

Ontario Outdoors



By Bob Ollivier

DID you get it? The Christmas present that you wanted so badly. I got mine, the safe arrival of my sister-in-law Peggy and two children Katherine and Caroline from South Africa.

With New Years Day coming, many people have a few days off. Why not spend them getting ready for the ice fishing season. Get your gear out and check it over thoroughly. Check for missing items such as lures and replace those that are missing or damaged. Sharpen hooks to a needle like point and polish them for flash in the dark recesses of the under-ice world.

I tested the new plastic tip-up mentioned in last weeks column, and don't particularly like it. However that is my opinion and may not be yours.

It has some advantages, one of which is that it would make a good "jigging stick" when it is so cold that you don't want to remove your gloves.

Many outdoors persons take the time out at this season to plan their trip for the holidays next summer. How about a fly-in fishing trip to NAKINA or some other outpost? A little planning now, and a letter sent immediately will maybe get you a booking at the time you want.

I have discovered that a great many bookings are made at the end of the season for the next year, and of

course these have the choice of dates. Of course a few hardy folk plan their vacation for the winter months and head up to Lake Nipissing or some other northern lake for the ice fishing that is often so good there.

THE BURKS FALLS HOTEL is the hold over spot for some folks that I know. They take the snowmobiles and head out to the various lakes in the area for the trout fishing, and do the "civilized" thing by sleeping at the hotel at night. This has its merits, such as the excellent trout fishing, but the thought of staying in that hotel, with nothing to do does not appeal to me.

The accompanying photograph shows some of the rewards of open ice fishing, and this is duplicated all through Ontario each winter.

The type of tackle for this kind of fishing is somewhat different than for fishing in a hut. The spreader rigs used in the normal ice fishing hut type of operation, is designed to be fished without movement. This of course avoids tangles with your partners outfit that is only inches away from yours.

In the open-ice situation, your holes are separated by as much distance as you deem necessary and the tangle problem is eliminated. This is where the "jig" comes into its own, and the RAPALA balanced jigging lures are really hot.

The Terra Cotta Conservation Authority has plans for the winter. However, at time of writing there was not enough snow to get the program under way. They need at least 3-4 inches of snow to ski cross-country. The trails are long and interesting or short and interesting. The only difference is the length. A warm up area and concession booth will be in operation and the times are 9a.m. to 3p.m. Dec. 23-31st except Christmas day and New Year's Day. And on weekends throughout January and February.

Like everything else, this year is coming to an end. And as always I wish to take this opportunity to thank all my readers for their faithful support. The calls and letters mean very much to a writer who is generally out of touch with his readers.

They are "out there" and the times we meet on the streams, lakes and in the woods are always remembered. Looking back on the many personal appearances I

have made throughout the year, it is with pleasure that I remember all the kind remarks and friendly people. Once again, thank you and may there be many more times that we can meet. You name the day and the time and I will get to your club meetings. That is probably the greatest way I know of, for meeting those of like mind in regards to our great ONTARIO OUTDOORS.

Blundy makes early return to Raiders

Steve Blundy was back in the Raider lineup Friday night against the Thorold Athletics only a month and a half after having his spleen removed.

The fact that Blundy made such an early recovery from the surgery was remarkable enough. However, the speedy winger also took a regular shift and held his own.

"I feel great," said Blundy after the game. I thought I would only take a couple of shifts. I was surprised to take a regular turn."

A week after suffering the injury, which happened ironically against the Athletics in Thorold, Blundy had set the January 5 date the Raiders have with the Austrian National Team as the time he wanted to be back in the lineup.

"I went to the doctor last week and he said I would not

be risking anything by returning to the lineup now," said Blundy. "My timing was a little off and I didn't go into the corner hard a couple of times, but I feel good."

Blundy is on the athletic staff at Sheridan College and he keeps his body in excellent shape.

"I've been lifting weights and running so my conditioning was good," he said.

By the time Georgetown hosts the Austrians Blundy would have had two games under his belt, so the Raider mainstay more than met his goal. No one around the Raiders is surprised at that fact.

Blundy set the Austrian date as his goal because he played a season there in 1972 and four of the players on the present national roster he either played with or against.

WINTER MOTORING

A WELL TUNED CAR COULD
KEEP YOU HAPPY ON THOSE
WINTER DAYS!!!



1900 MERCEDES

MUSTANG: Improving the breed

Time and evolution improve each species, it is said, but nowhere is it more evident than in the 1979 Mustang by Ford.

Today, in its fourth generation, Mustang shows an eager motoring public the benefits of 15 years of proud parentage that have made it a fun-at-heart car for North Americans.

It is no easier today than it was 15 years ago to identify what gives Mustang such a tremendous appeal. Is it styling? Performance? Options? The answer is that every buyer can create a Mustang to their personal liking.

Design and engineering are so closely wed in the 1979 Mustang story that it is hard to know where to look at the car first.

