

THE HALTON HILLS WEEKEND

KEN NUGENT
Publisher

The Halton Hills Weekend, published every Wednesday, at 211 Armstrong Ave. Georgetown Ont., L7G 4X5 is one of the Metroland Printing, Publishing & Distributing group of suburban newspapers which includes: The Georgetown Independent and The Acton Free Press, Ajax/Pickering News Advertiser, The Aurora Banner, The Barrie Advance, The Brampton Guardian, The Burlington Post, The Collingwood Connection, The Etobicoke Guardian/Lakeshore Advertiser, Halton Hills Week End, Kingston This Week, Lindsay This Week, Markham Economist & Sun, The Milton Champion, The Mississauga News, The Newmarket Era, The Oakville Beaver, Orillia Today, Oshawa/Whitby This Week, Peterborough This Week, Richmond Hill/Thornhill/Vaughan Liberal, The Scarborough Mirror, Today's Seniors, The Uxbridge/Stouffville Tribune. Metroland Printing, Publishing & Distributing is a division of Harlequin Enterprises Ltd.

Advertising is accepted on the condition that, in the event of a typographical error, that portion of the advertising space occupied by the erroneous item, together with reasonable allowance for signature will not be charged for, but the balance of the advertisement will be paid for at the acceptable rate.

In the event of typographical error advertising goods or services at wrong price, goods or services may not be sold. Advertising is merely an offer to sell which may be withdrawn at any time.

Editorial and advertising content of The Georgetown Independent is protected by copyright. Unauthorized use is prohibited. Price: Store copies 50¢ each; Subscriptions \$26.00 per year by carrier; \$46.25 per year by mail in Canada; Rural Routes \$30.00; \$65.00 per year in all other countries. Plus G.S.T.

Second Class Mail Registration Number 6869. The Georgetown Independent is a member of The Canadian Community Newspaper Association and The Ontario Community Newspaper Association.

EDITORIAL - 873-0301

Editor-in-Chief: Lorne Drury
Editor: Robin Insoce
Managing Editor: Cynthia Gamble

Staff Writers: Stuart Johnston, Janet Baine, Lisa Tallyn

Photography: Ted Brown

BUSINESS OFFICE - 873-0301

Manager: Carol O'Grady
Accounting: Pat Kentner

Composing Manager: Steve Foreman
Composing: Perry Steel, Sharon Pinkney,
Mary Lou Foreman, Dolores Black, Shell Harrison,
Debbie McDougall, Kevin Powell.

Mailing Address: 211 ARMSTRONG AVE. GEORGETOWN, ONT. 873-0301 L7G 4X5

ADVERTISING - 873-0301

Director of Advertising: Shaun Sauve
Advertising Manager: Sandra Dorsey
Classified Manager: Carol Hall
Display Sales: Carol Ann Roberts, Arlene Bowman, Janie Smith
Jeanette Cox, Charmaine Letts, Michelle Nolan, Lana Walsma,

National Representative: Dal Browne (493-1300)

DISTRIBUTION
CIRCULATION/SUBSCRIPTIONS - 873-0301
Director of Distribution: Ian McAllister
Circulation Manager: Nancy Geissler

Tree policy ensures more jobs, ha-ha

Dear editor:

The NDP, in conjunction with our local councils are now intending to protect trees on your property, by making it illegal to cut down a tree.

Certainly I personally do not like trees to be cut down. Having said that, when do these planners intend to get off our backs? Looks like we will need permission to do anything, the one exception - pay taxes.

On the other hand, perhaps our masters have found a way for us all to earn more money, and of course, pay more tax. Let me explain.

The law says you will not be able to cut down a tree on your property. Of course, to enforce this certain things will have to happen.

1. Employ aircraft to plot and

Letters to the Editor

log all trees.

2. Have hundreds, maybe thousands of tree experts to confirm the air tree catalogue.

3. Have applications made (five copies) six months in advance, for a licence (\$25) plus Garth's Special Tax, of course, to cut a tree.

4. Create a tree department in our local government. This will probably need at least 20 people (50 per cent women, 5 per cent minority groups etc.).

5. The NDP will need a new law enforcing agency, to prosecute illegal tree cutters. Good for at least 100 jobs.

7. After an application is made to cut a tree, have an expert determine if this is OK.

8. Issue licence (good for 10

jobs).

9. Issue instructions to all trees that they may not a) get struck by lightning, b) may not get old and die, c) may not get any disease. Should any of these things happen, the owner of the land will be prosecuted for failure to obey the law, he/she must have applied for a licence at least six months ahead of time.

