

Planning Long Trip This Winter, Then Give Car 'Shock Treatment'

Planning to visit a distant relative over this winter? Counting the days until you head for Florida for a week or two?

Your dreams of a beautiful Christmas could turn into a nightmare if you should encounter snow as you mush over the river and through the woods to Uncle Charlie's house or that place in the sun you aim to claim... if you are not prepared, that is.

Snow tires, studded tires or chains, a shovel, a bag of rock salt, plenty of anti-freeze (in your windshield washers as well as in your radiator), and all the mechanical parts of your car working right can help you get through the worst weather with the least problems.

Hidden Snow Hazard

One of the hidden dangers of snow driving is the effect of snow packed by hundreds of wheels in a short time. Sometimes this forms huge bumps of ice. Hit a series of these ice lumps at even moderate speed, and your wheels may start hopping. This can be the first step toward a hopeless slide. It is not uncommon to see a car in a snow drift or a ditch because the driver lost control on bumpy, packed ice.

This danger is greatly increased when your car's shock absorbers are weak. Because springs and tires want to

'Stay On Top Of Weather' Advice To Motorists...

Smart automobile owners make it a special point during fall and winter to "stay on top of the weather."

This means knowing in advance not only what weather conditions may be tomorrow, but what they are like in the area toward which the motorist is headed on a longer than "just about town" trip.

It is the car radio, of course, that is your "any time" pipeline to the wanted weather information, available from stations everywhere.

When on a trip, one should have no difficulty in picking up broadcasts from stations in areas toward which the motorist is travelling. In addition to call letters they usually identify the city from which they are broadcasting.

bounce when they hit a bump, your wheels would hop up and down with every irregularity in the road unless they had some arresting force to keep them where they belong... in contact with the surface of the highway.

This is what shock absorbers do — or are supposed to do when they are working right.

When they are worn, they are just going along for the ride.

Essential on Ice

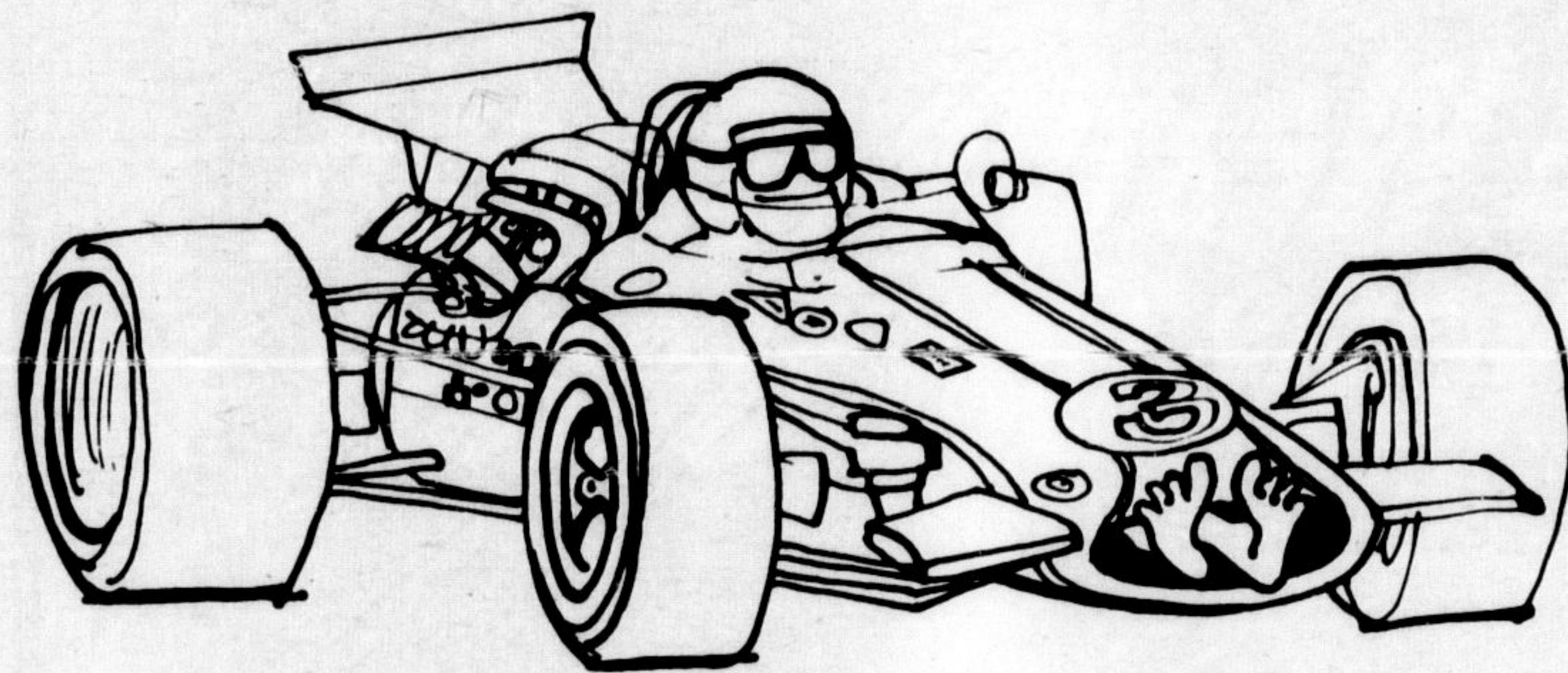
So when wheels, or sometimes the whole car, seem to begin a bobbing motion, the only answer is shock treatment... new shock absorbers. This kind of control, plus generally stable, tight steering, is essential when you must drive over rutted, icy streets.

