

# Two Centennial runners win at Haltons

Centennial Middle School's Keith Rieger and Scott Taggart took individual titles at the Halton Cross Country Championships held at Kelso Conservation Area last Wednesday.



These four Centennial Middle School runners made excellent showings at the Halton Cross Country Championships at Kelso last Wednesday. From left to right Keith Rieger, won the bantam race, Paul Watis was second in the junior race, Kim Newcombe was second in the senior run and Scott Taggart was the first to cross the finish line in the junior race.

Rieger won in the bantam division and Taggart was first to cross the finish line in the junior boys race. Centennial came out on top in the junior division as both the boys and the girls finished second.

Centennial coach Jim Hall said he was very pleased with his team's showing as in almost all cases the runner's bettered their previous personal bests. Alice Ogden also coached the team.

"It was the toughest competition in recent years," Hall said. "In some races there were up to 150 runners".

The coach also said that Centennial had the best team spirit of any former team he has coached.

He said he would like to give special thanks to Jen Pepper, Keith Spiller, Ian MacIver and Geoff Cannon and all the subs for their assistance and support.

Here is how the Centennial runners fared:

**BANTAMS GIRLS**  
Tina Murray (8), Carolyn Carpenter (29), Debbie Ross (57),

Karen Kennedy (74), Pam Delo (87).

**BOYS**  
Keith Rieger (1), Brady Ferguson (17), Brian Kemp (29), Andrew Delroy (33), Gordon Savage (47).

**JUNIORS GIRLS**  
Lori Brown (6), Susan Varney (8), Sherri Anderson (24), Martie Dunning (41), Kim McArthur (47).

**BOYS**  
Scott Taggart (1), Erik Hopkins (4), Darren Kemp (8), Mike O'Brien (23), Mike McNeiven (38).

**INTERMEDIATES GIRLS**  
Dawn Russell (20), Elaine

## Lightowler sparks Insulator's 4-2 win

Sparked by a two goal, two assist performance by Bill Lightowler, Georgetown Paterson Insulation defeated Acton 4-2 Wednesday at Gordon Alton Arena in Wellington Dufferin-Halton Non Contact Hockey League action.

Hughes (23), Cheralyn Corry (29), Lynn Cox (31), Sherri Smigelski (32).

