Announcements

- New Course Listings:
  1.101 Issues of Survival
  21.386 The Sexual Order
  21.34 Literature and Propaganda
  21.277 History and Politics of the Modern Middle East
  21.981 Seminar on Labor, Power, and Social Change
  21.993 Culture and Society: Theories of Revolution

For information about the above courses, please contact the department involved.

- Committee openings—undergraduates needed for the following committees:
  1) Committee on MIT-Harvard Medical School (Course VII or XX preferred)
  2) Committee on Visual Arts (3 openings)
  3) Committee on Selective Service (2 openings)
  4) Committee on Use of Humans as Experimental Subjects (2 openings—VII preferred)
  5) Libraries Executive Board (2 openings)
  6) Weekly MIT Committee (2 openings)
  7) Congress and Campus Disorders Committee

Please contact Evelyn Reiser (W20-401, x3680, x2400).

- There will be a wrestling rally for freshmen and varsity wrestlers Thursday, September 17, in the wrestling room at 5:30 pm. Come one, come all—we need your help.

- The Commonwealth still has room for several more people. Call 536-2570 and ask for Steve.

- An Activity Council meeting to elect a new chairman will be held Wednesday, September 16, at 8:30 pm in the Student Center, Room 400.

- The Law School Admission Test will be given on Saturday, October 17, 1970. Closing date for registration for the Fall test is September 25, 1970. A Bulletin of Information on the Law School Test and Application Form is available in Room E12-441B.

- The Tech regarding Announcements:
  Only those announcements of interest to the MIT community will be published. In general, they must come from within the MIT community. Announcements of events for which there is an admission charge will not be considered.

  Announcements must be short, approximately 50 words or less. The deadlines for receipt of announcements are 5 pm Sunday for a Tuesday edition and 5 pm Wednesday for a Friday edition and will not be relaxed.

  Since announcements are published free of charge, The Tech reserves the right to edit, postpone, or refuse any announcement.

CACR prizes awarded for six varied classes

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measured during the race and scores in the race (actually a rally, with normalized driving times for each of the seven legs) itself. The emissions score received the heaviest weight in this formula, and all the winners had to surpass the 1975 Federal standards for automobile emissions: 0.5 g/mile hydrocarbons, 11 g/mile CO, 0.9 g/mile oxides of nitrogen.

These six were winners of the classes into which the entered vehicles had been divided. They were:

Class I: Internal Combustion (ICE) burning gaseous fuel—Worcester Polytechnic Institute (WPI) Propreme Propagor, one of four WPI entries that finished the race.

Class II: ICE burning liquid fuel—Stanford's methanol-powered Grenelin.

Class III: Turbine—MIT, Mike Bennett '71 led the team that built and drove this overpowered monster, which was actually a turbine-electric utilizing a surplus jet-fuel gas turbine to drive an alternator, and a (potentially) 600 hp motor to drive the wheels.

Class IV: Electric—pure variety, Cornell University. The winner was actually built by Electric Fuel Propulsion Co. of Detroit, and was subsequently delivered to Arthur Godfrey, who had purchased it.

Class V: Hybrid Electric—WPI and University of Toronto had scores within 10 percentage points; as previously ruled by the committee, this meant a tie.

Overall winner

The overall winner was not declared on the basis of scores. It was chosen by a panel of five experts in the automobile and pollution fields: David Ragone, chairman of Dartmouth's School of Engineering; S.W. Gouse of the President's Office of Science and Technology; Harry Barr, President of the Society of Automotive Engineers; John Brogan of Napca; and John Maga, executive officer of the California Air Resources Board.

They chose as the best car Wayne State's entry, a modified Capri built by a team of Ford engineers taking night courses at WSU. (The initiative and ideas were theirs; the money was Ford's.) The overall winner was chosen not only for purity and performance but also for practicality as a prototype for mass production in the reasonably near future. The Wayne State car burned unleaded gasoline, hence was viewed as most practical in the short run since propane or (Please turn to page 13)