



TOTEM TIMES



Decide Today — Inflation Hurts More Tomorrow

VOL. 17 — NO. 15

CFB COMOX TOTEM TIMES THURSDAY, JULY 31, 1975



CFB Mourns Family Tragedy

Four members of the Totten family were killed in an automobile collision near Tacoma, Washington, on 16 July.

Forty-year old Ralph, his wife Grace, 40, and children Cheryl, 15, and Greg, 13, were killed when their station wagon collided with a truck

and burst into flames.

The family lived in PMQs on this Canadian Forces Base.

The highway patrol stated that Totten's vehicle was merging onto a freeway about six miles northwest of Tacoma when it collided with a truck.

"It was pushed about 200

feet and caught fire," said the patrolman.

MCpl Totten was posted to Comox four years ago. He came from Pleasant Valley, N.S., and joined the RCAF in 1953.

The couple had one other child, Janice, 17, who is living with an aunt in Toronto,

where she is going to college.

The funeral was held in Markham, Ontario, and a memorial service took place in the Protestant Chapel on the base.

The Totem Times staff will miss Grace who was always a willing and cheerful worker on the newspaper staff.



High Flying M.P.

Comox - Alberni M.P. Hugh Anderson with Colonel R.L. Mortimer and Lieutenant Colonel McKay after a recent flight in the Voodoo (CF101).

Anderson is a former member of the 409 Squadron and was stationed at the Canadian Forces Base Comox from 1958 to 1961.

Big Reds Multiply

OTTAWA (CFP) -- Thirteen Canadian forces bases across the country will receive a total of 14 new fire-fighting trucks by next May.

The 1976, diesel-powered, automatic transmission trucks, to be built by King Seagrave Ltd., of Woodstock, Ont., each feature a single-stage pump with a capacity of 840 Imperial gallons a minute, and are worth about \$45,500 each.

The trucks carry the standard 800 ft. of 1½ in. and 1,500 ft. of 2½ in. hose with couplings and fittings, and have a water-carrying capacity of 2½ tons, or 500 Imperial gallons, in addition to the normal complement of fire-fighting equipment for structural fires.

The trucks have a five-man cab with a seating arrangement for three in the front and two in the rear.

The replaced, aging trucks will be turned over to Crown Assets Disposal Corp. on receipt of the new vehicles.

The tentative truck allotment schedule is one each to Canadian Forces Bases Halifax, Shearwater and Cornwallis, N.S.; Summerside, P.E.I.; Gagetown, N.B.; Valcartier, Que.; Ottawa South, Petawawa and Kingston, Ont.; Portage la Prairie, Man.; Cold Lake, Alta.; Comox, B.C.; and two to the fire-fighting school at the Canadian Forces School of Aerospace Ordnance Engineering, Borden, Ont.

Mushroomers Jump To It

The first operational jump for both Cpl Ron O'Neill and Cpl Gary Emery was carried out on 12 July when a 150 Cessna ran into weather difficulties and was forced to crash land. Pilot Dave Lehey, with one passenger, was flying his light aircraft from Medicine Hat to Langley when he encountered bad weather in a narrow valley east of Trail. Lehey elected to do a precautionary landing in a small clearing and the aircraft tipped up on its nose sustaining damage to the wings and nose. Lehey and his passenger received only bruises. Mr. Lehey activated his ELT (Electronic Locator Transmitter).

The Rescue Coordination Center in Victoria alerted 442 Sqn and a crew of 6 departed Comox to locate the aircraft. In spite of poor weather in the area the red aircraft was spotted through a hole in the cloud by Cpl O'Neill. The aircraft descended through the hole in the cloud and the two para rescue jumped into the crash site with radio and medicine kits.

An Okanagan helicopter in the vicinity lifted the para rescue, Lehey and passenger to Trail where the Buffalo picked up the 4 and continued on to Langley and Comox.

Good show Ron and Gary.

Apply Now

High Arctic Posting Soon?

OTTAWA, - Defence Minister James Richardson and the Chief of the Defence Staff, General J.A. Dextraze, are in Canada's High Arctic exploring the site of a new Canadian Forces Arctic Base.

One possible location for the base is on the south shore of Devon Island about 1,100 miles north of Churchill and 2,000 miles northwest of Ottawa.

One advantage of the Devon Island location is its commanding position at the eastern entrance to the Northwest Passage. Another is the relatively early breakup of ice

at this location. The base will require an airstrip capable of handling long-range patrol aircraft on a year-round basis, and a harbour capable of handling warships during part of the year.

Preliminary plans call for troops to be rotated in groups of 200 to provide continuous northern training and surveillance. Canada's Armed Forces have played an important part in opening the Canadian North, in the operation of the Dew Line, in airport construction, in mapping and charting ac-

tivities, and in long-range patrol flights.

The possibility of establishing a base in the High Arctic was first mentioned by Mr. Richardson last May, when appearing before the Standing Committee on

External Affairs and National Defence.

Mr. Richardson and General Dextraze left Ottawa Saturday, July 26, travelling via Frobisher to Resolute, N.W.T.

Argus Lumbers On

OTTAWA - Defence Minister James Richardson announced Friday, 25 July, that the cabinet had reviewed several proposals which have been received for the replacement of the Argus long range maritime patrol aircraft.

Mr. Richardson said that the proposals which met the

operational requirement had been narrowed to two, one each from Lockheed and Boeing. As the decision cannot be made separately from the Government's plans to restructure the Canadian airframe industry, the decision on the long range patrol aircraft has been deferred until later this year.



RAdm. R.J. PICKFORD



RAdm. A.L. COLLIER

Totems Grab Pacific Crown

See Page 6

Nora Is First

NANAIMO, B.C. - "A fantastic, thrilling experience", spluttered fifteen-year-old Sergeant Nora Haan, shortly after noon Thursday (July 10) as she recovered from the traditional dousing by fellow students following a solo flight in a glider. "This has to be the true form of flying."

Nora had just become the first female member of the Royal Canadian Air Cadets to solo, and was ecstatic about her twelve-minute flight.

Nora, who lives with her parents, Major and Mrs. Allan Haan, at 531 19th St., Comox is one of 15 girls and 60 boys undergoing flying scholarship training at the Royal Canadian Air Cadet Glider Camp at Cassidy Airport south of here.

The pert young miss joined the air cadets three years ago "out of curiosity", and feels strongly about her experiences. "If you have an open mind and can accept discipline", she said, "one can really enjoy the experiences in the cadet organization. But if you are not sure then it certainly isn't the life for a young girl."

A member of the 386 Squadron in Courtenay, Nora

will soon be leaving Canada with her parents. Her father, a major in the Canadian Forces has recently been posted to England on exchange duty with the Royal Air Force. When asked about her move Nora commented, "I am really lucky. We are moving to a base that has a gliding club close by so I'll be able to carry on."

Nora rolled to a smooth stop following a perfect landing to the applause from 37 members of "B" flight.

The camp here is in its second year of operation, and last year graduated 50 out of 50 students.

This is the first year that female members of the cadets have been permitted to take glider training and according to Air Cadet League officials in Ottawa, Nora is the first female cadet to solo in a DND-sponsored program in Canada.

Major George Webber, 33, of Edmonton, Alta., Chief Flying Instructor at the camp said the girls are fitting in very well, in fact a number of them have displayed their "feminine touch" is also effective when piloting a glider.

Commanders Change

VICTORIA - The reins of command of Maritime Forces Pacific will change hands July 31, in an official ceremony on the Naden parade square in Canadian Forces Base Esquimalt.

Rear-Admiral R. John Pickford (left) who entered the Royal Canadian Navy in 1940, is retiring from the Canadian Forces. He has been Commander, Maritime Forces Pacific in Esquimalt, and Deputy Commander Maritime Command since his appointment in June 1973.

Admiral Pickford will be succeeded by Rear-Admiral Andrew L. Collier, who since November 1974, has served in the appointment of Chief of Maritime Operations, National Defence Headquarters in Ottawa.

The parade, which will commence at 2:30 p.m. will have marching units with representatives of all units now stationed at Canadian Forces Base Esquimalt.

Special military guests for the occasion will include Vice-Admiral D.S. Boyle, Commander, Maritime Command, Halifax, and Rear-Admiral William H. Harris, Com-

mander, Medium Attack Tactical Electronic Warfare Wing, United States Navy Pacific Fleet, Naval Air Station Whidbey Island, Wash. The senior members of the RCMP present will be Assistant Commissioners G.C. Cunningham and E.W. Willes, both of Victoria.

Among the civilian dignitaries present will be the Lieutenant - Governor of British Columbia, The Honourable Walter S. Owen and senior representatives of the provincial and local governments.

The Demon Sqn. will participate in a flypast in honour of the occasion.

Chuck Churned

Tubs compete

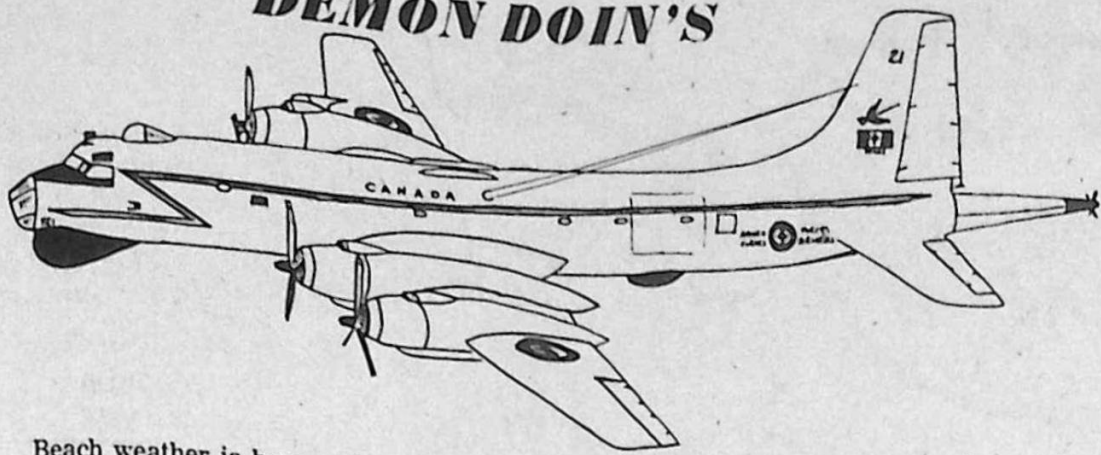
The Nanaimo Harbor was the scene for the start of the 30 mile annual bathtub race to Vancouver on July 20. The Canadian Forces participated with tubs from CFB Comox, Summerside, and Shearwater. The USAF was represented by a craft from Detachment 5 of 425 MUNSS. For pictures and personal accounts by the skippers see Great Bathtub Caper on page 11.



"CLEARED FOR SOLO"... Those were the magic words Sergeant Nora Haan, 15, of Comox, B.C., heard as Major George Webber, 33, of Edmonton, Alta., stepped from the aircraft following a pre-solo check flight at the Royal Canadian Air Cadet Glider Camp at Cassidy Airport near Nanaimo Thursday morning (July 10). Twenty minutes later Nora made a perfect landing following a twelve-minute flight and became the first female member of the Air Cadets in Canada to solo in a glider. Nora is one of 15 female and 60 male cadets undergoing flying scholarship training at the B.C. camp.

(Canadian Forces photo)

DEMON DOIN'S



Beach weather is here and it's nice to see a few sun-burned bodies showing up at morning briefings.

