sport offers winter fun in races, rallies and long distance trips including one to the North Pole.



Veering into a patch of snow for more traction, this contestant in an ice run approaches the finish line. Runs on frozen lakes provide good practice of driving on icy highways as well as sport. Contestants cover the mile course at speeds as high as 60 miles per hour. (Photo by Bob Healy)

R & N TEXACO CHECK LIST for trouble-free winter driving!

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- BATTERY** — we check for full power. Make sure terminals and cables are tight and clean.
- VOLTAGE REGULATOR** — check adjustment. Over or under charging can ruin the battery.
- STARTER AND ALTERNATOR OR GENERATOR** — remove any corrosion and check brushes.
- AUTOMATIC CHOKE**—check idle adjustment.
- CARBURETOR** — check, remove and clean if necessary.
- FAN AND PULLEY BELTS** — check adjustment. If badly worn they should be replaced.
- COOLING SYSTEM** — check antifreeze and all radiator hoses.
- OIL** — change dirty oil — or summer weight oil — now for easier cold weather starting.
- LIGHTS AND WIPERS** — winter is the dark, wet season. We'll make sure that headlights, parking lights, taillights, stop lights and directionals are all working properly. We'll also check wiper operation and see that the blades wipe clean without streaking, fill windshield washer tank with antifreeze cleaning solution.
- TIRES** — carefully examine tread depth. Worn tires are especially dangerous on ice and snow.
- BRAKES** — check for proper adjustment as even a slight pull to one side can throw your car into a dangerous slide.



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Control That Skid - Here's How to Do It

A skid can be one of the most fearsome experiences a driver can endure or it can be merely routine. It depends upon whether or not you know what to expect and how to control it.

A driver who has experienced several types of skids seldom panics when his car breaks away on slippery surfaces; he remains in control of the situation. Here are a few facts to better help you understand and anticipate skidding.

Generally, your car will go into one of three common forms of skid: rear-end break-away, four-wheel slide or spin-out.

In the case of the rear-end breakaway, which may have been caused by uneven braking action or smooth rear tires, the car will tend to swing 180 degrees, pivoting on the front wheels. If anticipated in time, this may be corrected by turning the front wheels in the direction of the skid, called countersteering.

A four-wheel slide is caused by applying the brakes too severely on a slick surface. With the wheels locked you have no control over the direction your car may be taking until you release the brakes and permit the tires to regain normal rolling friction. Obviously, additional braking pressure will not slow you down, but gentle pumping of the brakes will help if you can maintain a light touch with your foot.

The spin-out is similar to the rear-end breakaway, except that you have lost control of the front wheels as well and you are likely to be traveling at a greater rate of speed. The only measure you can take to correct this frightening skid is to counter steer and hope you will contact a section of road surface on which you can get gripping action.

Other forms of skids include fishtailing, from excessive ac-

celeration and hydroplaning, where your tires are virtually skimming over a thin film of water. By about 55 mph you may have lost all frictional contact with the road. A sudden gust of wind gives you the surprise of your life.

Two cardinal rules of skidding are: stay off the brake pedal until you have regained steering control and always steer in the direction of the skid.

Be especially wary of an icy surface when it is just below the freezing point. It is twice as slippery as it would be at zero.

So play it safe. Travel at a sensible speed.

BATTERY NOT AT FAULT

Many starting failures listed as battery failures actually are not. The trouble often is caused by abnormal conditions in the ignition system which causes the batteries to become run down while the driver is attempting to get the car started.

Free Pamphlet Outlines New Car Care Plan

A free pamphlet outlining what it takes to keep a car in mint condition for five years or more is available from Champion Spark Plug Company.

Listed in the pamphlet is a schedule of necessary services and when they should be performed. By following these services, the car owner would live up to new car warranty requirements and avoid expensive repairs. Also, he would save money through more economical operation and would always pass official vehicle inspection tests.

The pamphlet can be obtained by sending a self-addressed stamped envelope to Champion Spark Plug Company, Dept. C.J. Box 910, Toledo, Ohio 43601.

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