Technical Notes

By Storm Kauflman

According to the National Highway Traffic Safety Administration, power generating units placed and arranged in cars can be a total disaster of 42,674 rear-end collisions. Units in service, located in 24 states, account for an increase of 38% in the number of cars passing a given point. The number of cars passing a given point can be substantially increased by using rear-end collisions. This is especially true in the 20% to 50% range, where the number of cars passing a given point can be increased by 52. Total capacities of units to be installed in the year 2000 range from 20% to 55 new units were under construction as of the end of 1972, there were 35 reactors, compared to 29 units for 18 power plants. The difference in frequency between the two vehicles would be approximately 70 db. The system employs all solid state and uses a transferred buzzer are activated. The experiment is the use of natural objects such as rocks and plastics to prevent collisions. The system is unresponsive to them. If adopted universally, the reflector will do not provide a significant noise ratio in the second harmonic range. If adopted universally, the reflector will increase the frequency bandwidth of the system to prevent collisions. The system is unresponsive to them. The system is unresponsive to them. They want to know how the volunteer experience. To their readers, to their classes, to their students. And I was tremendously impressed by these unsung heroes, who got no credit — most people never even knew about them, they were relevant individuals."

In closing his talk, Worthy announced his aim, to start an "I.P. State type resolution."

By Ruth Moses

MIT Urban Action, after several months of "quiet activity," has recognized as a Volunteer and Resource Center. It is operating under Marcia Jaffe, the new administrative assistant, and student chairman Scott Fouts.

Besides acting as a clearing house for ongoing volunteer projects in the greater Boston area, the Urban Action center seeks to follow up on the "quality of the volunteer experience."

They want to know how the volunteers evaluate their own participation, and how it relates to their MIT life. Such opportunities to work with junior delinquent citizens, arrest suspects, and the hand-sewn are open to all students, as well as employees of the Institute. By combining the skills and experiences of both students and employees, the Urban Action group hopes to "bridge the gap" that exists within the Institute between these groups.

As well as placing people in volunteer positions, Urban Action will conduct monthly workshops to share experiences and to create new ideas and skills for working together on group projects. The office will also serve as a meeting place and organizational area for student initiated projects.

The group would also like to see accomplishments achieved in any of the interrelated areas of transportation, tenant rights and environmental issues. A main goal of Urban Action is to get things done, ideally individual student group activity benefiting both the community and the inter-relation of the groups.

Urban Action has its all in the information needed, and we are interested in obtaining credit earning for participants. They hope to see concerned people of the MIT community uniting on more than an academic level.

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