

# SWAMPERS SWAMPED (AGAIN)

by bob hess  
brunswickan staff

The Red Bombers romped to an easy and decisive 42-7 win over another hapless Mount Allison squad last Saturday in St. John. The outcome of the game was never in doubt as the Bombers scored easily the first time they got their hands on the ball. Rookie end caught a 12 yard touchdown pass from quarterback Peter Merrill.

The UNB offence, led by a powerful front line, scored repeatedly in the first half and built up a 28-0 half-time score. Other touchdowns were scored by Bob Jackson on a 10 yard run, Wally Langley on a 15 yard end sweep, and Rick Kaupp made a beautiful catch for the other touchdown. John Mitchell made 3 of 4 converts and got another point on a missed field goal.

In the second half the Red Bombers played listlessly, but this can be partially explained by the lack of competition put up by the Mount Allison team. After a scoreless third quarter, another rookie, Bud Brander, scored on a 33 yard screen play which set up by a key block by center Fred MacLean. Mount

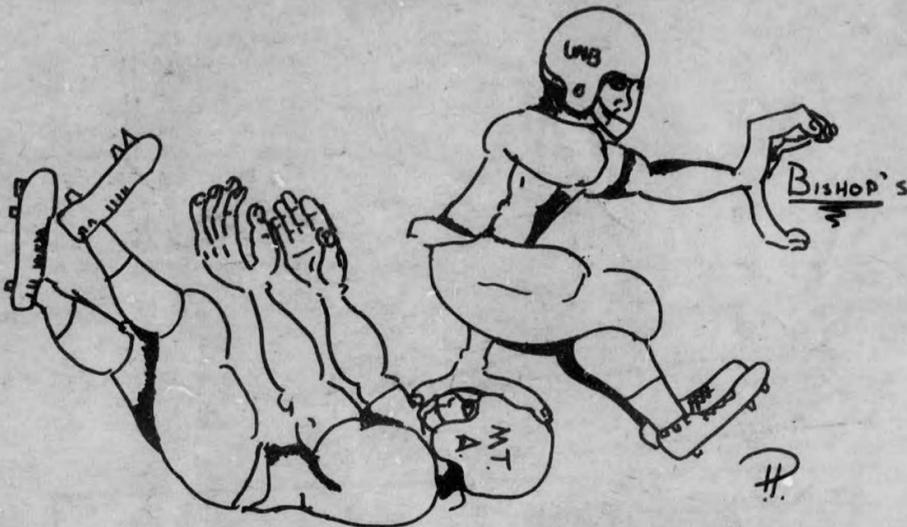
Allison then came back with a 72 yard pass and run play which made the score 35-7. UNB closed out the scoring with another touchdown by Wally Langley on a short run up the middle. Mitchell converted both converts in the second half.

The game could not be considered a real test of the UNB squad, as Mount A. were once again pitiful, and the Red Bombers after a fast start soon sunk their level of play close to that of their opponents.

Worthy of mention is offensive end John Wallace, who was awarded 'player of the game'. The offensive line also played well and opened fine holes for running backs Langley, Jackson and Dave Spears.

The best of the defence were rookie tackle John Copp, who played a solid game, linebacker Tony Proudfoot and safety Alan Potts. The defence easily contained Mount A's running game, but showed a weak pass rush and generally poor pass coverage by the defensive secondary.

A much better test for the Red Bombers will be the upcoming game on Sat. Sept. 20, against Bishop's University in Lennoxville, Quebec.



## FALL SPORTS ARE ANNOUNCED

This fall the UNB athletics department has scheduled a varied program in football, soccer, track and field, tennis, golf, swimming and field hockey.

The UNB football team, the Red Bombers, play two exhibition games before they open the regular season against the University of Prince Edward Island at College Field on Sept. 27.

The exhibition schedule included last Saturday's Sept. 13 game, UNB vs Mount Allison Mounties, in Saint John; and this week's game at Bishop's University, in Lennoxville, P.Q.

### SOCCER

The Red Shirts, UNB's soccer team, will play a six game intercollegiate series, with the season opener Sept. 26 against Dalhousie University in Halifax.

The women's field hockey team will begin the defence of their league championship when they open the season here against Mount St. Bernard on Oct. 3.

In tournament sports UNB will be competing in cross country, track and field, tennis and golf. The cross country team will compete in exhibition and individual meets throughout the fall. On Oct. 25, they will go to the Athletic Inter-collegiate Athletic Association tournament at Acadia University in Wolfville, N. S. The winner of this meet will advance to the Canadian championship at Montreal in November.

### TRACK AND FIELD

The track and field team will participate in the AIAA championships at St. Francis Xavier University on Oct. 18.

On Oct. 11, the UNB tennis team will host the AIAA tournament, in the tennis schedule's main event.