Sometimes at this time of year we get so carried away with all the excitement — with Aunt Minnie's first fruit cake of the season or the way Sister Suzie is going to flip over her new ski togs, we forget all about one of the most important parts of the whole vacation trip: the faithful friend that will haul all of us there and home again, hopefully without any problems.

Before you set out on that trip for the big family get-together, or whatever else you have in mind for the holiday season, give your car its Christmas present early. Give it a full treatment check up and servicing at your favorite auto shop.

AVOID EXTRA WEIGHT

Motorists who put extra weight in the trunk of their car for winter driving may do more harm than good. Extra weight disturbs the overall stability of a car and tends to lift the front end off the road surface.



Oil Filter Change May Be What 'Tick' is Demanding

One of these mornings when you start your car you may hear a mysterious tick-tick-tick from the engine for a few seconds. Don't ignore it. The sound can be a sign of impending engine troubles.

The tick-tick-tick you hear is the sound of your car's taps tapping, a malady that affects some engines in cold weather when the oil takes longer to get to the valve mechanism. Cold oil moves slowly because it is thicker.

If the ticking prevails for more than a few seconds, your problem may be dirty oil and a clogged oil filter. One tiny particle of dirt, carbon, a minute speck of metal or plain old dust from the air can be enough to hinder the operation of the precision hydraulic valve lifters that make modern engines so quiet.

If you should hear an ominous tick-tick-tick, the first thing to do is to take a look at the lube sticker on your door jamb to see when you last had the oil and filter changed. The last man to do the job should have noted it there. If it has been more than three months since you had this service, you

may be inflicting considerable damage to your engine.

The oil you buy for your car has to lubricate to reduce friction and wear of working parts. It must protect metals from acid and rusting. Its job also includes sealing, cooling and keeping the engine clean. A regular change of oil filter helps the oil do its job.

A clean air filter helps, too. It helps keep out damaging abrasives that can work their way into the engine from the air it breathes.

Air filters should be changed (or cleaned, if yours is the cleanable type) at least every six months, or twice a year.

When to change oil and oil filter? This depends more on driving conditions than on mileage. Short distance, stop and go driving, for example, is harder on engines than long, steady speeds. Winter weather, too, presents problems.

