



WINS SHOWDOWN

Steve McLellan, goalie for Rexway Towing, walked away with an award for his net minding at a ball hockey tournament in Streetsville last weekend.

In a showdown competition Sunday, McLellan missed only two of the 20 shots fired at him by four members from opposing teams.

Neither Rexway Towing nor Crichton Bros. teams fared as well as McLellan, however, after their first games Saturday when they lost to the two teams from London by scores of 0-0 and 5-1.

Other teams in the tourney were from Orillia, and Mississauga.

This week in Georgetown soccer

By ALEX TOUGH

Looking through our team names makes me wonder where they derived. The competitive teams obviously stem from their sponsors, as the Valentinas developed from Valentia Export Inc. Recreational team names are not so clearly defined and any coach who would like to mention their origin I will try to fit in something.

Some, to me, seem fairly obvious. The Squirri Hibernian are named after the Scottish pro club of the same name, a club I have followed as a fan for many years. This old established team has been in existence for over a century and in fact celebrated their centennial only a year ago. Their accomplishments include a long distant cup championship in 1934 - a longer wait than the Argos.

The Hibbees (pronounced Highbees) as they are known, have unsuccessfully contested three finals since then. They won several league championships in the 1940-1950 period. In May they toured Canada and had seven wins and one tied game. The tie came in the first match against an Ontario provincial select in Hamilton. One player, Ally Brazic, currently turns out for the hot running Detroit Express of the NASL.

Only two international players are currently with the green and whites, John Brownlie and Arthur Duncan. The former board contain two former players, also ex-internationals, in Tommy Younger and manager Eddie Turnbull and former world cup manager Willie Ormouli is a former Hibbee and now manages the other Edinburgh pro club, Heart of Midlothian.

I would welcome other information on these lines, folks - what about Ajax? Wildcats? Cosmos? Hawks? Dynamos? Perhaps there is an interesting background story behind these and other team names. Our rep teams are having an improving year all round as we approach the half way mark. Initially Cercor and North Halton experienced some poor results until this past month when their results turned for the better and my Valentinas are having a good year for a first attempt against some

very well drilled opposition. The Baz Atoms, Meteor Mosquitos, McArthur Pee Wees have remained consistent in their play since the start and improved on last year, yet not so consistent on the field either being good or indifferent.

As yet we have no firm details on the late August visit of the Bantams from Germany. We understand that the minor Bantams team is quite good and we feel a house league select, bolstered by Peter Haller and Ricky Pool - McLaughlin reserves would do fairly well. We need a coach and manager and players for this venture. A couple of practice games against the Mariners and Major Bantams could be arranged to let the lads get to know each other's plays a little better.

Back to Cedarvale. I do not understand why our recreation and park people came down on our proposal to protect the two goal mouth areas during net use. As can be readily seen returfing of these areas and the centre circle area are required. This is costly and the manner in which the field is currently cared for means twice yearly repairs.

There is an instruction that the field is not for use as practice and only for official matches. This instruction, agreed by the senior and youth soccer groups is not being adhered to and therefore increases wear and tear and makes a mockery of the majority's attempts to utilize our facilities sensibly. In some instances it is not an attitude of "could not care", selfishness or thoughtlessness. The youth group come heavily down on indiscriminate users in their ranks. Whilst on field facilities, there may be improvement in other areas and perhaps another field or two, I hope so, resources are thinly stretched and full use is made of our present fields. All this stresses yet again our shortage.

We may be asked to host Halton and Ontario youth cup semi-finals again this year and we are already making preparations to improve last years arrangements, (which would not be too difficult). Basically we have to wait to see which teams make the

semis before a decision is made. I have tried often to Bill Barclay to talk about his soccer career, and when he is not refing, I am or coaching, or going to a meeting.

Bill has a long career in soccer, almost as long as me (and I am 192 years and feel like it sometimes), as player, coach, manager, referee and committee man. Easily responsible with his mop of white hair and, dare I say, Scottish accent, Bill has and is giving a considerable amount of his time as usual. When not refing Bill is often to be found spectating and his chief complaint is "not getting enough matches".