The Charly Oscar of 407 appears to be relieved that the standards presentation and weekend festivities are over. Everhane had a good time despite the aches and pains of the following Monday morning. The Sqn. finally cleaned up the mess (in the hangar) and returned all things borrowed. Mission accomplished.

And now to turn to a subject dear to the hearts of those who operate the radar set, ESM, detection, etc., the following article was noted in the TV guide.

"By about noon (ET) Thursday the American Apollo and Soviet Soyuz plan rendezvous 140 miles above Europe to begin 44 hours of televised togetherness sharing everything from science to peanut butter and borsch.

"It's probably the most spectacular TV production ever attempted", says astronaut Thomas P. Stafford.

After consultation with VP 407 observers, it was decided that peanut butter would really help us stick it together up there. . . . and since we're on the subject the following was received from the observer standard and training section -

HOW TO MAKE A PEANUT BUTTER SANDWICH

First you make sure you have some money. You purchase a jar of peanut butter and one loaf of sliced white bread. Put two slices on a flat surface, preferably clean. Then smear one or both sides liberally with peanut butter and put

ces together. Make sure the peanut buttered sides are on the inside of the sandwich, as if you leave them on the outside your fingers get quite messy.

The above is soon to be incorporated into the Observer's Training Manual.

Crew 3 finally got around to having a crew party. Barry Hunter was kind enough to allow the barbecue and dance at his residence. I wonder if he regrets it? After steaks cooked by the master chef, Gene Savoy, a few bottles of wine, the traditional speeches and a little dancing, everybody finally went home. The crew said goodbye to those posted, Brian Drury, Gene Savoy and Paul Parent and those who decided ASCAC is more fun, Rob Irving and Barry Vandusen.

After a few days of recuperating Crew 3 headed for Yellowknife for a little R.

R. Seven short hours later, aircraft finally arrived at international. On the approach to the airport Fred Sander wanted to register bird strikes with the tower but was informed that they were only mosquitoes. With the usual confusion the crew finally checked into the Yellowknife Hilton. The air conditioning wasn't working too well though, the door kept slamming shut. Once settled in everyone seemed to have places to go. Jim Glover and Harv May decided to go big the first night and went out for steak. I still don't understand how a round of drinks for 2 people costs \$8.40. Al Bazeley and Bob Henn were lost the first day as they wandered around looking for the beach. Wally and Daryl complained of their rooms. Gee, not everybody had piped in "live" music.

The next morning was the first trip; photos, ice, towns, mountains, 16 hrs., hot, dry, tired, but beautiful. Upon

landing, a welcome site was observed at the bottom of the ramp, the first of the day. While the crew made it through the day, the night was yet to come. A days crew rest, another trip, another day and finally back home. Jimmy Dodd was sure glad to see Comox, at least here the sun sets and there are no egg rolls. Some persons went fishing but they won't talk about it - maybe no fish? After the trip another week passed and the crew went on their well deserved programmed leave. See you in August guys.

Crew 5 volunteered its finest talents to help make the squadron reunion a success of successes. The good show award goes to Maj. Rob Vinnedge for his long hours and effort put into co-ordinating the various activities for the reunion.

Capt. Mike Gibbs did an excellent job in the entertainment end of things.

MWO Vic Jordan was in his glory on the parade square. In fact it was apparent to all that he took great pride in pounding his feet. Some of the crew feel Vic just may be a latent grunt. ha! ha!

Lt. Tony Thomas is still reportedly looking around between the hangars for his right ear. Some parade positions can be dangerous. Sgt. Dave Breese held a position on the honour guard. See what happens Dave when you get a CD. M. Cpl. Bob Delorme had an unexpected accident (sprained ankle) and thus could not take part in the colour party. "That must have been a rough bridge game Bob". MWO. George Giles has got a few extra grey hairs due to his work as a parade organizer. George doesn't mind though as his troops performed par excellently when the big day arrived.

Lt.-Cdr. Jerry Watson and Capt. Mike Gibbs flew the Argus with precision over the parade much to the delight of the parade members - gave us a chance to wiggle our toes without a thousand eyes upon us.

The night activities were enjoyed by all. Al Scott sounded his famous wolf call and away he went hell bent on having a good time. George Giles threatened to have a bath Saturday nite but when he tasted the liquid in the bath he decided to drink it instead. Newt Worden parked his camper close by the hangar so he could be first up for the champagne breakfast. Vic Jordan wore his shoes out on parade and thus didn't show for the dances. Mike Gibbs must have been sober as he was up dancing much to Cheryl's delight. Mike left the following morning for Winnipeg. Mike is on the ICP course, following that he will be on leave and then off to Staff school. See you next Christmas.

Crew 6 is back from three weeks of crew rest and would like to pass on a word of appreciation to the one who arranged the great weather. Most are sunburned and exhausted and looking forward to getting their normal ration of hard work.

Since their last report of activities a few notable events have taken place. Those who attended the reunion parade and parties can say in all honesty that an excellent time was had by all. One crew member even had his picture taken (glass in hand) amongst a group behind a bathtub full of punch. (Smile Bernie). The crew even managed to return their swords to the OR without causing harm to either the wearer or innocent bystander.

407 Tech Ramblings

(Continued from page 2)

ranked and been apportioned to the three crews. Included in their numbers is our new boss, WO Len Teskey, who we hope will enjoy his sojourn with us. We would also like to take this opportunity to say so long to all of those who have left our ranks for destinations within and beyond our Canadian shores.

A hearty "well done" to the competition crew, especially the Avionics quartet, and our best wishes for the upcoming Fincastle competition at ZX. Bring home all the goodies, guys.

Recent fishing reports are somewhat confusing in that some say it has really dropped off of late while others claim to have pretty good success. It all sounds very fishy but we hope that all get their share.

Number one crew is laying plans for another Adventure Training exercise, which, if it's half as good as the first one, will ensure a most enjoyable outing for all.

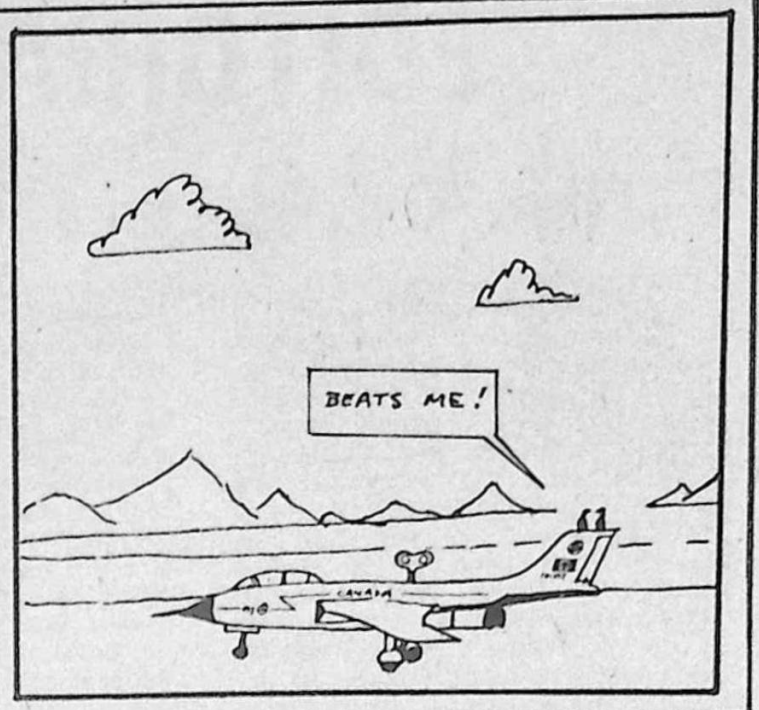
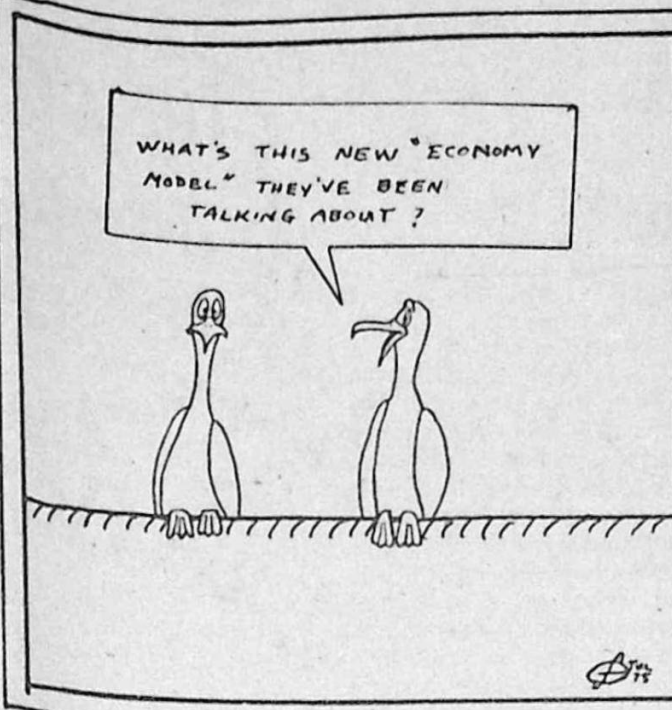
Last but not least, a warm welcome for WO Bob Adams who is our most recent evacuee from Summerside and who is now ramrodding No. 3 Servicing Crew. We trust that you and yours will enjoy your stay here at Comox.

There's nothing else in the happenings department so, until next issue - tight lines. ASW LAB

It has been a few weeks since this section contributed to the local fishwrapper, so I will attempt to bring our readers up to date regarding postings, transfers, etc. M-Cpl. Hal Dicks has departed for Shearwater, Cpl. Steve Yaroshchak for Cold Lake, and Cpl. Brian Burke to Trenton.

Sgt. Al Tomlinson, M-Cpl. Bob Durrance and Pte. J. P. Lavoie have joined us from Repair, and servicing has contributed M-Cpl. Sandy Sams and Cpl. Sam Dunn. Pte. Pierre Forget is doing his thing in the back room, replacing Pte. Cliff Andre, who is now in Base Labs. M-Cpl. Al Karila and Cpl. Arnie Jepsen have also left us for servicing.

In the promotion department, congratulations to CWO Russ Bush, our acting AVSO, and also to MWO Morley Schwindt who has taken up AVSWO duties following his tour in servicing.



NOT DRESSED

Miss CFB jailed



On Sunday, July 20 late in the afternoon the base duty officer (OCdt. Aimsely) received an urgent phone call. He wondered who would be calling from Edmonton - "They've got Mary Jacobs in jail!" In no time at all he phoned the Comox MPs who contacted the MPs in Edmonton who went to get her out.

He didn't realize that his pledge to send a dollar to Edmonton was enough to set her free. She was back in Comox later that evening to give the duty officer an award of merit and explain further.

It was Klondike Days in Edmonton and Mary had on her greens (as she was preparing to head back west) instead of Klondike dress and thus when spotted was arrested by one of the temporary sheriffs.