A good rule of thumb is to change oil about every three thousand miles... or every ninety days... and to put in a new oil filter at every other oil change.

Some drivers change the filter every time they change the

oil, because clean oil running through a clogged filter can defeat the purpose.

charges of big pay increases

Recent reports that Halton doctors are enjoying a 15 per cent increase in fees, and a statement by federal finance minister Ben Benson that doctors have had higher increases in income than any other group in the country, have made the county's doctors fighting mad.

"This is a shocking distortion of the facts," Halton County Medical Society's vice-chairman Dr. R. D. Kunica of Oakville replied. "We strongly resent the implication of Mr. Benson's remarks and are not prepared to remain silent scapegoats before the bar of public opinion."

Benson made the statement at the Ontario Hospital Association

convention in Toronto Oct. 28.

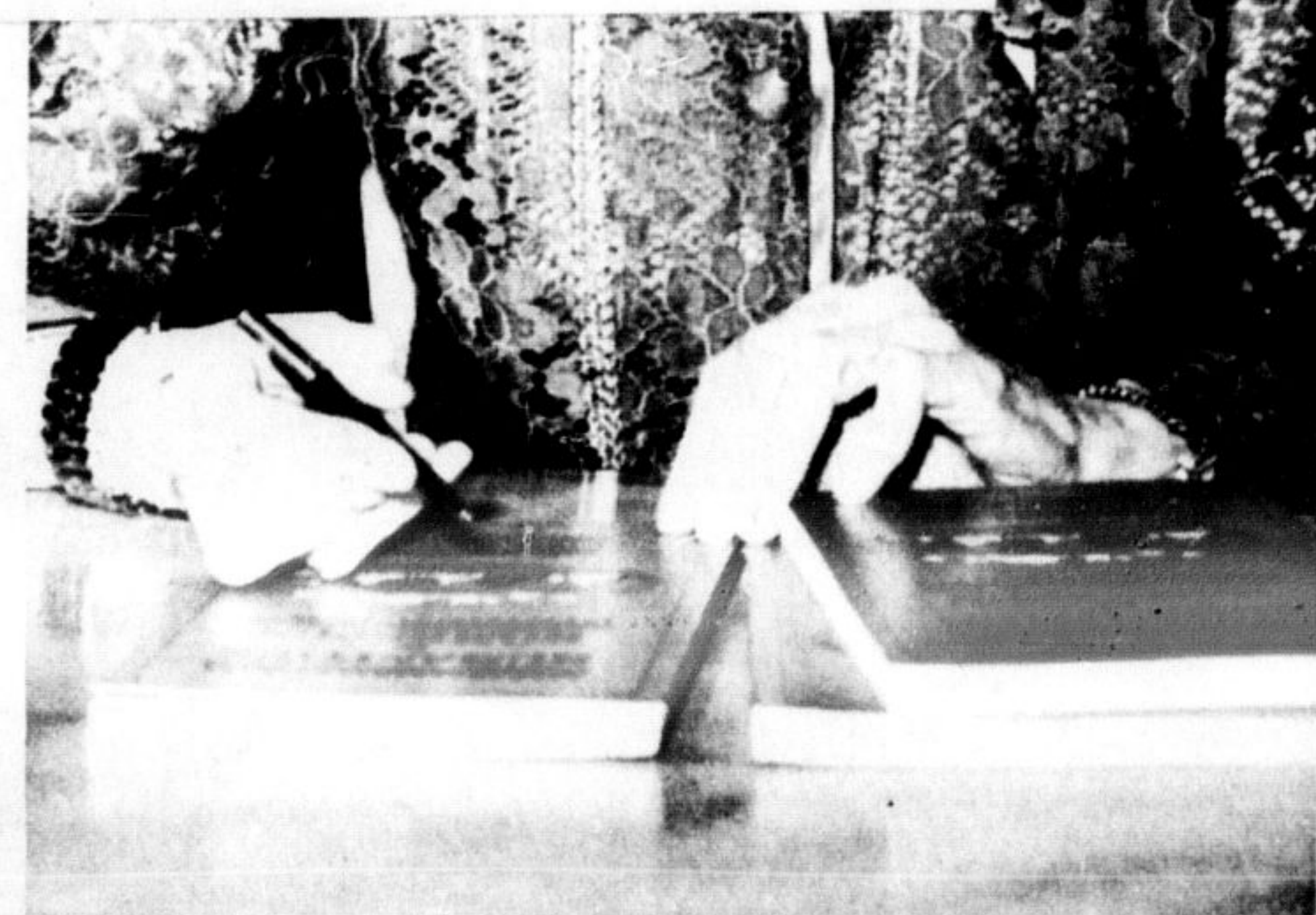
The doctors claim in the past 10 years medical fees in Ontario have increased only 3.2 per cent annually, compared to a cost of living boost of about five per cent. "The truth is, rising hospital construction and operating costs are the prime reasons for a higher health bill. The doctor shortage is clearly the result of short-sighted and inadequate government planning," Dr. Kunica's statement replied.

