

Tire Safety Act

respond by sending in the registration card to the tire manufacturer.

I was interested in the remarks of the hon. member for Brome-Missisquoi (Mr. Grafftey) when he expressed concern about drivers who overload their cars. He referred to the high percentage of people who drive on the highway with overloaded cars. I suppose this is a matter of public information, just as is the matter of seat belts. There are those segments of the public who readily appreciate they have four objects on their cars which sometimes revolve at a very high rate of speed. These people realize that their tires can be responsible for their ultimate destiny instead of their ultimate destination. On reflection, however, I think it will be found that the majority of Canadians simply do not worry about how much air pressure they have in their tires. About the only time they have their tires inflated is when they switch from summer tires to winter tires, or from winter tires to summer tires, or if a tire becomes soft and this affects the steering of the car.

A person driving a car rarely looks at his tires. Possibly if he takes the car in for an oil change or a grease job the service station attendant, if he is interested, will draw the attention of the owner to a bad cut in his right front tire, or a developing bulge, or whatever the case might be.

When we review the statistics of automobile accidents and the contributing causes, and when we read about a serious accident, it is not uncommon to find that the owner of the automobile has been fined for driving with bald tires. Let us not lay all the blame for faulty tires on the manufacturers. It does not matter whether the owner of an automobile buys the most expensive tires or the cheapest; if he does not look after the tires, that is his fault and is certainly not the fault of the manufacturer.

The driver of a car tends to take the tires for granted. I can speak with some measure of authority on this subject because for some ten years I enjoyed the hobby, which turned out to be a rather expensive hobby, of amateur racing. To me and to my fellow drivers the tires were vitally important. I am amused by the advertising I see today concerning radial tires. I can remember the time when the general public did not know what a radial tire was, although at that time they were readily available, particularly to those involved in racing.

Although I do not wish to give a commercial at this point, I might say that the Englebert, Pirelli and the Michelin tires were excellent. Although I shall not give a commercial for the manufacturer, I can recall one set of tires on which I never succeeded in wearing out the tread. The sidewalls finally gave out before the tread. After hours of continuous racing I inspected those tires and they looked as if they had never been off the showroom floor. It is possible for a manufacturer to engineer tires, not for eternity but certainly of a very high standard and quality, just as it is possible to engineer tire obsolescence. It is the same thing with any other product on the market.

● (1550)

Finally, there is a concern which has been voiced today by one hon. member with reference to the quality of the tires installed on new cars. I have another concern which I think at some point down the line needs the attention of the Department of Consumer and Corporate Affairs, and

that is with reference to the advertising we see for automobile tires. Is the tiger claw better than the rain tire? What is a tiger claw tire? Is the tire which costs \$49.95 much better than the tire costing \$39.98? One can go into a service station and find a variety of prices for a variety of qualities of tires with a variety of trade names. One can drive up the street to another service station which is handling another line and be confronted with the same thing.

I hope the Department of Consumer and Corporate Affairs, or perhaps the tire industry itself, will decide not to try to confuse the public quite so much and will tell the public that there is a good tire worth so much and a cheaper tire worth so much, which is not recommended but would be all right for a little old lady who drives around at 20 miles an hour. I hope they will tell the public that there is a medium priced tire which is fine for lighter automobiles and small compacts. There is such a variety of choices that it must boggle the mind of the consumer. Surely they must think about the cheapest and go for the lowest quality, or about safety and go for the highest quality. I wonder sometimes if the most expensive tire is really the best tire, in terms of quality, handling and being best for a particular automobile. The radial tire is a great innovation, but there are certain cars which do not handle as well with radial as with conventional tires.

There are many areas which could be examined by the industry. It should not have to be done by the government. Perhaps Senate Bill S-8 will act as a guideline and an incentive to industry to address itself more seriously to the matters of which I have spoken. I note that the bill will be going back for possible amendments. I have noted a couple of clauses which I have some reservations about, for example, the one dealing with the degree of latitude for inspectors. The bill is a little overgenerous with regard to the actions of inspectors and how much freedom they may have. However, the basic thrust and intent of this bill, together with the amendments of which we have been assured by the government, make it acceptable. I compliment the minister and the government on its introduction, and that is something I am not very often inclined to do.

Mr. Benno Friesen (Surrey-White Rock): Mr. Speaker, at the outset of my remarks I should like to give credit where credit is due, and when speaking about Bill S-8 we ought to compliment the members of the other place for the work they have done in bringing forward this legislation. Many times that part of the institution is discredited and maligned across the country, and I think this is an appropriate time to give it the credit which is due.

I am reminded of one of my favourite columnists of the Vancouver *Province*, a man by the name of Eric Nicol who, when he was reflecting on the appointment of the latest member of the other place, said: "This appointment gives new stimulus to the debate on whether there is life after death." However, when he referred to this chamber he said: "The House of Commons, in contrast, raises the question whether there is life before death." I suspect that that is a relevant question every once in a while.

This legislation gives us some heart and some encouragement with regard to the good, productive work that is done in the other place. In conjunction with that, I must compliment the members of the other place on the background