



Wheelin' around



by Charlie Moore

This week I received an interesting letter from one Mr. Ray Whitley. Mr. Whitley allowed that readers of this column might be interested in knowing what kind of car I drive. Well, presently I am NOT driving my 1966 Corvair Monza Coupe because it is at this point in history, sitting in Saint John, N.B., with a busted transmission. The reason I drive a Corvair (when it runs) is partly spite for Mr. Nader and Co., but mostly because I believe that the Corvair was and is the best handling American car (in its price range) ever built. It is so far ahead of the Chevy Nova and Vega which replaced it that G.M. should hang its head in shame for ever letting Nader and his Raiders force it out of production.

Before the Corvair I owned (in order of appearance) a 1957 Nash Metropolitan (no comment), a gaggle (9) of Austin Cambridges and Morris Ox-fords (I can only say that these fantastic automobiles were possibly the most under-rated cars of the last decade in respect to reliability and longevity. I loved all nine of mine.), a 1967 Austin 1800 (indestructible suspension), a

1962 Bedford van (a ridiculous but interesting vehicle), a 1962 Volkswagen (dependable but underpowered), a 1963 Chev Biscayne (out of necessity), and two Riley One-Point-Fives (delightful little cars, well appointed and powerful but a little short-coupled for my size).

Mr. Whitley also expressed an interest in forming a loose organization of car-freaks around campus.

The organization would be dedicated to the preservation and advancement of interesting and worthwhile automobiles in the face of increasingly oppressive smog 'n safety legislation which seems to be leaking across our borders from the south. This is such a good idea that I wish I had thought of it myself. If anyone is interested they can contact me in care of the GAZETTE office or Ray Whitley, Carrell 5823, Killam Library.

With Ford and Dodge jumping into the mini-truck market, (both with little pickups made

in Japan), I predict that Chevrolet will follow suit, possibly with a small pickup built on a beefed-up Vega chassis. It is interesting that Chev was not first with an American mini-truck because they are pushing trucks as recreation vehicles to a much greater extent than the other two companies.

I think part of the reason that people are buying trucks for pleasure transportation is the fact that American cars have lost their status as a symbol of individuality and verility. The super-cars are gone except for gelded versions that don't have enough power to pull the skin off a grape and the convertible will be a thing of the past come August (see this column Feb. 18).

The American car has become a plastic cocoon of consumer-researched, safety-ized, sterilized, pseudo-luxury. With the government legislating everything to the lowest

common demominator of incompetence, what is left for the person who wants something a little bit different?

Trucks are about all there is and people are buying them. The truck still retains some of the functional dignity which is completely gone from the American passenger automobile. The truck fad will

probably be commercialized to death once the ad boys get wind of it, but at this point there are some mighty nice little vehicles becoming available. So if you are in the market for some new wheels, why not drop down to your local friendly truck dealer and see what he has to offer.

Till next week, keep on truckin'.

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Part-Time Student Jobs

If you intend to be in Halifax this summer and for a few years; if you are willing to undergo some training, if you are prepared to go to 1147 Beaufort Avenue, at nights (before midnight) working week-on and week-off (as detailed below), if you want a summer and Christmas-type job at William Stairs, Son & Morrow, Limited, you may be interested in applying for this job opportunity, which falls into three parts:

Part 1: Training — consists of going to 1147 Beaufort Avenue during the college year for a couple of hours a day to learn the night job working for and with A. D. Stairs who is a quadriplegic. This usually takes about ten or twelve sessions and you will be paid while training. (This night job will start right after final exams/ 72.)

The training for "the day job" (at 1147 Beaufort Avenue — while you are working at William Stairs, Son & Morrow, Limited) will take place after exams and will qualify you to relieve the permanent person going on holidays and to do the job over Christmas or New Years, etc.

Part 2: Involves a summer job (clerical or warehouse) at William Stairs, Son & Morrow, Limited. Hours of work are 9 a.m. to 5 p.m. and the pay is \$70 per week. In addition, I will pay a few hundred dollars to those who will work at my home over Christmas and/ or New Years (and this is in addition to pay for the night work).

Part 3: Consists of going to 1147 Beaufort Avenue before midnight (winter and summer) and sleeping until 8 a.m. except for being up half an hour during the night. One of your obligations will be to arrive ten or fifteen minutes before midnight to relieve the permanent person who is going off duty and to stay until the permanent man arrives in the morning — usually five minutes before eight a.m. This includes an obligation to be easily reached by phone (and if necessary, having a phone installed in your room).

Applications are being received until March 18, 1972, in writing, address to A. D. Stairs, 1147 Beaufort Avenue, Halifax, Nova Scotia.

Please state name, address, telephone number, age, home town, year and courses being taken, average of marks in previous year of college or school (as an indication of motivation and ability to learn allotted detail), height and weight, two or three Halifax references (character, integrity).

Preference will be given to those:—

- over 18 years of age;
- who live within a half an hour's walk of Oxford and South Streets;
- who plan to take graduate studies (Dentistry, Medicine, Law, etc.);
- who are over five feet ten inches and can lift a 160-pound man;
- who intend to be in Halifax at University for a few years.

Selection to enable time for training for the night job will be made before the end of the college year, training for the day job will take place during the summer. The week-on, week-off (at nights) will start shortly after final exams/ 72.

Write me a long letter, covering all the points in this advertisement, and tell me why I should pick you for the job. Ask all the questions — I will try to answer them honestly and completely. Tell me why you want the job.

(corrected advertisement)

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