Meanwhile, the doctor castigated critics who claim doctors receive a 15 per cent increase in their fees earlier this year, reportedly to offset the 10

per cent of their fees that OHSIP is refusing to pay. Dr. Kunica said the Ontario Medical Association reviews fees every two years and what was approved this year is an eight per cent increase stretching over 1969 and 1970 — or four per cent per year across the board. Some doctors received no increases or slight increases while some specialists were given a healthy boost in their fees, he explained, but it evened out to four per cent for everyone. General practitioners received "a slight increase" for house and office visits, paediatricians received a large increase, and some surgeons got no increase, he explained.

Dr. Kunica described this year's increases as "really just a cost of living increase" when rising overheads, staff salaries and drug prices are taken into account.

Halton's doctors have banded together to refuse OHSIP's 90 per cent payment. Several will bill the patient for their services and the patient will be responsible for collecting what he can from the government medicare scheme. Dr. Kunica said doctors were unhappy to learn it will take OHSIP two to three months to process their accounts and mail out their cheques, and besides, "it's pretty complicated bookkeeping."



A NOTED AUTHOR as well as being a magazine editor and home economist, Dr. Ethel Chapman was kept busy autographing copies of her novels at the testimonial held in her honor last week in Campbellville by the Halton W. I. The book she is signing here, is one of her latest called, "Humanities in Homespun." Story and more photos inside. — (Staff Photo)

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Milton Council Briefs

regular meeting of Council Monday

An increase in yellow pricing rates and review listings of apartments in the factory.

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ted attendance of as from the Parking at a Parking i Kingston if any able to attend. millie declared the iste of money.

ed a resolution y the Town of seeking legislation i municipalities to mmunity antenna npanies that have zation.

* Were advised the CN was planning restoration of the borrow pits from which soil was taken to build the elevated rail line through Milton. Council has complained the exposed pits were causing serious discoloration of the creek through erosion of the area. The railway plans to stockpile manure from the Toronto Stockyards during the winter for working into the soil in the spring.

* Approved a period from November 1 to 15 for canvassing by the Seventh Day Adventists. The group asked the period to December 24 but councillors balked at setting aside such a lengthy period of time.

* Agreed to write the Salvation Army asking them to seek municipal permission for canvassing in future years. The group was reported canvassing in Milton this week, although no permission had been granted by the municipality.

* Declared Nov. 10 to 16 as Youth Appreciation Week on behalf of the Optimist Club.

(Continued on Page 7)

Steele report expected soon

The report of the Steele Commission is expected about the last week in November, according to MPP Jim Snow.

The report is a local government review on Burlington, Hamilton and Wentworth and is considered significant in this area because of the recommendations involving Burlington.

Regional Government in Halton and Peel will be affected by the report's recommendation of whether Burlington remains a part of Halton or is transferred to the Hamilton Wentworth area.