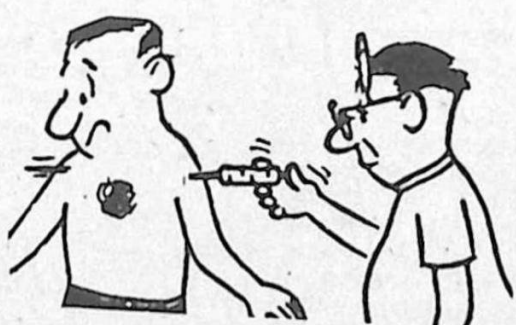
Thanks to OCdt Aimsely her imprisonment only lasted for 1/2 hour but I wonder if the Edmonton MPs are still combing out all the jails looking for her. Pte. Solobay was also at the scene but by a number of crafty moves managed to escape unarrested.

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From The Fur-Lined Foxhole

The current debates and an-

ED. NOTE: The above article was written prior to receipt of the LRP/announcement and MND, CDS Recce co-proposed Arctic base (Ottawa DIS 10 281630Z Jul 75).

Canex in Europe

WHAT CFXE HAS TO SAY

Wise Buyer mentioned that "many are unhappy about some of their (CANEX schemes)". To "scheme" means a few things - however in the context of Wise Buyer's letter it is accepted that it means what the Oxford dictionary defines as "Make plans, plan especially in

Wise Buyer continues by stating "these statements are without prejudice against CANEX, but are reported facts that I have observed" and "queries in the period have been here". A fair assumption would be that the observations are his own, perhaps supported by those of others. It is really regrettable that while Wise Buyer at a point in time came forward and asked questions of the System - he went away without satisfying answers. More damaging is that, instead of darn well seeking the answers, he then attacked by the written word (in this case on the Pacific flank) - and did so very inaccurately!

This may be accepted as a fair appraisal of your point of view. On our part, there are some factors which may provide a basis for at least a partial and positive reappraisal by you and hopefully, I shall be able to

A. 16 oz. White Rose beets:
Shipments received - Sept. 9th - 480 units; Oct. 9th - 480 units; all at the new higher cost (correct retail .88 pfennigs) yet because of the time lapse in pricing

One further fact should be mentioned here and that is that during the months of October 74 and January 75 there were absolutely NO PRICE CHANGES on grocery items, based on directions received from superior military authority in CFE. This meant that while our retail prices during those months didn't reflect our true cost (continued on page 10)



Published every second Thursday
Editor: Bob Shawcross (461)
Assistant Editor: Al Wilson

Next

Deadline
18 Aug.

From The Base Fire Department

The Base Fire Dept. comes under new management this month as Capt. D. Carmichael reports in from CFB Cold Lake, where he was serving as Base Fire Chief and Major L. MacLean departs Comox to accept the Command Fire Marshall position for Air Command, CFB Winnipeg.

TOTEM TIMES

The TOTEM TIMES is an unofficial publication of CFB Comox. The Editor reserves the right to edit copy and reject advertisements to suit the needs of the publication. Views expressed are those of the contributor unless expressly attributed to DND, CFB or other agencies. No goods are sold and no difference charged to this newspaper whose liability is limited to a refund of the postage charge for the erroneous item. *Advertising is not offered for sale and may be withdrawn at any time. Address correspondence to The Editor, Totem Times, CFB Comox, Lazo, B.C. Printed in Courtenay, B.C., by Comox District Free Press

442 Squadron's History

442 (City of Vancouver) Squadron has gained an enviable reputation for efficiency and versatility from its wide-range service during 25 years of war and peace. On the 6th of September, 1975, 442 will officially receive its standard to recognize this achievement. The Honourable Walter S. Owen, QC, LL.D., The Lieutenant-Governor of British Columbia, will formally present the standard.

THE WAR YEARS

442 is widely known in B.C. today for its work in Search and Rescue and mercy missions. Its history goes back to early 1942 when it was formed as 14 Fighter Squadron and sent to Sea Island, B.C. on Pacific Coast defence.

In February, 1943, the Squadron, armed with Kitty Hawks, saw its first action of the war in Alaska. Stationed at Amchitka in the Aleutians, it pounced on Japanese strong points on Kiska by means of strafing and dive bombing attacks.

The Squadron received its designation of 442 in January, 1944, when it moved to England as part of 144 Fighter Wing, at Holmsay South U.K. Re-equipped with Spitfire 9's the Squadron aircraft ranged as far as the Ruhr. By VE Day, 442 Sqn. had amassed a record of enemy destruction which included 58 aircraft, 900 vehicles, 200 freight cars, 125 locomotives and a tremendous list of smaller prey, all destroyed at a cost of 12 pilots killed.

POSTWAR AUXILIARY SERVICE

442 Sqn. was disbanded in August, 1945, but reformed at Sea Island, B.C. as a Reserve Fighter Sqn. in April, 1946, to help guard an increasingly restless peace.

Through the 1950s the Sqn. flew many aircraft. It was first equipped with Harvards and then received Vampire Jets in 1948. The jets were replaced by Mustangs in 1950, but the Vampires were returned in 1952. By 1956 the Squadron had sleek Sabre Jets and T-33 Jet Trainers.

1958 saw the role of the Squadron changed to emergency disaster and light transport duties. It was re-equipped with C-45 Expeditor aircraft which it flew until another disbandment in 1964.

PRESENT ROLE IN THE FORCES

July 8th, 1966, marked the return of 442 Squadron to the Regular Force, when 121 Composite Unit was redesignated as 442 Transport and Rescue Squadron.

The Squadron has been based at Comox, B.C. since its reactivation, and is responsible for the Search and Rescue work throughout B.C., the Yukon and that part of the North West Territories west of the MacKenzie River.

The Squadron was initially equipped with Albatross flying boats, Dakota aircraft and Labrador helicopters. The Albatross and Dakotas were replaced in 1970 with Buffalos and an additional Labrador was added.

Today the Squadron flies its Buffalos and Labradors in the Search and Rescue role and provides emergency medical flights for many B.C. residents.

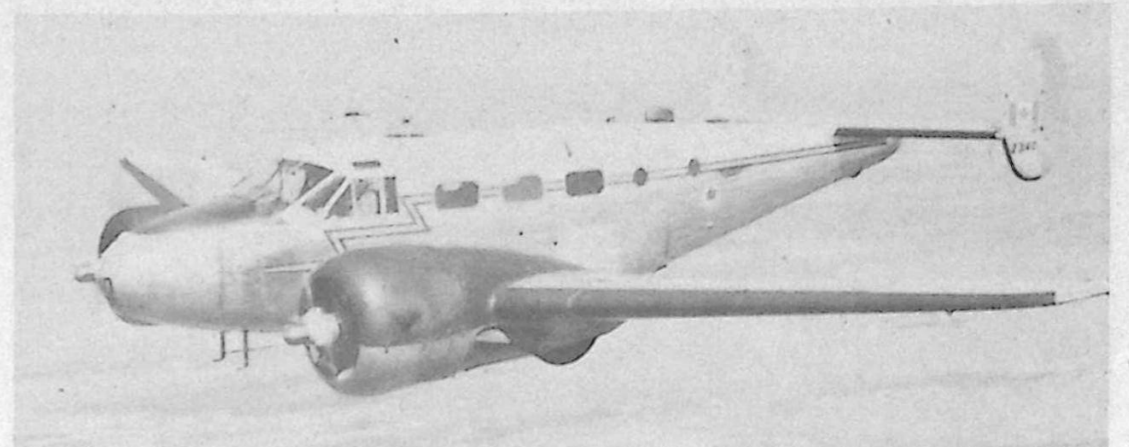
THE SQUADRON CREST

442 Squadron is closely associated with the Province of B.C. and has as its emblem, Haeltik, the Lightning Snake of Nootka Indian Legend. According to legend, Haeltik was dispatched by the Thunderbirds to kill whales, the major source of food. Once the victim was sighted, the Lightning Snake attacked. With a head as sharp as a knife and red tongue which shot fire, the snake was able to inflict injuries sufficient to permit the prey to be carried off.

Also on the emblem are the motto "Un Dieu, Une Reine, Un Coeur", One God, One Queen, One Heart. 442 Sqn. intends to uphold the traditions of its past and ensure that its new Standard will wave proudly in the future upholding its enviable reputation.



IN 1948, THE Vampire began 442 Squadron's reserve fighter role, which was to later include the Harvard and T-33 trainers, and the Sabre Jet.



DURING THE LATE Fifties and early Sixties, the Squadron flew the Expeditor, along with the Otter in the light transport role.



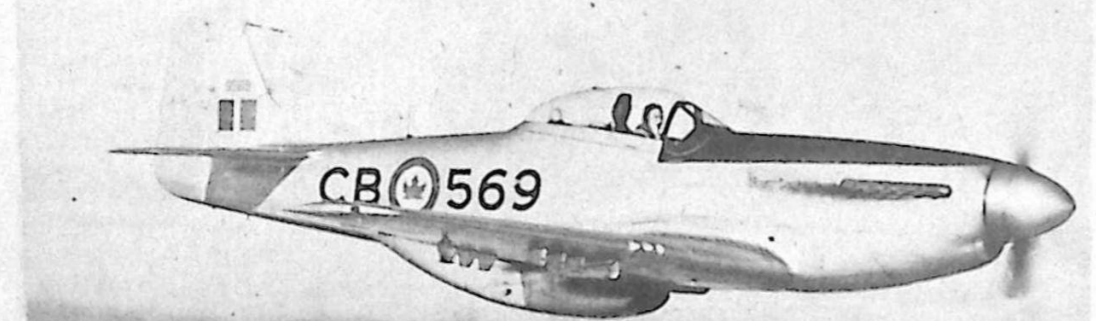
ON ITS REACTIVATION as a Regular Force Squadron, 442 flew the Albatross and Dakota out of Comox, trading them in 1970 for the Buffalo, which operate in conjunction with the Labrador helicopter.



ORIGINALLY KNOWN AS 14 Fighter Squadron, 442 flew Kitty Hawks in the Aleutians on Pacific Coast defence.



THE SQUADRON moved to England in 1944 and re-equipped with the Spitfire.



BY WAR'S END, 442 Squadron was flying the powerful Mustang, which they were to later operate in the RCAF Auxiliary.



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THINK FIRE! LONG CHANCES - SHORTEN LIVES



1975 Pacific Region Fastball Championship

This past week saw CFB Comox host the 1975 Pacific Region fastball championship. Visiting teams for this double elimination tournament were CFB Esquimalt (last years winners), CFB Chilliwack, 2nd Canadian Destroyer Squadron, CFS Massey (small base champions) and our own Comox Totems.

GAME ONE - MASSET vs ESQUIMALT

At the end of four innings Massey held a 1-0 lead. Esquimalt tied the score in their half of the fifth only to have Massey run up three

more tallies for a 4-1 lead. Sixth and seventh innings were all Massey. Final score 8-2.

GAME TWO - SHIPS vs COMOX

Comox jumped into a first inning 4-0 lead and never looked back. It was a great start for Gerry Murray's Merry Marauders as they blanked the opposition completely. Final score 11-0.

GAME THREE - MASSET vs CHILLIWACK

Second game of the day and maybe the Queen Charlotte crew was a bit tired as they met the fresh Chilliwack

squad. Massey could only score but one run against four for Chilliwack.

GAME FOUR - SHIPS vs ESQUIMALT

A do-or-die game for both teams (as they had both already lost once) and the 2nd Canadian Destroyer crew were not to be denied as they did what they were supposed to do - Destroy! Final score Ships 15 - Esquimalt 0.

GAME FIVE - COMOX vs CHILLIWACK

After the Totems' annihilation of the navy crew in their first game by an 11-0 score, the home town boys

possibly were not as mentally prepared to meet Chilliwack as they could have been.

