

Teachers' pay, class size rise slightly

AURORA — Both teachers' salaries and pupil-teacher ratio are up slightly in York region.

Monday night, by a recorded vote of 9 to 8, York county board of education ratified a one-year agreement with members of District 11 of the Ontario secondary school teachers' federation, giving them an average salary increase of 8.24 per cent higher than last year.

It also boosted the pupil-teacher ratio for the 927 teachers in the system from

17.15 to 17.3.

"We believe the salary package is within the AIB (anti-inflation board) guidelines," said Dorothy Zajac, chairman of the board negotiating committee.

The basic salary schedule will see a teacher with minimum requirements start at \$12,000 in category 1, while a specialist, or teacher with the maximum requirements in category 4, will receive \$25,300.

Nurses stay on the job

RICHMOND HILL — Community health nurses of York Region are in full support of the strike action taken this week by 26 similar units from across the province, even though they won't be striking themselves.

The nurses went on a one-week strike Monday, because they feel their respective boards haven't bargained in good faith.

The York association is one of the few with an arbitration clause in its agreement. Along with eight other association groups, it is not in a position to go on strike.

This week, representatives of the nurses' association will be at Hillcrest Mall to answer any questions the public might have concerning their work.

The two ranges from January to June of this year were \$11,800 and \$23,790.

Teachers with no experience in category 2 will start at \$12,400; in category 3, at \$13,500; and in category 4, at \$14,140.

There are 206 teachers in the latter category.

Principal salaries for those with no experience will start at \$31,750, reaching a top of \$35,500 after another five years.

Last year the range went from \$30,450 to \$34,200 in schools of 600 students or more.

Under 600, the range was \$28,350 to \$32,100.

The practice of paying on the basis of student enrolment has now been scrapped, Mrs. Zajac said.

Vice-principals will now start at \$28,000, compared with \$25,800 for the first six months of this year. Top range is \$30,800, compared with \$28,450 last year.

Mrs. Zajac said the negotiating teams met a total of 14 times, which included a meeting that went from 8 a.m. to 9 p.m.

Said Mrs. Zajac: "Our relationship with District 11's team was a good, open honest one and we felt that they were sincerely dedicated to reaching a fair settlement."

Wayne Houston, chairman of the teacher negotiating committee, said

the teachers had "taken part in some serious budget cutbacks and have also co-operated with the board in asking for a moderate salary increase in this year of restraint."

"The salary agreement falls within the AIB guidelines and helps to protect the welfare of the students by maintaining suitable classroom sizes," Houston said.

The recorded vote went as follows:

for — Zajac, Chris McMonagle, Markham; Keith Hargrave, Bill Laird, Georgina; Donald Cousens, Markham; Harry Bowes, Whitchurch - Stouffville; Betty Canivet, Vaughan; Craig Cribar, Newmarket; Joy Horton, East Gwillimbury.

Against — John Stephens, Markham; John Raniowski, Schomberg; Donald Cameron, Vaughan; Warren Bailie, Richmond Hill; Dorothy Quirk, Donald Sim, both of Markham; Norm Weller, Aurora; Douglas Allen, Richmond Hill.

Abstaining — Margaret Coburn, King; Robert Houghton, Richmond Hill; Gary Adamson, Markham.

Both Houghton and Adamson are teachers in Metro. Mrs. Coburn's husband is a member of District 11 of the OSSTF.

Trustee Hargrave, who voted yes, is also a teacher in Metro.

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Airport defended as 'vital public service'

RICHMOND HILL — Opponents of Buttonville Airport may be unaware it is "one of the most important public services we have," says Michael Sifton.

Sifton is president of Toronto Airways, the company which owns and operates the airport.

Speaking last week at a Richmond Hill Chamber of Commerce meeting, Sifton said that although many airport opponents have been invited to see the "situation as it is . . . rarely do they turn up."

Among services the airport provides, he said, are training programs, mercy flights, co-operation with police and operation of a disaster centre.

Sifton said Toronto Airways' charter department flies critically ill patients to Toronto's Medical Centre and often embarks on extensive searches for missing persons.

