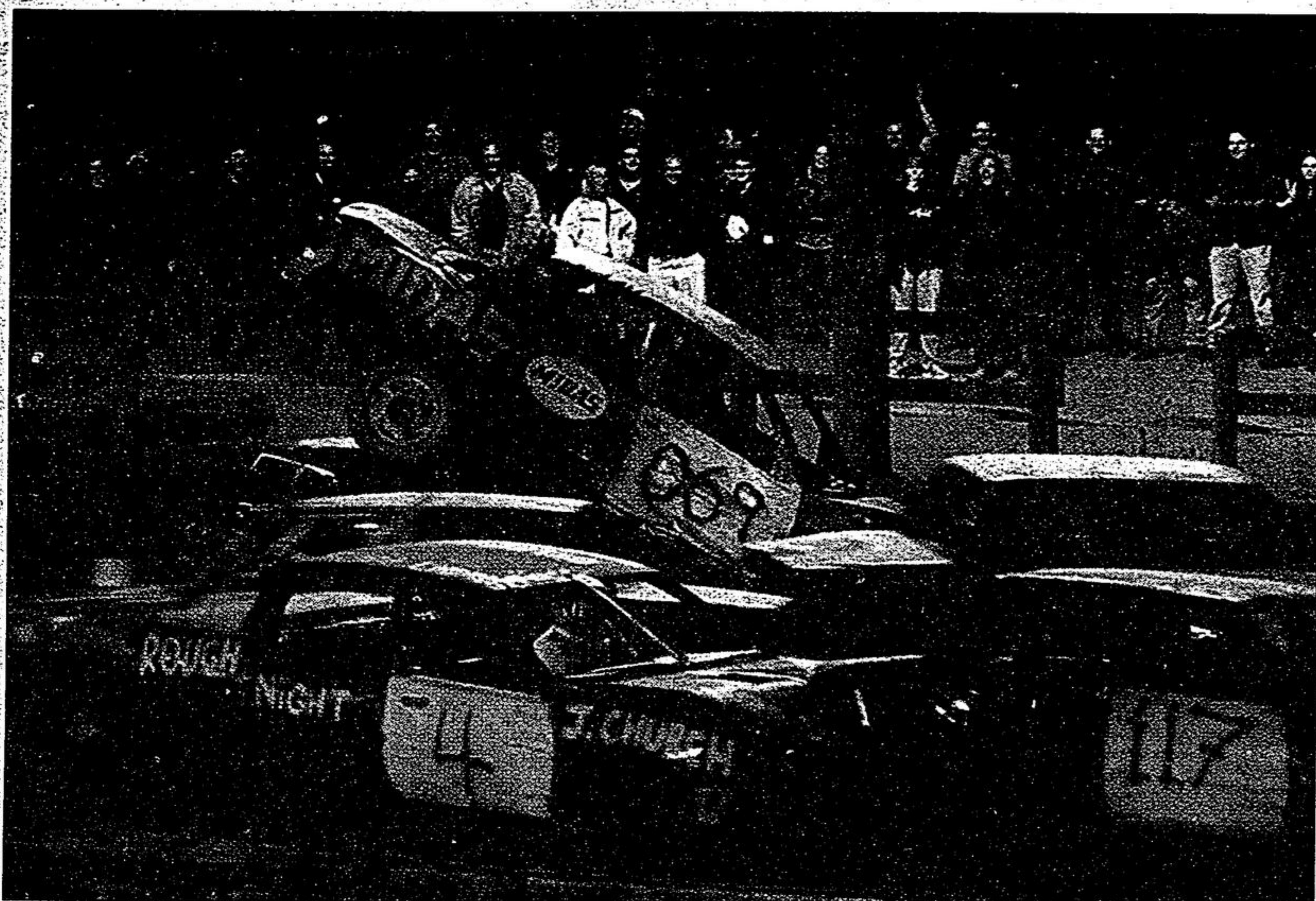


THE 2002 FAIR IS HOPPING



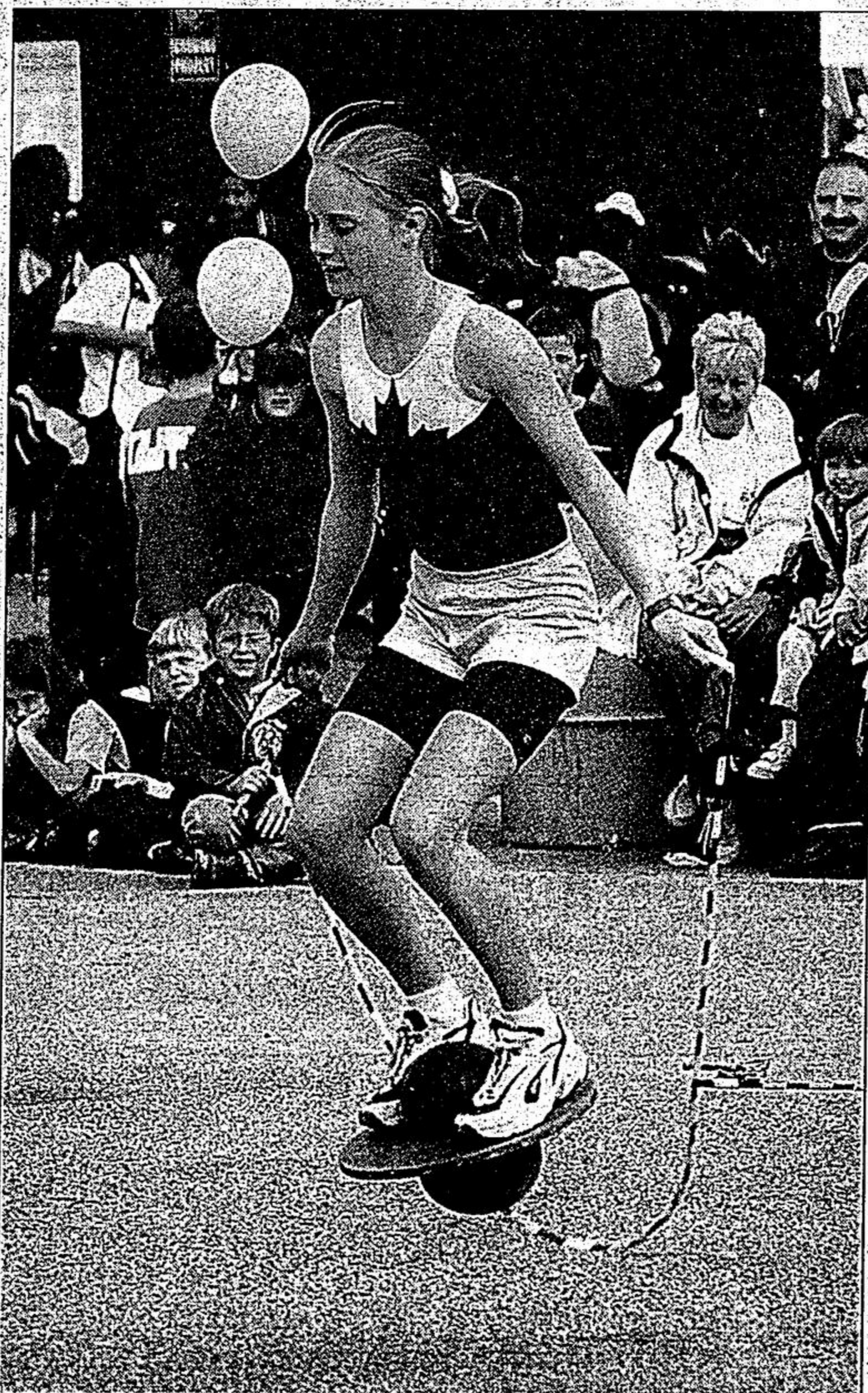
PHOTOS/SJOERD WITTEVEEN AND JASON CHOW

Action from the first two days of the 2002 Markham Fair:

TOP: The big crowd cheers on a spectacular crash during Thursday night's demolition derby.

RIGHT: Jenna Kluz of the Lincoln Leapers shows her skill for the Thursday afternoon crowd.

BELOW: Veronica Armstrong, 12, of Markham with her Jersey calf Perimeter Mead, the grand champion 4-H calf.



MPP backs collision repair fighters

BY KATHLEEN GRIFFIN
Staff Writer

Adelaide Francisco admits there were red flags she should have seen when she bought a used Toyota Camry from a Scarborough auto shop last year.

The passenger door wouldn't open, the salesman advised her to only run the engine for five minutes inside the garage because of fumes and when she finally did drive it on the road, there were weird noises coming from the wheel wells.

But she gave the shop owner the benefit of the doubt, paid the man more than \$11,000, and drove off.

A year later, she's embroiled in a court case to recover her money and, worried about her children's safety, hasn't driven the car in months. The court advised her to find an independent mechanic to testify on her behalf.

Enter the new CADSCAN Centre on Bullock Drive in Markham. CADSCAN is a computer-aided, three-dimensional structural inspection technology. It measures the structural tolerance and integrity of a vehicle in accordance with the manufacturer's design. It can identify when a vehicle has been rebuilt in some way, especially the crush or crumple zones, which are designed to absorb the energy of a crash, protecting the occupants.

Results of a CADSCAN test on Mrs. Francisco's car were shocking. Crumple zones had been collapsed and destroyed, the computer imaging system revealed. Right and left quarter panels and the roof panels had been welded back together and were not sealed. The door post that meets the wind-

shield was cracked and technicians determined sometime in the past both the front and back end had been involved in a collision. As well, the scan revealed the roof had buckled at one point and been completely replaced.