Comox only allowed two runs to be scored against them but when you only score one run yourself, you come second.

GAME SIX - SHIPS vs MASSET

Another do-or-die game for both teams saw Massey come out strong for a first inning 5-0 lead. Ships however did not lay down and die as they fought back but came short of a 7-6 score.

GAME SEVEN - COMOX vs MASSET

A closer game than what the

score indicates. Both teams played well and hard but well-timed hits by the Comox team enabled them to defeat Massey 6-0.

GAME EIGHT - COMOX vs CHILLIWACK

Now or never for Comox, a defeat here ends it all for the Totems till next year. But a big three run second inning was all Gerry Murray's crew needed as they went on to defeat Chilliwack 5-2 and force a ninth and final game.

GAME NINE - COMOX vs CHILLIWACK

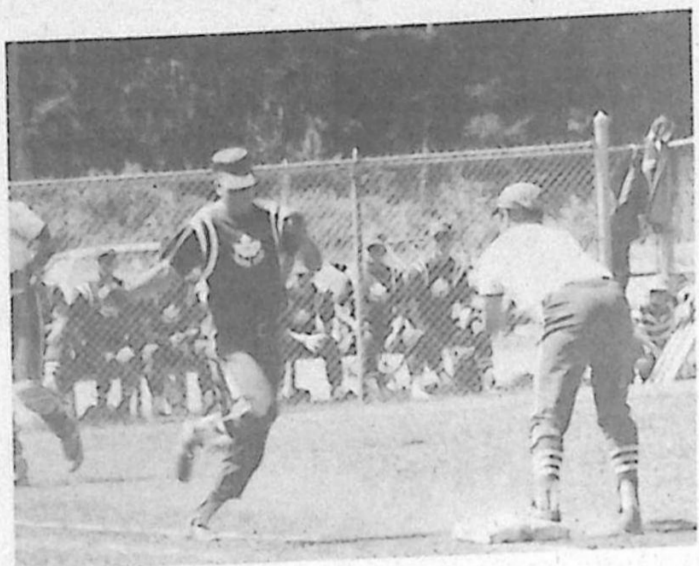
This was it - winner take all! And a solid team effort by

Comox combined with several costly errors by Chilliwack gave the Totems a convincing 12-1 victory and a berth in this year's National Championship. CFB Comox will travel to CFB Borden in September as the Pacific Region representatives. Best of luck to Gerry and the boys!

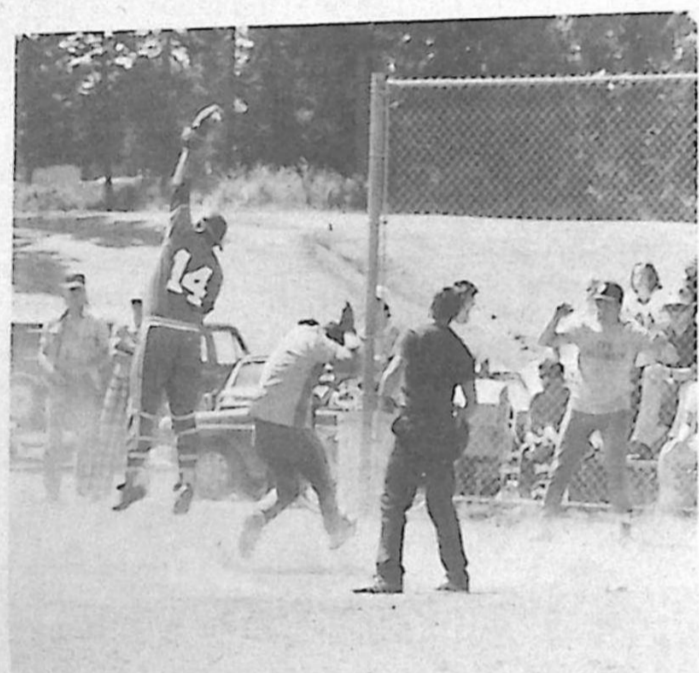
TOTEMS SOFTBALL

BY RAY HERRINGTON
On Thursday, July 10th, the Totems beat Tartan Realty from Campbell River 4 to 3, in a hard fought game. Ken Kibblewhite took the win. On July 17th, the Totems won their last league game by a score of 9-4 over Peter's Towing.

July 19 and 20 saw the Totems play in a tournament at Lewis Park and come in third. They played some fine games, losing out to Anchor Garage. The game could have gone either way but the break went to the garagemen.



CHA CHA CHA... Anyone?



HOW DOES that No. 14 hang in the air like that?



FASTBALL? I thought he was practising Kungfu.



Hmmf... Let's see you try and hit that ball.

★
P
H
O
T
O
S
By
Ron
MacDonald
★

Intersection Softball

In the first game on the 9th July 407 Sqn beat 442 by a score of 11 to 4. The winning pitcher was Fleming, while Burnell was charged with the loss. In the second game, the MPs beat the Firehall 9-5, the winning pitcher being Galloway, while the loser was Hill. The third game saw USAF beat 409 by a score of 7-4.

On the 14th of July, the MPs beat Firehall 16 to 10, Galloway taking the win. In the second game, 409 downed the lowly 442 squad by a score of 22-17. The third game saw USAF down 407 Sqn 16 to 6.

On July 16th, 442 picked up their second win of the season. They beat the high flying USAF 7-5 in their second loss of the year. The second game had 407 downing 409 by a score of 5 to 4. In the third game, Firehall came alive in the hitting department and whitewashed the MPs to the tune of 23-3. The losing pitcher remained anonymous.

July 21st had the firemen beating the 407 Demons 7-6, with the winning run in the bottom of the 7th inning. The evening's second game saw USAF down 442 11-0, and 409 down the MPs by a score of 9 to 4.

The first game on the 23rd of July saw USAF down 409 10-3, and in game two, 442 squeaked by MPs by a score of 9-8. The Mushrooms had to score two runs in the bottom of the seventh. In the third game, Firehall whopped 407 11 to 3.

Finally, on 28 July, USAF downed 409 to a score of 8-4. Firehall beat 442 8 to 2 and 407 won over the MPs 11 to 9.

The playoffs commence the last week in August, scheduled as follows:

Diamond Diamond

No. 1 No. 2

Mon. 25 1 vs 4 2 vs 3

Tues. 26 2 vs 3 1 vs 4

Wed. 27 1 vs 4 2 vs 3

Thurs. 28 2 vs 3 1 vs 4

Fri. 29 1 vs 4 2 vs 3
All games times 1700 hours.

More Lids to Come

Hugh Anderson, M.P. (Comox-Alberni) announced that there will be more home canning supplies available in 1975 than there were in 1974. To date this year, more lids have been shipped to the British Columbia market than in the corresponding period last year. However, there is evidence of panic buying and hoarding by consumers in British Columbia.

Anderson recommends that consumers purchase only the lids necessary to meet their own home canning needs and this action will ease the supply situation.

In addition, consumers who have home freezers are urged to freeze their preserves where possible, rather than canning them.

Introducing



J. B. Thomson, CLU

Fred Bosson and Bent Harder are pleased to announce that Mr. J. B. Thomson, CLU, has joined Comox Valley Insurance Service Ltd.

Mr. Thomson is a highly qualified life underwriter with more than ten years experience in all fields of life and health insurance counselling. This includes specialized knowledge in the group life insurance and estate planning areas.

Jim is also the winner of the "Leslie Dunstall Award", the most coveted award in the province by Chartered Life Underwriters.

Mr. Thomson joins professionals at Comox Valley, ensuring you always get "total service". Such life licenses as required are sponsored by Crown Life Insurance Company.

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Commencing in September, 1975

Courses will be offered in Mathematics, Science, English and Social Studies for Military Personnel, Retired Military Personnel, DND Civilian Employees and Dependents and Dependents of Military Personnel.

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at Local 469

If you have a Bachelors Degree and wish to teach part-time, contact the BITO

PAC/REG Championships Dates & Locations

Sport	Pac-Reg. Date	National Date
Softball	26, 28 Jul. CFB Comox	19, 20 Sept. Borden
Tennis	22, 24 Aug. TBA	No Competition
Soccer	5, 6 Sept. Esquimalt	13, 19 Oct. Esquimalt
Golf	17, 18 Sept. Nanaimo	No competition
Skeet	19, 20 Sept. Comox	No competition
Flag Football	31 Oct. 1 Nov. Comox	No competition
Basketball	TBA Fall Mtg	No competition
Squash	TBA Fall Mtg	No competition
Marathon	TBA Fall Mtg	No competition
Bowling	TBA Fall Mtg	9, 13 Feb. Cold Lake
Servicepersons	TBA	25, 28 Feb. Greenwood
Broomball	TBA Fall Mtg	8, 13 Mar. Shearwater
Hockey	TBA Fall Mtg	22, 28 Mar. Edmonton
Volleyball	TBA Fall Mtg	5, 9 Apr. Esquimalt
Badminton	TBA Fall Mtg	26, 29 Apr. Winnipeg

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The 36' 5" Elusive is not just a racing vessel, but also a comfortable cruiser. A set of blueprints will be supplied for finishing, if desired.

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Rescue Bits

Well, sports fans, bathtub mania is over for another year. Those that the RCMP didn't have in the can headed across the salt chuck for fame and glory. Kind of defies the laws of reason - all those people jumping into a bathtub to stay dry. Good thing it's over, kind of degrading for a 95 foot cutter to go around towing a bathtub. Now, if it was Canadian Forces equipment, you could understand it - just another modification.

Speaking of heads, there have been some disparaging remarks made lately in this fish-wrapping about branches of service and unsure convictions about the seriousness of remarks made. Have we fallen so flat and is the apathy so great there is no more rivalry between services. You can kill the will and the desire but surely the pride fades more slowly. All the banter that I've ever thrown has been at the serviceman or the trade-list branch and never in a serious derogatory sense.

We are well into the silly season, what with ringleless bathtubs, inner tubes holding up float planes, mercy flights up the ying-yang, marine cases like there was no tomorrow, kayak paddlers who are blessed and Search and Rescue in general. One

thing we didn't do was over-staff the Rescue Centre. However, that is our lot and Search and Rescue is something you can't legislate for. Our 1974 incident total was 2½ times greater than 1971 and 1975 will be ¼ greater again. Some misconceptions about what we do have been offered and maybe, for a little clarity, here is a partial list:

Initiate and coordinate all Search and Rescue action in an area of 926,000 square miles (all of B.C., the Yukon and seaward 500 miles);

Coordinate all medical evacuations in the Province of British Columbia;

Liaise with Federal agencies on requests for assistance (lost hunters, hikers etc);

10,000 other dumb-fool things that come up like "How do I join the Coast Guard" or "Where's my pension cheque?"

Needless to say, the ensuing paper-war is enormous and the accompanying reports and legal requests are staggering, and we do it;

Switchboard operators for incoming Autovon calls.

It may sound like shoulder-crying but t'aint so. We do it and we're glad to do it because it is such an important thing. 'Twas just an

indication of some of our chores.

Now away from the silly stuff and on to the more serious stuff. The aptitude

tests for naval officers and aircrew:

"What language do Russians speak?"
Per Ardua ad Rescatatem.



