Fresh Sports

Grapplers Upset Wesleyan By 18-14

The Freshmen wrestlers set the pace for their varsity counterparts with an 18-14 victory over a heavily favored Wesleyan team last Wednesday. Saturday's bout lost 14-12, but 15-10 and 15-9, and SAE took measure of Lambda Chi in a contest marked by an excellent performance by Smullan of Wesleyan. Stressau (167) lost a decision to Pickard (157) lost a decision to Pickard. Chip Hultgren (130 lb.) lost a decision to Gulick, 8-6. In the 177 lb. class, Dick Nygren defeated Wesleyan's Spiller, 8-6. The team bounced back Friday with an 18-14 victory over a tough Exeter Prep squad, 6-4, 7-4, 8-6. The Bets beat Burton A 15-11, 15-9, and SAE took measure of the top teams in New England.

In Wednesday's action, Tim Connelly, at 123 lbs., won his match by a forfeit. Chip Hultgren lost 130 lb. to a decision to Kennedy, 4-1, MIT forfeited the 127 lb. class, 1-0. Tim Fink beat Marion Whitman pinned Jimmie Johnson in 4:40 of the second round.佟 Hall lost a decision to Richard of Wesleyan. Stressau (157) lost a close one to Quick, 8-6. In the 177 lb. class, Dick Nygren defeated Wesleyan's Spiller, 7-4. Jim Edgerton pinned his men in the unlimited class in 4:12 of the second round.

Winter Win 26-41

The Tanks ended the tough Wellesley High School team this week by a 26-41 score. The Davis competition was marked by an excellent performance by Smullan of MIT, who placed first.

Here to edge the fresh facets Saturday 14-12. A standout was Jim Funderburg who won all three of his matches in open. Cagers were topped by a fresh edge 18-14, but 15-9 and 15-10 in league C.

The Cagers split 3 decisions.

For That Well-Groomed Look Go To Larry's

LARRY'S
BARBER SHOP
292 Massachusetts Avenue
2 Blocks from M.I. T. in the Beaver House

"For That Well-Groomed Look Go To Larry's"

Assignment: design a suspension that "paves" its own way!

Result: "Cushion Recoil" provides a dramatically smoother ride in 1963 Ford Built cars

The challenge given Ford engineers was to design suspensions that would permit wheels to roll with the punches—not only in a vertical plane, but in a fore-and-aft plane as well. Suspension systems provide only a partial solution to road shocks by limiting wheel recoil to an up-and-down motion. The solution? Exclusive Cushion Recoil suspension design in all Ford-built cars for '63 Cushion Recoil, with cushioning action in a horizontal plane as well as vertical, smooths the jars and smothers the jars and jars of rough roads, adds to your comfort, safety, and driving pleasure. Even the thump of freeway tar strips is reduced, and on deeply rutted roads you experience better control of the car. Furthermore, your Ford-built car is spared the wear and tear of road-induced vibration.

Another assignment—more one example of engineering excellence at Ford and new ideas for the American Road.

SOAKS UP ROAD SHOCK. Exclusive Ford Motor Company Cushion Recoil action moves back as well as up for a smoother ride.

FORD MOTOR COMPANY
The American Road, Detroit, Michigan
WHERE ENGINEERING LEADERSHIP BRINGS YOU BETTER-BUILT CARS

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