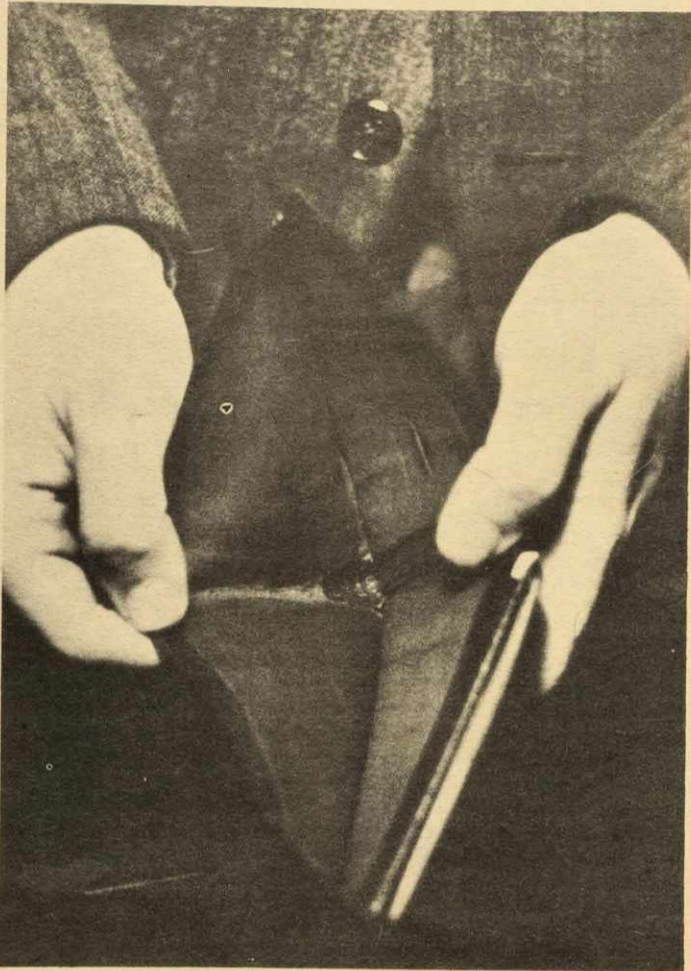


CARNIVAL COMETH - MONEY GOETH!

By George Harris



"... the winter of our discontent..."

The Dalhousie Winter Carnival is coming again with the 1964 edition no different from the 1963 edition. There are certain facts that every carnival-goer should know and understand fully.

1. Everyone is pretty well forced to take in all the events in order to make up for the financial loss incurred in the purchase of the Winter Carnival tickets.

2. On paying his money, the ticket buyer is pretty well forced to put up with, if one may use the term, Canadian talent who have not proved themselves as much as their American counterparts.

3. There are no half measures, at least to press time, to allow a Carnival-goer to attend one or two events.

4. Credit for the little worker in the Carnival is absent with the hierarchy taking pretty well most of the credit.

Expanding on these points, it will be seen that Carnival week is no longer enjoyable but is becoming a week where both academic and financial endeavours take a sad beating, the latter being more prominent if one wants to get the most for his or her money.

PROFIT vs FUN

Carnival goers this year are being charged \$3.50 per ticket and simple mathematics will put the cost of two carnival tickets at \$7.00. That means if a man wants to take his girl friend and/or mother to the Carnival it will cost him that sum of money. Now since all college students are not millionaires, nor do they feel that the opposite sex should pay (except in Sadie Hawkins Week, of course), he will be left footing the bill. As every human being wants to get the most out of the money he spends, the carnival-goer is pretty well forced to take in everything, whether he likes it or not. This is where the academic part enters. It must be remembered that classes are not cancelled nor are the work assignments, themes, labs, etc., involved with these. Usual working conditions will prevail that week. Consideration may be given to the Committee's position to make it a financial success; (how can they help it at \$3.50 a ticket?) It is said to be the last expensive carnival around. But

there is a catch there. It is the cheapest for outside talent coming in.

