

Commission takes lowest tender

# Local bid accepted

NEWMARKET — York Region's police commission closed out its patrol car controversy last week by accepting the lowest tender and agreeing to buy 34 Plymouth vehicles from a Stouffville firm.

The action came after Chrysler of Canada officials promised to remedy mechanical problems which have plagued the fleet of Plymouths used by the force in the past.

Last month, the commission awarded its 1975 vehicle tender to Colonial Chevrolet-Oldsmobile of Newmarket, which submitted the third-lowest quotation. But

Colonial president Roger Stevenson advised the force on Jan. 29 that he was trying to sell his business and would be unable to fulfill the tender.

The commission had cited a drastic increase in Plymouth maintenance costs as one reason for rejecting two lower tenders for Plymouths and accepting the Colonial tender for Chevrolet.

Commissioner Ray Twinnay said at the time he was convinced Chevrolet cost less to operate than Plymouths.

Last Wednesday night, the commission voted to accept the low tender of \$93,834 sub-

mitted by Emerald Isle Motors of Stouffville. The price is roughly \$10,000 below the Colonial tender.

In a report, Deputy Chief Robert Hood said Chrysler officials had promised to correct problems in three major areas: "faulty timing chains and gears, defective batteries and poorly installed exhaust systems".

Each 1975 police car will come equipped with a "double link timing chain", a "heavy duty commercial battery" and "one extra muffler hanger", Deputy Chief Hood said.

Chrysler discovered that some of the problems

are common to "heavy duty use vehicles", his report indicated.

In a letter to the commission, the Colonial president said his firm cannot fulfill its commitment "due" to a drastic change in our company's financial state.

Mr. Stevenson wrote that he was attempting to sell the business by the end of February. Prospective buyers "are reluctant to take over your 34 Chevrolet requirements", he wrote.

"I have tried to gain General Motors' help to assign our tender to another local Chevrolet dealer, but to no avail to date," Mr. Stevenson wrote.

"Again we apologize for the embarrassments and inconveniences caused, but I repeat, we had no premonitions of today's problems on Jan. 8 when we submitted our tender," he wrote.



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park has 14 five-acre lots and two other lots of about 7 acres each. The foundation is in for one of the buildings already.  
Don Bernard

Passed without debate or comment

# Cedar Valley keeps rural status

STOUFFVILLE — Planning Board last week endorsed a resolution to return land in Cedar Valley which is designated industrial on the official plan to an agricultural usage.

The 86 acre site was the subject of an Ontario Municipal Board Hearing during the summer. The OMB refused the town's rezoning application and recommended the area be "restricted" to an agricultural usage.

Council declined to act on the recommendation but com-

missioned the Area Services Branch to conduct a study of the area.

The report, entitled Cedar Valley Land Use Study was received Jan. 14 but was not dealt with at that time. Planning Board decided to discuss the report at the next planning committee meeting.

The report was not discussed at that time and the resolution was passed at last week's meeting without being dealt with publicly. The only comment was from

Councillor Cathy Joice who questioned the legality of drawing up a by-law to change the designation.

Mayor Gordon Ratcliff and Planning Board Chairman Eldred King and steadfastly refused to make the report public in apparent contravention of Section 216 of The Ontario Municipal Act.

The Tribune obtained a copy of the recommendations contained in the report through a confidential source.

The key recom-

mendation states: "The lands presently designated 'Industrial' by the Official Plan of the former Township of Whitchurch Planning Area and zoned industrial 'M2' by By-law 72-7 be redesignated to RURAL pending the results of studies and completion of the consolidation of the three Official Plans presently in effect in the Town of Whitchurch-Stouffville."

out that the question of whether rural-industrial development should, "in the long-term future, be serviced," is yet to be resolved.

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