Dimensionally, the car is slightly larger than the 1978 version outside, yet boasts a 20 per cent

improvement in interior room. The weight has also been reduced -- up to 81 kg. (180 lbs.) -- compared to the 1978 three-door model.

Like last year, Mustang comes in two body styles. The two-door coupe and three-door hatchback share the same strong design themes. Conceived in a stylist's studio and shaped in the wind tunnel, the car combines a low belt-line/tall "greenhouse" with the most efficient aerodynamic shape of any car built in North America. Fine changes in detail, a slight wedge shape, a front air

spoiler and other changes have resulted in a reduction in Mustang's drag coefficient to .48 -- the lowest in the industry.

The new exterior appearance forecasts technical improvements in the ride and handling areas, and the

chassis and suspension are new accordingly. The front suspension is a strut-type design similar to that pioneered on the 1978 Fairmont and Zephyr, utilizing coil springs located inboard of the strut between the lower control arm and the vehicle structure. A standard front stabilizer bar improves roll-control and cornering stability. The front suspension geometry is such that the "scrub radius" of the front wheel steering axis is nearly zero, providing even greater stability and reduced transmission or road shock to the driver.

A four-bar, trailing link rear suspension with coil springs is used on the rear of the new Mustang. Positioning of the springs and shock absorbers helps suppress road noise and absorb road harshness.

Because Mustang has such a wide appeal -- from its styling and wide option list -- several ride and handling options have been made available. The standard suspension has a number of tires which can be ordered with it, and comes with a special rear stabilizer bar when the optional 5.0-litre engine is

ordered. An optional handling suspension can be ordered, tuned for improved handling with different spring rates and shock valving, stiffer front and rear bushings, a rear stabilizer bar and radial tires. A special suspension package, featuring Michelin 190/65R TRX tires and 150 TR 300 forged aluminum wheels, is optional. To extract maximum performance from this wheel/tire combination, unique shock valving, increased rear spring rates and up-rated stabilizer bars are provided in a total package.

Of course, performance isn't all handling, and the 1979 Mustang is available with four engines. The standard engine is the proven 2.3-litre overhead-cam inline four cylinder, mated to either a four-speed manual or automatic transmission.

There is also an optional

2.8-litre overhead-valve V-6 engine with automatic transmission and 5.0-litre V-8 engine with automatic or four-speed overdrive manual transmission. But the big performance news is an optional turbocharged 2.3-litre overhead-cam four cylinder engine. In early testing, the Mustang three-door equipped with this engine and four-speed transmission has recorded 0-to-90 kph (55 mph) acceleration times of just over 8 seconds -- V-8 engine performance from a fuel-efficient four cylinder.

It is the first Ford Motor Company automobile engine to use the turbo-charging technique.

There is still more to Mustang: Rack-and-pinion steering, standard full instrumentation, steering-column-mounted controls for headlight dimmer, horn and windshield wiper/washer. Even the windshield washer is new, a single fluidic nozzle to spray the entire windshield.

The option list reflects the new character of Mustang. There is a console with a graphic display panel with illuminated warnings for such things as low fuel or the failure of headlamps or brake lamps.

Speed control, tilt steering wheel, rear window wiper/washer, new radio selections, power door locks, moon roof options, special graphics and a host of interior trim levels make up just part of the list of options.

The original Mustang was a finely styled sporty car with practical economy and the ability to carry four adults comfortably. Performance for the enthusiast was included. The 1979 Mustang provides the same kind of excitement in its styling, but with more passenger room and more all-around economy while preserving the performance that branded Mustang as a fun car some 15 years ago. That's evolution.

LEASING A CAR
OR TRUCK
ANY MAKE OR
MODEL



GIVE US A TRY

Choose it
from Canada's largest
rental fleet of GM,
cars and GMC
trucks

&
Charge it

Tilden honours
most credit
cards.



TILDEN
ANDREW MURRAY
MOTORS
45 Mountainview Road E.
877-4947

CONTINUOUS COLLISION

COMPLETE COLLISION REPAIRS

FREE ESTIMATES
ALL WORK GUARANTEED

147 Armstrong Ave.
Unit 1
877-5148

**THE FANTASTIC
V.W. RABBIT DIESEL**

4-SPEED
AUTOMATIC

THE MONEY YOU SAVE AT BAZ
WILL BE YOUR OWN
"AT BAZ MOTORS WE CARE"

BAZ MOTORS LTD.

190 GUELPH STREET, GEORGETOWN
877-5288 or Toronto 878-1813

Rite Way Auto Body

311 ARMSTRONG AVE. S.
(JUST OFF GUELPH ST.)

- COMPLETE BODY & COLLISION REPAIR SERVICE
- COMPLETE REFINISHING SERVICE TO ALL MODELS
- SPECIALIZING IN FRAME STRAIGHTENING
- FREE ESTIMATES

FOR 24 HOUR TOWING SERVICE CALL 877-4471

877-8685

"WE CARE FOR YOUR CAR LIKE OUR OWN"