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IT'S TIME FOR... KINDERGARTEN REGISTRATION!

The Halton Board of Education is committed to preparing today's students for tomorrow's challenges. If you have a child who will be **5 years old by December 5, 1991**, then now is the time to take the first step to the future - **Kindergarten Registration**.

There's a public elementary school nearby with caring people waiting to help you, and your child, with this important beginning. To make registration easy, please make sure that you **bring your child, plus a**

verification of his or her date of birth and proof of school support to the elementary school closest to you. We're ready to become a partner in the education of your little one.

Registration has already started and we encourage you to register your child by **March 30**.

If there's anything you need to know, we're happy to help. Just call your local school principal, or the Education Centre in your area. We're looking forward to working with you.

North Centre
873-0394

East Centre
847-1550

West Centre
639-8832

Bill Harrison
Chair of the Board

"Pursuing Excellence in Education
Through Commitment and Service"

Bob Williams
Director of Education

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The price is right, too

Legacy Turbo rides on quiet reputation



Subaru has come up with a good little car that won the Automotive Journalists Association of Canada award.

For years Subaru (which is a division of Tokyo-based Fuji Heavy Industries) has been building a quiet reputation on immensely robust, four-wheel drive sedans but with styling so bland, the cars were almost invisible to the eye.

That changed two years ago with the introduction of the Legacy. When I tested the initial "L" version last year I noted it came with all the things I like and not those I find frivolous.

The likes include Subaru's full-time four-wheel drive and horizontally opposed four-cylinder engine with four valves per cylinder. It comes with two-way power roof; power steering and brakes, four wheel discs, anti-lock braking, a smooth electronic four-speed transmission (or five-speed manual); air conditioning; and a tilt wheel not to mention a very nice stereo cassette and a power antenna which is just about the biggest I've ever seen.

It does not have keyless entry; trip computer; leather interior; digital anything; stupid fog lamps; heated outside mirrors; and meaningless spoilers or wings.

And I was not surprised when the Legacy L was named winner of the Best Sedan Category at last year's Automotive Journalists Association of Canada (AJAC) Car of the Year Awards. "Ye of little faith" I said to Subaru's Bob Vila who really didn't expect to win first time out.

This year the turbo version of the car was picked as one of the three finalists in the same category for the 1991 award. And it's up against stiffer competition in the form of the Volkswagen Passat GL and the Infiniti G20.

Subaru is taking the 1991 award much more seriously. They went to the trouble of buying two G20s and two Passats and pitting them against a fleet of Turbo Legacys. They invited a squadron of AJAC writers to a closed test track in Quebec to do some reevaluation driving. The same Bob Vila set up the comparison and he was convinced his car came out on top in the informal event.

I did my own testing of the Turbo Legacy 4WD over the holidays. Snow, slush, winds, rain, sleet, you name it and the Legacy

ROAD WORTHY

By JIM ROBINSON

proved the value of those new, silent four-wheel drive systems. There is no noise or rumbling from all those half-shafts, just grip.

On Dec. 28 driving into work along the 401 trying to find my way through a heavy mist of road water, salt and sand thrown up by the other cars, I saw it dead ahead just in time. There stuffed into the back of a salt truck in the biggest possible way was a normal two-wheel drive sedan. I tapped the brakes, signaled and those four wheels used their grip to get me safely into another lane. I can't think of a better way for the full time 4WD to have proved its worth.

I mentioned the Legacy is now turbo-charged and along with that has come one of those rear wings (boo) and a rather stylish set of alloy wheels and low-profile tires (yea). The turbo ups power from 130 to 160 hp. The system uses a small compressor with air feed directly from the hood scoop. As it is small, boost comes on as low as 1700 rpm. The down side is the little blower has only so much boost thus it comes on progressively instead of a rush like the Saab SPG or Toyota MR2.

The body styling is a nice industrial design which can be described as "handsome" but not as distinctive as the G20 or Passat. Inside the seats and interior of the white test car were done in a subdued grey velour.

In terms of straight-ahead go, the Legacy is the clear winner. In the twisty bits the wider turning circle necessitated by 4WD hampers the Legacy in comparison to the other two. But get onto wet or greasy pavement and you can drive with confidence and verve. With front-wheel drive, as in the Passat and G20, you have to know what to do when you lose grip and snap into trailing throttle oversteer. Ask AJAC journalist Jim Kenzie who overcooked the Passat at the Subaru comparison test.

The Legacy Turbo is also the least expensive of the three, and I always do my AJAC voting with consideration for my pocketbook, and yours.

Anyone who does driving in rural areas or goes skiing in the north often is already quite aware of Subaru and 4WD.

With the Legacy, Subaru is bringing traction to the city and has tacked on the turbo so it can exist on our superhighways despite the weather and despite the drivers.

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St Clair's previously offered price in effect Monday March 11, 1991.

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 (Guelph St. & Mountainview Rd.)
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 Sat. 9 am - 6 pm

Ask about our free "Shop At Home" window blind service.

873-0288

Kick the weed

A cold turkey program sponsored by the Lung Association will be held at the Georgetown Hospital during the week of Feb. 25 and March 1 between 7:30 and 9 p.m. The cost is \$10 and the rest is paid by sponsor Christmas Seals. For more info call 632-8499.