The golf tournament which will decide the league champion will be held in Antigonish on Sept. 29 and 30.

There are several winter sports which begin their training in the fall. These include swimming, hockey, basketball, volleyball and

### SPORTS NOTICES

Applications are now being received for the positions of manager and for assistant manager for the following varsity sports for the 1969-70 academic year:

- Football
- Soccer
- Cross Country
- Track and Field
- Hockey
- Ladies Field Hockey
- Basketball - Men's and Women's
- Swimming - Men's and Women's
- Volleyball - Men's and Women's
- Gymnastics

Persons interested should report to the Athletics Office in the gymnasium as soon as possible, and ask for the coach concerned.

### diving.

Swimming will start in the fall, with an organizational meeting slated for Wed. Sept. 17 in the Lady Beaverbrook Gymnasium at 7:15 p.m. The organizational meeting for hockey will be held Sept. 26 in the gym at 7:00 p.m.

### BASKETBALL

Men's basketball will have an organizational meeting Oct. 15 in the gym at 7:15 p.m. Volleyball for men will meet to organize in the gym at 7:30 on Sept. 30.

Ladies swimming will hold their organizational meeting on Monday, Sept. 15, at 8:00 p.m. in the gym. Volleyball for ladies will organize in the gym, Sept. 15, at 7:00 p.m. Ladies basketball will have their organizational meeting Nov. 3 at 7:00 p.m. in the gym.

Varsity diving for men and women will meet for organization Sept. 15, at 7:15 p.m. Badminton, curling and skiing, as winter sports, will hold organizational meetings at times to be announced later.

## Bootlegging

by david r. jonah  
brunswickan staff

There was a fantastic plot in Toronto last year to run 30 Formula I cars screaming across the CNE grounds, onto the Lake Shore Highway for a one mile run, then back in front of the Argonaut Stadium. The beautiful plot was foiled by pin-curl'd housewives who feared for their trampled Petunias.

To say that this track layout was revolutionary for our agrarian based values is a mild statement. Barely two weeks after the Motorsport underground leaked the rumor, the residents of Lake Shore Blvd. formed a vigilante Land Owners Association which informed the revolutionaries that such a race would depreciate land values; kill flowers, and shatter nerves.

On the other hand, the balding revolutionaries proposed that such an internationally famous race would bring Toronto much publicity, famous personalities and, not forgetting a avarice, hordes of money-spending tourists. The increase in attendance was based on the availability of promotion material if the race was shifted to the city.

Homeowners handily defeated the promoters with an archaic by-law stating that only Santa Clause parades could block the streets.

So back to Mosport with its adequate track, although the President of the Driver's Association has noted that improvements are needed to bring the track up to international standards. The human facilities are early Frontier Functional for spectators paying large admission fees to be caught up in large traffic jams to and from the track as well as long traffic jams to the local john. The food lines are early Depression Length. This all adds to the favour of being allowed the pleasure of an international race within driving distance of most parts of Canada.

Formula I racing or Grand Prix racing, if you saw the movie with James Gardner, it's easier to understand this type of racing. A Formula driver requires great amounts of courage, great concentration and cool skill to pilot a specially constructed single seated cockpit containing a 500-600 h.p. engine behind the seat. Price for purchase discourages rapid acquiring of such a car. Price runs in the hundreds of thousands of dollars and they have a one year delivery period.

The fatality rate is fairly high considering the amount of protection is similar to that of a toboggan. It goes without saying that Formula drivers are the best in the world.

Canada's Grand Prix is being held at Mosport Park tomorrow. Prospects of winning are fairly high for the Lotus Team who are defending World Champions. The competition is really keen and the race is really wide open.

The really gloomy factor involved here is the fact that we are subjecting international performers who race the world over on major resort tracks to travel by traffic jam to Mosport for barnyard facilities.

Last year when municipal-provincial bureaucrats, politicians and housewives prevented the Lake Shore Raceway Corporation from running the race, some enlightened inflation minded economist suggested building a Subway extension to the track to alleviate the traffic problems involved with Mosport. The distance of 60 miles could be covered in very short time. This plan is really practical since wear on the Subway would be nominal, because the race alternates yearly with St. Jovite in Quebec.

As in all things localized the cost is too high and we don't have any promoters with money to throw away. The above mentioned revolutionaries like John Bassett Jr., publisher of the Toronto Star, George Eaton heir apparent to the commercial chain and a talented Canadian racer with a profitable future lost in the vicinity of 75,000 dollars on speculation. We just can't accept totally new and unbelievable concepts like racing on city freeways.

Regardless of where the race is held, if you can afford the air fare, fly to T.O. and take in the race. If enough fans go, someday maybe a reasonable solution will be put forward to provide modern racing facilities.

### CANADIAN SKI PATROL

Meeting

UNB Gym - 8:00 p.m.

Room 209

Old members please attend

New members welcome

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