Curriculum changes made

Faculty more able to co-operate

by Stephen R. Mills

At a meeting on Tuesday, November 14, the Faculty Council approved new calendar changes for next year. The changes deal with second and third year requirements for general BA and BSc degrees and are based on three of the twenty recommendations made by the Students Council Curriculum Committee. The Committee consists of Arts Rep Ken MacDougall and Sheriff Hall Rep Barb Franks.

To date, the second and third year requirements (six courses about 100 level in two subjects, four in other subjects, at least one beyond 100 level) were so open-ended that a student was never sure of his major and often took courses of little or no use to him. Also, departments were never sure of who was, or who should, make use of their services. The new requirements read as follows; (a) at least seven classes beyond the 100 level, (b) at least one class in each of at least three subjects (c) (i) at least four and no more than eight classes beyond the 100 level shall be in a single area of concentration (the major) (ii) up to two of the classes in the major subject must be selected in accordance with departmental (or interdepartmental) requirements outlined in the Calendar under Programmes of Study. These requirements may also designate particular offerings of the department (e.g. service classes) as unacceptable in constituting a part of the major specialization.

registration in his second year the student must declare his major and have it approved by the department concerned. Parts four and five of part three list the subjects which can be taken as majors in the BA or BSc program.

These new regulations give everyone concerned a better notion of how the system can work for their benefit. Individuals are forced to make decisions and to understand what they can expect in their particular program. Departments know who is interested in their subject and are thus able to cooperate with individuals on a more personal level.

(e.g. service The remaining seventeen recommendations of the of the major committee will be considered (iii) on November 28. They deal mainly



with the detailed application of the first two but other areas more beneficial French courses, preregistration, orientation, etc. are covered. Further information is available from either Ken MacDougall or Barb Franks at the council office, second floor, SUB.

The truth about low-lead gasoline

by Charlie Moore WARNING!

The use of low-lead or no-lead gasoline (Shell Ultra, Esso 2000, etc.) in most cars built before 1971 and many imports built since then will result in serious engine damage. Continued use of low lead fuel will cause accelerated valve seat wear in any engine. I strongly urge the use of leaded fuel in all vehicles.

The low-lead gasoline fiasco has been one of the most irresponsible and misrepresented issues brought to bear since Ralph Nader launched his ill-conceived pogrom against the automotive industry in 1965. If the advocates of low-lead gas have their way, it will result in literally millions of dollars of the consumer's money being spent with little or no gains to show for it.

The low-lead gas program is part of the U.S. government's campaign to reduce air pollution by automobiles. While pollution levels from cars have dropped eighty to ninety per cent since exhaust emissions devices were first installed on new cars in 1967, the government still insists on stiffer emissions regulations each year.

The 1975-76 regulations are so stringent that the manufacturers will be forced to install a

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device called a catalytic converter into each new car's exhaust system. Coasting about \$200 each, these converters are used to burn up any unburned gases left over by incomplete combustion in the engine. The problem, other than the exorbitant cost, is that the catalyst used in these converters (platinum) is quickly destroyed by the lead in conventional gasoline, hence the requirement for unleaded gas.

Now let us look at the smog scene for a moment. If pollutants are measured by their toxicity rather then by weight, cars cause less than ten per cent of harmful air pollution. Factories, power generating plants, and jet aircraft are the real offenders. Yet they remain largely unscathed by legislation while the automobile has been made a convenient whipping boy for the whole smog problem. This is probably mostly due to a lot of bad (and mostly false) publicity

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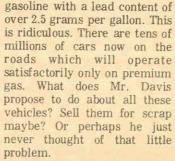
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instigated by frothy mouthed zealots like Ralph Nader.

Low-lead gas has been promoted largely on the false premise that lead is a dangerous factor in air pollution. Actually lead has never been considered a present or even a potential pollution problem by any environmental protection group. This misrepresentation of the facts by the government is a typical example of widespread lying to the public, which has gone on during this ill-starred smog/safety campaign. The public has been lied to because the government rightly doubts that they would willingly swallow such a staggeringly large expenditure of their money for the dubious possibility of slightly cleaner air.

An alarming note on the home scene is the recent announcement by Minister of the Environment Jack Davis, that he intends to ban the sale of all



Even the U.S. government plans to keep high lead-content gasoline on the market as long as there are older cars around that require it. Presumably in a nauseatingly typical attack of Canadian "me-too-ism" Mr. Davis decided to go the Americans one better and ban high lead gas completely. Unfortunately he overlooked the fact that lead is not and never will be an air pollution problem. It's too bad that his oversight may cost us all a lot of money. Keep Wheelin'.

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