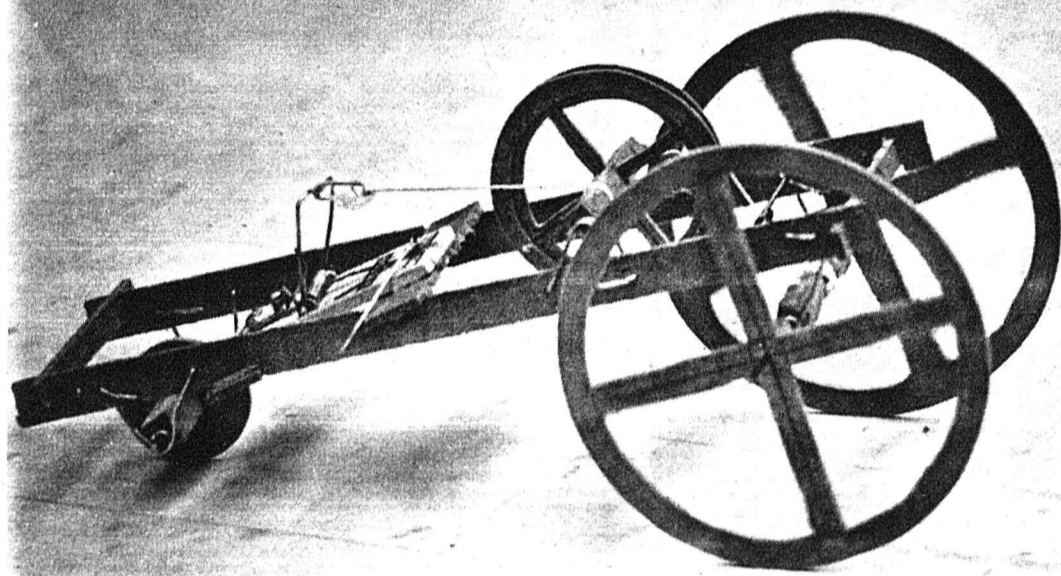


Tightening up by tribunal



Build a better mousetrap car, and the world will beat a pathway to your door.



Terse concentration as an engineering student aims his craft.

photos by Gregory Neiman

Building a better mousetrap

by Greg Neiman

You'd have to see it to believe it, second-year Engineering students building cars out of mousetraps, wire, string, and masonite, winding them up, setting them on the floor, and watching them go! Wheee! some go fast, some go slow, and all go crooked. Not only that but they get marked for it!

Yes, its all part of the course, says John Leonard, co-instructor of Mechanical Engineering 360. This year, the project is to build a car that would go 30 feet on a curved trajectory, and stop cold on a target about 8 inches wide marked on the floor.

Entries are judged on how close the cars came to the target, and the weight of the entry by some complicated formula I probably wouldn't understand.

This year about 72 people entered 32 cars to the "race". They are given a mousetrap, masonite, string, and wire, and are told to go to it.

The entries display a high degree of intricate imagination and invention, as well as an

almost unbelievable degree of accuracy. Some cars go clipping along around the curve, and by some mechanical brake to do with the spring, stop abruptly right on target. Some of them rolled past the target, then shifted into reverse to stop on place.

There were, of course, some that did not react as accurately as others, but they still showed a very high degree of inventiveness.

Not only are the students required to build the car, but they also must write a detailed report predicting what the craft will do, and why. All entries had to be worked out mathematically and engineered to go exactly thirty feet, no more no less, and also turn a broad corner.

In previous years, students were to build cars with high acceleration rates. Leonard said that some went forty feet in as little as four seconds.

Others were required to build cars with high endurance rates, one entry went as far as four hundred feet. The student then took the car to a science

fair in the States, getting 64th place, the winner going as far as 800 feet.

Other years, students were required to build a brace, the mark being determined on the amount of weight it could support before collapsing compared with the weight of the entry.

If you see a clockwork car whirring, buzzing, or simply ambling along, don't step on it, you may destroy an engineering student's term report.

Group auto insurance for students

by Greg Neiman

Students at the U of A may soon be receiving special group auto insurance rates if they can prove over a three month period that they are better drivers than the average person in the same age group.

"Hopefully the people on campus will be a better class of drivers than the others," said Bud Neal, representative of

Students who cheat on exams or forge parking tickets face a much rougher time in the future.

Requests for information about the new tribunal system have been pouring in, says Margaret Midgley, administrative officer in the secretariate.

The tribunals consisting of two students and a staff member were set up by general faculties council last September to hear cases against students for violations of university regulations.

Many of the requests have come from professors asking what procedures are available to deal with students caught cheating on exams, says Midgley.

Faculty deans feel that a great deal of cheating occurs at the university, according to Midgley.

It was felt by GFC that students would get a much fairer hearing if judged by their peers instead of Deans' Council, which consisted of 15 members.

Not that the new body has turned out to be more lenient than the council. Two students caught cheating in an exam were recently expelled from university for month and year periods respectively. No other cases are planned, though many requests for information about the tribunals have been received.

In the past, staff members may have been reluctant to take action on cheating because they believed the deans' council was too hard on students.

The tribunals, however, have been well-publicized and could

be swamped with cases after final exams in April.

Midgley shudders at the possibility that the tribunals will deal with parking and traffic violations, as there are just too many for any one body to handle.

A vast majority of fines are never collected (about 30,000 tickets in the last six years) and the university is only empowered to withhold marks for nonpayment.

The campus law review committee is currently reviewing the situation and is expected to report to GFC perhaps in the fall.

Midgley has outlined several problems that came to light during the first case. One was whether to make the names of those accused of offences public.

According to regulations, the hearings are to be heard in public unless the accused feels he will be "liable to injury due to undue publicity" and asks for a private hearing.

Another point that must be clarified is whether an appeals board can deny the student an appeal without hearing his case. It appears that a student can be refused the right to appeal without having an opportunity to plead his case to the appeal board.

Jurors are recruited from a list of nominations received by the secretariate. No juror has to serve more than once.

Midgley noted that the tribunals may be shut down until September when students return from summer jobs.

Obscene and not heard

by Greg Neiman

Approximately fifty people were either shocked, amused, educated, or bored at a panel discussion concerning obscenity and the law, held in the Law Center Tuesday night.

Seated on the panel were: Muhammed Adam, prosecutor in the Attorney General's office; the same man who acted as prosecutor in the banning of a certain issue of Penthouse Magazine, Inspector W.A. LeFebvre, head of "the morality squad", Mrs. Brenda Hooge, freethinker and proprietor of the Love Shop, and L. Harris McDonald, council for the defense of the Penthouse case as well as public defense for "Without a Stitch".

Adam spoke first, giving background information on what the law states in cases of obscenity.

He mentioned cases such as

the judgement of *Lady Chatterly's Lover* as being obscene, but having redeeming qualities, and therefore not to be banned.

Adam mentioned that some provinces have accepted the Criminal Code as the sole test as to whether or not any book, magazine, or film is obscene. The Code regarding cases of obscenity is divided into three parts: obscenity, offending public morals, and disorderly conduct.

LeFebvre added to this information with details on procedure in cases concerning charges of obscenity.

He pointed out that "since even the judges are confused" police officers have a difficult time in making decisions and answering complaints.

He said that police officers are "obligated to enforce the rules if we believe in them or not."

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