"Oh, Let's Go For A Swim!" (Ellis photo)



WINNING SMILES - Award recipients at the WO and Sgt. Mess Annual Golf Tournament held on 25 July 75. (L-R) Front - N. (Smitty) Pociuk, Bob

Sleigh (Low Net), Larry Cote (Low Gross), Bud Keech; Back - Bob Bird, Russ Bush, Al Tomilson. 407 photo

Rhubarb Squares

1 cup flour
¾ cups oatmeal
1 cup of brown sugar (packed)
½ cup of melted butter
Place half of this mixture in the bottom of an 8 inch pan. Cover with 2 cups rhubarb, cut into small pieces.
Combine and bring to a boil:
1 cup sugar
2 tbsp. corn starch
1 cup water
1 tsp. vanilla
Pour on rhubarb, cover with the rest of the mix.
Bake one hour, 350 degrees

Cut in squares.

PORT AUGUSTA MOTEL

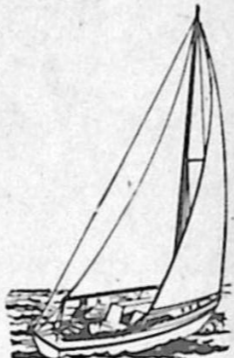
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ANNUAL

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Friday 1530 - 0200

Saturday 1100 - 0200

Sunday 1100 - 0100

Mugs, Suds, Bratwurst!

Bavarian and Local Bands

BE COOL THIS SUMMER IN THE AIR-CONDITIONED TOTEM LOUNGE



Introducing

The Home Front



MAUREEN ARTHUR

Home-Ownership isn't for everyone - But in this series of articles I would like, as an experienced Real Estate Realtor, to aid and guide those who are considering entering the real estate market and also those who now have "Pride of Ownership."

As a service wife of 18 years and nine postings, I am familiar with the transient life of service personnel. If no rental accommodations or married quarters are available at your next location, or the decision has been made to acquire real property, there is a tremendous amount of assistance and guidance available from Nanaimo Realty that will smooth that traumatic period, from posting notification until the movers (have left the driveway of your new home.)

I am knowledgeable of all the headaches, frustrations and pitfalls in that period and hope to serve you and your family's needs on your move to or from the Comox Valley.

I am fortunate enough to have sold real estate in Ontario for 3 years just prior to moving to the Comox Valley. Although the basic need is a roof over your head, no two homes or two clients are exactly alike; people, like houses, vary from the first time purchaser to the experienced and expert buyer. Both of these will eventually become vendors with equity requiring a professional to sell their home at the best possible market value free of complicating factors.

I plan on covering the requirements of purchasers and vendors with regard to

questions they may have in the British Columbia Real Estate Market. Each article I hope will help you in some way and I intend to cover a wide variety of topics from the British Columbia Grant to the Assisted Home Owner Program qualifications, land and mobile homes and mortgage funds, interest rates to name a few. In addition, I hope you will contact me regarding any questions you may have on the Home-Front series.

Today's footnote is related to the real estate market or investment, the basic problem is not selling - but buying - if goods are bought at the right price - they can always be sold at a profit! Au votre service - At your service.

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Maureen

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FOR SALE: '65 Ford Galaxie XL 500 convertible w/new top and new red paint, 4 new tires \$895
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LEGAL

CANADIAN TRANSPORT COMMISSION
Airwest Airlines Ltd. Application to serve additional points under Licence No. A.T.B. 1695 - 67 (NS) Under Licence No. A.T.B. 1695-67 (NS) Airwest Airlines Ltd. is authorized to operate a Class 2 Regular Specific Point commercial air service to transport persons and goods serving the points Vancouver and Gillies Bay, B.C., using aircraft having a maximum authorized take-off weight on wheels not greater than 18,000 pounds. By Condition No. 3 of the said licence, the licensee is prohibited from transporting traffic via Gillies Bay to or from any point served under any licence of this licensee and Vancouver. The licensee has now applied for authority to serve the additional points Comox and Powell River, B.C. under the above noted licence.

On request to the Committee, further particulars of the application will be provided.

Any person interested may intervene to support, oppose or modify the application in accordance with the Canadian Transport Commission General Rules. An intervention, if made, shall be endorsed with the name and address of the intervenor, or its solicitor, and shall be mailed or delivered together with any supporting documents to the Secretary, Air Transport Committee, 275 Slater Street, OTTAWA, Ontario K1A 0N9 with copy of the intervention and documents served upon the applicant or its Solicitor not later than August 21st, 1975. The applicant or its Solicitor may, by a Reply, object to an intervention or may admit or deny any or all of the facts alleged in the intervention. A Reply, if made, shall be signed by the Applicant or its Solicitor, and shall be mailed or delivered to the Secretary, Air Transport Committee, 275 Slater Street, OTTAWA, Ontario K1A 0N9 with copy of the Reply served on the intervenor or his Solicitor, within ten (10) days after receipt of an intervention.

Proof of service shall be made by Declaration under Oath and filed with the Secretary.

Air Transport Committee
OTTAWA, CANADA
July 17th, 1975

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Editor's Mail Bag

Drivers Wanted

Dear Sir:

We are two students hired through the Upper Island Health Unit to set up a programme for the physically handicapped people of the Comox Valley and surrounding area.

We have the use of two vans (C.P. bus and Comox Valley Ford courtesy bus) for means of transportation. We also have centres available for our use to hold meetings or any other events.

We have talked to various handicapped groups in the valley and the majority are anxious for a weekly programme to get underway.

Our project however, is at a stand still due to lack of volunteer drivers to transport

these people to and from their homes.

The driving would be for two to four hours once or twice a week (afternoons and or evenings).

A class 4 license is required to operate one of the vans and a regular drivers license to operate the other.

We would like to know if anyone could be of any help or service to us.

Please contact us in the Student Department of the Health Unit in Courtenay. 334-3141.

Thank you for your cooperation.

Sincerely Yours,

Tirra McCoey

Carol Ratcliffe

Recreational Aides for the Handicapped.

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Thurs., Fri., Sat., July 31, August 1 and 2
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Mon., Tues., Wed., Aug. 4, 5, 6
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"Warning - Several violent and brutal scenes"

Thurs., Fri., Sat., Mon., Tues., Wed., Aug. 7, 8, 9, 11, 12, 13
Mel Brooks' Comic Masterpiece
"YOUNG FRANKENSTEIN" Gene Wilder Mature

Thurs., Fri., Sat., Aug. 14, 15, 16
"Jeremiah Johnson" Robert Redford General Entertainment

Mon., Tues., Wed., Aug. 18, 19, 20
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Show Starts at Dusk

6 Days - July 31 to Aug. 6
"YOUNG FRANKENSTEIN" Mature
Plus - **"TOGETHER BROTHERS"**

Sun., Aug. 3 - All Niter - 4 Shows
7 Days - Aug. 7 to 13
"SHAMPOO" Plus 2nd Feature

Aug. 14 - 17
again! Plus **"OLD YELLER"** "herbie rides General

Aug. 18-20
- Plus - **"SKI BUM"**

BASE SOCCER TEAM

TRYOUTS DAILY
Mon. to Fri. 11:30 - 12:30

PREPARATION FOR ZONE PLAYDOWNS AT ESQUIMALT
5-6 SEPT

Glacier Greens News

The lovely warm weather has been enjoyed by the Glacier Greens members in their activities for the past three weeks.

On July 11th, 25 members turned out for a social evening. After 9 holes of golf a bar-b-que and get together was enjoyed by all. Winners for the men were: Lorne Kingens, low gross. Tom Finnie, low net. Gilles Bonenfant, 2nd low gross. Jim Freeman, 2nd low net. Reg Blois, 3rd low gross. Bob Stevens 3rd low net.

The winning ladies were: Irene Harker, low gross. Rose McClesh, low net. Joan Stevens, 2nd low gross. Millie Legg, 2nd low net. Nettie Bonenfant, 3rd low gross. Pearl Kingens, 3rd low net.

The Presidents Cup Tournament for Glacier Greens members was held on Sunday 20th July. Barbara Carter, Bob Sleigh and Farley Boutet were the trophy winners in this event. Seventy members turned out for the tournament and winners were as follows:

Ladies: Barbara Carter, low gross. Kay Freeman, low net. Irene Harker, 2nd low

gross. Nettie Bonenfant, 2nd low net. Joan Stevens, 3rd low gross. Pearl Kingens, 3rd low net. Mona Ledgard, 4th low gross. Trudi Berger, 4th low net.

Men: Bob Sleigh, low gross. Vic Foggitt, low net. Gerry Marks, 2nd low gross. Ted Sutton, 2nd low net. Jens Christenson, 3rd low gross. George Whitehead, 3rd low net. Garney Boutet, 4th low gross. Reg Blois, 4th low net. Juniors: Farley Boutet, low gross. Bruce Tuck, low net. Darryl Harker, 2nd low gross. Keith Tucker, 2nd low net. Stephen Kingens, 3rd low gross. Gary Mann, 3rd low net.

Longest drives and closest to the pin prizes were won by Bob Sleigh and Pat Patrick for the men, Kay Freeman and Mona Ledgard for the ladies, and Darryl Harker and Farley Boutet for the juniors. Because of poor participation the social evening scheduled for Friday 25th July was cancelled.

Glacier Greens hosted the final round of the Mens Inter-Club Tournament for the Pacific Western Challenge Trophy on Sunday 27th July,

with the Comox Golf Club emerging the winner. The final standings for this four match tournament were: 1st, Comox; 2nd, Campbell River; 3rd Sunnydale and 4th Glacier Greens.

Individual winners were as follows: overall, for the four rounds in the tournament 1st low gross, Frank Creamer (C); 1st low net, Mike Montith (C); 2nd low gross, Owen Ellis (C); 2nd low net, Stan Anfield (S); 3rd low gross, Wally Berger (GG); 3rd low net, Stan Prime (C); 4th low gross, Dave Ewart (CR); 4th low net, Jim Evans (C); 5th low gross, Tom Wenger (CR); 5th low net, Jim Albrecht (C).

Winners of the fourth round played on Sunday 27th were: 1st low gross, Frank Creamer (C); 1st low net, Jim Albrecht (C); 2nd low gross, Owen Ellis (C); 2nd low net, Myron Wallace (S); 3rd low gross,

Wally Berger (GG); 3rd low net Howard Nugis (CR). Other low net winners from the participating clubs were:

From Comox, Rick Salmon, John Baudais, John Ferguson. From Campbell (Continued on page 12)

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SAME Maytag Dependability - SAME Guarantee

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A JERRY BRICK GEORGE LITTO Production of ROBERT ALTMAN
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Executive Producer GEORGE LITTO - Screenplay by CALDER WILLINGHAM and JOHN TEVENSELURY & ROBERT ALTMAN
Based on the Novel "THIEVES LIKE US" by EDWARD ANDERSON - Directed by ROBERT ALTMAN United Artists

Thu 31 Jul
Fri 1 Aug
THIEVES LIKE US
Showtime: 2000 Hrs. to 2200 Hrs.

Sat 2 Aug
Sun 3 Aug
Showtime: 2000 Hrs. to 2150 Hrs.
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Michael Cain
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Adventure

The Little Cigars
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Fri., 8 Aug.
THE LITTLE CIGARS

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RESTRICTED SHOWS: 18 years and above - Under 18 years of age must be accompanied by a person over 18.
ADULT SHOWS: 16 years of age and above - Under 16 years must be accompanied by a person over 16.

