MIT cuts funding for summer work-study

By Selina Lau

There will be no work-study program this summer due to limited funds, according to Lucy Van der Wiel, Director of Student Employment.

The Administration felt that it was more important to have the n-way for next year so that they could give this at-risk student group a boost in the high school year. The students would need this help to get into college.

In the 1978-79 academic year, when the summer program was incorporated, there was money remaining for a summer work-study program last year, however, the federal government cut the money, so fewer students were able to work. This year's funds were reduced from $970-80 to $970-65, but this year's remains the same for next year. However, according to Van der Wiel, there is just not enough money to subsidize a summer program.

The program, as MIT is unique in that in addition to the criteria that an employer pay students 20% of his or her wages and the federal government 80%, the employer must put the equivalent of 80% in a discretionary fund. The fund is used to subsidize UROP, RAs, TA's, and students on work-study.

The Administration had decided two years ago that the summer work-study program would follow the regular program: employers would only have to pay the student 20% of his wages and not have to place the additional 80% in the discretionary fund. The funds for the summer work-study program would have to come from grants for the preceding and following academic years, according to Van der Wiel.

MIT Amenity International will hold a Human Rights Group Meeting at MIT 31, 7:30pm, in Room 10-280. All are welcome.

Mechanical Engineering Open House for Freshmen: April 9, 7-3pm In-room 3-133 and nearby Mechanical Engineering Lab. Come and find out about Course Registration, Advising, and everything Mechanical Engineering. Free. For more information call 353-3560.

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FR. Robert F. Drinan will speak on human rights on April 3, 1:30 pm, Auditorium, 600 Commonwealth Ave. at 4pm. Sponsored by Amnesty International. Free. For more information call 353-3560.

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In order to help you determine which tire to buy, the national Highway Traffic Safety Administration has published standards by which manufacturers must now grade the performance of their tires. Summer (conventional) passenger vehicle tires must now be rated in three areas: TREADWEAR, TRACTION, and resistance to failure caused by PUNCTURE. The tire you buy will have its quality ratings molded in the sidewall (or temporarily indicated on a label).

TREADWEAR: The standard for treadwear is 20,000 miles and is graded at 100. If fewer miles are expected, the number is lower; for more miles, the number is higher. For example, 150 represents depreciation 50 represents only 10,000 miles. This standard tells you what can be expected when you compare different brands of tires. Road conditions and driving habits will cause the tire to wear more or less than the standard. Keep your wheels properly inflated, the vehicle wheels aligned and tires balanced. Failure to care for your tires will greatly reduce treadwear and can also create a safety hazard.

TRACTION: This is a measurement of the tire's ability to stop on wet pavement. A tire marked C may have poor traction; B is better; A is best. This rating is a measurement of traction performance while braking on a straight course and does not measure cornering traction.

TEMPERATURE: This is a measurement of the expected heat build-up in the tire and the tire's ability to dissipate that heat. The grade C meets Federal requirements; B is better; A is best. These grades are established for a tire that is properly inflated and is not overloaded. High speeds, under inflation, or overload can cause excessive heat build-up and possible blow-outs of even the very best tire. Here's a comparison of some brands of radial tires, all size P215/571R or equivalent.

<table>
<thead>
<tr>
<th>Brand</th>
<th>Traction</th>
<th>Temperatures</th>
</tr>
</thead>
<tbody>
<tr>
<td>DELTA Radial II</td>
<td>P652</td>
<td>400</td>
</tr>
<tr>
<td>FIRESTONE 721</td>
<td>P55</td>
<td>350</td>
</tr>
<tr>
<td>GOODYEAR Custom Polyurethane</td>
<td>P80</td>
<td>350</td>
</tr>
<tr>
<td>MICHELIN XW</td>
<td>P60/70</td>
<td>300</td>
</tr>
<tr>
<td>SEARS SuperGuard (GT-78)</td>
<td>400</td>
<td>350</td>
</tr>
</tbody>
</table>

These mileage projections (including those in the chart) should be used only as a guide for comparisons. You may not achieve these results. Actual final performance will vary substantially due to your driving habits, road construction, road conditions and climate.

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