**BOYS**  
Paul Watis (2), Doug Gillespie (15), Bruce Marriott (22), Derek Roy (29), Dave Doucette (32).

**SENIORS GIRLS**  
Kim Newcombe (2), Debbie Newman (5), Kelly McCracken (8), Jeannette Giesen (10), Susan McLaren (39).

**BOYS**  
Colin Davenport (14), Andreas Hock (31), Chris Macdonald (38), Paul Long (46), Bob Sweeney (57).

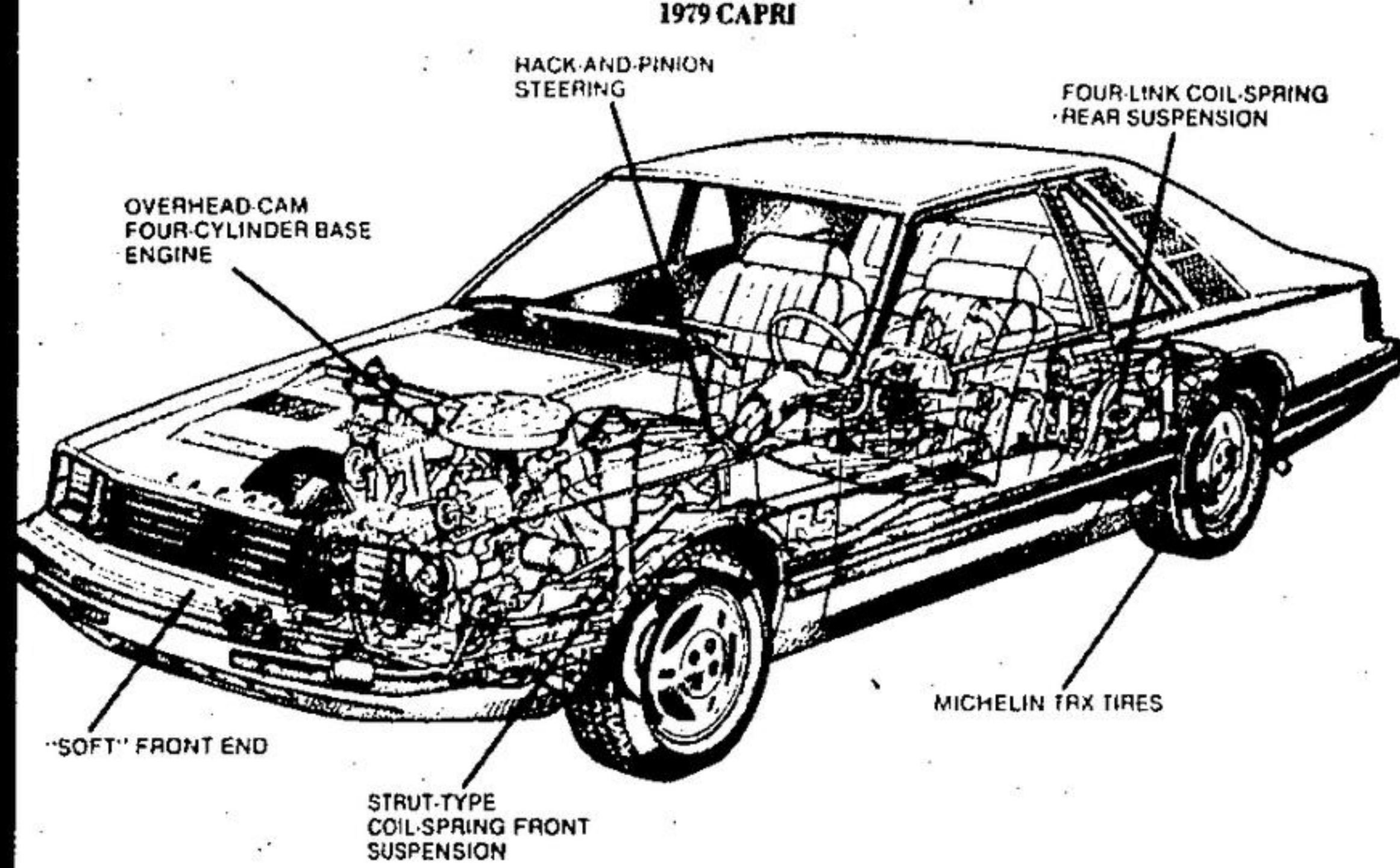
Merv McNamara, in his first game this year, also fired two goals. Acton sharpshooters were Wayne Hill and Wayne Munro. These same two teams meet again Monday in Acton.

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The 1979 Mercury Capri represents one of the greatest collections of engineering innovations ever in a new automobile from the Ford Motor Company. From its "soft" front body trim, through its strut-type coil-spring front suspension with rack-and-pinion steering, to the four-link coil-spring rear suspension, Capri incorporates some of the best of current automotive technology. Its three-door, fastback styling and aerodynamic shape also make it one of the most exciting automobiles of 1979 -- a North American-built car with strong European bloodlines.

### Car care tips

Don't postpone a tune-up of your car simply because it seems to be running okay. Spark plug misfiring you may not notice will cause your engine to drink extra gas.

Even though manual transmissions can help reduce fuel consumption, you may be robbing yourself of this gas-saving advantage by using poor shifting techniques.

Shift into high as quickly as possible. Racing along in second gear can use up to 45 percent more fuel depending on the age and model of your car.

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## The two worlds meet

European and North American automotive philosophies and technologies have often diverged in the past. Now, in a unique blending of the creativity of two continents, a new automobile debuts featuring the best of the two worlds. The result is the 1979 Capri, a North American-built car that combines European and domestic influences in its styling, handling, expanded power teams and option availability.