Reasons for charter flights, he said, "stand the width of the broadest imagination."

"We have even been asked to look for loose horses and stray pet dogs."

Charter flights, he said, have assisted police in tracing fugitives and stolen vehicles.

Sifton said graduates of Buttonville Airport's training program include crews and instructors of the Nepalese National Airline, bush pilots covering Canada's northern frontiers and captains of major airlines such as Air Canada, United Airlines, Quantas and Air Jamaica.

According to Sifton, land value on property in proximity to airports "generally increases . . . this has been the case around Buttonville."

Sifton cited U.S. surveys suggesting companies consistently list availability of an airport among their top five requirements for new plant locations.

Sifton said 20 organizations, employing more than 250 people, have offices at Buttonville Airport.

The annual payroll, he said, exceeds \$2.5 million.

Among commercial sectors using the Buttonville facility are farmers who require aircraft to spray fertilizers and crop-disease preventatives, and businesses relying upon aviation for conveyance of equipment and products as well as transportation of personnel.

General aviation at Buttonville Airport, Sifton said, is not a pastime for the "wealthy Sunday afternoon playboy" or for devil-may-care amateurs.

Pilots, he said, are carefully checked, and those who break the law are reported. A spokesman for the company said the airport's policy is to let careless pilots know, in no uncertain terms, they are unwelcome at Buttonville.

Referring to local objections to Toronto Airways' plan to extend the main runway from 2,000 to 3,200 feet, Sifton suggested he finds it difficult to

accept the Town of Markham's refusal to pass a rezoning bylaw.

The extension, he pointed out, has already been approved by the federal ministry of transport and the Ontario cabinet.

He said he wonders why he is being "tagged with so-called modernization" and why Buttonville Airport "should carry that albatross."

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Bus ridership starts to rise

RICHMOND HILL — After its first six weeks, the expanded Richmond Hill transit system is "operating satisfactorily" but there haven't yet been any radical changes in ridership, says transit co-ordinator Bud Newton.

During the first two weeks of the new bus service, ridership was down by 6 per cent from the same period last year.

A more recent survey, though, showed ridership up about 5 per cent above the corresponding period of 1975.

"It's not unusual for the ridership to be down right at first when you make some changes," Newton commented. "Possibly people were a little mixed up with the new routes and schedules."

The town-owned service, launched May 3, provides passenger pick-up every 30 minutes in the major part of town.

Although there have been some complaints about route changes, the town has decided to wait six months or so before deciding on possible revisions.

"There are still some wrinkles to be ironed out," Newton said, "but it appears a trial-and-error solution is the best approach at this time."

Local deficit for TTC lower

RICHMOND HILL — The town's share of the deficit for the TTC Yonge Street North service dropped steadily over the first four months of the year.

In January the deficit was \$3,981, and by April it had been reduced to \$1,480, according to a report released last week by Richmond Hill transit co-ordinator Bud Newton.

The report showed revenue per mile rising from \$1.15 in January to \$1.39 in April, while the cost per mile figure rose from \$1.13 to \$1.50.

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Town seeks to end shortage of water

RICHMOND HILL — Last week's hot, dry weather resulted in a water shortage for many residents, but town and regional engineering officials are taking steps to alleviate the problem.

In a press release, town works commissioner Bernie Toporowski commented:

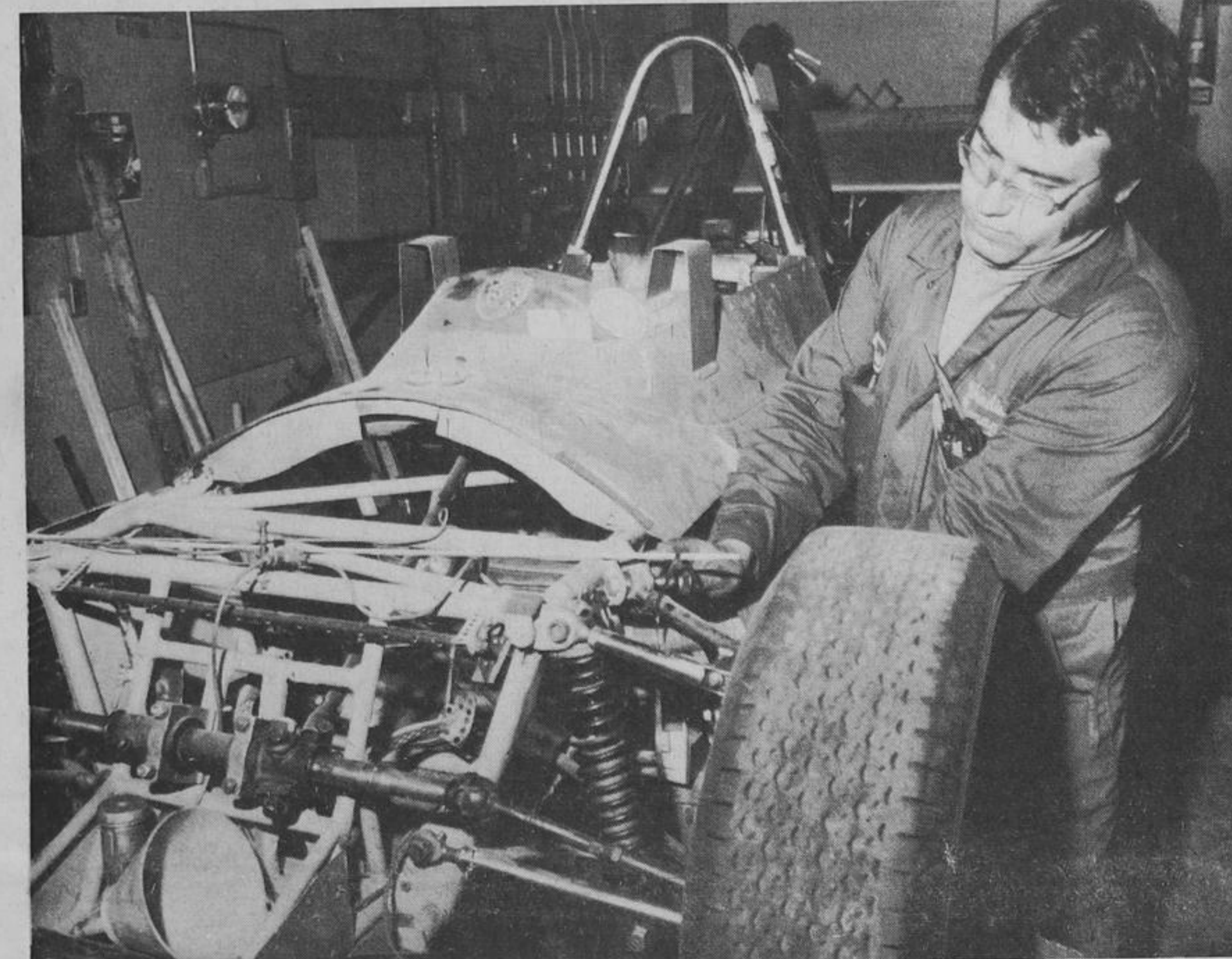
"Residents of the northwest part of town (west of Yonge, south of Elgin Mills) experienced low pressures and water shortages . . . when many residents took to watering their lawns."

"The same problem is not prevalent in the southern part of town, as a new connection on Bathurst Street into the Metro water supply system has provided a surplus of water for the area."

Toporowski said the town and region are investigating designs for transferring some of this surplus from the Richvale area to the part of town which may need it.

He added that residents need not fear water would be unavailable for fighting fires.

Water in the town's storage tank is retained for this purpose, he said.



A \$10,000 dream

Racing cars has been a dream of Chris Vradis since his childhood in Greece. It's a great turn-on, he says. But it's also very expensive, so the 25-year-old Thornhill mechanic decided to build his

own car. He estimates it's worth about \$10,000 and he's looking forward to being behind the wheel when it comes time for Mosport.

Built his own race car, he's aiming for Mosport

By Fred Simpson

THORNHILL — Chris Vradis has been working on cars since he opened his repair shop here last December but he's also been working on something else.

A dream.