Mr. Snow reported the commission report was at the printers now.

Women hurt

Two elderly Milton area women were injured in a two-car collision at the intersection of Highway 25 and Five Sideroad at noon Tuesday. Listed in serious condition in Milton District Hospital is 66-year-old Margaret Michie of R.R. 5 Milton, suffering a serious skull fracture. A passenger in the Michie vehicle, 79-year-old Ida Bailey, also of R.R. 5 Milton, suffered an injured left eye and is in satisfactory condition in hospital.

Driver of the other vehicle, 19-year-old Cynthia Heffernan of Toronto escaped injury. According to Milton OPP the Heffernan car was proceeding south on Highway 25 and the Michie vehicle was crossing the highway when the cars collided. OPP Constable Terry Devine is investigating.

—Champion classifieds bring results.

ing race track?

o answers for delegation k help from province

who gathered to a proposed race queuing township Third and Fourth Five Sideroad left council with no to their questions

ge Currie told the didn't know any ey did about the and just north of which rumors say into a car racing

"Can you tell this council what we are going to have there?" the reeve asked the delegation. "I met with Jim Snow and the promoters and they didn't know."

Mr. Currie admitted, however, that the buyers of the land are supposed to bring plans and specifications for the mystery project to the next council meeting on November 10.

"Jim Snow said they would be here this evening," William J. Patterson, delegation spokesman, told council. This brought the delegation out to the council meeting.

Mr. Patterson listed the objections residents have to any race track in the area, citing devaluation of residential and surrounding properties; plans for many new homes in the area; the "considerable noise, general nuisance and noisy people" a track would attract; overcrowding of existing roads, especially Highway 25 and Five Sideroad; piling more work on already overworked police; pollution caused by the accumulation of motorcycles and cars.

"We can't do anything until we know what they are going to do," the reeve told the delegation.

Ratepayers waited around in the hope that maybe the promoters of the rumored project would appear at the meeting but left when it was apparent no one else was going to show up.

Ratepayers presented a petition with 43 names attached at the last meeting of council which expressed opposition to

location of any type of car racing track in the area bordered on the east by the Fourth Line, on the west by the Third Line and on the north by Five Sideroad.

Petitioners thought the promoters were the same group who wanted a drag strip on the Gardiner Expressway at one time and also tried unsuccessfully to locate in Chinguacousy township two years ago.

Later in the meeting clerk Del French said MPP Jim Snow had been in touch with him regarding any proposed track. The Halton East MPP said he was neither pro nor con on the subject until he knew all the details but the provincial planning board told him council could pass a by-law to prohibit establishment of a track in the township and they would be willing to assist Esquimes in drafting a by-law.

Council decided to ask the provincial planning board to send a representative to talk to the clerk, on the urging of Deputy Reeve Tom Hill.

"Our first obligation is to the ratepayers of the township," said the deputy-reeve.

The reeve insisted again he was not aware of what type of project promoters had for the area, despite his meeting with the group Tuesday. "I don't like the answers I got," he confessed. "I don't know, you know, Ken?"

"I don't know, either," answered Councillor Marshall, whose farm is one of the three named as belonging to the land assembly deal.

MPP also in dark

Halton East MPP Jim Snow knows nothing more than Reeve George Currie and Esquimes Council about the race track proposal, he told this newspaper Tuesday morning.

The local member and Reeve Currie had a meeting with the solicitor for the developers last week, but didn't learn much about the firm's plans for 270 acres of Esquimes land between the Third and Fourth Lines. Mr. Snow said he didn't have enough information on the project to decide yet whether it would be

good or bad for the township, but expected the answers would be given at next Monday's council meeting when the promoters plan to appear before council.

Mr. Snow is making arrangements for council to get together with the Department of Municipal Affairs planning branch in the near future. Council is seeking Department help in case they decide to invoke a by-law prohibiting the track, as there is currently no zoning by-law or official plan in the township.