

Bootlegging by david r. jonah brunswickan staff

Remember when American mass-produced cars were made completely of steel and metal? Dull gun metal grey dashes were offset with ill-lighted, glass-covered, speedometers and those all but discarded oil, amp, and alternator gauges.

Today is the age of synthetic bumpers and grills with a soft foam rubber cushion bulging over sunken gaugless dashes. This is progress in the form of safety, for the passenger, although the idiot lights for engine operation don't light until the engine is past the point of aid.

Womb-like interiors are being designed by collision conscious engineers striving to meet U.S. safety restrictions imposed by the department of transportation bureaucrats. These restrictions have resulted in the loss of many fine sports cars to the enthusiast. Tried to buy a Cooper S, or a Healy 3000 lately? U.S. philosophy is, what's good for the U.S. is good for Canada.

Ralph Nader, self-appointed auto safety expert, started the crusade by attacking the European style-handling Corvair. Nader, a lawyer who neither owned a car or license to drive has since moved on to another great crusade. After setting car producers straight about safety (sic), he moved on to protect naive Americans from improperly packaged meat, fish and T.V. dinners.

In retrospect, the only factor increase was the price which climbs every year due to the new innovations.

Regardless of increasing costs, the owners warranty which was previously for five years or 50,000 miles has been cut to 12 months or 12,000 miles in 1969. But not to worry, says a confident Detroit official. "Quality control has vastly improved over previous years."

Future plans at Ford call for car side panels to be lined with impact absorbing foam rubber or similar compound, in competition with GM's 69 innovation of horizontal steel beams, to protect against broadside crashes.

These innovations, plus many more, will tend to make a very crashable car, although Grand National Stockers void of such weighty material still crash at a 150 mph plus with very few fatalities. Their secret is reinforced roll carriages with effective use of lap and shoulder harness.

When Detroit, produces a four ton passenger car with four wheel disc brakes, wide radical ply tires and an accurate close ratio steering system, then deaths-not accidents will decrease. Only proper driver training will decrease accidents and deaths due to ignorance.

A type of motorized, foam padded, tank will be the end result. A veritable Nader-Mobile complete with 70 mph governor. Very safe, very sterile and completely unexciting.

The only problem left will be to sell this practical tank to the status seeking, design appealing car buyer.

Today's buyer, for the most part, purchases a sleek looking car to extend his personality or sex appeal, not his life.



Nancy Likely of the UNB Mermaids broke her own Maritime—final pool record in the 200-yard breast stroke in a meet against Acadia last Friday. Nancy did the swim in a time of 2:57.
brunswickan photo by tom hoskin

Swim teams continue streak with double win over Acadia

The UNB Beavers and Mermaids continued to annihilate Maritime swimming competition as they trounced Acadia University a dual meet last Friday night. The UNB squads used their fine depth to defeat the numerically-weak visitors.

UNB entered exhibition swimmers in some events while Acadia frequently failed to enter their permitted number. This helped the Beavers to win 78-17 while the Mermaids came in with a similar 73-19 verdict.

The Beavers and Mermaids both won their opening events without difficulty, the 400-yard medley relays, with the women breaking the Maritime finals record by better than eight seconds. In the next category, the 200-yard freestyle, the UNB entrants finished one-two in both races with no Acadia starters in the women's event. The winners were Peter Dimmell and Chris Easterbrook in their respective races.

Jeff Mills and Trish Mahoney nipped their teammates by fractions of a second. In the 200-yard individual medley Dave Lingley of the Beavers and the Mermaids' Nancy Likely were both victors by wide margins.

diving competition, with Yogi Beyler and Susan Grant winning for UNB. To this point Acadia had no wins and few seconds.

After the break for the diving competition, the visitors put on a little better show, the men winning one event and the women two.

In the 200-yard butterfly, UNB again took the first two, spots in both races, the winners being Randy Medcoff and Barb Rees-Potter. In the 100-yard freestyle, Jeff Mills and Rowley Kinghorn of the Beavers took first and second.

Dena Glasnovic picked up Acadia's first win in the women's 100 freestyle. Bill Ferris of UNB and Linda Buckingham of Acadia won in the 200 backstroke. Ben Lank picked up Acadia's only win in the men's division in the 500-yard freestyle, the only distance race of the meet. Chris Easterbrook won the women's 500.

In the 200 breast stroke, Nancy Likely beat her own Maritime finals record. Gord Cameron of the Beavers won the men's 200 breast stroke. The Beavers and the Mermaids both won in the final race, the 400 freestyle relay, by convincing margins.

The teams went into the

competitions expecting an easy time, if only because of no meaningful opposition in many races. They got their wins and demonstrated good depth in nearly all categories, certainly an asset for the tougher competition in the upcoming meets. In the Maritime finals UNB will not get any points by default. However, the teams should both be favored to take their titles and continue to lead all Maritime university competition.

The next meet at Sir Max Aitken pool is against Dalhousie tomorrow at 2 pm.

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