

Modern Facilities Bring Improved Car Service

New, More Sophisticated Equipment And Better Trained Technicians Reduce Maintenance Time

By J. B. BUSHYHEAD

Motor Equipment Manufacturers Association

The nation's 100 million vehicle owners now have the choice of more places to have their cars serviced, and they're better equipped and manned than ever before.

For example, nearly one-third of the service stations in this country have either been replaced with new stations, or re-modeled, in just the past five years. Independent garages and car dealers have also been expanding and modernizing their service facilities at an impressive rate.

In addition to building improvements, these service outlets also employ highly sophisticated service techniques and equipment. For example, there is a tire changer that can remove a tire from a wheel in seven seconds or less, and there is a newly-introduced electronic ignition analyzer that can check the condition of a car's complete ignition system in a matter of seconds without being connected to the engine.

There is also an automatic drive-on wheel balancer and analyzer that enables the operator to work from inside the car. Its combination of automation and electronics produces considerable savings in time and labor.

demonstration of the unit, damage to a car was estimated to require 15 hours of work with the usual method of repair. With the new system, the work was completed in 90 minutes.

Not only are the facilities and equipment of the industry in a constant state of change.

Character and Scope Change: A new body and frame alignment system does hours of work in minutes. In one

and modernization, the character and scope of automotive service is also changing.

Our second line of action in keeping up with the mounting car population is continual training of existing manpower and the development of new service technicians.

Training programs sponsored by parts and equipment manufacturers, oil companies and manufacturers of vehicles are being conducted every day and every night all across the country.

Parts manufacturers, some 2,000 of them, offer clinics on the use and installation of their products. One equipment company has 38 training centers in all parts of the nation.

Portable Classrooms

In addition to fixed facilities, many manufacturers have portable classrooms that can be taken to any location. Through the use of mobile training vans, one company conducted ignition clinics for 50,000 technicians in a year's time.

Vocational training and auto shop classes contribute to the continuing flow of education

and also to the development of new technicians.

We believe through training, equipment and service

availability, the automotive service industry is meeting the challenge of keeping America on the move.

Clear Vision Through Your Windshield Calls for Fresh New Wiper Blades

One of the major oil companies recently announced the results of an inspection program involving thousands of its customers' cars. An alarming statistic revealed that eight out of ten of the cars tested had unsafe windshield wipers.

Why such a high rate of bad wipers? Probably because most of us pay very little attention to them until we have to use them. Then it is inconvenient to have them replaced. And after the rain, we forget about the wipers until we have to use them again.

Why unsafe? Because oncoming headlights are magnified in the smear caused by streaking wipers. Because in a downpour, worn wipers will not clear your windshield properly. You need every inch of your windshield, clean and clear, if you are to drive safely.

Equally frightening is the rude awakening to the fact that you are out of washer fluid when your windshield has been splattered with mud. When this happens, even the best wiper blades can cause smears that cause accidents.

All wiper blades dry out eventually and become hard, due to exposure to sun, wind and oily road film; so you cannot expect to get longer life from your wipers just because you don't use them much. They will deteriorate anyway over a period of time, and a hard blade is just as ineffective as a worn one.

Don't wait until you can't see out to realize you should have investigated new wiper blades the last time you stopped for gas. It might be too late.

Instead, have the blades changed every spring and fall. And when new blades still seem to be ineffective, perhaps new wiper arms are needed. They wear out, too.

Then ask your service station man to check your windshield washer fluid while he is probing around under the hood of your car. Little things like this can save your life.

BEAT WINTER TO THE PUNCH GET YOUR FALL-WINTER TUNE-UP SPECIAL TO-DAY

SURE STARTS! NO STALLS!

\$15.95 6-CYL. **\$17.95** 8-CYL. PLUS PARTS

USE YOUR SHELL CREDIT CARD

REMEMBER...

An untuned car is a tow-truck ride!

and... **A pounding head**

WE CARRY IN STOCK ALL WINTER DRIVING SUPPLIES, INCLUDING ANTI-FREEZE, SNOW TIRES, DE-ICER

GALLINGER MOTORS LTD.

MILTON PLAZA 878-2883

ESSO ANTI-FREEZE SPECIALS NOW!

2.95 per gallon

EVERY CAR SHOULD HAVE OUR WINTER CHECK UP:

BATTERY SNOW TIRES ANTI-FREEZE IGNITION TUNE-UP

UNDER COATING \$11.95

OPEN: 7 A.M. to 11 P.M. MON. TO SAT. 9 A.M. to 11 P.M. SUNDAY

FREE PICK-UP AND DELIVERY

Esso MILTON ESSO

Corner Main & Ontario Sts. 878-3641

1/2 PRICE SALE!

BUY ONE TIRE AT REGULAR LIST PRICE GET SECOND TIRE 1/2 PRICE

General WINTER CLEAT Silent Safety 4 PLY NYGEN

Now Available! **STEEL SAFETY STUDS**

FREE INSTALLATION

USE YOUR SHELL CREDIT CARD

HALTON TRUCK SALES LTD.

