



A para-jump dives for the target during Carnival weekend's para-jumping competition. The jumper was being timed over the distance from his landing point to the target in the hit-and-run section of the games.

brunswickan photo by tom hoskin

Devils tie STU in last home tilt

The UNB Red Devils met the St. Thomas Tommies Wednesday night and came out with a disappointing 3-3 tie. This was the final home game of season and gave UNB with a 7-5-2 record with four road games left.

The Devils played well overall, probably their best effort of the year, but missed chance in the third period and the ten-minute overtime. The teams were tied 1-1 after the first period, and 3-3 after two.

UNB scored first at 6:31 of the opening period when Bob Bobbett collared a loose puck near the St. Thomas net and coolly backhanded it in.

Scott Harvey tied it up two minutes later, picking the far corner firm the right-wing boards. The shot was not especially hard but goalie Lelievre failed to move on it.

In the second period Bob Kay put UNB ahead 2-1, and moments later Lon Mullin finished off a fine, single-handed rush by scoring with a close-in wrist shot to make it 3-1.

However, Scott Harvey came back to score two more goals for STU in the next few minutes. They both came on booming slapshots with a curved stick. His later drives were stifled, but one, which Lelievre held out in a great stop in the third.

That period was all UNB's, but nobody could put the puck in the net. The overtime was the same, as STU held on and showed little offence. The Devils could have used a win and the two points in the standings, and were deprived of same by a questionable decision of the goal judge and

referee Brennen in the third period, when the puck was at least partly over the goal line.

Brennen also seemed reluctant to call penalties when specific infractions of CAHA rule occurred. Fortunately UNB should not have any more game with his refereeing.

A change would be nice.

National-caliber ski race here

The Fredericton Ski Club will make the first attempt in the Atlantic provinces to establish ski competition of a national caliber.

The club will host the first annual Crabbe Mountain Junior ski championships tomorrow and Sunday. Junior racers from the Atlantic provinces, Quebec and Main are invited.

The Canadian amateur ski association has developed a point-award system for rating racers in Canada and points are only awarded through competition in races of recognized national caliber. Only a small

number of Canadian competitions qualify.

The hill used in competition must meet national specification and the host club must be willing to undertake the responsibility of organizing a competition to meet CASA regulations.

The Fredericton ski club members are willing to undertake the task and Crabbe mountain does meet required specifications. The object of the venture is to promote junior skiing in the Maritimes on a national basis and give Maritime skiers at least one opportunity each year to compete in a national-caliber race.

Interclass water polo, volleyball b-ball

INTER-CLASS VOLLEYBALL

TEAM	W	L	P
Faculty	14	1	28
Chem. Eng.	13	2	26
Electricals 3	10	5	20
S.T.U. "A"	9	6	18
P.E.I.	8	7	16
Engineers 4	7	5	14
Engineers 1	6	6	12
S.T.U. "B"	5	10	10
Civils 3	2	13	4

INTER-CLASS WATER POLO

	W	L	P
St. Thomas	3	0	6
P.E. II	3	0	6
Forestry 34	1	2	2
Science	1	1	2
Civil Eng.	0	2	0
Forestry 12	0	3	0

INTER-CLASS BASKETBALL

	W	L	P
RED DIV.			
Science	7	0	14
Arts 3	5	1	10
P.E. III	4	2	8
Faculty	3	4	6
Law *	2	5	4
P.E. II *	2	5	4
P.E. IV *	2	4	4
bye: Science			
BLACK DIV.			
Elect. & Mech. Eng.	7	0	14
Forestry 345	5	2	10
Civils 3	4	2	8
Forestry 12	4	3	8
Bus. IV	3	3	6
Arts 12 *	3	4	6
Eng. 5	2	4	4
S.T.U. "A"	0	6	0
S.T.U. "B" Defaulted out of League			
* Indicates teams with 1 default.			

SKI CRABBE MOUNTAIN

Friday 1:00 p.m. - 4:30 p.m.