"I've always wanted to own a racing car since I was 9 or 10 years-old back in Greece," the 25-year-old Vradis was saying, "but I could never afford one."

So he did the next best thing. Decided to build one himself. Nothing to it.

"I started working on it last year in my spare time," he said pointing at a pile of metal and wires and this and that which was rapidly taking on the shape of a Formula Libra.

"This car right here," he continued, "is worth about \$10,000. To date its cost me \$1,500 in parts and it's almost finished. Counting my own labor it would have cost me \$5,000 so far."

Which is a pretty good reason for

building your own car. Or anything.

Vradis got the idea for his "do it yourself" project at the most likely spot in Ontario. Mosport.

Working the pits

"I was working in the pits at Mosport helping a friend when I started taking notes on the designs of the various cars."

That's where it all began and it's going to end there some day soon when Vradis gets behind the wheel of his shining new mobile and takes off.

Super V American

"I'm going to race it in the Super V American Class at Mosport," he said. "It's a Grand Prix event and, as far as I know, this will be the only car of its type in Ontario. Most of the cars come in from the United States for the race."

But something has to come first.

Vradis has to qualify as a driver by going to school and taking a course. The spirit is there, always has been, and he believes the ability is there too.

"I just like racing, I like driving fast. It turns me on," he said.

Vradis is already a member of a Toronto racing club and hopes to be officially behind the wheel of his car before the end of summer.

But it won't be in the usual Formula Super V competitions simply because Vradis' car is too powerful for that class.

He's building it that way.

Volk motor

Vradis' vehicle has a somewhat standard Volkswagen motor in it but that's where the similarity ends.

His particular car is 175 horsepower on a four-cylinder Volkswagen motor which normally musters up 57 horses.

160 miles an hour

"I expect a car which will reach up to 150 to 160 miles an hour and maybe, with adjustments, 170 miles an hour," he said.

What's his car all about?

Just ask Vradis and he'll proceed to ramble through a lengthy list of something-borrowed and something-blue parts scrounged and bought from at least four other cars.

Pilots, he said, are carefully checked, and those who break the law are reported. A spokesman for the company said the airport's policy is to let careless pilots know, in no uncertain terms, they are unwelcome at Buttonville.

Referring to local objections to Toronto Airways' plan to extend the main runway from 2,000 to 3,200 feet, Sifton suggested he finds it difficult to



A kingly present

It's a gift fit for a king. Ioan Ustenco, of 16 Plaisance in Richmond Hill is adding the finishing touches to a pen and ink drawing that will be given as a wedding present to King Karl

Gustaf XVI of Sweden. A friend of Ustenco will present the gift on June 17 to the king when he opens the Rurstand Porcelain exhibit in Sweden.

Inside The Liberal

Community guide inside

The Liberal's second annual Community Information Guide, a 64-page publication in magazine format, is inside this week's issue. It offers a comprehensive variety of information about Richmond Hill, Markham and Vaughan — community services, local governments, sports, recreation, commerce and education.

A Christian soldier in the finest sense of the term — that's the Venerable Archdeacon Reginald Howden, who on Sunday delivers his final sermon as parish priest of Holy Trinity in Thornhill. See Page D-1.

This week's index of news and advertising features is:

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Lotus Europa

It's essentially a copy of the Lotus Europa rear suspension Formula 2,000 if that's any help to you. And the front end is from a Triumph Spitfire (a British Leyland Sports Car).

"What I've done," explained Vradis, "is take what I figured was the best of several racing cars and modify them here and there and, in some cases, add to them."

For example, he's designed his own cam shaft, added an "extra hardened chromium crank shaft, special cylinder heads, an engine with a modified cooling system, and has removed excess parts from the engine to reduce the weight of the car."

Experimental car

"You can say this is strictly an experimental car," Vradis concluded, "and if it turns out the way I expect it to I plan to sell this design and then turn out other cars like it."

Vradis' garage, by the way, is located at 2527 Guardsman Road in Thornhill, where he makes all kinds of repairs on cars but specializes in Volkswagens, Toyotas, Datsuns, etc.

So much for a dream.

A real-live one.