One of Bill's main sidelines is his involvement in the "sons of Scotland". And cuts quite a dashing figure in his traditional Scottish dress.

To conclude this week we return to the Mexico visit. To really underline the handicap we were under I must correct an incorrect impression which may well have been deduced from last week's cancelled fixture. We were all under the impression that the Dave Manning Atom selects were to play, in place of the Baz Atoms, a minor atom Mexican side. Not until the Friday evening were we informed that no such team existed and this

was the main reason for the cancellation. Dave went to a great deal of trouble to make up his side and there was a fair amount of exasperation on all sides. This matter highlights the problems we faced in trying to organize the billeting and matches. As I said not until they stepped from the bus did we really know the teams, age groups and numbers in the party. I may add that our Oakville contact had the same problem and could not get the information we felt was required and our Mexican friends did not appreciate our feelings and true to nature let everything take care of itself, manana, manana, manana.

P.S. Congratulations to the McArthur Pee Wees of Paul and Carole Hubberl, and the Baz Motor Atoms under Jim Clark and Erwin Wittich on winning through to the next round of the Ontario Cup last weekend over Chinguacousy and Mississauga South respectively.

MATCH REPORT

Valentinas 0 - St. Andrews 7

This game result does not truly reflect the play as it happens. The Valentinas held their own and defended superbly for 25 minutes against their blue shirted visitors. It was then that the goal rush started and also truthfully our goalie cost us a few goals and yet had several saves including a penalty which kept down the score.

Valentinas 2 - Burlington 1

This was an excellent game, refred by Bryan Turner for his second in a row for the Valentinas, and we came out on top with goals for Lisa Allen (back after vacation) and Arlene Gray.

Peewee Reps advance in Ontario Cup play

Georgetown McArthur Catering soccer Pee Wees defeated Chinguacousy in overtime penalty kicks 7-6 Saturday to advance to the final 16 in Ontario Cup play.

The score ended tied 2-2 after regulation time and was still deadlocked after two overtime sessions.

Kevin Gillespie put Georgetown ahead after only 10 minutes of play when he rifled a shot home from 30 yards out. Ten minutes later Gillespie set up Howie Oram who scored to make the score 2-0. The half ended at that score.

It was not until 15 minutes into the second half that Chinguacousy got on the scoreboard. With the score at 2-1 the teams played evenly with both having good chances.

A goal by Chinguacousy with approximately one minute remaining to be played sent the match into overtime.

As previously mentioned neither team was able to notch a tie breaker in the two sessions.

The match was decided by penalty kicks with Paul Dykxhoorn, Mike Sweeney, Kevin Gillespie, Howie Oram and Clark chosen as the George-

town shooters. All five of them put the ball past the Chinguacousy goalkeeper. Chinguacousy was only able to count on four of their shots and hence the important game was awarded to Georgetown.

The whole Georgetown team played strongly, but special mention should be given to Gillespie and Oram who played aggressive and tireless soccer. Dykxhoorn and Harrison

also played strong games.

Earlier in the week Georgetown had no trouble in defeating Huron Management from Mississauga 4-1. Scoring for Georgetown were Clark with two and Gray and Hubert.

Management of the team would like to thank parents who interrupted their holidays to make sure that there were enough players for the Ontario Cup match.

Pineview Soccer results

SQUIRT DIVISION
KINSMEN 3
COUGARS 0

The Pineview Cougars are really trying hard. Although they lost this game team spirit is high. Duane Brankiewicz, Marc Smellie and Pierre Lauritzen are showing a big improvement.

PANTHERS 0
IRANIAN JEWELLERS 0

The Pineview Panthers with only nine players, battled gamely the whole game and held Branciers to a goalless tie.

The whole team played well with Erick Dittfach, Eddie Kading, and Trevor Ness stars of the game for the Panthers.

