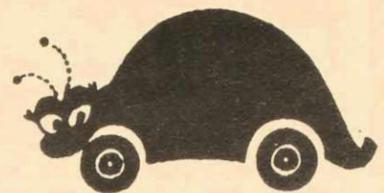


Wheelin' around



by Charlie Moore
Probably the most painful thing about owning a car in Nova Scotia (after exorbitant

taxation), is having to deal with the Motor Vehicle Branch. Being a governmental bureaucracy run by the usual

apathetic civil servants, I guess we cannot expect too much of them, but sometimes it gets ridiculous.

For instance they cannot seem to decide whether to charge \$3.00 or \$4.00 for a registration transfer. I have been charged both fees without any apparent reason. The latest seems to be \$3.00.

One of the biggest problems down there is the seeming inability of anyone to perform the smallest function without consulting at least three superiors. Of course we can't put the complete blame on the staff. They have to work with the most insane, jumbled Motor Vehicle Code in Canada.

One interesting bit is the safety inspection. The N.S. safety inspection is a farce because anyone can obtain a bootleg safety sticker if they know the right people. Garages that perform safety inspections can also rip off the public by failing perfectly good cars so they can cash in on the repair work.

Registration transfers are another pain. The transfer document (attached to every motor vehicle permit), is vague and easy to bugger up if you don't know what you are doing. If it is filled out wrong, you have no recourse but to track down the registered owner (usually easier said than done) and persuade him to fill out a MVB "green slip".

I know of at least three different cases where a completely roadworthy car was sold for junk because registered former owner was impossible to trace.

The only way to get out of this dilemma without losing your financial shirt, is to buy a junk-

pile-example of the same make and model as your car and switch serial numbers and licence plates. Of course this practise is highly illegal and I naturally do not suggest doing it. There should be a legal alternative. C'mon Garnie Brown. The time is ripe for a complete revamping of the Motor Vehicle Act.

Speaking of stupid laws, I hear that the N.S. government has started to adopt U.S. style safety and pollution legislation. This type of pollution standard is discriminatory against small cars. It does not measure the actual amount of pollutants put into the air, but a percentage of the total amount of exhaust.

Big engines can meet the standards quite easily because they are so big that the power-robbing effects of the smog control device are not too noticeable. A small engine, however, is rendered virtually powerless when encumbered with the same equipment.

Needless to say, a "dirty" small engine puts out less pollutants than a "clean" big engine. This is my point. The new legislation has caused some of the small, least harmful pollution-wise cars such as the Renault 4s and 8s to be withdrawn from the market here.

The use of small cars should be encouraged from the ecology standpoint, not made illegal. The new laws sound good to the average citizen, though, so they should achieve the political gain they were calculated to accomplish. Til next week, keep a 'wheelin'.

Open theatre excellent

by Jim Tesoriere
Last Friday the Open Theatre Ensemble presented their collective work "Terminal" to a typically poor turn out at the Rebecca Cohn Auditorium.

The latest work of the New York company is a collection of the personal investigations of its members. Prior to its North American presentation "Terminal" toured France, Germany, and Sweden where it was widely acclaimed as one of the better pieces of modern theatre.

Unbound by the conventions of traditional theatre the work is young and bright in its form, giving the audience an honest feeling of participation though it is not actively involved. Prior to this presentation, a member of the cast dedicated the performance to the inmates of Springhill and Dorchester penitentiaries which were the last audiences to view this play and where the cast was most warmly received.

The basis of the play is an appraisal of death in retrospect to the lives of modern men. The cast depicted the biological processes of mankind, such as eating, breathing, and motion, which we tend to take for granted; in the face of death they become precious as they drift from the grasp of the

living. With a foresight into death the characters cling to these essentials of life with a new understanding yet their passing is beyond the control of Man. Those conditions in life over which some control is exercised — the material and superficial — are satirically depicted in the role of the mortician as cosmetician and the processes of embalming after death.

In total the play delivered a well-directed (and well deserved) blow to the inhumanity of Western capitalism.

Following the performance members of the cast met with the audience to answer questions and discuss their appraisal of the work; I was told that this enables members of the cast to gain first hand an understanding of their audience's reaction.

Open Theatre is an example of the high caliber talent I feel we are in danger of losing until more people take advantage of the opportunities presented by modern and well-equipped facilities like the Cohn Auditorium.

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