

BLONDE REPORT

WAYNE, N. J. (UPI) — Do blondes have more fun? Whether they do or not, they definitely have more hair than brunettes and redheads, according to researchers at John H. Breck, Inc., hair care products manufacturer.

The average blonde grows about 140,000 individual scalp hairs. Brunettes sprout about 109,000 separate hairs, while redheads trail with 90,000, say the researchers.



Wanted

TYPIST wanted immediately for responsible position. Must have experience and the ability to type accurately and work effectively with people. Hours 1 to 9, Monday through Friday and rotating weekend work involved. Salary \$328 per month. Excellent fringe benefits. Replies confidential. Apply to University Personnel Office, 103 Steele Building, Chapel Hill, N. C.

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WANTED TO KEEP IN MY HOME, two children ages 2 to 4. Please call 968-5851.

WANTED: MALE STUDENT to share two bedroom trailer. Within easy walking distance of campus. Call 968-9032 between 5 & 6 p.m. for information.

For Rent

NEW 2 BEDROOM, AIR-conditioned mobile home, 10' x 45'. Available immediately. \$80 per month. Phone 942-3268 or 942-1749.

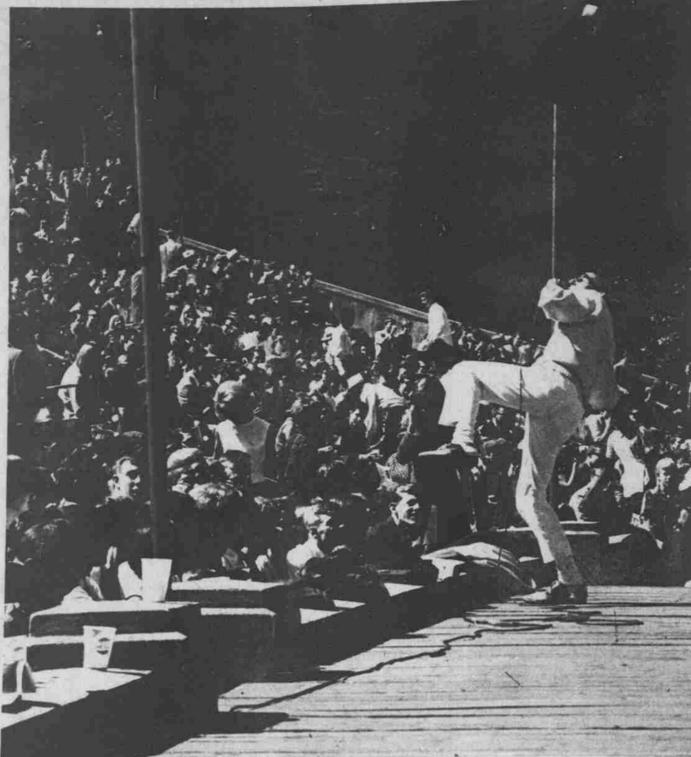
FOR WOMAN, Large bedroom and bath in Coker Hills. Utilities, linen, etc. All furnished. 942-3862.

For Sale

MUST SELL — BEST OFFER '58 Chevrolet, runs well. Call Pete Weigand, 933-1212 (day), 489 - 7314 (night)

'62 VW SEDAN, clean, new heads, valves, and clutch. Call 923-6083, after 7:00 p.m.

1967 VW, red, new larger engine, 8 weeks old, \$1,575, 929-5464.



Replace Cheerleaders? - See Ed Page

-DTH Photo by Jock Lauterer

Duke Project Trains Boys For 'Better Chance' In Life

DURHAM — Eighty young boys who show promise and determination are being trained here for a better education and a better place in our society.

Duke University is the first Southern institution to open its doors to 13, 14 and 16-year-olds who will be given "a better chance" in exclusive prep schools across the nation.

The federally supported ABC (A-Better Chance) program is preparing boys from various backgrounds for life in private schools where the majority of students are from wealthy, culturally advanced families.

For most of the boys, the experience is a sharp contrast to anything they have ever known.

From towns and cities throughout the U.S. the youths are at Duke for eight weeks of intensive training. During this period they will learn the rigorous routines and study habits required in top private schools.

EACH BOY has been tentatively enrolled in one of the 105 preparatory schools participating in the program. But his performance during these summer weeks of training will determine if he is permitted to enter the school for study.

Some 10 teachers from prep schools will be in charge of the boys here, aided by 10 Duke students who are serving as tutors. The director is Robert T. Simpson of the Duke staff.

"These boys have been selected for this opportunity because they have the guts to keep working," Simpson, an energetic South Carolinian, insists.

