



"We should have been suspicious when they asked us to come down a day early!"

Secretariee Try Harder

Beth Hutchinson, secretary in the Department of Nuclear Engineering, says secretaries are trying to improve their status in the professional sense.

Mrs. Hutchinson said it is now possible for industrious secretaries to earn a degree as a Certified Professional Secretary.

At present she is serving as the president of the Bryan-College Station chapter of the National Secretaries Association.

"It is possible to get a degree by taking tests much like the bar exams," she said.

"A girl may take all six areas on a test if she desires but she must take again any one she does not pass. The exams are offered only once a year so it is usually better to take only one a year to be sure that you pass.

The six areas offered are: (1) Human Relations (2) Business Law (3) Business Administration (4) Accounting (5) Secretarial Skills and (6) Secretarial Procedures.

Of 1,565 candidates, only 260 passed in 1966.

Mrs. Hutchinson returned Thursday from the regional meeting of the NSA. The program was presented in Springfield, Mo. with representatives from Texas, Louisiana, California, Arkansas, and Oklahoma.

The qualifications for entering a CPS are: (1) One year of college (2), at least five years experience and (3), recommendation of the employer.

The international convention in 1967 will be in Toronto, Canada.

All delegates are expected to attend this convention, as well as a large number of the 3,590 certified professional secretaries.

Racing Tires Bad For Street Travel

AKRON, Ohio — The growing use of racing tires on sports and high performance cars for street travel is a practice that should be nipped in the bud, warns the manager of racing tire development for the world's largest rubber company.

"If you want to compete on a race track, use racing tires. But if you want extra performance on the highway, get high-performance passenger tires. Racing tires are not the answer," is the blunt advice of Harold E. Mills of The Goodyear Tire & Rubber Company.

"There are a number of major differences between a tire designed for the street and one designed for racing," Mills explained. "Probably the most important are that race tires have no rubber sidewall protection for the carcass cord — they're designed that way to dissipate heat generated at racing speeds — and no protection from the effects of weathering."

A passenger car tire has thick sidewall rubber to protect the carcass from curb-rub damage. And the rubber is compounded to withstand the effects of weathering, or oxidation caused by exposure to ozone and heat—a tire's two worst enemies.

"There are no curbs to be rubbed on a race track, and a racing tire is not expected to be in use for a long period of time," Mills noted. "On the other hand, a passenger tire is expected to withstand exposure to the elements."

Mills said another very important difference between a racing tire and a passenger car tire is in tread design. The tread of most race tires has a compact design, with very narrow grooves and blades to give maximum traction on a dry race track. A passenger car tire must have a more open tread design to perform well on wet roads. The more open a tread design, the better it is able to wipe away water

and maintain sure traction on a wet road.

"When we design a race tire—be it for stock cars, sports cars, drag racing or what-have-you—our main considerations are for good handling and stability characteristics and heat dissipation. We are not concerned with a comfortable ride, squeal or noise factors," Mills said. "Tread wear is often only a secondary consideration, and we are only concerned with providing wet track performance in certain sports and formula car tires."

"For example, at the Le Mans 24-hour race this year, Goodyear had three different tires available—for dry, damp and wet conditions," he said.

"Our primary aim is for high speed durability," Mills continued, "which means producing a tire able to withstand and dissipate the tremendous heat encountered by a tire on a car going 200 miles per hour or faster. A passenger car tire never encounters those kind of conditions."

The Goodyear official added that a race tire is designed for a much wider wheel than is a passenger car tire, and for best performance carries considerably higher inflation pressures.

"If a wide race tire is mounted on a conventional passenger car wheel," Mills said, "the result is a small 'footprint' because of abnormal curvature of what is intended to be a wide, flat tread, and abnormal tread deflation. The tire will wear out quickly."

Editor, The Battalion,
I am writing in response to the letter from Mr. Tice on Oct. 26.

Mr. Tice said "When freshmen whip out to civilians their language is not full of courtesy and respect." On numerous occasions I've whipped out to civilians "Howdy, my name is Webb," and gotten the reply "Jones," or "Smith." Now Mr. Tice, that's not even a complete sentence, not to mention the cold clammy handshake that accompanies it.

I don't deny the Corps of Cadets has its two-percenters. We also have many mistakes, but if

you will come by my room I'll loan you some "Brasso". Your halo has a few blemishes.
Gary Webb '68

P.S. I don't know what kind of university you think this should be, but I'm pretty proud of the one we've got.

YMCA Poll Shows Religion Preferences
Fifty-nine per cent of Texas A&M's fall enrollment is Baptist, Methodist or Catholic, a YMCA denominational preference list shows.

YMCA General Secretary J. Gordon Gay's figures reveal 2,271 of A&M's 10,706 students are Baptists. Methodist preference was given by 2,163 and 1,905 professed Catholic faith.

Slightly over 10 per cent gave no preference. A&M students claim 25 different faiths.

The compilation listed Presbyterian, Lutheran, Episcopal, Church of Christ, Christian, and Moslem (in that order) prominent among the 25 faiths.

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THE BATTALION

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This is Russ Kennedy of Balboa Island, California, on an in-port field trip as a student aboard Chapman College's floating campus.

The note he paused to make as fellow students went ahead to inspect Hatshepsut's Tomb in the Valley of the Kings near Luxor, he used to complete an assignment for his Comparative World Cultures professor.

Russ transferred the 12 units earned during the study-travel semester at sea to his record at the University of California at Irvine where he continues studies toward a teaching career in life sciences.

As you read this, 450 other students have begun the fall semester voyage of discovery with Chapman aboard the s.s. RYNDAM, for which Holland-America Line acts as General Passenger Agents.

In February still another 450 will embark from Los Angeles for the spring 1967 semester, this time bound for the Panama Canal, Venezuela, Brazil, Argentina, Nigeria, Senegal, Morocco, Spain, Portugal, The Netherlands, Denmark, Great Britain and New York.

For a catalog describing how you can include a semester at sea in your educational plans, fill in the information below and mail.

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PEANUTS By Charles M. Schulz

HELLO?

HELLO, LUCILLE? YOUR KID BROTHER JUST LEFT HERE A FEW MINUTES AGO... MAYBE YOU CAN WATCH FOR HIM SO HE DOESN'T GET LOST... 'YEAH... HE AND THAT FUNNY LOOKING KID WITH THE BIG NOSE

YEAH HE TOLD ME THAT WHOLE RIDICULOUS AND IMPOSSIBLE STORY ABOUT THE "GREAT PUMPKIN"... THAT'S THE WILDEST STORY I'VE EVER HEARD...

BUT I BELIEVE IT!!

HI, ROY! WELCOME TO THE PUMPKIN PATCH!

WHERE DID YOU GET ALL THE PUMPKINS?

I BOUGHT 'EM AT A FRUIT STAND!

BUT THAT'S HYPOCRISY! LINUS ONCE TOLD ME THAT THE "GREAT PUMPKIN" HATES HYPOCRISY... THIS IS WORSE THAN HYPOCRISY...

THIS IS COMMERCIAL!