ALL OR NOTHING

At the beginning of this article it was stated that the '63 and '64 Carnivals were the same. There is a slight error in this statement. This year there is a change; there will be no separate tickets to any event. At least that is what some of the members of the Carnival Committee are saying. Once again financial gain seems to play an important part here. By making every ticket buyer a prospective \$3.50 loser the Carnival stands to gain financially. Now if the financial aspect was put in the background, one could be sure that separate tickets could go on sale for such events as The Ball in the Mall and Ian and Sylvia. The Committee is desperately trying to advertise the Carnival in every way possible and yet is strictly limiting all events to Dalhousie students. This is good if the advertising value of Ian and Sylvia need not be used. There is much in prestige but the spoken word is the best advertiser known! If the Carnival Committee is for the enjoyment of students and the advertising of Dalhousie University they would see that their all or nothing policy looks foolish in present light.

POWER POLITICS

Throughout the year on this campus power politics have played a somewhat mediocre role. There are those who deny it, agree with it or who are totally indifferent to it. In the case of the Dalhousie Winter Carnival (1964 edition) on the outside it looks like it is present. This article is not meant to criticize in any way, some people who have worked hard on this year's Carnival. But an army is only as good as its leader, be he elected or appointed. The Winter Carnival is no place to obtain personal satisfaction or gains. The Winter Carnival Committee has a duty to provide the students of Dalhousie University with a Winter Carnival, just as it is the responsibility of every student to support it. But when the Committee fails to

SPORTS CARS

Some facts and a few fancies

By Andy White

A rapidly growing phenomenon on the highways of this country is that of the light, often open, 2-seater automobile, known to the uninitiated as "Sport cars". Without the 's', that is. These cars come in many shapes and most sizes, are often, as observed above open, but are also closed, so therefore, their claim to individualism must be based on something else than the purely superficial, unlike certain products of the domestic automobile industry.

VERSATILITY THE WATCHWORD

This certain something is not blinding top speed, although some exotic sports cars can achieve 180 MPH is unmodified form and others easily available although not cheap can exceed 150 in stock form; nor is it brute acceleration, although, once again there are sports cars that can make the exploits of almost any drag strip freak look a little ill. It is something more than these. It is manoeuvrability. A sports car can out-turn out start, and outstop any other form of road automobile.

The methods of achieving this are legion but usually center around a low center of gravity, a good front-to-back balance, and a relatively firm suspension system, and a comparatively broad track in relation to wheelbase. The clutch is quick and often "grabby", while the engine responds (or tries to) to the slightest touch of the driver's foot. Also, a sports car usually has a complete set of instruments attribute to the fact that the driver has the knowledge and the sense not to entrust the safety of his engine to a row of colored "idiot lights".

OWNERS OFTEN AMONG THE ELITE

The driver, too, is usually a person with markedly higher intelligence, more education and a better income than the driver of more mundane machinery. However, it must be conceded that this picture is not all and light. A number of criticism of these vehicles, partly it could be said stemming from the fact that they are imported, have been hung on the sports car.

Also, the fact that they lack the hoard of "auddomaddic" transmissions, window openers and other foibles which range from the purely idiotic to being a desperate attempt on the part of the manufacturer to remove the onerous task of thinking from the mind (?) of the average driver militates against them in the eyes of many.

Of course, it is to be admitted, on account of the glamor connected with these little vehicles, a certain number of incompetent often so-called "playboys" end up behind the wheels of sports cars.

HEAVY CARS SAFER?

The oft asserted "fact"; asserted, that is, by the uninformed, that Domestic sedans are safer because they are heavier is the purest of nonsense. Formula 1 track racing cars rarely weigh more than 950 lbs., yet they corner at speeds of over 150 as a normal part of their performance; knowledgeable professionals on the other hand are frightened to drive large, standard sedans on anything else than a Daytona or Bonneville - type surface in standard trim at speeds of over 80-90 MPH. Who is right? The pro's or Joe Doaks down the street with his "Pon-nack"?

