

IRONMEN SECOND

The UNB Ironmen have completed their rugby season in second place in the New Brunswick Rugby Union behind the Fredericton Loyalists.

Last Wednesday at the Fredericton Raceway the UNB squad defeated the Saint Thomas Tommies by a score of 8-0. Excepting for one short goal-line drive, the Tommies were ineffective against the determined Ironmen. The individual efforts of some of the Tommies was neither sufficient to penetrate or to stop the efficient teamwork of UNB.

Early in the game, Bob Kay (league scoring leader) capitalized on a good backfield movement and ran forty yards to open the scoring. He also

converted the try. Moments later, he followed up with another try, but the angle proved too difficult and there was no further scoring.

Both teams slowed down somewhat in the second half due to the muddy conditions. Not pressured by St. Thomas, UNB was content to coast to victory.

Unfortunately, in the closing minutes of play, St. Thomas' all-star full-back, Edgar Goquer, was quite seriously injured in a collision, marring an otherwise well fought and clearly contested match.

Scoring in the UNB-St. John game last Saturday was opened by St. John, but it was UNB's game from then on and the contest ended 34-8. Bob Kay added 19 points on one try,

two penalty kicks and five conversions to clinch the lead in the scoring race. Jamie McKay scored on a try and a drop goal. Tries were also scored by team captain Peter Pacey, Bob Dean, and Ted McMullin.

Saturday's matches marked the end of the regular season. There are several exhibitions scheduled. UNB will be playing St. Francis X this Saturday morning at 11:00 at Fredericton Raceway.

Four UNB players; Rick Adams, Bob Kay, Jamie McKay, and Peter Pacey made the all-star team, which will be going to Halifax this weekend to play the Nova Scotia side. The team will also go to Toronto to play in the interprovincial championships.

sports shorts

SPRINGFIELD COPS COLBY INVITATIONAL

Springfield University of Springfield, Mass. took top honours Saturday in an invitational cross country meet staged in Waterfield, Me. The UNB Red Harriers placed second while host Colby finished third and Brandeis fourth.

Individual race winner was Walkwity of Springfield; Dick

Slipp (UNB) took second and Johnson (Colby) was third.

Winning time was 25:48 for the 5.1 mile course.

Team scores were: Springfield 28, UNB 49, Colby 64, Brandeis 95.

UNB TRACK TEAM TO "X"

This weekend will see the UNB Track and Field team travelling to Antigonish for the MIAAU championships. The

UNB squad, defending champs, are expected to receive a very strong challenge from Dalhousie, runners-up last year. The meet should be interesting to Track and Field enthusiasts as UNB is very strong in the field event, while their Dal counter-parts are a powerhouse on the track.

If UNB is to win, they must sweep the field events, and collect 10-15 points in the track events.

BOOTLEGGING

by dave jonah

Driving a car at its maximum potential is probably one of the more thrilling sensual feelings that an individual can experience. The challenge of mastering a machine is hardly possible anymore with all the rules, codes and radar traps designed to protect you from harm. So, unless you can afford an expensive sport like racing, the chances of taking a fast drive in your super car are mighty slim. There is a solution if you really desire a good deal of deviant driving.

The solution is a race against the clock up the side of a mountain that has many similarities to drag racing. The only real difference is that hill-climbing takes real honest driving skill instead of snappy wrist and foot maneuvers down a straight flat track. Hill-climbing involves more than pit maintenance. It requires definite driving ability in the most rounded sense of the word.

The road set off for the event is blocked off to all traffic, and spectators are allowed to line the course at fairly safe distances. Timing is done to the second so a long hill-climb requires the intricate timing facilities that are usually associated with drag racing. The route, then, is nothing short of a constant series of tricky "S" bends and sharp switch-backs lined with bumper bending trees on the side of a hill. A switch-back, for those who must suffer the constant monotony of the straight-as-an-arrow Trans Canada Highway when driving, is a series of sharp turns with each consecutive turn usually going in opposite directions. The secret is to charge through the two turns with the least amount of sliding possible and therefore saving precious time. A skilled driver will drift through using a combination of gentle braking practices and controlled power spurts to the rear wheels. Hopefully this will snap the sliding car through the corners. Fastest man in his class up the hill wins the event.

Skeptics, and there are many, feel that this type of entertainment/sport/pleasure is wrong and borders on the sinful. They maintain that the most you can learn from this type of driving is how to wreck your car sooner. They should get real.

The slightly mad individual who takes his car into the hill-climb, scaring himself on every turn will, when he leaves the course, know what the term "driving-by-the-seat-of-your-pants" is all about. Driving to the point of total involvement, completely aware of what the machine surrounding you is doing, you become a part of the very machine itself. This driver will do well, while all the rest slide by the wayside, which is a kind way of saying they will end up in one of the many hazardous ditches which line the course.

This experience will make a much better driver and is the most plausible solution to decreasing the ever increasing number of traffic accidents. If you have deluded yourself into thinking that you are better than average driver, then try a hill-climb.

This chance is available to anyone tomorrow afternoon when registration begins around noon for a National Driving hill-climb. This event will be held near Harvey, fifteen miles above Fredericton on Mountain Road. This hillclimb is sponsored by the super-active UNB Sports Car Club and could provide an interesting afternoon of free pleasure, as a spectator, or enlightenment, as a competitor.

The result is a chance to drive your car at maximum potential around six turns in barely seven tenths of a mile. This offers the ultimate in sensual driving pleasure.

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