"They have promise and determination to get ahead. . . . They have plodded through the public schools but promise to blossom out with a new chance," he continued.

The Duke program is one of five in the nation and is financed by the U. S. Office of Economic Opportunity. This money is used to pay for staff salaries, lodging, dining costs and educational supplies.

MONEY is available to purchase suitable prep school clothes for the youths. They are required to wear a coat and tie to the evening meals even while at Duke. The tuition and other expenses are provided by the prep schools with some federal aid.

The boys' day starts at 6:45 a.m. and ends at 10 p.m. The schedule is crowded with classes, afternoon athletic periods and evening study hours. Very little time is allowed for "free time" but the Duke staff hopes to work in some community involvement with Durham.

Selection of the youths is through an association representing the school known as the Independent Schools Talent Search Program. Duke has no role in determining which boys are picked for the project.

IN ADDITION to federal funds, the program is supported by the Danforth, Esso, Kettering, and General Electric Foundations and the Merrill Trust. Duke's grant of \$98,000 came from the federal agency.

During the orientation and crash learning program, the candidates are given intensive work in English and mathematics. They receive aid in learning to read, write and speak more effectively. They are helped to master concepts in arithmetic and algebra.

"Individual attention is stressed during this period," Simpson emphasizes. The teacher-pupils ratio is one to eight in English classes and one to 10 in mathematics.

Duke, Dartmouth and Williams are sponsors of the ABC programs for young boys. The program at Carlton College is for boys and girls and Mount Holyoke has a program for girls.

The efforts to reshape the destiny of the youths for a better life ahead does not take into consideration the adage "You can't go home again." But home will never be the same.

'En-tirely' Unsafe

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 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 a 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 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.

"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 deflection. The tire will wear out quickly.

"And who would be comfortable riding in a car with tires inflated 60 to 70 pounds per square inch? No one. Inflate a racing tire to only 24 to 28 pounds — average for a passenger tire — and fatigue from the excessive deflection will wear it out in no time."

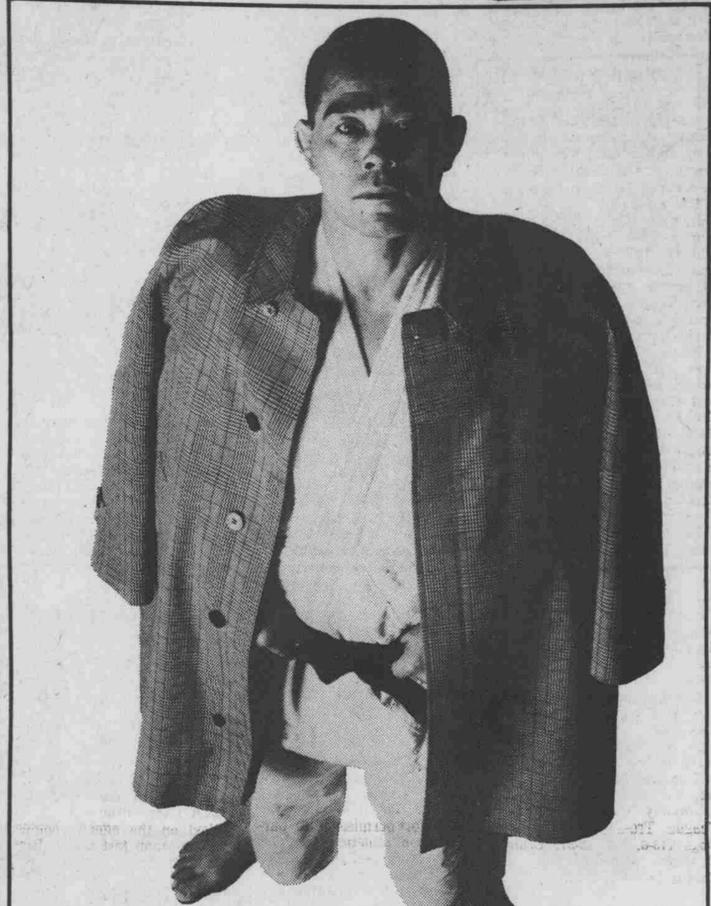
"A racing tire is of low cord angle construction for stiffness, and therefore has a harsh ride characteristic,"

Mills said. "It has no sidewall protection and is not intended to handle the variety of wea-

ther conditions which confront the driver on the public highway.

"Take all these factors into consideration," Mills said, "and it is obviously safer and more logical to equip a passenger car with conventional tires designed for high performance on the highway rather than take chances with racing tires."

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