

# Park at your own risk

There is a great deal of bad feeling about parking on campus. Many people were hit with heavy fines within the first few days of classes, when they were still ignorant of parking bylaws. There are long lineups, and there is an atmosphere of police and officialdom which most people distrust.

York is a long way from the center of town. There is little, and expensive, residence space compared to the student population. TTC is an urban transport system designed to supplement the automobile, and is thus inadequate. Point: a car is often not so much of a luxury as a necessity. Therefore parking should be designed to accommodate the driver, cheaply and easily.

In theory the plan succeeds in this. There is no real injustice in the charge of \$15 for a session. The university grants no money for parking, for snow clearing, lighting the lots at night and related expenses. The long walk from the outer lots to the buildings is an unavoidable inconvenience.

To outline some of the main problems:

There is an atmosphere of uniformed officialdom, to which many people are sensitive, and justifiably. Is it necessary?

The division of parking into reserved and unreserved lots is unnecessary and unfair. The high price of the choice inner lots (AA, BB etc.) tends to exclude all but the wealthiest of students. The security department doesn't need the extra money; it is done partly

## Women recruit for Princeton, save time

PRINCETON, N.J. (LNS) — Why are men's Ivy League colleges going coed? Because they think women deserve an education?

According to a special report prepared for the trustees, too many men Princeton applicants eventually rejected the school because there weren't enough women: "Princeton must become increasingly attractive to the best applicants, and we submit that admitting women will appreciably increase that attractiveness."

In addition, an elaborate time and motion study appeared in the report, showing how much the men were inconvenienced by having to go off campus to get laid — "The present Princeton undergraduate, like his predecessors before him, seeks the company of women — at the cost of much travelling to where the girls are."

Princeton women are a handy, time-saving device.

## CYSF obudsman to aid students

By MARK GOTTLIEB

Rally 'round the flag, gang, because at long last the ombudsman of York University is alive and well.

Ken Hundert, a member of the Council of the York Student Federation, has officially been appointed to the position of ombudsman or mediator between students, faculty and administration.

According to the CYSF constitution his duties are "(a) To generally investigate and act upon grievances and petitions of students either as individuals or in groups.

(b) To represent such grievances to the CYSF and/or the administration of the university as required.

(c) To be available to chair meetings of the general student body to act as a forum of student opinion."

Students who have grievances should write a full description of the complaint and submit it to the CYSF office, N-108, Ross Bldg.

because there is a feeling that better parking lots should cost more money and partly to prevent a wild rush to those lots. In fact, traffic could probably be regulated to those lots as easily as anywhere on campus.

Long lineups and congestion are pretty well insoluble problems. It would be better if the campus was opened from all entrances at all times, and if all parking lots had more than one entrance.

Enforcement and fines are also in dispute. A fine of \$5 for standard parking offenses is excessive. In five days it doubles. The initial fine can be ten dollars for offenses such as speeding. Such heavy fines are unnecessary.

The university's right to withhold degrees and marks if back fines were not paid was in dispute. It was supposedly wrong for the university to give an

academic punishment for a non-academic offense. But the university has every legal right to withhold degrees or simply to refuse admission the following year until the fines have been paid. The students are in a sense paying guests of the university, and the administration is the landlord. This is not a democracy; a landlord can do as he pleases in his own house.

There are about five thousand vehicles on campus every day. The basic problems of space, congestion, and so on are insoluble, as long as the powers-that-be have their present ideas of urban transport. However, some things can be done to improve the situation and ease tension. Fines could be lowered. Students could do some of the policing on campus. There are other ways of enforcing parking than academic sanctions.

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## The national scene

CENTRAL CANADA LEAGUE

Eastern Division

	G	W	L	T	F	A	P
Bishop's	3	3	0	0	154	14	6
Loyola	3	2	1	0	139	14	4
Sir George Williams	3	2	1	0	57	52	4
Montreal	3	2	1	0	48	46	4
Royal Military College	3	0	3	0	9	100	0
Macdonald	3	0	3	0	0	181	0

Western Division

	G	W	L	T	F	A	P
Waterloo Lutheran	4	3	0	1	131	43	7
Ottawa	4	3	0	1	106	71	7
Guelph	3	2	1	0	63	37	4
Carleton	3	2	1	0	76	59	4
Windsor	3	1	2	0	47	82	2
York	3	0	3	0	9	93	0
Laurentian	4	0	4	0	59	106	0

## IMPORT Auto TALK



By IAN NEILL



Our one-of-a-kind Datsun 1600 GT Sedan  
Now we're giving Datsun new car buyers another alternative: the unique Datsun 1600 GT Sedan available only from Neill Datsun.

How's it different? We loaded it with a whole bunch of desirable sports goodies including: English Cosmic mag wheels fitted with fat radial ply tires (to improve handling out of sight). Stebro free flow exhaust system which boosts horsepower and gives a mean-sounding roar. V.D.O. tachometer mounted in the dash, short, sports 4-on-the-floor gear shift with natty monogrammed leather knob, a racing-type aerodynamic outside-mounted rear vision mirror, smart leather steering wheel, GT decals and matte black strip between the rear lights to tell the drivers you steam past this is no ordinary 100 MPH 96 HP Datsun 1600 — it's now got more than 100 HP on tap from its OHC engine and gives better acceleration, top speed and terrific handling with its all independent suspension!



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How do you get more MPG — choose an economical car! What makes a particular car an "economy" model. These are the main considerations:

\* Size and weight. Today's American/Canadian cars range in weight from 2,500 to 5,000 lbs. Most imports are lighter. For example, a Datsun 1600 DeLuxe with 4-on-the-floor weighs only 2094 lbs.

\* Engine size. It is measured by the amount of cylinder volume that is displaced by the engine, the greater its power — and the greater its gasoline consumption. The Datsun 1600 cc overhead cam engine develops 96 HP and can propel the car to 100 MPH.

If you choose your car on the basis of the most economical engine size, power-to-weight-ratio and transmission, you must also consider the performance you can expect. A small engine in a big, heavy car with automatic transmission often means disappointing pickup and top speed. On the other hand, a similar sized engine in a smallish car will give you far better performance. The Datsun 1600 offers the best of both worlds — power, performance, size and economy that's just right for the average Canadian driver. And it has all the "extras" as standard. Like: disc brakes and many other safety and comfort features. Want an economy import with everything? Test drive a Datsun soon... new shipments are coming in more frequently now.

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During my last 3 years with Datsun I've received many letters from pleased Datsun owners. One owner said he averaged 37-1/2 MPG on a 2500 mile trip he made to the Prairies and back. When I tell other Datsun owners about letters like this they aren't impressed for they claim they have been getting up to 40 MPG — so who am I to argue!

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