Saturday & Sunday
9:30 a.m. - 4:30 p.m.

T-Bar, Rope Tow and Canteen.

Bus leaves YMCA 8:00 a.m.
UNB, University Ave. Gates
8:30 a.m.

Ski Report on CFNB
7:28 a.m. and 9:45 a.m.

Phone 475-3329 from
Friday 8 a.m. to Sun. 5 p.m.

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(the store with young ideas)

Bootlegging

by david r. jonah
brunswickan staff

Racing enthusiasts and officials all over the world are lamenting the death of the proposed LakeShore Racing Circuit in Metro Toronto, not to mention local enthusiasts, who watched in desperation as inept officials and uninformed public opinion bungled Canada's jump into big time racing. Similar small time thinking has kept Canada running on a outdated constitution in a fast moving world. Racing suffers from the same outdated opinions.

All Canadian racing enthusiasts were eagerly awaiting the big Indy cars and high powered Grand Prix cars with their glamour and crowd appeal. People that didn't know the difference between a formula car and a pony car (Camero, Firebird) would see, for the first time, the great men of motor racing. Racing would be on everyone's mind and probably attain the same status as our beloved hockey, given the correct public relations. Even hockey wasn't a national Saturday night pastime until Imperial Oil took over the PR.

The elite of the racing world thought the proposed course a great idea with many prominent Canadians of the same opinion. It would have brought at least a 100,000 people into Toronto, while the racing establishment had agreed to pay Metro \$80,000 dollars for a period of 15 years. Prominent Canadians, such as John Basset Jr., whose family owns the Toronto Telegram and sponsors a very popular Indy type race costing them 70,000 dollars, were in favour of the new course.

George Eaton, of Eaton Empire fame, who is a fast rising Group Seven Racer was a firm backer, as well as, Metro chairman William Allen. Allen, probably visioned Lakeshore as a great boon to the Toronto public image as the swinging town for the new generation. Everyone underestimated the power of the riled taxpayer who couldn't understand this seemingly foolish idea.

Residents of Lakeshore formed an association to prevent this seemingly insane venture from going through. There original reasons were, too much noise, smog like exhaust fumes and the best of all, that these race cars would break the speed limit, setting a bad example for all the spectators. Lakeshore Association president, architect, Howard Walker said, on hearing of the decision to drop the raceway that "it was a victory for sanity".

If this race did nothing else, for the spectators, but show the average Canadian, the value of a safe car and how little he knows about driving, then the race would have been well worth the effort. would have been well worth the effort.

Grand Prix Racing, in the end, died as a result of a consted legality for closing a public highway. All the provincial government had to do was give its approval and the raceway would be as legal as taxes, but the government officials were aware of the political ill-fortune that controversy brings to the polls on election day. Admittedly, the government didn't say no, but they failed to say yes either. As a result the promoters withdrew the bill on third reading in face of expected legal action by the Lakeshore Association.

"Closing the highway, and its legality, was never in doubt, because that can be done for a Santa Claus parade," said Vincent Reid, Lawyer for the raceway group. "If the province's approval had been given, there would not be the slightest doubt, that the legality of the closing was beyond question."

Canadian racing is in the same position it was six months ago, before the unrealistic dream of Monaco street-type, racing in Toronto, was born. It will continue in much the same way it always has, with a few devoted men spending their savings on a sport that seems to take, but not give. Big purses will only come with big crowds that Toronto could have offered Mosport is assured of a future, now that the threat of losing it's big races has disappointed According to Jo Bonnier, President of the Grand Prix Drivers Association, Mosport's safety factor will have to be improved as well as general course layout, if it is to remain an international status track.

It is apparent that something has to be done, if we are to continue to have big international events and keep racing alive in Canada. The politicians and housewives in Toronto, have blown our biggest chance to have active big time racing in Canada.



A Valiant drifts around the corner coming out of SUB parking lot during the Carnival gymkhana.

brunswickan photo by doug pincock