**LA SALLE PARTNERS**

**Financial Analyst Program**

**POSITION**
Financial Analyst for LaSalle Partners Limited, an international real estate firm providing Advisory, Asset Management, Tenant Representation, Corporate Finance and Land Services to corporate and institutional clients.

**LOCATIONS**
Offices located in Chicago, Denver, Los Angeles, Mexico, New York and Washington, D.C.

**INTERVIEW DATES**
Closed interviews will be held January 20, 1995 in Boston. Resumes and cover letters for invitational interviews must be submitted by December 12, 1994 to LaSalle Partners, 30 Rowe’s Wharf, Suite 460, Boston, MA 02110, attention: Reid T. Parker.

**EDUCATION**
All majors are welcome. Strong quantitative experience and sound communication skills are required.

For additional information, refer to the career services office.

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**Sports Car Club Ends Season with Victory**

By Julian Verdejo

The Tech Sports-Car Club fin-
ish the 1994 racing season with an unprecedented first and second place finish at the New Hampshire International Speedway, located outside the town of Loudon, on Sunday, Oct. 30.

The team’s two Formula Vee’s (Volkswagen), which compete in Sports Car Club of America-sanctioned events in the New England Region, were the class of the field right from the start of morning prac-
tice. Ed Bernarden ‘84 drove the team’s original car, and Ed Van Duyne, co-founder of the club and Diaper Lab affiliate, drove the team’s home-built racer.

Qualifying positions are deter-
mind by the best lap time during a timed practice session. Van Duyne set a blistering pace right from the first lap of practice, completing the 1.7-mile road course a full two seconds faster than the nearest com-
petitor. His lap times improved with each successive circuit, eventually claiming pole position with a time of 1 minute, 18.2 seconds.

Bernarden, with an equally impressive performance, qualified in second place with a time of 1:18.6. The morning session was not without problems, though. In the closing lap, Van Duyne dropped off the pace when he suddenly lost third gear. Luckily, some minor adjustments to the gear linkage were all that was necessary to fix the situation.

In addition, Bernarden was unhappy with the handling of his car. He reported that the back end was breaking free in the corners, especially in the fast turn, 1. This is part of the banked oval. The crew checked the alignment and tuned the chassis accordingly.

Bernard felt confident as his team assembled on the grid in anticipation of the start. “The car was really loose in qualifying, and almost got away from me on two occasions. But we managed to quiet it down on the grid, and both drivers did a real good job adjusting the set up in time for the race. So now we’ll have to wait and see what happens,” he said.

He made a poor start of it, though, dropping two positions at the first turn. Van Duyne, on the other hand, was flying, quickly pulling away from the field.

The racers in the second, third and fourth (Bernarden) positions ran nose to tail. The third place car made an ill-advised attempt to over-
take at turn 10, a fast-dowhill right-
hander. The car tangled with the second place car and Bernarden narrowly avoided collecting the two in the process. So as they crossed the start/finish line at the end of the first lap, MIT was run-
ing one-two with Van Duyne lead-
ing Bernarden by a couple car

lengths, and Bernarden holding a similar lead over the third-place car.

The excitement began to build as Bernarden steadily closed on the leader. The performance of Van Duyne’s tires was slowly deterio-
rating and Bernarden soon had

tucked himself directly behind Van Duyne on the main straight as the
two started the 13th lap. He was-
able to use the draft to pull along-
side and then overtake Van Duyne as they went into turn 1. Surprisingly, Van Duyne did not fade away into the distance, but was able to keep within two to three ca-
thelmets of Bernarden.

The gap remained constant until