

CADET SLOUCH by Jim Earle



"If this were not a class day, I think his belief in civic participation would have finished him! Midnight yell practice, a football game, the opening of a race track and the first day of deer season are too much!"

LISTEN UP the batt forum

Editor:
A week or so ago Moratorium Day was observed over much of these United States. Texas A&M was not an exception. A fierce debate erupted that afternoon near "Old Sully" between those who favored American presence in Viet Nam and those who did not. The next day this newspaper on the front page carried a large picture of a young man identified as a Moratorium Day supporter. In the "great debate" the incognito man was quoted as saying "he had been to Viet Nam as a soldier and saw no reason for us being there". The following week The Battalion ran a back page write-up about a young Aggie lieutenant awarded the Silver Star for conspicuous gallantry in the armed forces of the United States Army. These two people are one and the same. He is my good friend Mike Waddle.

in the rudest fashion. He is not afraid of death to the point of cowardice. He rose from the ranks of our army to become one of its leaders. And yet he is not in favor of what he knows to be an immoral war. Mike gave me permission to write this letter if I point out a possible misleading belief resulting from the last story. He believes that the Batt may very well have led its readers to believe that being a decorated war hero made him an unqualified supporter of the "police action." Obvious it does not. Personally I was not a Moratorium Day supporter because I believed it to be a futile, wishful thinking, type gesture that would not change any minds in power. Nor do I support any radical leftist organization on campus or off. But like Mike Waddle I cannot either bring myself to support the agony of the Viet Nam war.

John B. Blake

Bulletin Board

TONIGHT
Collegiate FFA will hear Dr. John Kelly speak on "Fish Farming" at 7:30 p.m. in Room 231 Chemistry.
Petroleum Engineering Club will hear W. C. Goins speak on "Current Drilling Technology" at 5:30 p.m. in Room 211 Doherty.
Agricultural Economics Club will meet at 7:30 p.m. in Room 112-13 Plant Sciences.
Floriculture and Landscape Horticulture will hear J. W. Hooker of Southwest Florist, Houston, speak on "Retail Flor-

ist Industry" at 6 p.m. at Clayton's Restaurant.
Political Science Club will hear Dr. Bruce Robeck speak on "Politics and Public Universities in California" at 8 p.m. in Room 201C YMCA.
WEDNESDAY
Zeta Iota Nu (Finance Society) will meet at 7:30 p.m. in the Conference Room Library.
Garland Hometown Club will elect officers at 7:45 p.m. in the Dormitory 1 Lounge.
Aggie Wives Bridge Club will meet at 7:30 p.m. in the Memorial Student Center.

The Battalion

Opinions expressed in The Battalion are those of the student writers only. The Battalion is a non-tax-supported, non-profit, self-supporting educational enterprise edited and operated by students as a university and community newspaper.

LETTERS POLICY

Letters to the editor should be typed, double-spaced, and must be no more than 300 words in length. They must be signed, although the writer's name will be withheld by arrangement with the editor. Address correspondence to Listen Up, The Battalion, Room 217, Services Building, College Station, Texas 77843.

1969 TPA Award Winner

Members of the Student Publications Board are: Jim Lindsey, chairman; H. F. Eilers, College of Liberal Arts; F. S. White, College of Engineering; Dr. Asa B. Childers, Jr., College of Veterinary Medicine; and Dr. Z. L. Carpenter, College of Agriculture.

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Bob Peek

TIS: Bush League

Bush league. Strictly bush league. That's the only way to describe the way Texas International Speedway handled its first major race.

As the track closed down Sunday night, everyone was unhappy: the drivers, the spectators, the press. Everyone. The drivers disliked the track, the press disliked the track management and the customers in the half-filled stands broiled in the sun watching Bruce McLaren and Denny Hulme effortlessly dominate the race as completely as they had the Can-Am series.

Mario Andretti led a few laps in his blue McLaren-Ford, but once he dropped out the issue was never in doubt. One of the bright orange McLaren-Chevies was certain to win. Except for a few spins, the remainder of the race was an endless procession of cars crawling around the track in an effort to finish the race despite the Texas heat.

Management of the race was inexcusably inept. Track and race officials seemed to do everything within their power to prevent the working press from doing its job. Despite possession of passes entitling photographers to free access to the course, they were continually denied the right to shoot their assignments from the optimum points. Race officials even threatened to eject several top magazine photographers from the course.

In the press box, photographers were told that the "corner captains" would have the final authority on the position from which the photographers could shoot on that corner, but last Sunday rules made one minute were seldom the same 10 minutes later.

Six top magazine photographers including Pete Biro of "Car and Driver" and Bernard Cahier, president of the International Motor Racing Photographer's Association, gained the corner captain's permission to photograph the start of the race from the outside of turn one, at the point where the course sweeps down from the banking into a narrow "one line" bend. They had been in position only a moment when a college-age youngster in a security police uniform arrived and informed them that they would have to move.