10. Appoint lawyers for ensuing court cases.

11. Enlarge the court system to handle prosecutions.

12. Form a ministry of trees to oversee new regulations.

13. Set up a transportation system for above.

If my calculations are correct, we may solve ALL the unemployment in Ontario. Perhaps this could be expanded all over Canada. We could cure ALL our unemployment. Full employment created by trees. Nothing to bark at. If Canadians had property rights, this nonsense would, could not happen.

John Shadbolt, Acton
Ontario Libertarian Party

Don't be a victim while on vacation

The next couple of weeks are prime vacation time for area residents. Unfortunately, it is also a prime time for burglaries.

We ask that those who are planning to spend time away from their home during this holiday season take extra care in preparing.

There are a few ways to help ensure that your home is not broken in to while you are enjoy your well deserved time off.

First off, let your neighbors know when you are going to be away. Advise them of any visitors that you might be expecting and ask them to contact the authorities if they notice anything out of the ordinary. Also ask them to bring in your mail and newspapers; a full mailbox is a sure sign to burglars that no one is home.

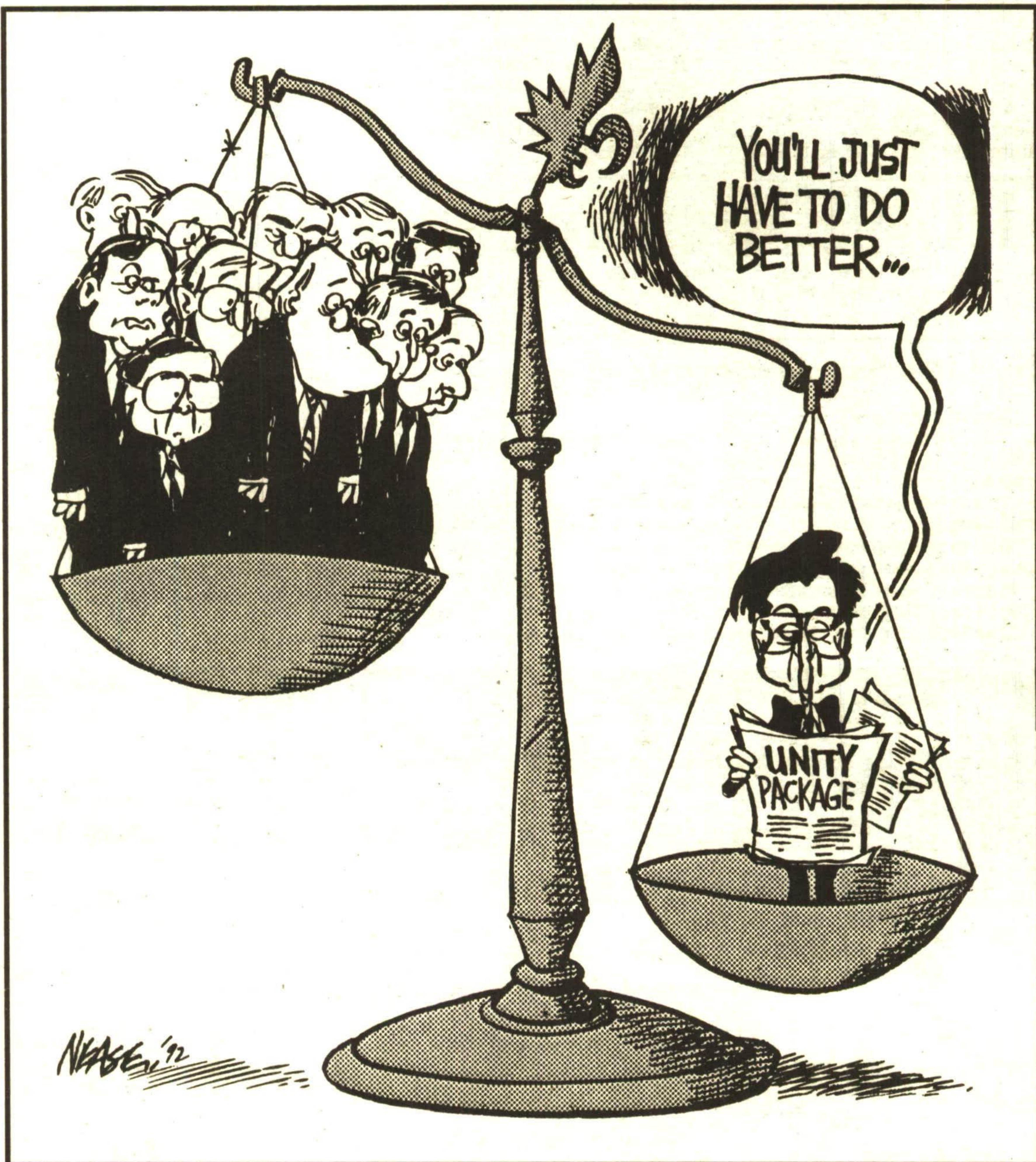
Don't give burglars an easy access, either. Make sure that all doors and windows are locked securely before heading away. While it might be nice to leave a window or two open to keep your home well aired, it is also an easy way in for thieves.