Sat., 9 Aug.
Sun., 10 Aug.
BRING ME THE HEAD OF ALFREDO GARCIA

Thurs., 14 Aug.
Fri., 15 Aug.
MURDER ON THE ORIENT EXPRESS

Sat., 16 Aug.
Sun., 17 Aug.
MURDER ON THE ORIENT EXPRESS

The entertainment that loves a lot, and lives a lot, and gives and gives and gives a lot.

Paramount Pictures Presents
THE LITTLE PRINCE
SOUNDTRACK ALBUM AVAILABLE ON ABC RECORDS Technicolor

Richard Kiley Bob Fosse
Steven Warner and Gene Wilder

Thurs., 21 Aug.
Fri., 22 Aug.
THE LITTLE PRINCE



GENIE HACKMAN AL PACINO
73-108 SCARECROW
203

Celebrating Warner Bros 50th Anniversary A Warner Communications Company
Sat., 23 Aug.
Sun., 24 Aug.
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Thurs., 28 Aug.
Fri., 29 Aug.
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Sunday, 31 Aug.
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SURVIVAL SCHOOL OPENS - L-Col. R. L. Mortimer welcomes first course of ficer, Capt. Scallion, to the new sea survival training facility at HMCS Quadra. Sgt. Seltzer looks on.

Base Photo

Former Fighter Pilot "Logs" Hours for M&B

VANCOUVER — Captain Emerson (Wally) Wallace is a former fighter pilot with 19,000 air hours and a couple of million miles behind him, but he's still not sure whether to call his pair of vintage flying boats "Grumman Geese or Grumman Gooses."

Wallace, who has spent 35 of his 54 years flying more than 60 different types of aircraft, is manager of MacMillan Bloedel's air transportation subsidiary, West Coast Transport. Based at Vancouver International Airport, the West Coast air fleet consists of a modern twin-engine Beech Kingair, and two immaculately maintained Grumman G-21s that were built in the 1940s.

Since Wally has been flying the two aircraft for 15 years, he gets to call them anything he wants. "The Grumman Goose, in pilot's language, is an old sweetheart."

A large chunk of Wally's life has revolved around flying just about anything with a propeller. After 70 Second World War combat missions as a fighter-bomber pilot, he flew in the prairies, the Arctic and over coastal British Columbia for charter companies, commercial carriers, mining and timber outfits prior to joining MB in 1960.

Today, Wally owns a home just two minutes' drive from his hangar at the airport and he goes to sleep every night to the throaty rumble of jumbo jets flying directly over his house. His wife and sister-in-law are both licensed pilots and Wally's eldest son flies an executive jet for a department store chain.

In addition to flying, Wally oversees the day-to-day operations of a corporate aviation operation that involves 13 full-time employees, including four pilots and four co-pilots, maintenance and office staff.

His safety standards and maintenance procedures are among the most stringent in the aviation industry, which accounts for the fact that "we haven't scratched a single passenger" in 15 years of flying.

MB, Canada's largest forest products company, uses the three aircraft primarily to ferry company personnel, freight and equipment around its far-flung operations on the mainland coast, Vancouver Island and the Queen Charlotte Islands — some of the most difficult terrain and weather conditions on aviation charts anywhere.

"One day in 1939, I threw my books out the schoolhouse window and joined the Royal Canadian Air Force, much to the consternation of my grand old school principal, who thought I was nuts — and I probably was."

After service with the Commonwealth air training program in Canada, Wally went overseas to Britain on loan to the Royal Air Force as an instructor and spent 18 months at a gunnery school in Scotland.

"We flew Lysanders, Blackburn Bothas, Martinets and a lot of other airplanes most people have never heard of." The young Canadian pilot went on operations in early 1943 and was transferred to the RAF's 193 Squadron, flying single-engine Hawker Typhoon fighter-bombers.

"The Hawker Typhoon was a big, heavy airplane with 2,400 horsepower in the nose, a 14-foot propeller, four 20-millimetre cannons, eight rockets and a couple of 500-pound bombs. And by the time you hauled all of that into the air, you needed 2,400 horsepower!"

Wally flew all 70 of his combat missions in Typhoons over northern France, and today concedes it was a highly dangerous way to make a living. The 400-mile-an-hour Typhoons went after their targets at under 100 feet above ground, chasing German trains, tanks, troop columns, virtually anything that moved.

"Prior to D-Day, June 6, 1944, one of our particular targets were the buzz-bomb sites the Germans were building on the English Channel coast in order to hit London with the V-1 and V-2 rockets," he said. "We worked those installations constantly."

On D-Day itself, Wally was over the beaches of Normandy, and as soon as the beach-head was established, 193 Squadron moved from southern England to a dirt strip just behind the front lines.

"And then on July 18, 1944, I had the misfortune to run into an ack-ack shell, 50 feet above the ground. The shell opened up my engine, the plane caught fire, so I took her up and bailed out — my one and only parachute jump."

"I came down right in the lap of the Germans, 18 miles southeast of Cannes. Field Marshal Montgomery was supposed to be in the area with 1,800 British tanks, but he wasn't and I was taken prisoner. And I never did get a chance to ask the field marshal where he and his tanks were on that particular day."

Wally suffered burns to his face and hands in getting out of the blazing aircraft and wound up in Stalag Luft Three, 50 miles south of Berlin, waiting out the death throes of Nazi Germany with 2,500 other captured Allied airmen.

As the Russians and the

Western Allies began to move in, the Germans evacuated the camp and the POWs spent the last weeks of the war marching in long columns around what was left of the Third Reich.

Unfortunately, the camp was located east of the Elbe River, which the Allies had decided would be the dividing line between the advancing Russian armies and those of the Western Allies.

"We had the misfortune to be 'liberated' by the Russians, and that's when it got a bit hairy," Wally recalled. "A Russian armored division rolled through our camp one morning and very conveniently knocked down all the electricity poles, the plumbing and the water lines."

"The Russians didn't do much for us, except they liberated us, and they thought that was pretty good. Then, within a matter of four or five days, we were all rounded up by the Russians and taken prisoner — and they were supposed to be our Allies."

Three times the Russians turned back American army trucks sent across the Elbe to pick up the prisoners of war, so Wally and another Canadian went under the wire and hopped on one of the departing vehicles.

Once through American lines, the two Canadians decided to head for England to rejoin their units. They thumbed their way across Germany, France and Belgium and arrived in Brussels the night before the Germans surrendered.

Wally took his discharge and returned home to Manitoba in June, 1945, "with ideas of becoming a big-time farmer, except I made the mistake of joining the local flying club."

His love of flying rekindled, he forgot about farming and found himself piloting bush planes around Manitoba full-time for "the tremendous salary of \$130 a month."

"I decided that wasn't too lucrative a business and I'd heard about all the fortunes to be made in British Columbia. So, I packed my bags, and I've been in B.C. ever since."

Letters cont'd from page 4

"laid-in costs" we just had to lump it! This meant that any losses resulting from the price change had to be absorbed by your Exchange System and this was possible because of its good "financial health".

Wise Buyer continues in generally the same vein when he says "some items tripled in FIVE MONTHS, in SIX MONTHS ALONE EVERYTHING WENT UP approximately SIXTY PER CENT"; and "They had a ten percent reduction on all groceries one Friday night.....and four days later ALL shelf items went up ten to fifteen percent".

We have tried to identify the items mentioned by Wise Buyer which tripled (in price) in five months and also those (i.e. "everything") which he stated went up sixty percent in six months! High sugar content items did increase in price considerably, as did some others. However, there are no items identifiable which surged in price quite so dramatically as Wise Buyer would have us believe.

In any case, because of his comments we recently completed a "cross-section" survey on fourteen hundred and thirteen (1413) FOOD items, excluding meats, and the survey covered the period from MAY 1974 to APRIL 1975 (that is - 12 months). Space limitations prohibit its reproduction here but it is a matter of record - and anyone who wishes to see it is cordially invited to do so, in which case you are asked to notify, Mr. W. Gruber, our Retail Merchandising Manager, Building B7 Caserne (local 6-261).

On the other hand, the costs involved in "putting food in the mouth" so to speak are generally on the increase. For example, the following quite startling quotes are provided for your information:

The Canada Starch Co. (only one of many) quoted the following percentage increases in some of their costs in a letter dated 18 Jan. 1974. Corn 70 per cent, Corn Oil 125 per cent, Fuel 100 per cent, Sugar 100 per cent. Also, as you already know, we have had to increase some of the industrial starches and glucose.

Robin Hood (Multifoods Ltd.) on 22 April 1974 informed their customers "that the new cucumber crop..... will be at an increase of 70 percent over last year's season", and "rolled oats has advanced from 7.71 per 100 lbs to 9.16 per 100 lbs!" And "eggs are over \$1.00 per dozen and as you know, sugar, dry eggs and flour form the basic ingredients of our prepared mixes". From the same firm on 24 Jan. 1974, "I regret very much that there is no alternative but to raise flour prices....."

But it's not all black. See the 21 March 1975 Der Kanadier (page 7) and note meat reductions of 12 to 52 per cent on 25 individual meat items!

We do hope you're still with us because we must say a few words about SALES. To quote again from WB - "so CANEX.....created a SALE on the very same day, fifteen percent off on cameras, etc. and ten percent off on audio equipment. Needless to say four or five days prior to it (the sale) EVERYTHING WENT UP TEN TO FIFTEEN PER CENT accordingly". This is NOT A FACT as WB would have the reader believe! He is right in saying "on the very same day" though - because the idea of laying on a sale oc-

curred to the Retail Merchandising Manager at about 1500 hrs. on the day in question. Why? - because EES were "throwing one" and CFXE has said, and says it again, that it will not knowingly be undersold by EES or anyone else on items of the same description! It is not really difficult to determine who gains when good business sense is exercised in order to maintain an attractive business configuration in our own Exchange! After all, profits after operating costs, go to your Base Fund. As for the prices being increased a few days prior to the sale, we again give you categorical assurance, as the old song goes, and "Say it isn't so!".

Once again though, CFXE is not only prepared to "say it". We will be pleased to also "show it", and anyone at all among our customers who so wishes may contact Mr. Gruber at the number noted above. This particular survey is on consignment items including such makes as Kenwood, Sansui and TEAC. For your interest, consignment goods are those which are provided by a supplier for resale in the Exchange. Consignment items are not, in most cases, paid for until they have been sold. The manufacturer is paid, normally within 30 days of the sale of the item to you. Most sound equipment is paid

for in US dollars. Because of routine fluctuations in the rate of exchange between the DM (our trading currency) and the US Dollar, the sell price on consignment system enables CFXE to display for sale a much greater range of audio stereo equipment than would otherwise be possible. A second great advantage to the customer is that when model and technical advancements occur, older consignment goods are replaced by the new equipment without financial loss to either CFXE or you!

On at least one point, we really rather regret disagreeing with Wise Buyer in that the greater sales your Exchange generate, the greater the ultimate accrual to your Base Fund, and the greater the job satisfaction, if you will, of those responsible for its operation. The point here is that CFXE is not "profiteering", "scheming" or "gouging" anyone - and can prove it, if need be, to anyone - and at any time. It is not a fact that three months before Christmas, on a Saturday, CFXE sold DM 300,000 worth of "sound" equipment (approximately).

