Inside:
- In Danger of Being Busted? Check p.3
- A Take-Home Housing Guide p.4
- Perils of the Road in Baja p.6-7
It's that time of the quarter again, and just when everyone was beginning to think that Outpost had permanently retired from the scene—surprise! Here we are again. Actually we will be showing up regularly (Lord willing the ad sales go as planned) every Thursday this quarter.

There have been a couple of changes since the last time we showed up. For one thing, it's a new quarter—there's a new staff. For another, our old managing editor, Craig Illner, got an offer he couldn't refuse from some radio station to the south and has gone urban...and rich. The managing editor is a hard working, aggie-type journalism major. His name is Bill Mattox and in the line of Outpost duties he's the one I yell at when the working staff doesn't meet it's deadlines. He's got to be tough.

This quarter we'll continue with our Outpost format of service to the student with a few more consumer-type articles. Look for one on the car repair gyps points around town about the end of the quarter. Also we plan to publish an Outpost Guide to the Outdoors a little later on. Ever sat around all weekend trying to plan something to do? You need to get out, but where to go? Check us out. Some of us have lived around here for a while and we're still discovering exciting, new, provocative, educational ways to spend our weekends.

Bill Mattox, Mgr. Editor

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Jeanne Wiles, Editor

Jeanne Wiles

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Getting Busted

by Ellen Penaty and MaryAnn Shepardson

"I'm not really worried about getting busted," boasted one Cal Poly student who takes time out between classes and books to earn his tuition by selling dope. "It's a good way to earn money, and more than that, I get all the dope I want. I sold 30 led in less than two weeks, so you can see the demand is really high. If you're careful and just sell to friends, there's really little risk."

What kind of risks is the average student taking when he becomes involved in the marijuana scene? To get the whole picture, we talked to two Cal Poly students who were busted recently, San Luis Obispo police, a member of the California Marijuana Initiative, and Judge Joseph Lodge of Santa Barbara. One of the students was arrested in the dorms; one in his apartment.

Cal Poly dorms are not known for their "freedom," but even the strictest rules don't stop those who smoke. Certain precautions are generally taken, however. First you must lock the door and seal the door frame with masking tape to prevent smoke leakage. Then a towel is placed at the bottom of the door. The air conditioner is left on, the window is opened, and incense is burned. These precautions are 90 percent foolproof, except in the case of Gene, who made the mistake of playing the stereo at full blast after visiting hours. When the RM (resident manager) knocked and received no answer, he used his key and entered to find Gene taking a toke. Rather than notifying police, the RM sent Gene and his companion to Coordinator of Student Discipline Lawrence Wolfe, and they were kicked out of the dorms.

A typical off-campus case involved Tom, a student who was enjoying one of the privileges of owning his own apartment. He was having a small party. "I just had a few friends over, and I guess the music was bothering some old bat in the neighborhood, because she called the cops. There were a few people outside, and a group of us were smoking in the bedroom. Around 11:10 there was a knock at the door and the cops were there. They were here on a routine loud music investigation, but I guess their noses told them it was more than that," explained Tom.

"They handcuffed us, fingerprinted us, and we spent the night in jail," Tom said. "My parents and they were upset and disappointed in me, but they bailed me out and you were willing to do all they could to help me out."

A preliminary hearing was called where several other students gave testimonies which contradicted the statements of the police. "I thought the judge was really biased. He seemed to disregard friends' statements, and simply considered my case a routine drug trial. I just seemed anxious to get the whole thing over with," Tom complained.

He was finally found guilty of a misdemeanor and fined $50.

However, all drug cases are not treated in the same way. According to Sgt. W. A. Jayne of the San Luis Obispo Police Department, punishment for marijuana possession is left largely in the discretion of the judge. At the time of arrest, the possessor is considered to be charged with a felony, which is punishable by prison. However, if the judge so chooses, he can drop the charge to a misdemeanor, generally depending upon the amount of dope seized and the defendant's past record.