MOSQUITO DIVISION
TIGERS 4
WOLVES 4

This was a well played game. The Pineview Tigers managed to tie this game in the last minutes of play. The goalkeeper for Pineview was Wayne Bentley who did a terrific job. The Tigers goals were scored by Shawn Whaling with three and Chris Mareucci for one.



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Seven Points Cited as Way To Cope with Brake Trouble

Powered or unpowered, drum or disc, your car's brakes are one of the simplest systems in your car and one of the most critical to your safety. So an understanding of the following seven common points of failure is vital, says the Canadian Safety Council.

1. Fade is one of the most common problems. Although cheap or defective linings, fluid or drums may be at fault, the usual cause of fade is simply overheating from severe service. Three things can happen, any of which can cause partial or total brake failure. If two or three happen simultaneously, you have very little hope of stopping your car. FIRST, excessive heat can temporarily weaken the drum and cause it to distort from the pressure of the shoes inside it. This may allow excessive movement of the shoes and cause the pedal to go all the way to the floor. SECOND, heat may cause the brake fluid to boil and become compressible; this would also allow the pedal to go to the floor. FINALLY and most commonly, heat glazes the lining, giving it an almost liquid coating that acts as a lubricant, preventing the buildup of friction necessary to stop the car. In a minor case, all the cure that's needed is time—15 to 30 minutes at the most—to allow the brake parts to cool. When they do, they will operate normally if they have not been damaged by excessive heat. The trick is to recognize the onset of brake fade and get the car stopped before it gets worse.
2. When the brakes don't take hold until the pedal al-

most touches the floor, this is known as excessive pedal travel and is a serious problem. If not corrected, it will lead to a total brake failure. A simple adjustment may cure the problem, but a complete system check is called for because there may be a leak or other critical hydraulic defect. If the pedal goes all the way to the floor, do not attempt to drive; have your car towed to a repair shop.

3. Spongy pedal is usually caused by air getting into the hydraulic system when the fluid level is low. Correction may require only a simple "bleeding" job that usually costs a few dollars for an hour's labor. But there could also be a serious mechanical failure; get a thorough inspection.

4. Wheel pull or failure of the car to stop in a straight line can result from a defective brake or simple maladjustment.

It can also be caused by excessive wear somewhere in the steering system or an oil leak from an axle. But don't treat it as an annoyance; it will probably get worse—and it could easily cause you to lose control of your car. Have it looked at right away.

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Motoring Courses Win Feminine Favor

Thousands Flock to Classrooms
Even into Grease Pits to Learn
More about Family Car

If a recent survey by the Automotive Information Council is any indication, the day may be coming when the lady of the house knows as much about what makes the family car tick as her husband does.

The AIC survey shows that thousands of women across the country are flocking to the classroom and even the grease pit.

They're donning coveralls (at least in some classrooms, where they are provided free) and taking a cool, calculating look at that erstwhile mystery, the family car.

Finding Out What Makes It Go

They're finding out what makes it go, what illnesses it may be subject to, how some of these can be avoided, what to do if repairs have to be made, how to handle emergency situations and how to keep the family chariot in safe operating condition.

The classes, which may run from a single day-long session to once-a-week courses of several weeks, are being sponsored as a consumer service by an increasingly broad spectrum of the automotive industry, ranging from small independent repair shops to major car manufacturers, from franchised dealers to manufacturers of auto testing equipment and parts.

Surprisingly, though some are sponsored nationally by manufacturers and industry groups, many seem to have sprung up independently in response to the needs of women drivers.

Goal Is Same

Though formats and sponsorships vary, the courses all have the same goal: to aid the woman motorist in understanding her car—not necessarily to make her an expert mechanic, but to enable her to handle minor problems and to deal confidently and decisively with service technicians when their help is needed.

changing and emission controls, as well as guest appearances by automotive experts from Bronx Community College and other institutions.