The security man was ignored, but soon reinforcements arrived and petty officials were in abundance. A policeman with a radio told everyone that the chief steward was conferring with the track management, and that a decision would be forthcoming. Before that could happen, a tall stocky man appeared and informed all and sundry that "I am Chief of Security at Texas International Speedway, and you will all have to clear this corner!"

The photographers argued that they had permission to be there and that the race would have already started by the time they could move to the other side of the track by going through the tunnel. That would mean they would all miss their assignments, thus costing many influential motoring magazines a great deal of money. All this reasoning was to no avail. "Chief of Security" would not bend.

Finally, Bernard Cahier had had enough.

"I will not argue any more,"

he said with a French accent. "I am moving to the other side." Camera in hand, he jumped over the low wall and onto the track.

"Off that track!" screamed "Chief of Security."

After loosening a torrent of French invective toward the towering official, the little man climbed back over the wall and shook his finger in the giant's face.

"You know who I am?" he asked. "I am president of the International Motor..."

"Off the track! If you all don't move now I'll take up your credentials and throw you off the course." They moved, but later agreed among themselves to blackball the race and the course.

The press wasn't alone in its misery. The drivers were equally upset. During Saturday's practice Mario Andretti expressed concern over the "hurry-up" job done on the track.

"It's a green track, and it's not ready for a Can-Am tomorrow," the Indianapolis 500 winner said. He complained of excessive amounts of dirt and gravel on the track. At racing speeds sand makes the asphalt treacherously slick, and the tires on the racers can hurl a rock through a plexiglass windshield with enough force to knock a driver senseless.

The dirt wasn't confined to the track. It permeated the air, causing other problems.

The Ferrari team complained of dirt in the fuel. They said they lost two engines in practice

as a result, in spite of their efforts to strain the gasoline through chamois. Sunday, Chris Amon's Ferrari dropped from the race with a broken piston.

Even the race winner was in a bad humor. All he would say to the interviewer was "It was damned hot." Before the post-race ceremony was complete he climbed from the car and drove away in the pace car with Stirling Moss.

Moss, the representative of Johnson's Wax, the source of the series' million-dollar purse, did

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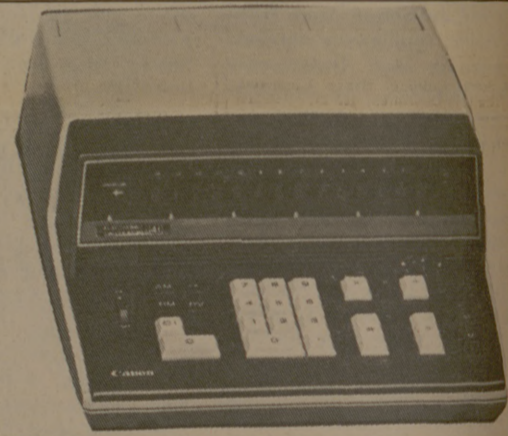
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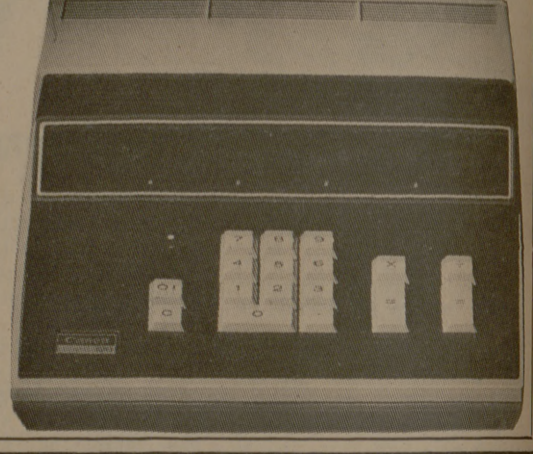
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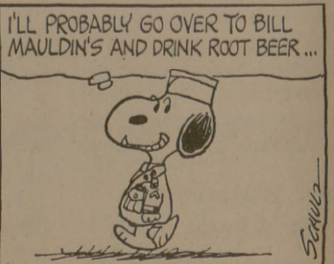
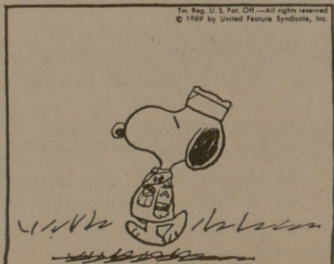
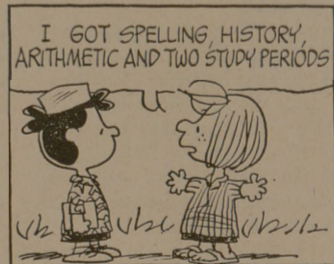
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PEANUTS



By Charles M. Schulz

not stay around for the awards banquet. His pilot said he wanted to fly over the track in order to take pictures of the dirt on the track. Texas International Speedway has potential. That is certain. But unless the track management somehow learns how to properly stage a major international event, TIS will remain strictly bush league.

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