And don't leave any valuable belongings in plain view. Make sure things like barbecues, lawn mowers, bicycles and lawn furniture are not left outside.

And never leave a key hidden under the welcome mat or on the door frame. It is just inviting the thieves to rob your house.

Take these common sense measures while you are away and there is less of a chance that burglars will know when you are away.

It's your vacation — you earned it. It should be a time that you and your family remember for the enjoyment they had, not because you were victimized while you were away.



Drag racing? On the Seventh Line? Isn't that illegal?

As I drove home from vacation last week, down the Seventh Line, just south of Hillsburgh, my daughters asked me a question.

"What stretch of road along here did they drag race on, Dad?"

I always hate it when my past catches up with me. But I was quick to respond.

"Oh girls, I wouldn't really know," I calmly replied, "Street racing is illegal. Always has been. If you want to find out more about that, you'll just have to ask Mr. Dixon."

All my girls know Mr. Dixon; Mr. Walt Dixon.

You see, Walt is the boss at Park Lincoln Mercury, and has been a friend of mine for years. Years ago, Walt used to drag-race those fast Fords, rather than sell them. (It's just too bad he strayed from that 327 powered GM he had in the first place, but everyone's allowed a mistake.)

Teaming up with Frank van de Valk, the two of them owned and professionally raced the 1969 Valk/Dixon Cougar Eliminator, with

a mean 428 Cobra under the hood, meticulously tuned by Dave Armstrong, of Armstrong Garage in Georgetown. The car ran at drag strips all over the province and the northern states, and claimed lots of wins.

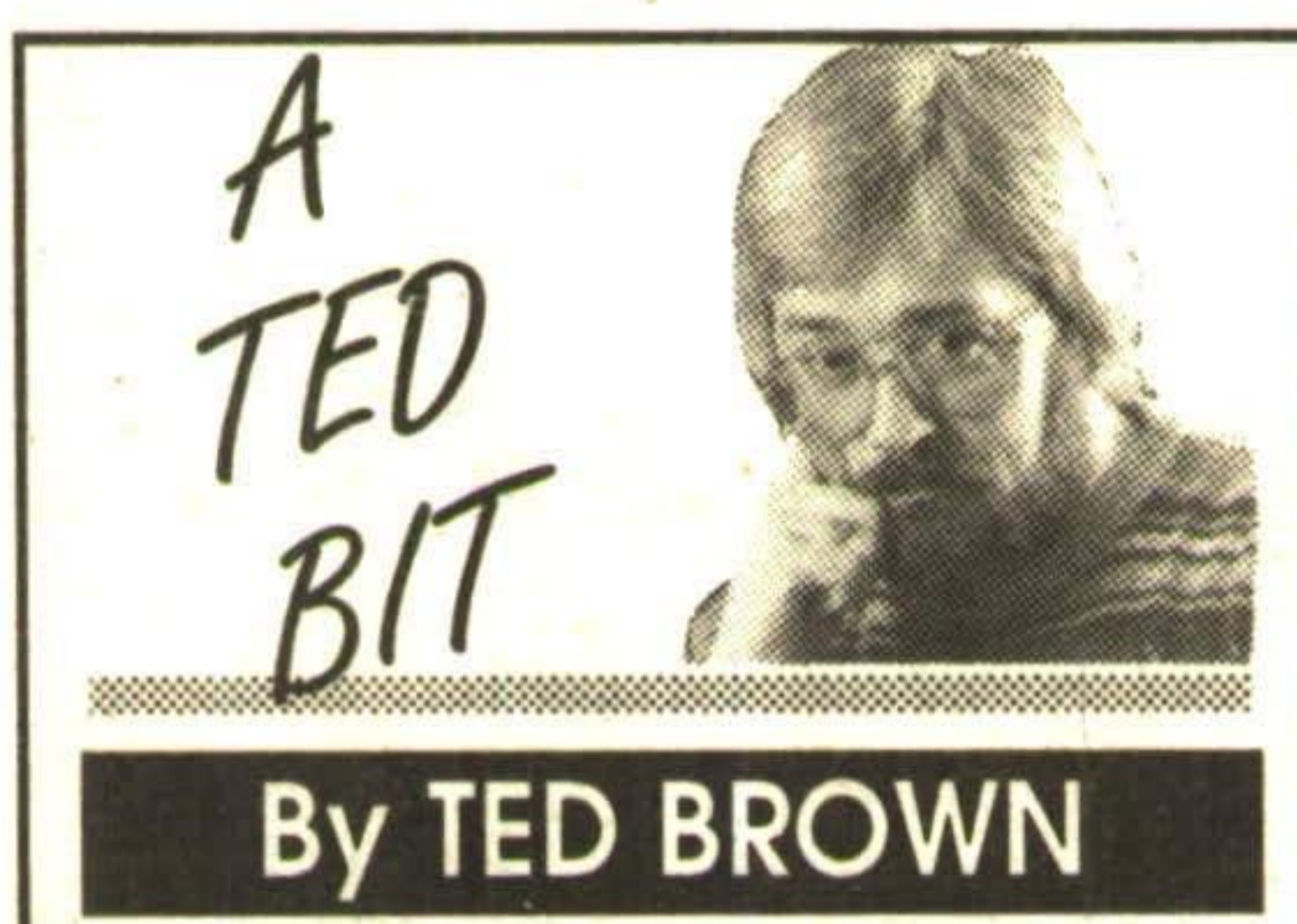
At the same time, Walt sold cars for Dodge Brothers Ford Sales, located in the old garage on Guelph St. where the "Suny's" gas bar and the Target milk store now stand.

