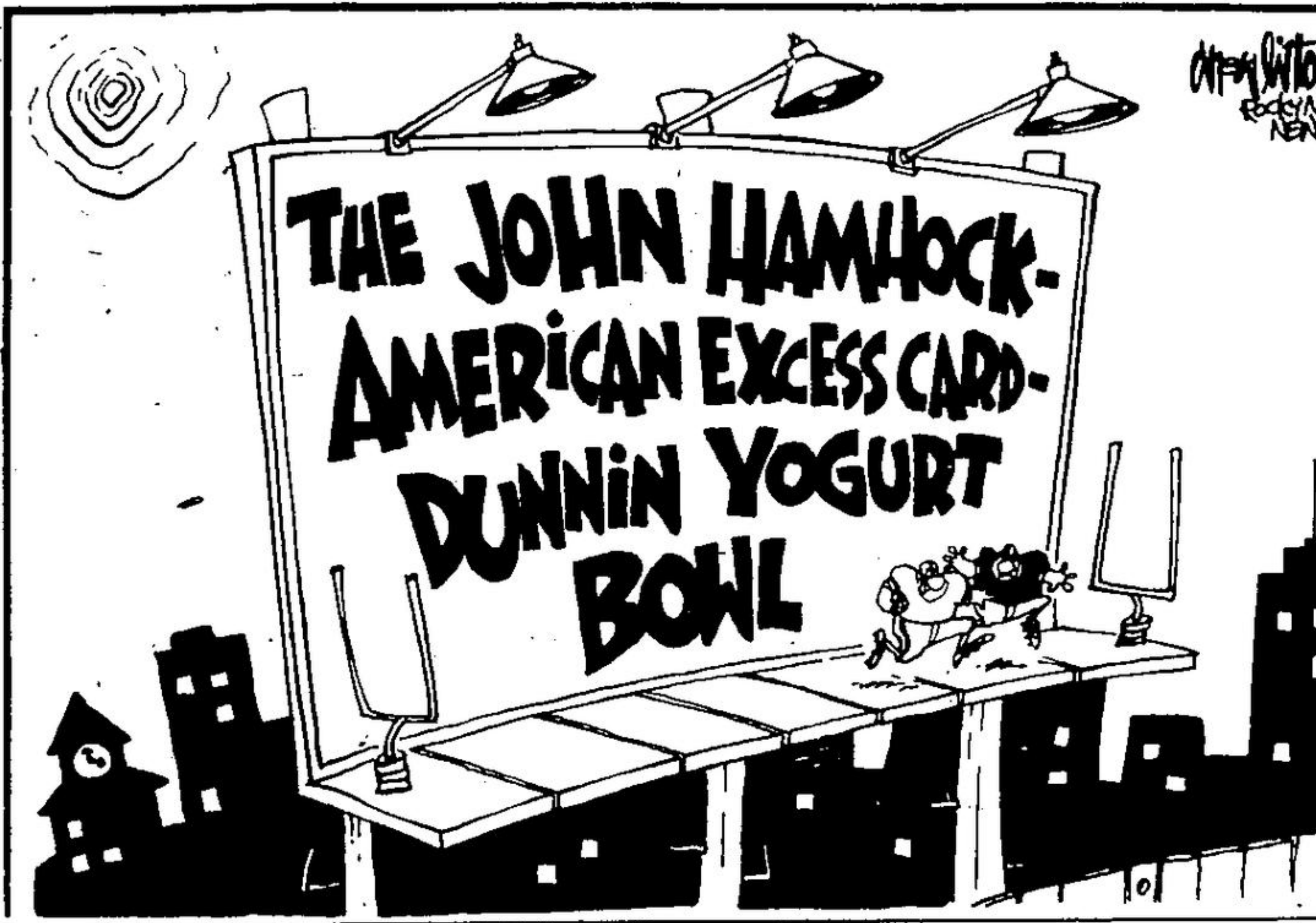


win, lose & DREW



OHL meeting

Expansion possible for league

The OHL Board of Governors met on Monday, Nov. 13 and addressed a number of issues including the trading of first round draft picks, league expansion and the 1990 Memorial Cup.

ERIC LINDROS
The Governors passed a motion which will allow the Sault Ste. Marie Greyhounds to transfer the playing rights of player Eric Lindros, their 1989 first round selection. Lindros earlier indicated that he did not wish to report to the Greyhounds.

On a motion presented by the Sault Ste. Marie Greyhounds, the League changed the restriction which prevented a first round draft pick from being traded in the season immediately succeeding the draft in which such a player

was selected. The unanimous approval of this bylaw change now allows member teams to transfer first-round selected players in a restricted period between Jan. 1 to 10 of each season.

David E. Branch, OHL Commissioner, advised that "A number of personalities, traditions, self-interests and bylaws had to be set aside in order for the League to take this step. The League Governors acted in what they felt would be in the best interest of all member teams in the OHL, prospective new players, and the fans of the Ontario Hockey League." Branch continued, "This development is another step in the evolution of the Ontario Hockey League as we move into the 1990s."