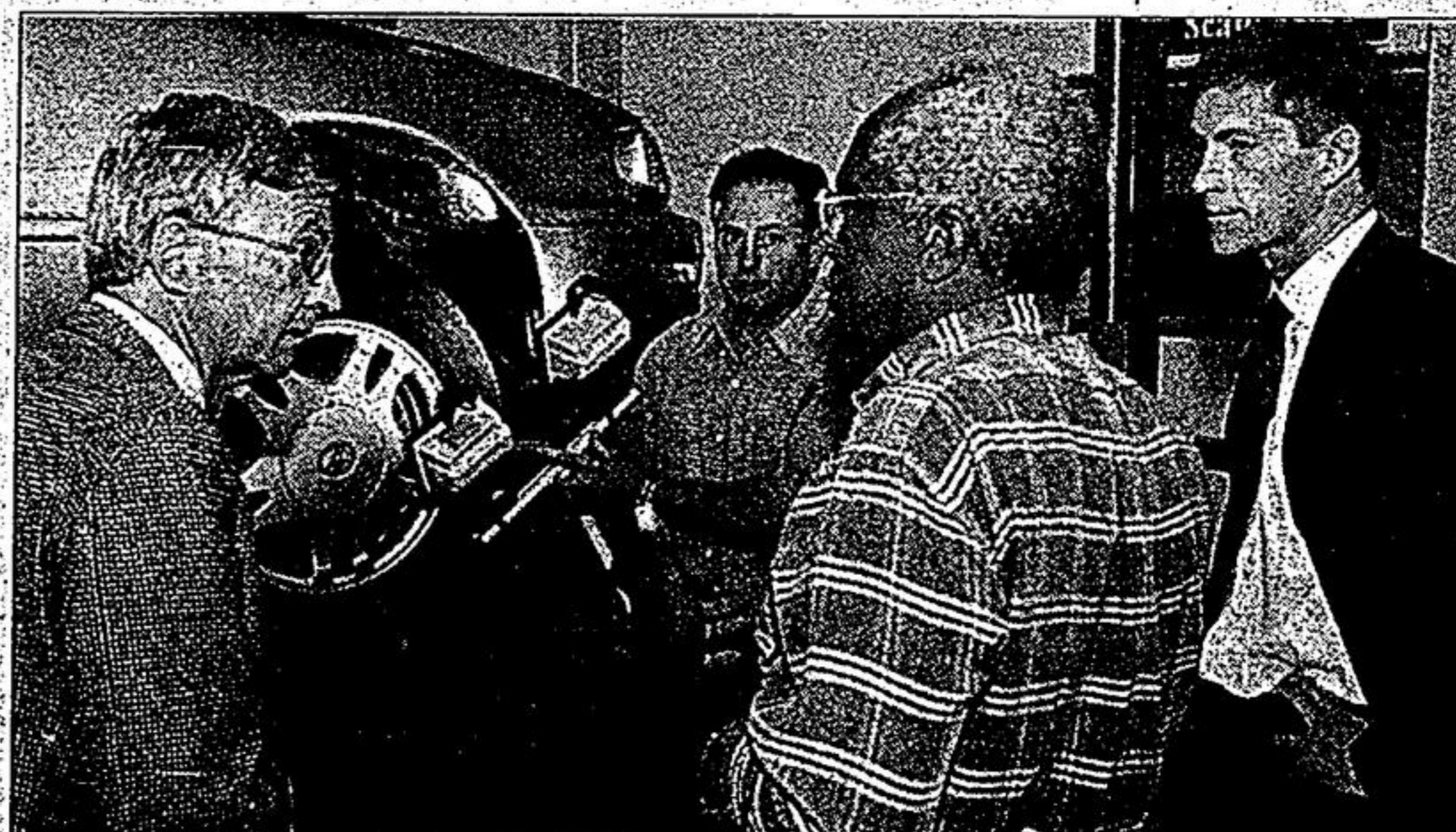
"It was a salvage car, it had been written off. But it passed the safety certification and an emissions test and we didn't know," Mrs. Francisco said. "That roof was ready to land on our heads. And there were three holes in the floor, allowing in carbon monoxide — we could have been poisoned."

'That roof was ready to land on our heads. And there were three holes in the floor, allowing in carbon monoxide — we could have been poisoned.'

Last week CADSCAN shop owners Sam Risorto and Mario Livia played host to Oak Ridges MPP Frank Klees, who has tabled a new bill aimed at governing collision repair in Ontario. Bill 165 has passed second reading at Queen's Park.

Mr. Klees — who was named Minister of Tourism on Thursday — was treated to a demonstration of the CADSCAN technology and met members of the Consumer Fight

See KLEES, page 14.



STAFF PHOTO/SJOERD WITTEVEEN

CADSCAN Automobile Scanning owners/operators Lybron Neblett (centre front) and Salvatore Risorto (centre back) explain their computerized scanning system to lawyers Harvin Pitch (left) and Colin Stevenson (right) both of Teplitsky, Colson Barristers of Toronto. The equipment can identify formerly wrecked cars that have been rebuilt.

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