All shop personnel are on hand for demonstrations—

SEE AND BE SEEN!

Among the most common reasons for rejection at vehicle inspection stations throughout the country are items affecting visibility. In some areas as high as a 50 percent rejection rate occurs on items such as lights and windshield wiper and washer systems. Experts say that headlight aiming should be checked several times a year. Wiper blades should be replaced every six months.

LOTS OF AIR

An average automobile engine uses about 9,000 gallons of air for every gallon of gasoline. Have your air cleaner serviced regularly for top performance.

DID YOU KNOW?

Did you know that if you drive a car an average of 10,000 miles per year its spark plugs have probably fired some 15 million times during that period? That's why they should be serviced at 5,000 miles and replaced at 10,000 miles.

Carbon on the distributor points can lead not only to spark plug misfiring but in some cases can cause complete ignition failure.

which also cover some of the techniques used by fast buck artists—and she reports that many of her students taking the course have stayed on for an advanced class she has just initiated.

Some Sponsors

Among firms conducting classes for women are: Bear Manufacturing Company, in Rock Island, Illinois.

American Motors Sales Corporation in Pittsburgh, Pennsylvania.

Members of the Independent Garage Owners of America.

Automotive Transmission Specialties, in Salem, Oregon.

Chances are that similar

courses are being conducted or planned in your area. How do you locate them?

The Automotive Information Council points out that in many cases, they will be advertised in local papers. If not, contact your local dealership, a member of Independent Garage Owners of America, the YWCA or a member of AIC.

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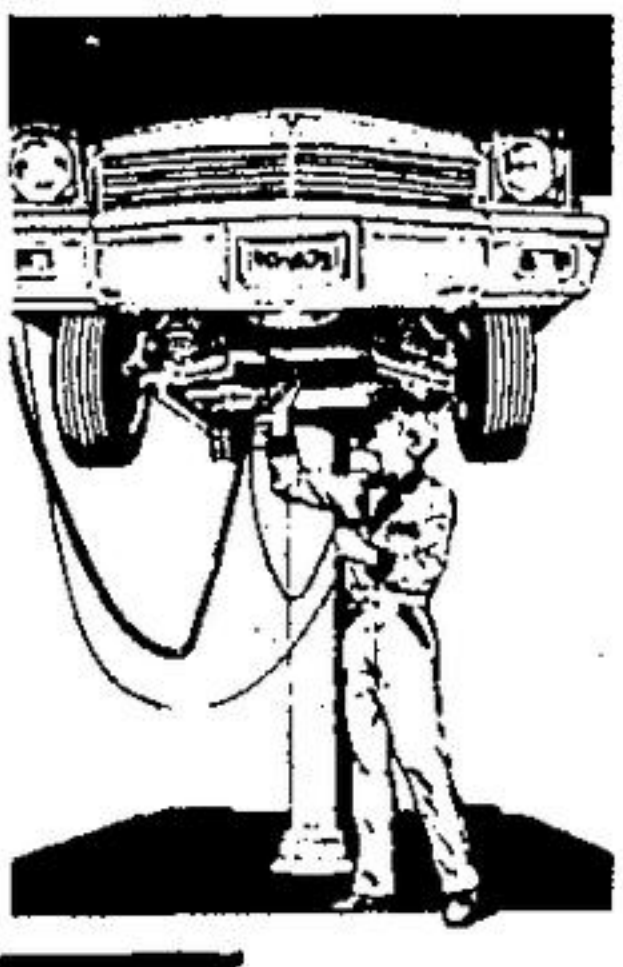
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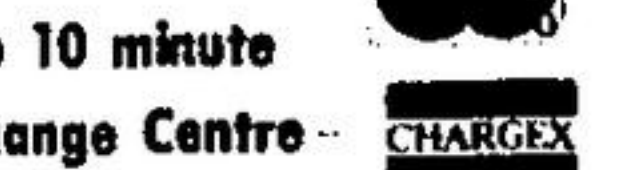
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