

Vancouver, Hamilton win volleyball

by dave etheridge
brunswickan staff

The Canadian Volleyball Championships were held at the Lady Beaverbrook Gym, this past weekend.

Vancouver Colonas won the women's final and Hamilton Y, the men's.

There were nine men's and ten women's teams on hand for the two day round-robin tournament. The semi-final and championship games were held on Saturday afternoon.

The defending champions, Vancouver Colonas met the

Calgary Cals in the women's final. Both teams went undefeated in the round-robin play and it was anyone's championship.

The Vancouver club won the first game handily and it appeared that the Champions would make it a two game final, but the spirited Calgary team came back and whipped the Colonas 15-8. Vancouver took a 6-0 lead in the third game, and the Cals lost 15-12.

One of the Vancouver girls said of the Calgary team, "They were terrific, they never blew their cool."

The men's final, between defending champion Toronto's Balmy Beach Royals and the Hamilton 'Y', was better played but lacked the excitement of the women's final.

The men's final was an upset for the Hamilton team defeated Balmy Beach. Hamilton humiliated Balmy Beach, 15-3, in the first game and it appeared that the Toronto club was highly outclassed. In the second game Balmy Beach put on a lot better showing. They were ahead 13-9 at one point but blew the game, losing 16-14, and Hamilton became the new Canadian Champion.

Bootlegging by david r. jonah brunswickan staff

There are definite advantages to being behind in this world, especially in the realm of car safety on our highways. Canada, in it's position as a carbon copy of the US, doesn't have to copy all the U.S. mistakes. Although change is a dirty word to most status-quo Canadians, there is and must be a change in the philosophy of preventing useless accidents that claim too many lives every year.

There are two methods open to the Canadian government, if they hope to reduce the carnage on the nations highways. One is to continue the present policy of listing fatal accident statistics that the average motorist can't identify himself with and launch an appeal for the nation's drivers to use more care. There is no sense of involvement just, it-can't-happen-to-me, statistics.

Government bureaucrats are concerned and sympathetic to the problem but the trouble and resulting problems are because of the governments tactics, not their lack of concern. Millions of dollars are spent in safe driving promotion but with no visible signs of improvement. A revolutionary approach would be to appeal to drivers to take pride in their driving, not to just motor thoughtlessly to their destination.

Leon Mandel, editor of Car and Driver, one of North America's leading, car-enthusiast's magazine wrote recently; "It never occurs to the federal government and seems to never have dawned on anyone that driving a car can be a pleasure and pleasure produces knowledge of what it's all about, and pride in doing it. More than that, it might even be the road to re-education of the driving public. Let them enjoy that they might survive. Is that simple premise too revolutionary?"

To the ultra-conservative of this nation it would be revolutionary, but to the car bluffs and the tiny minority that loves to drive well, it's a good sound approach. This can be the second path opening to Canadians. To develop, in the driving public both present and future the love of driving well and with a skill that they constantly try to improve. This TYPE OF DRIVING IS what racing and rallying are all about.

Racing and rallying are two sports with a two-fold purpose. One being a rich exciting spectator spectacle, the other causes a love for cars and what they are capable of accomplishing in the hands of capable race driver.

If the safety-through-pride method is used in making the general driving public aware of better driving practises then it stands to reason that racing and rallying should take on greater importance than just an amusement.

No one is trying to say that these skilled drivers have some superior intelligence that no one short of a Stirling Moss can attain. This is not the case. The point is that these drivers, when they do make a mistake or if someone else makes a mistake, can take corrective this ideally will be the case if the governments adopt this method of public driving education.

This development of a love for cars and defensive driving methods has been the point of this column the past five months. I personally urge all readers to try a car rally or take in a race this upcoming summer. Don't forget the Formula 1 race this early summer in Mosport, just one long 60 mile traffic jam from beautiful down-town Toronto.

Use much care in driving this summer and above all, learn to enjoy your car and don't become a fatal statistic.

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