

opinion

Course VI majors make Clint's day

(Continued from page 4)

to-Mag is, according to Clint, capable of taking the fingerprints off of bodies. Your decision to major in Course VI will have an equally disastrous effect on MIT. As the overcrowding in Course VI strains the department every which way but loose, the quality of teaching and research in Course VI will decline until the department is as indistinguishable from similar departments in other university as people who have been gunned down by Dirty Harry.

No analogy, however, is flawless, and unlike Clint's latest movie, your decision to major in Course VI will not have a sudden impact; instead, its effect on the quality of education at MIT will probably have a slower, more insidiously pervasive effect, kind of like cancer and probably just

about as curable. Nevertheless, if the department continues growing, very soon the faculty may decide that the easiest thing to do is gun down potential Course VI majors, probably while they are still innocent high school students. The impact this will have on the Institute will be sudden because the instant restrictive measures are applied, the Massachusetts Institute of Technology will no longer be a great university.

I have railed at you for seven-teen columns because I want to avoid this sad fate for MIT and because I feel very strongly that there are two kinds of people in the world: those who talk about the world's problems — and those who listen.

I am going to end this final column with a half-baked pun, not because I think it is symbolic

of the tone of my series as a whole, and not because in some subtle way it sums up the point of my series, but rather because I have one leftover Course VI joke, and nowhere else to put it.

How do you stop an elephant

Harassment

(Continued from page 4)

rade of self-victimizing on the side of women, which merely turns the clock backwards after each painful forward tick.

All this considered, why does MIT consider women to be less apt than men to choose a college for themselves? Why does MIT consider the fact that only 20 to 30 percent of the applicants are female to be such a tragedy? Why does MIT think that women, free and unoppressed, are wrong to choose to the extent they do the careers of science and engineering? And why are women so obsessed with numeric equality with men even in areas in which such equality does not naturally occur?

This is a very special equality indeed for which women seem to be striving: for, if to ten mediocre male engineers there is one exceptional woman professional, the male/female ratio at MIT and the frantic efforts to change it become pitifully meaningless.

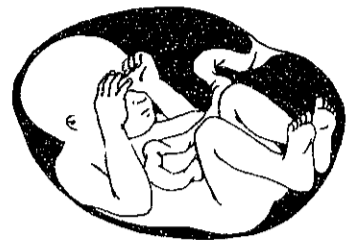
The MIT anti-discrimination policy is natural and correct; it is commendable only to the extent that it does not exist *de facto* in many other places. But there is no reason to go beyond it. This policy has been paraded using steps which are no more than cheap advertising tricks, unjustified, ineffective, and in poor taste.

The women participating in the Women's Weekend of two weeks ago may have been pleased by the warm invitation, but they were also presented with a distorted concern for an artificially-created issue, already over-killed by too many and too loud feminist voices. MIT's main goal is to provide a superlative education, not to create an optimal male/female ratio for the benefit of its students.

Mostly I laugh at all this. Being privileged from infancy never to have been discriminated against on account of the hormone balance in my body, I have not understood what discrimination (in Western society) is all about. Not touched by it, as I hope I will never allow myself to be, I found it amusing, rather innocuous, and even interesting. But such posters and such repetitive, unending talk sometimes

John Sanchez '84

Babies Don't Thrive in Smoke-filled Wombs



When You're Pregnant, Don't Smoke!

This space donated by The Tech

feedback

Student activities need travel ability

To the Editor:

Recently, I have noticed a recurring theme in the past campaigns for the Undergraduate Association offices, going all the way back to 1981. The subject has been transportation. At MIT we have the Stop and Shop and the Wellesley shuttles but we have also been promised others for Harvard Square, the Back Bay fraternities, and now one for the Worcester Centrum on concert nights. This topic is obviously important, and while the existing bus services are a welcomed convenience to most of the MIT community and the promised one might also be, I would say that most MIT student activities would still list transportation problems as one of their major headaches.

The Athletic Department takes care of the travel arrangements for the sport teams, but that, of course, leaves out the other extracurricular activities. Some groups at MIT need to travel to other colleges for special meetings or programs, others need vehicles on short notice for pickup and delivery of equipment or material pertaining to their activities and still others depend on regularly available transportation for survival, since their activities can only be held off campus. Carpooling can be used on certain occasions. But it's hard to carpool if 90 to 95 percent of a

club's membership does not have a car. Renting cars is another alternative; but sometimes if you need a car for Sunday, you have to check it out on Saturday and return it on Monday because it can not be returned on Sunday night since the agency is closed; unless you are over 21 and have a major credit card and can pay the prices charged at the airport, which will come close to having the car for two days as before. Renting, then becomes very difficult or prohibitively expensive if one plans on doing it often.

I once heard a representative of a certain student organization ask at the UA office if there was a way of obtaining one or more vans at MIT for his or other groups' use in visiting other colleges. He was told to bring it up at a meeting; it seems he has not.

I suggest that the UA with Finance Board and the Activities Development Board look into setting up this service. A few passenger vans could be made available for a reasonable fee to student organizations. The Office of the Dean for Student Affairs might raise the issues of safety and insurance since the vans would be driven by students; but those are issues for future discussion and are not unsurmountable. I would hope that this proposal be seriously considered and implemented soon.

Peter S. Katz, D.D.S.

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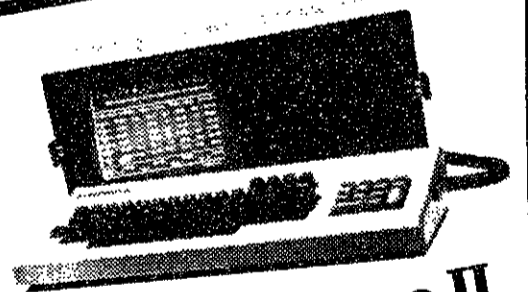
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