SPORTS CARS NOW COMFORTABLE

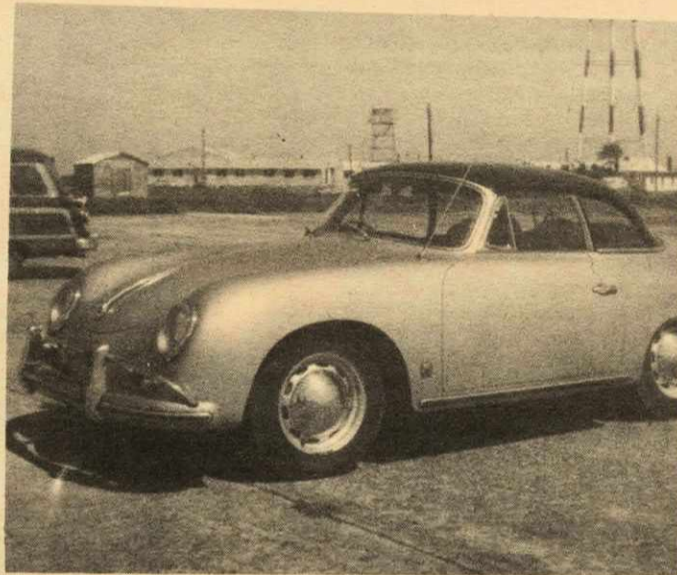
Another criticism of the sports car, given wide credibility among certain of the dimmer circles in North American Automotive Society is that the Sports Car is somehow "impractical"; moreover it is "cold", and "drafty", and "leaks" and "has no luggage space". The first criticism is certainly true for a man with a sizeable family; except as a "second car", a sports car would indeed have a somewhat limited usefulness. (But how often, in traffic jams, so frequently caused by the bulky, overly large design of the domestic sedan, do we see one man holding up large numbers of other vehicles; one man alone in the vastness of his "prestige" sedan?)

As to the other criticisms cited, they were assuredly true once. But things have changed a little since 1955 or so, and now we have, to give examples of 2 of the less expensive sports cars on the market, such vehicles as the Sunbeam Alpine and the MG-B. Both of these cars have quite adequate luggage space for two, have excellent heaters and defrosters, and have seats which are adjustable over a wide range both for rake of back and distance from the dash. Moreover, these seats are contoured to give support far superior to the "bench" style creation usually to be found adorning the interiors of domestic sedans.

The price of both of these little gems is under 3,000 locally, and each gives mileage in the vicinity of 30 MPG, coupled with spirited performance. Durability is excellent.

ADVENTURE BECKONS

So next time you are buying a car, or want to trade your present vehicle, or, are even looking for your first car, why not give a long second look at these sprightly little fun cars that can also be used to cart groceries, if necessary, and by purchasing one, put some adventure individuality into your life?



"Hail to thee, blithe spirit".

do its part then the co-operation of the students is not needed.

IN RETROSPECT

There is a 1964 Carnival this year and up to press time it will cost \$3.50 a person, regardless of whether a student will attend one event (excluding athletic events) or them all. The student must continue his academic work while attending all events in order to get the most out of his money. He must pay another \$3.50 to take any other person, if that person has no ticket, even if he wishes to take that person to only one event. And finally he must sit back and watch a few people take credit for the work that many people have taken much of their needed time to do.

What can one do? The first answer would be to boycott the Carnival and perhaps get some academic work, i.e. studying done. This answer, no doubt would receive the whole support of the majority of the faculty. Of course one could spend the money on the tickets and then worry about where he is going to get some more. Of course, one could take in the New Christy Minstrels at Saint Mary's, that is they haven't broken up yet. You don't need a ticket for the entire week.

MANY CRITICISMS BASED ON IGNORANCE

More specifically, certain definite allegations have been laid at the door of the sports car by the ignorant and uninformed. One of the most specious and truly aggravating to the enthusiast is that sports cars are "dangerous", and that, to use their term, "flip" easily. That this statement is manifestly untrue should be apparent to a person with a particle of brainpower once the effort has been made to learn some of the rudiments of the vehicle's design and purpose. As mentioned above, extraordinary stability is one of the primary aims of the designer of such vehicles. In this they have succeeded beyond a shadow of a doubt. Which car, then, is more likely to invert on a tight or tricky corner; one which has been specifically designed to remember its manners in such a position, or the lumbering, unbalanced, clumsy sedans which clutter our highways.

ROSES ARE RED

For the best in literature, read the Gazette (late) each week.