



# Wheelin' around



by Charlie Moore

It's funny the way things change. The reason I say this is because the other day I went down to British Motors to have a look at the new Austin Marina. It made me think of an old friend, another Austin, that made it's appearance back in 1955.

The A-50 was brought out as a replacement for the venerable A-40 series which was a throwback to the pre-war days. The new car boasted a whopping 50 horsepower from its re-designed 4 cylinder engine and had rather pleasant styling for the day. The 4-speed gearshift was on the steering column and anyone who ever rode in one of these cars will remember the rich smell of the English leather upholstery. Safety legislation was, of course, unheard of in those days — there were enough protruding knobs and switches on the dashboard to give Ralph Nader fits.

The A-50 sold well from the outset and soon acquired for itself a reputation for anvil-like dependability. This gem and its successor, the A-55 (introduced in 1957 with minor detail changes), became the best selling imported cars in Canada.

In 1959, B.M.C. had another introduction day and the A-55 Mark II bowed. It was mechanically similar to the A-55, but sported new body styling by the Italian designer Pininfarina. Of course the new car had fins which were at the height of popularity in 1959, but gone was the great-smelling leather upholstery, replaced by cheaper vinyl leathercloth.

The car was given more of a sporting flavor by moving the gearshift to the floor and replacing the old push-pull switches with Jaguar inspired toggles. Cambridges were still de-tuned for the sake of reliability and economy, but had a lot of low end torque and gave respectable acceleration by 1959 standards.

Gas mileage continued to be

excellent and these cars proved able to flog over the 100,000 mile mark with amazing regularity. At only \$1795.00 list price, the A-55 Mk. II was a tremendous value for the money.

Fins soon became passé, so when the A-60 Cambridge was introduced in 1962 there was only a vestigial ridge running along the top of the rear fender. The new model also had a larger (1622 c.c.) more powerful (61 horsepower) engine and improved suspension.

The A-60 marked the zenith of the Cambridge series of Austins. It continued to uphold their reputation for reliability and economy until they were discontinued in 1969, leaving no apparent successor.

Which brings me back to the newer than new 1972 Austin Marina. Because that's what the Marina is — a belated replacement for the Cambridge. It even has an 1800 c.c., 91 horsepower engine that is a direct descendant of the old reliable A-50 four-banger of 1955, and retains the conventional front-engine, rear drive layout of the Cambridge (as opposed to the more radical and technically interesting but problematical front-wheel drive which has become an Austin tradition of late).

There are some changes though. The front coil springs and cam and lever steering are replaced by torsion bars and a rack and pinion, and the transmission and final drive are from a recent Triumph sedan.

Getting inside you see a molded plastic dash which looks cheap and is cheap. No leather here — the seats are vinyl and there is a small plastic steering wheel which is a far cry from the big old bakelite 17 incher in the Cambridge.

The car is completely Naderized with headrests, seatbelts, smog-control and all the other paraphernalia required to appease the U.S. government safety zealots.

Radial ply tires are standard equipment and there will be a G.T. model available come summer, with a tachometer, twin carburetors and better acceleration than an MGB.

All in all, I found the new

Marina to be a very appealing little car but with decidedly less of that good old British stiff upper lip flavor than its predecessor the Cambridge.

Don't get me wrong. In my opinion, the Marina is head and

shoulders above most of its competition and I hope British Leyland sells as many as they can make, but the point I am trying to make is that they had a better idea 17 years ago. Keep a wheelin'.

## ndheit! Gesundheit!

by Uncle Walt

Early to bed and early to rise  
Just ain't enough to get  
healthy and wise.

Wisdom takes more than  
good habits to acquire;  
health is somewhat easier to  
achieve.

Three basic requirements  
for healthful living are good  
food, moderate exercise, and  
adequate sleep.

Nutrition has been  
discussed in previous  
columns. In brief, a variety  
of fresh fruits and  
vegetables, eggs, milk  
products, nuts and whole  
grain cereals will guarantee  
that essential nutrients are  
obtained. One thing nobody  
needs is table sugar.  
Overprocessed or over-  
cooked foods are inferior to  
raw, fresh produce. Peeling,  
slicing, boiling, and soaking  
rob food of vitamins.

Digestion is aided by quiet  
mealtimes. Don't do any  
strenuous exercise right  
after eating. Eat regular  
meals but don't over-eat. If  
you are more than a little  
overweight, cut down on all  
types of food, especially  
sweets, starches and fats.  
But keep some starch and fat  
in your diet.

Exercise needn't involve  
competitive sports. Walking,

hiking, swimming,  
snowshovelling, furniture  
moving and jogging are  
some of the possibilities.  
Always warm up with  
calisthenics before doing  
heavy work. When lifting,  
bend your knees, not your  
back. Don't lift heavy ob-  
jects without help.

Carrying your books,  
climbing stairs instead of  
taking elevators, and  
walking rather than riding  
will exercise your muscles.

Muscles that aren't used  
will atrophy (shriveled up).  
One of the worst passtimes is  
watching television. It  
numbs your mind as it  
weakens your body.

The amount of sleep you  
need is a very individual  
thing. The best way to tell is  
by when you naturally wake  
up. If you have trouble  
sleeping then stop drinking  
caffeine products: coffee,

tea and cola. If there are  
things which worry you, do  
something about the things  
you can change and forget  
about the things you can't.

In addition to food,  
exercise and sleep, everyone  
needs fresh air. That means:  
stop smoking.

Other no-no's are chronic  
drinking or pill use. If you  
are ill, stay in bed and drink  
lots of fluids. Serious  
ailments demand medical  
attention. Insist that the  
physician explain the  
treatment; if not, see  
another doctor. Also ask  
what you can do to prevent a  
recurrence of the problem.

Other threats to health are  
"accidents" and fires. Clean  
up your home and make sure  
that appliances, machines,  
and automobiles are in good  
condition. If you can't afford  
to fix it, you can't afford to  
use it.

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**To All Dalhousie  
Clerical Staff**

This brief open letter is to let you know that the Canadian Union of Public Employees has not forgotten about you. We plan to have a meeting on campus within a month, and we encourage all clerical staff to attend. The long delay between the February 10th meeting and the proposed meeting is caused by the difficulty in contacting all 477 employees individually to answer questions that some people would not normally ask during a large meeting and to make arrangements for our National Secretary-Treasurer, Mrs. Grace Hartman, to attend. All staff will be sent notices informing them of the date and time of the next meeting and a notice will be put in this paper. We look forward to seeing you on or before the next meeting.

For further information call — 455-4180.  
Yours very truly,  
C.U.P.E.

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