You see, Walt would sell cars by day and race 'em by night. Even today, he still gets a gleam in his eye when he reminisces about those "glory days" some 20 odd years ago.

I was a car fanatic at that time as well, and cruised the streets of Acton, Georgetown, and Erin/Hillsburgh with my own Mustang.

And, yes, I occasionally 'watched' the show on the Seventh Line, south of Hillsburgh, in the wee hours of the morning.

Back in the late '60s, the area around Halton Hills was rich in muscle cars, especially when the Golden Horseshoe Drag strip, (later called Toronto International



By TED BROWN

Dragway) was in its heyday.

Cars like "Tiny" Miller's brown colored 1969 428 Cobrajet Fairlane howled out of Acton on Saturday nights, while Jake Laird of Georgetown drove a similar car finished in a rich ivy green. That car of Jake's was immaculate, with a balanced and blueprinted Cobra under the hood. Even the Hurst shifter in it was fully equipped with "line lock" and "reverse lock" controls poking through the boot.

And I never ever saw that car even remotely dusty.

In those same days, John Cambouris of Georgetown, otherwise known as "The Greek," drove a mean looking black 396 SS Camaro,

which would get up and go as good as it looked.

Erin and Hillsburgh had their share of muscle cars as well, with Al Swindlehurst making the rounds in his super fast 396 SS Nova and John Cook in his 1968 Chevelle, which boasted 427 markers on the side of it.

And Morley Shorthill put Ballinafad on the map with one of the first Z28 Camaros in the area. When Morley got his two tone blue 'Z', he went the full nine yards and built the engine with a cam, and all the goodies.

Stewartown's Al Walker had a lot of "firsts" for this area, owning the first 1969 Pontiac GTO "Judge" in Georgetown, and later, a rare 1970 SS 454 Chevelle, kicking out 450 horsepower.

Then there were the "twins," Tom Martin, with his orange Mach 1 Mustang and Rawlins Kent, who drove a similar Mustang, but without the Mach 1 package. Both ran 351 cubes, but Kent's was equipped with a shaker hood scoop as well. And they were both quick.

There were countless others in those days, and I'm sure I've overlooked some other beauties.

But I found it interesting how many of those car fanatics of the 60s and 70s still remain in the automotive industry.

As I said, today Walt Dixon owns his own dealership, while Jake Laird applies a liberal dose of elbow grease to customers' cars at Jake's Auto Clean. Frank van de Valk remains in the automotive parts business as he works as a manager for Acklands Automotive. And Dave Armstrong still tunes racing winners at his Guelph St. garage.

Yep, it's been some time since those impressive muscle cars lined up on the local quarter mile strip, and revved their engines before exploding off the line at the green light.

And (of course) I only know a little of what went on after the guys dropped their girlfriends off on a Saturday night.

But if you want to know more, there's one sure way to find out.

Just ask Mr. Dixon.