(1967) HWY 25 NORTH 878-3121

Big cuts pay

Milton Council Briefs

Regular meeting of Council Monday

Increase in yellow printing rates and review listings of departments in the rectory.

Action on a K. Syer for a street extension of until a report and is received from

A request for a ed from the Milton ohn Ambulance, to a traction committee.

zed attendance of es from the Parking a Kingston if any lable to attend. imilie declared the aste of money.

sed a resolution by the Town of seeking legislation l municipalities to mmunity antenna mpanies that have ization.

* 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 1)

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 sk help from province

who gathered to t 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 land just north of which rumors say i 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.

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.

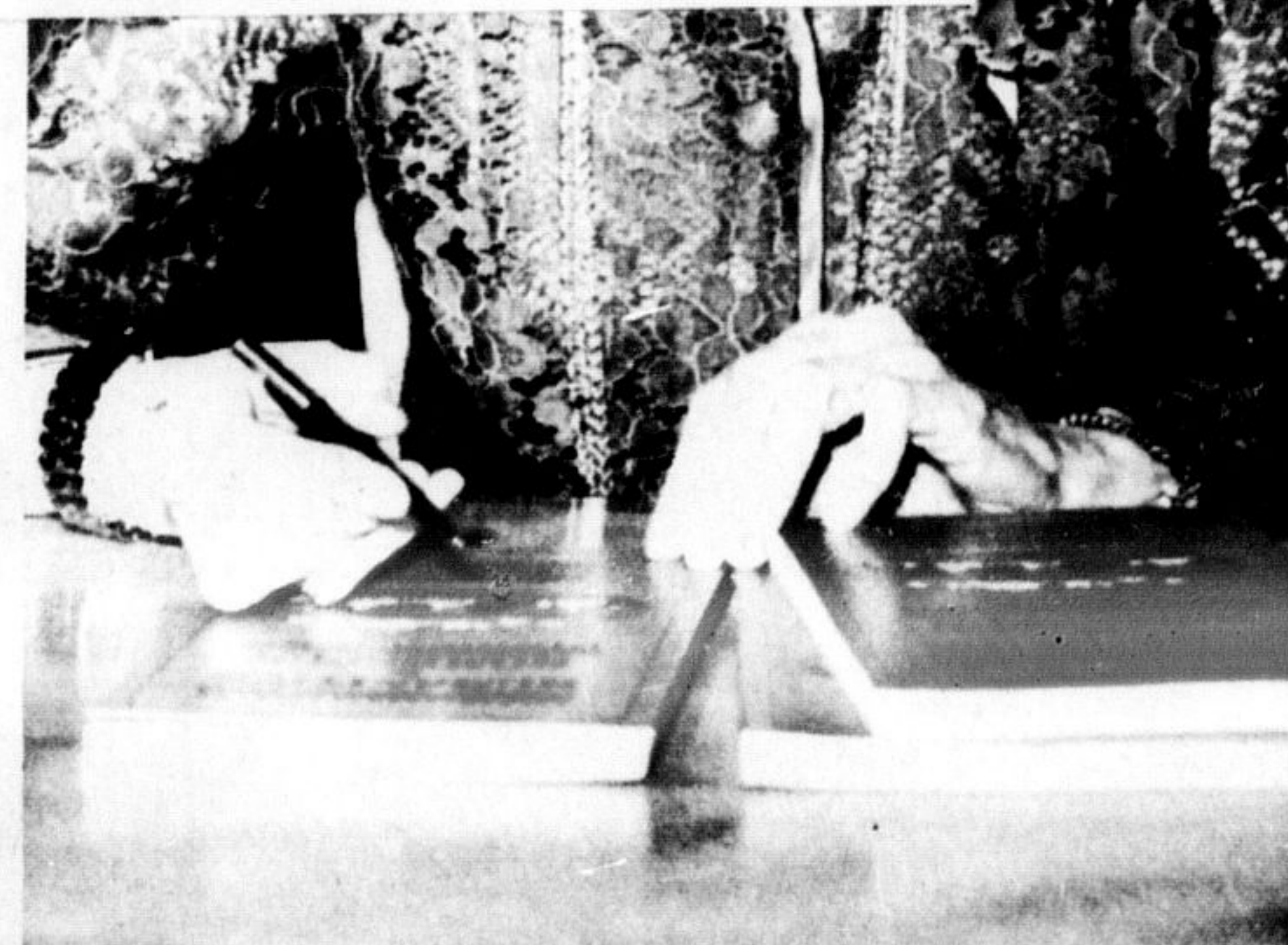
The doctors claim in the past 10 years medical fees in Ontario have increased only 3.2 per cent annually, compared to a cost of living boost of about five per cent. "The truth is, rising hospital construction and operating costs are the prime reasons for a higher health bill. The doctor shortage is clearly 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)