The Governors also reviewed the applications from Brantford, Detroit and Guelph for an OHL expansion franchise. The applications will now be reviewed in detail by the League's Expansion Committee who will then bring forward a number of recommendations in the area of League expansion for the Governors' consideration at their next meeting on Monday, Dec. 11. Although a final decision may not be made at this meeting, the Expansion Committee's report will give further direction with respect to this program.

1990 MEMORIAL CUP
A report was tabled by the Dukes of Hamilton on the planning for the 1990 Memorial Cup with the Governors unanimously endorsing the plans and reaffirming an earlier decision to name Hamilton as site of the Cup. The four-team tournament will be held at Copps Coliseum from May 4-13, 1990 and will include the champions from each of the Western, Ontario and Quebec Major Junior Hockey Leagues as well as the host club, the Dukes of Hamilton.

Recreation report

Free skating offered

FREE SKATING
There will be free skating in Acton and Georgetown on Saturday, Dec. 23. The Acton public skate will be from 3 - 4:20 p.m. This opportunity has been made possible through the generosity of the Acton Rotary Club. The Georgetown skate is from 1 - 2:20 p.m. at the Gordon Alcott Arena. This opportunity is made possible through the generosity of the Georgetown Optimist Club. Take advantage of this free skating opportunity.

nominate them before Jan. 12 for recognition. Application forms may be picked up at the Recreation and Parks Department Office, 1 Halton Hills Drive or the Acton Indoor Pool.
For more information call 873-2600 ext. 276.

POOL CLOSURES
The Acton and Georgetown Pools will be closed from Dec. 18 to Jan. 2 inclusive for annual repairs and maintenance.

MUNICIPAL AWARDS EVENING
Applications are now available for the Municipal Awards Evening which will be held Feb. 28, 1990. If you know of someone who has brought honor to our community through their achievements in sport or culture in 1989 be sure to

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Exercise needed for car fitness

By Peter Bohr
Contributing Editor, Road & Track

A couple letters from the mailbag:
• Dear Peter: I recently purchased from my friend a 1969 Buick Wildcat with 57,000 miles on it. I know my friend rarely drove it more than 55 mph. She told me she always used regular gas because it was cheaper. But I noticed the engine was pinging, so I switched to a premium unleaded gas, and the pinging stopped. A compression test showed higher than normal readings and the mechanic told me to drive the freeways at 60 mph or so which would help clean out the carbon build-up in the engine and bring the readings down. My question: What gasoline should I use? Premium unleaded? Regular leaded? Arco's new "emission control" regular unleaded?
— J.S., Riverside, Calif.

Dear Reader: That's quite a car — only 57,000 miles in 20 years. In general, the fewer the miles the better the car. But extraordinarily low mileage, especially if those miles were put on at low speeds in city or stop-and-go traffic, can sometimes create problems.

Like their drivers, cars need vigorous exercise. Prolonged high-speed driving does help keep an engine's innards clean. Mechanics often prescribe an "Italian tune-up" for cars that have led a life in the slow lane and are running sluggishly. The "Italian tune-up" simply involves driving the car hard and fast for several hours.

Carbon build-up in the combustion chambers can increase a car's compression, which in turn increases its octane requirements. With your '69 Wildcat — an older car designed for leaded gas — you're stuck between a rock and a hard place. If you use regular leaded gas, your engine knocks, which isn't healthy for it. If you use premium unleaded, you could damage the valves, which obviously isn't healthy either.

As for the Arco gas, unless you use both an octane enhancer additive and a lead substitute additive, you'll get both knocking and valve damage. The

ideal solution would be a premium leaded gas, but that stuff no longer exists.

My suggestion: Fill 'er up with premium unleaded gas and add a lead substitute. These additives are kind of expensive, but some of them, like Pro-Care's Valve Armor Lead Substitute Plus, not only protect the valves, but supposedly help clean out engine deposits.

Take several nice long Sunday drives. After a few hundred miles of this treatment, try leaded regular gas again. With luck you won't hear any pinging, and you can continue to use leaded regular which would certainly be the cheapest and easiest way to go.

• Dear Peter: I recently purchased a Ford Taurus SHO. Living in Boulder, Colo., I realized there would be some altitude effect on the car's performance. But it wasn't until I drove to Missouri that I was able to experience the SHO's true potential. The difference in acceleration and response was startling. The dealer says there is no way to re-tune this engine for high altitude. Is that right? — J.S., Boulder, Colo.

Dear Reader: In a round-about way, your dealer was correct. A mechanic can't re-tune the Taurus engine because it automatically altitude-tunes itself. The fuel injection system on the Taurus (as on many fuel-injection units from other automakers) uses a gizmo called a "mass airflow sensor" to measure the amount of air going into the engine. The system then meters out the correct amount of fuel, partially based on that measurement.

At 5,000 feet — about the elevation of Boulder — the air is 14 percent less dense than at sea level. Like people, car engines become winded at high altitudes. The Taurus' mass airflow sensor will adjust the fuel mixture for the higher altitude.

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