The new Capri retains the versatile three-door configuration of its German-made predecessor, but features new body styling incorporating a new rear door/deck treatment and "soft" color-keyed front and rear bumper coverings that carry into side moldings that continue the styling lines around the car.

Being a completely new automobile, Capri afforded its engineers and designers the opportunity to create an exterior package that is both attractive and efficient. With aerodynamics and reduced weight as major considerations, the 1979 Capri body design underwent extensive wind-tunnel testing while exhaustive computer analysis of the major structural components led to development of the strongest, lightest package possible. In fact, thanks to the extensive use of lightweight materials -- aluminum, high-strength/low-alloy steel and plastics -- the 1979 base level Capri weighs less than the comparable 1978 model, despite the new car's larger exterior dimensions.

The Capri heritage of quality and performance, established by the reputation of the car since its introduction in 1970, lives on in the 1979 car. Performance comes from both the handling and the engine output aspect. An expanded power-team line-up provides the widest engine choice ever offered in Capri: a standard 2.3-litre overhead-cam four cylinder engine is joined by three optional engines. Returning for 1979 is the 2.8-litre overhead-valve V-6, and added are the proven Ford 5.0-litre V-8 and a new, turbocharged version of the 2.3-litre powerplant.

The turbocharged engine is a story in itself. Utilizing the otherwise wasted exhaust gases to drive a turbine-like compressor which, on demand, can pack air/fuel mixture into the engine for V-8-like performance, the turbocharged 2.3-litre engine can still deliver fuel economy like a normal small-displacement engine. Anticipating the increased stresses introduced by turbocharging, major changes have been made to the head gasket, pistons and rings, main bearings, connecting rod bearings, oil and water pumps, the engine lubrication system and the radiator. Turbocharging is seen as one way to satisfy performance requirements while meeting ever-more-stringent fuel economy and exhaust emission standards.

Still other aspects of Capri reflect the marriage of the two automotive cultures. Gains have been made in the car's interior dimensions (primarily width and hip room) and cargo capacity. Full instrumentation is standard equipment and an optional console with a graphic display warning light system for various exterior lights and fluid levels is just one of the long list of attractive and functional options.

## Inspection efforts battle air pollution

### Lower emissions result from clean air moves now under way in states

In an inflation ridden time when everything seems to be going up, there is one problem area that appears to be diminishing. Air pollution from automotive sources is showing a steadily descending curve. This encouraging trend is largely due to more sophisticated emission control systems developed by manufacturers and increasing use of inspection programs by governmental agencies.

New emission inspection programs are being launched in several regions of the United States. The California South Coast Air Basin, involving six counties in the Los Angeles area, officially begins its inspection program on January 1, 1979.

The area, with its 6.6 million vehicles, initially will require motorists to submit their vehicles for inspection before any change in registration (buying a car or moving it into the state). Eventually, all vehicles will have to undergo inspection before annual renewal of registration.

**Other states**  
A similar mandatory inspection on change of vehicle ownership is being introduced in Nevada's Clark and Washoe counties (Las Vegas and Reno are principal cities in these counties) beginning December 31, 1982. Then an inspection program will be prescribed.

**Inspection important**  
The U.S. Environmental Protection Agency (EPA) believes that current developments heighten the importance of establishing emission inspection programs. With current models there is widespread tampering with emission control systems. The EPA estimates between 20 and 30 percent of vehicles have altered emission control devices.

The EPA also claims that about one in every eight car owners whose vehicles require no-lead gasoline to protect catalytic converters is using leaded gasoline. Emission inspection would detect these law violators.

In addition, new developments such as oxygen sensors that control emission of pollutants, and three-way catalysis that neutralize nitrogen oxide will require periodic inspection.

### Easy does it if rocking car out of ice

Automatic transmissions have a tough way to go in deep snow. This is due in part to the added resistance against the tires rolling through the snow. But the greatest damage can come from attempts to rock the car out of an icy rut.

When attempting to free yourself by alternately shifting from drive to reverse, do it gently. Changing gears abruptly while wheels are spinning can be harmful, if not fatal, to your automatic transmission.

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