Sorry to do it, but we must show one comparison chart which will certainly shed more light, if not brightening Wise Buyer's day considerably. Yes, you guessed it! - Light Bulbs: (Comparison as of 18 May 1975)

WATTS	EES	KAUFHAUS	BAZAAR	CANEX	IN\$/c
40 Watts	31c	DM 1.25	DM 1.15	.55 pfg	24c
60 Watts	31c	DM 1.25	DM 1.15	.55 pfg	24c
100 Watts	31c	DM 1.50	DM 1.65	.69 pfg	30c
25 Watts	43c	DM 1.45	DM 2.35	.99 pfg	43c

Before charging into the question of automobile batteries, we in CFXE are pleased to announce to Wise Buyer that it shouldn't even "appear" as though CANEX in Europe has "it's hand" in the Automobile Transactions Office function. No, WB, that isn't part of CANEX, but rather an office performing a

service for your Base Fund. May we suggest that if the ATO function is unsatisfactory to you - that you address yourself, through appropriate channels, to the Base Commander?

Also included is the following price comparison listing on BOSCH automobile batteries:

LAHR CO-OP	BOSCH CO.	BOSCH	CFXE
6 Volt	6 Volt	6 Volt	6 Volt
Retail: DM 73.00	Retail: DM 83.25	DM 68.45	DM 70.45
	incl. 11 per cent	(+ with Acid)	
12 Volt	12 Volt	12 Volt	12 Volt
Retail: DM 149.50	Retail: DM 158.73	Retail: DM 130.50	DM 132.50
		(+ with Acid)	

Seriously, WB, you have an open invitation to come and see anyone you wish here in the CFXE organization - please do so - and let's sort out your problems. It's a fact you know that CFXE is not a private firm and, therefore, it

is in the long run answerable to all!

Ed. Note: EES refers to the European Exchange System of the U.S. Forces.



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Great Bathtub Caper of 1975 Salt Chuck Churned

AND THIS IS MY secret for reaching Vancouver in one piece says Cpl. Brent Binnie. What you can't see, can't stop you. Can it?

Capt. Bill Thompson

We realized our boat was overweight Saturday afternoon as we were practicing and some of the other boats were running circles around us in the Nanaimo harbor. Winning the race really wasn't our goal but we did want to better our position from last year's race, which was 95th. We didn't do either. We were 95th again this year although we did cut 50 minutes off our time from last year.

The start of this year's race was a little less spectacular, but safer since the tubbers were well separated from the huge escort boats. Through the fine seamanship and navigational efforts of our escort boat crew, which consisted of Capt. McGarry, Capt. Kloster, S-Sgt. Tipton, and Sgt. Marowsky, we made it to Vancouver after 4 hours of bouncing waves and bailing water out of the bathtub.

We are already talking of plans for next year's craft (much, much lighter) and hope to be somewhat more competitive.

I don't know if I'll be the skipper of our boat next year or not. If I get the chance I will, not only for the fun and enjoyment of the Bathtub Race weekend activities, but from living on this island I have a rather isolated feeling and riding in a bathtub boat is one of the most refreshing and exciting ways of getting to the mainland. It certainly beats taking the ferry.

Cpl. Brent Binnie

Me and my tub got two miles out of the Nanaimo Harbour before being capsized by two pleasure craft. I turned the "boat" right side up, started the motor and bailed out the tub. I started racing again before being swamped again twenty minutes later.

Where was the chase boat? I couldn't find it so I went on without him. Approximately 15 miles out in the strait I was picked up by the RCMP chase boat who could not find their own bathtub so they became my unofficial chase boat.

After a rough crossing, approximately three miles from the mainland shore I hit a large wave broadside and nearly capsized my tub. At the finish line I ran my boat up as far on the beach as I could, then ran to ring the bell — the bell signifies finishing the race. There we received a trophy and tickets for a chicken dinner.

One of the chase boats from CFB Comox picked us up at the beach. Our tubs were taken to Victoria by a Navy ship.

GOOD SHOW to all of the people (especially the chase boat drivers) who helped us with this race.

It was my impression that the water at the beginning of the race at Nanaimo Harbour was in waves of 8-10 feet; CFB Shearwater beat us; CFB Summerside's entry capsized before the race even commenced.

My ol' 49 finished in 59th position while Pat Lowney's craft placed 53. Tom Quibell's tub broke up.

Cpl. Pat Lowney

I had expected a lot worse water inside the harbor than what it really was. One of the guys that drove last year said that there was going to be about ten foot waves from all the boats starting out at the same time, but this year all the chase boats were ahead of the tubs cutting down a lot of the rough water. The worst part was outside the harbor.

Not finding my chase boat at all I was beginning to get a little worried. Some of the waves going across were up to ten feet high. Without a chase boat to break any of it up it was a bit frightening at times.

About half way across I was looking around and saw nothing around for miles. The odd boat went a flying by me but nothing I could keep up to. It was some lonely feeling! I've never felt more alone in my life. If something happened to me or my tub, I would have been completely lost.

Dick Tapp finally caught up to me three miles outside of Vancouver. I was glad to see him. He was chase boat for 333 but couldn't find him at all. As it was, Tom had gone dead in the water. I was with Dick up to the finish.

It was a good thing no other tubs were around when I got in because I could hardly stand up let alone run. It wouldn't have been much of a race if there was.

About all I can say about the race now is that it was fun, an experience I'll remember for years to come. I don't know now if I will do it again but time will tell. Next year's race is a ways away.



DET 5 BATHTUB Racing Team - Kneeling Capt. Thompson and Sgt. Marowsky, standing Capt. Kloster and S-Sgt. Tipton, not shown Capt. McGarry.

Photo Thompson

Pte. Tom Quibell

As both Pat and Brent have described the race there isn't much that I can add as I only managed to travel 12 miles of it. My own experiences differed only in that I didn't finish. My boat became airborne on the stern wave of a pleasure boat and crashed inverted. The foam flotation on the port side broke up and the front portion of the tub broke off. I realized that the tub was no longer seaworthy and was slowly sinking by the stern. The bow wasn't too good either as bubbles kept escaping from the air chamber and it kept sinking lower. As I had a full wet suit on and was floating okay I used my maewest on the engine to keep it afloat. Boats zipped by — one small craft took off, I think to find help.

Finally I was alone and everything was quiet except for the bubbles coming from the holes in the bow where the lifting handle had been. An aircraft flew over and a seal came up to watch me for a while but they left too.

By this time the only thing showing was the top of the engine and the maewest as the bow was just below the surface. My arms were tired from keeping the boat level and my feet were numb. I had no idea what time it was and decided that I had better put the maewest on me and to hell with the tub and motor. About now you're probably wondering why I didn't jettison the motor? It was bolted on and the wrench was on the bottom of the "chuck". Just as I was working my way to the maewest a sailboat came up and a voice said, "Is there anything we can do to help?"

I said something but the words were sort of garbled and I couldn't even understand myself. It was a combination of drinking too much salt water and relief that I didn't have to swim that six miles to shore.

They put a line on the tub and two fellows in a zodiac inflatable boat from a coast guard ship came zooming up and helped disconnect the

IN THE FINAL practice before shove-off, the boats are tested one last time to ensure everything is ready.

Base Photo

Red Cross Boat Safety

Red Cross small craft safety consultants Nancy Greig and Anne Moore will visit Comox from August 7-10 to introduce the new Red Cross small craft safety program.

Their tour is taking them to 15 B.C. communities where they hope to encourage local recreation departments to include the new course on small craft safety in their aquatic program. Instructor courses, to train instructors to teach the new program, are already being given in several communities.

The new program, which was tested in several pilot projects in B.C. last year, is now being introduced across Canada. It was developed by the Red Cross in an attempt to reduce the large number of drownings which result from boating accidents, the majority of them in small boats.

Objective of the program is to teach new boaters the basic skills involved in canoeing, rowing and power boating, with the major emphasis on safety.

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PMQ Preamble

PMQ POLICEMAN

A new innovation for Wallace Gardens in the form of a PMQ policeman is to be in an attempt to develop better relationship and understanding of the adult and teenage community problems.

He is Cpl. Randy Macdonald, a seasoned MP who is sympathetic to the problems of teenagers. It is not intended that he be a "Cloak and Dagger" man, but rather a small town "Cop" type of individual, to whom adults and teenagers alike can air their problems. He will not be hiding behind bushes and corners spying on youngsters taking a puff at a cigarette.



CPL. MacDONALD

He will be on patrol most evenings and in uniform. Get to know him, say "Hi" as he passes and pass the time of day with him (he also appreciates the odd cup of coffee). He is going to attempt to make your stay in Wallace Gardens a pleasant one, all we ask is, help him. If he is not immediately

available to you when you require him, phone 280 and if he is not on duty at that particular time and the need is not of an urgent nature, an appointment will be set up for you to see him.

ELECTION OF PMQ COUNCIL

Election time is two months away. Now is the time to start thinking about who you want to vote for. When election time comes be sure and vote.

RECREATION Softball crests are available for pickup at the Wallace Garden Recreation office, which is open Tuesday and Thursday 9 a.m. to 4 p.m., Wednesday 9 a.m. to 12 noon. Phone 339-5322.

For those who purchased tickets on the B.C. sports holiday draw — no winners in this area. The list of winners is available at the Recreation office.

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**There are a few things
you should know about
the rent increase limit.**

THE RULES:

- Effective January 1, 1975, residential rent increases are limited to 10.6% of the rent presently being charged. This rule applies to any dwelling containing two or more rented units, and will be administered by the Rent Review Commission. The rule also applies to single family dwellings.
- Tenants can legally refuse to pay any rent increase over the 10.6% limit, subject to the exceptions specified in the legislation. Tenants cannot be evicted for non payment of illegal rent increases.
- There must be at least a twelve month interval between one rent increase and the next, and tenants must be given at least three months' notice of any rent increase.
- Notice of Rent Increase forms, supplied to landlords by the Rent Review Commission, must be used. These are the only valid forms for notice of any residential rent increase.

Questions relating to landlord-tenant matters other than rent increases should be directed to the Office of the Rentalsman, 525 Seymour Street, Vancouver, B.C. V6B 3H7. Telephone: 689-0811. Out of town, call collect.

SOME EXCEPTIONS:

- Half a duplex, when the owner lives in the other half (or basement suite, when the owner lives in the remainder of the house) is exempt from the 10.6% limit.
- Certain major renovations may entitle an owner to increase rents over the 10.6% limit. These improvements must have been started since May 3, 1974, and do not include normal maintenance and repairs. Landlords may consult the Rent Review Commission for details, particularly if planning renovations which might justify rent increases.
- Residential premises, except mobile home pads, being rented for the first time on or after January 1, 1974, are exempt from the 10.6% rent increase limit for a period of five years.
- Premises renting for more than \$500 per month are exempt from the 10.6% increase limit.
- Mobile home pad rent increases may exceed 10.6%, but only if prior approval is received from the Rent Review Commission.

A brochure titled *The Rent Increase Limit and its Exceptions* is available upon request, from the Rent Review Commission office, or from your nearest Government Agent office.



If you have questions about residential rent increases, contact the
Rent Review Commission
P.O. Box 9600,
Vancouver, B.C. V6B 4G4
Telephone: 689-9361
Out of town, call collect

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VACATION SAFETY

Planning a hike? This is the time of year when our Forbidden Plateau beckons to day hikers and back-packers alike, who find the magnificent views, alpine meadows and mirror smooth lakes a rich reward for their climbing and hiking efforts.

If you want to really enjoy your outing, spend enough time to be ready for it. Know what to expect in the way of weather and natural hazards. There are excellent maps available in our Canex outlet that show the logging roads that give motorized access to the boundaries of the park, as well as the main hiking trails. The Base Recreation Centre has more information and can put you in touch with experienced hikers and the hiking clubs of this area. We even have a local branch on base - contact WO Harvey Gates at the Rec Centre, loc. 315.

Shape up before you go. Conditioning is an important part of your preparation and although mountaineers would not consider our mountains high, there is a significant altitude difference.

One of your most important items of equipment will be a good pair of boots. Experienced hikers recommend a boot that is ankle high, water-repellant, well cushioned inside and with outer soles of synthetic material (such as vibram)

that offer plenty of traction. Leather is too slippery. Wear shorts if you like, but take along long pants for leg protection and weather changes.

The weight of your pack will depend on your own size and strength and how long you plan to be away. Most experienced hikers carry no more than one-fifth of their own weight. The maximum recommended load for a man is 35-40 lbs. and 20-30 lbs. for a woman. Include a good map and a whistle - a handy lightweight item that can be helpful in locating companions or signalling rescuers.

Show that you are a responsible hiker by taking time to brief a friend, relative or neighbour on the route that you plan on taking and when you expect to be back. Be especially careful with campfires. Drench it with water and smother it with earth before you leave. It's a good idea to make a checklist of food and equipment and check it carefully when you pack up to start your hike. You can add to your checklist as you add to your experience. It will help make your next trip safe and more enjoyable.

Many families find the answer to their camping and travelling enjoyment lies in trailering. It's a little more expensive this year than last, and a lot more than back-

packing or hiking, but it does allow you to take the comforts of home along with you.

There are pitfalls that can ruin a trailer vacation too. Like hiking, it is important that you plan carefully to anticipate and avoid some of the common problems.

Before starting, make sure your car is in good condition. Have the motor tuned, it will make a big difference in operating expenses and can help bring the old smoothness back to your car. The cooling system should be carefully checked as hot weather driving with trailer loads taxes the cooling capacity of most cars. If your trailer is 16 feet or longer, it is advisable to install a transmission cooler on a car equipped with automatic transmission. On some makes it is necessary to remove the radiator thermostat to avoid overheating.

Brakes, tires and steering are important too. Brake linings on the towing vehicle and the trailer should be inspected at least once a year and wheel bearings repacked at that time. The Firestone Tire and Rubber Company recommends that before taking a long trip, inspect your tires for damage, uneven wear and remaining tread depth. They also suggest adding as much as four additional pounds to the air pressure in your tires, but you should never exceed the maximum limit designated on

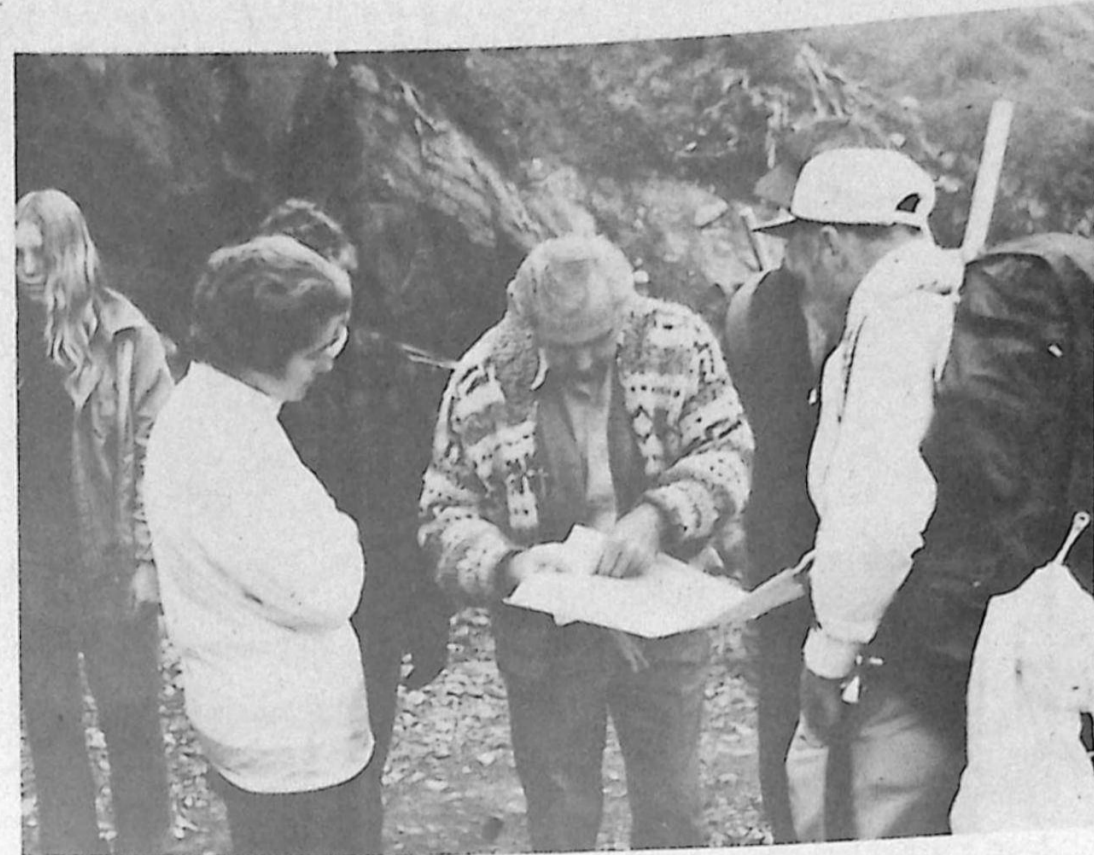
the sidewall. While tires may become hot from running at high speeds in hot weather, you should never "bleed" the tire pressure, but allow the tire to cool, then recheck the inflation.

Your "hook up" between car and trailer merits your attention every time you stop for fuel, a rest, or for overnight stops. Visually check the attachment of the towing hitch to the car, the security of the safety chain, removable ball hitch and draw pin, the anchor points of the torsion bars and the electrical connection, as well as the position of the "dolly wheel". Finally, take time to ensure that the brake, turn and clearance

lights are operating correctly. During your walk-around, give the tires the eyeball test too.

When you are towing, avoid any sudden maneuvers which might result in swaying the trailer or throwing it out of control. Trailer weight increases stopping distances, so avoid high speed and sudden stops by "driving ahead" and anticipating stops and lane changes. Adjust your following distance to allow for longer stopping and be alert at all times. At all costs, avoid one of the most dangerous pitfalls ... driving while you are very tired.

HAPPY HOLIDAYS.
"THE POWER SQUADRON"



GEOLOGIST Ken Northcote lends his experience to local hikers.

Glacier Greens News

(Continued from page 8)

Winners for the ladies C.L.G.A. Pin Day on July 9th were Millie Legg, low net, and Irene Harker and Barbara Carter who tied for 2nd low net. Putting winners for the day were Millie Legg and Irene Harker. The most honest putter honors went to Charlotte Stephenson.

A visit to the Eaglecrest Golf Club at Qualicum Beach was enjoyed by some of the Glacier Greens ladies on July 15th. Nettie Bonenfant and Pearl Kingyens were on the winning team in this Three Ball Best Ball inter-club. Audrey Haughn was the winner for the longest drive. Mary Shaw and Pearl Kingyens tied for low net to win the Ladies C.L.G.A. Pin Day July 16th. Other winners were Joyce Alyward and Joyce Geneau.

On Wednesday 23rd July Glacier Greens hosted the ladies from the Comox Golf Club. Winners for this 18 hole friendly inter-club were: from Comox: 1st low gross, Marg Morris. 1st low net, Cherry Aitken. 2nd low gross, Betty Robinson. 2nd low net, Marion Yeomans. 3rd low gross, Eileen Orpen. 3rd low net, Edith Norton. Low putting winner was Myrn McQuinn.

From Glacier Greens: 1st

low gross, Irene Harker. 1st low net, Barbara Carter. 2nd low gross, Mona Ledgard. 2nd low net, Joan McMillan. 3rd low gross, Joan Stevens. 3rd low net, Nettie Bonenfant. Audrey Haughn was the low putting winner.

Congratulations to Nettie Bonenfant who recently was presented with her pin for breaking 100.

COMING EVENTS:

Saturday August 2nd, Mr. Mikes Pick-Your-Partner. Start at 9:00 a.m. for 18 holes. Open to all members. Sunday August 3rd, the Glacier Greens members will host the ladies and men from Campbell River in a friendly inter-club. Wednesday 6th August, Ladies Day. Irons only. Start at 9:00 a.m. for 18 holes. Another Ladies Day on Wednesday 13th August when Glacier Greens will host the ladies from Eaglecrest. Start at 9:30 a.m. for 18 holes. Wednesday 20th August, Ladies C.L.G.A. Pin Day. Start at 9:00 a.m. for 18 holes. Watch the notice board in the Club House for further details of the various club events and come out and PARTICIPATE. See you at the Golf Club!

Recreation Highlites

A reminder that there are still openings for the second session of swimming lessons commencing August 5th at the Base Swimming Pool. Adults as well as children are welcome. Moms and Tots on Mondays and Thursdays has been very poorly attended, it's a fine opportunity to get the little ones used to the water,

and give Mom some exercise at the same time.

This year's Base Tennis Tournament is scheduled for 11 - 12 August for all service personnel. The top four players will be selected to go to CFB Chilliwack 22 - 24 August for the Pacific Region finals.

A swim and a sauna is a

lovely way to break up the day. With this fine weather we've been having, what better way is there to spend your noon hour.

Further congratulations are in order for the CFB Comox Totems who recently captured the Pacific Region Softball tournament and are preparing diligently to take home the National crown.



THE SAILING CLUB'S new keelboat, the TALLY-HO, has had the wrinkles shaken out of the sails and has come back from two cruises. Commodore John Fox (shown at the tiller) will be off cruising next week.

Don't Forget

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North Island College

Applications are invited for part time teaching positions in the following disciplines, commencing in September 1975:

English, History (Canadian), Geography, Anthropology, Psychology, Political Science, Mathematics, Art (History), Sociology and French.

Courses in these subject areas will be offered for transfer to the three public universities in British Columbia. Minimum acceptable qualification is a Master's Degree in the relevant subject field. Preference will be given to those who have successful teaching experience at the college or university level.

Please apply by submitting your:

- resume
- preferences as to subject area and the North Island Community where you would like to teach.
- days of the week and time of the day you are available.

If you have already submitted your resume, please supply the additional information as sought above.

The goal of the college is to serve the residents of the college region. The courses would, therefore, be scheduled to meet the need and convenience of the students. Depending upon demand, the courses could be scheduled between the hours of 8 a.m. - 10 p.m. Monday through Saturday.

Applications are also invited for Teaching Adult Basic Education Courses - BTSD and College Prep. A Bachelor's Degree or equivalent is required. There is no requirement of a teaching certificate. College would like to maintain an active file of local talent in all program areas of the college - university transfer, career, vocational, Adult Basic Education and community education. Interested and qualified individuals are invited to submit their resumes for our files.

College also wishes to take this opportunity to invite the prospective students, full or part-time, to let us know of their needs. We plan to offer complete First Year Arts Program, transferrable to the three public universities, both in Campbell River and Courtenay, and depending upon demand, individual courses in any other North Island community.

Adult Basic Education Programs can be arranged for any North Island community that indicates adequate enrolment potential.

Please direct your applications and inquiries to:

North Island College
200 Island Highway
Campbell River, B.C. V9W 2J1
Phone 287-2181

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