Once you've been charged with the crime, the probation department makes a pre-arrest investigation of your background to determine whether or not you should serve time in jail.

Typically, the convicted person is placed on probation, which means he gives up some of his rights. A probation officer can search his house at any time, and he may be stopped and frisked at any time.

"Rehabilitation, not punishment, is the newest penal concept," said Jayne. "We want to teach them not to mess around with the stuff, or at least to be a little discreet."

With the growing number of regular marijuana users, the federal and state agencies aren't too concerned with the many possessors anymore—there's too many of them. They want to stop it at the source. "You can't smoke marijuana if you can't buy it," pointed out Jayne.

"Apparantly, it can be bought in San Luis Obispo, for the city has its share of users. Thirty-five arrests (both group and individual) for narcotics violations were made in 1970, according to a police spokesman, and a report for 1971 alone, there were six narcotics cases and six arrests. "We haven't been working narcotics that much," explained police. "We only have four detectives to cover the whole city and with the numerous burglaries taking place, there just hasn't been time."

Bill Irving, a member of the California Marijuana Initiative (C.M.I.) responsible for putting Proposition 19 on the ballot, explained some of the problems he encountered in convincing the unenlightened public of the harmlessness of marijuana.

"The knowledge possessed by the average citizen concerning pot was incredibly limited, so the medical facts I quoted easily outweighted their conservative middle-class attitudes," said Irving. "I also found it better to admit that I did smoke pot, so the public would realize that dope-smokers are not cutouts and freaks."

According to Irving, a drawback to much of the work by the CMI is the fact that the voter is an average year old individual who has never tried marijuana and sees no use for it. The average voter sees a younger generation involved in drugs. The difference between marijuana and hard drugs is unknown to him. He may watch "Daggett" on television and listen to Joe Friday label marijuana as just another kick which most often leads to bigger kicks—heroin, pop pills, or LSD.

The average voter does not read the medical journals which say that marijuana Is quite safe when compared to heroin; the law should reflect the medical fact that marijuana is quite safe when compared to heroin. It is not the same addictive potential, nor is the same dangerous drug. The average adult who has never tried marijuana finds that adults were not taught honesty with them when they said marijuana would wreck their lives. Then someone offers them their lives. They were told it would likewise ruin their lives. But since the adults weren't honest with them about marijuana, they feel that they can't trust them about heroin," said Lodge.

Even though Judge Lodge agrees that the punishment for marijuana should be lessened, legalization of pot is hardly just around the corner. Those who have tried marijuana and the number is decreasing each day, are concerned about the medical and psychological risks connected with the drug. The smokers, on the other hand, are primarily worried about the risks of getting caught, as in the cases of Tom and Gene. According to a recent national government survey, 40 percent of the population will be addicted to marijuana. As the law now stands, this means that between one-seventh and one-fourth of the population will be guilty of a common crime.

"If you are willing to take the risk of getting busted, you should be aware that there are places to turn to for help. Legal Aid, a campus service organized by third year business student John Horne, provides free legal counsel. They won't file your suit, but they can answer your questions on where you stand legally, how to act, and what alternatives you may have. "Ten percent of the students working legal help have been busted for pot offenses," said Horne. "We're here to help you if you don't know the answers."
The need for student housing outside the confines of dormitory life has created the biggest building boom in the area since the development of indoor toilets.

For the student crawling away from Basha Hall on his hands and knees (usually immediately following the freshman year) the job of selecting an apartment that suits his needs and budget can be a time-consuming project. Many miles are put on feet and knockkneed are worn thin knocking on the doors of landlords who never seem to be home.

With this in mind, Outpost thought it would be wise if the student could have at his finger tips a listing of many of the apartment complexes in the city. Rents, deposits, laundry facilities, pets, garbage collection, cable TV, and other particulars could be outlined and concisely set down in a chart before him.

It beats loading down your ear with janey, janey, bland and vague to head for the all-night laundromat. If you find a place offering those special accessories.

Plates by Dean Opperman

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NOTE: Rents and deposits are subject to change at any time without notice.
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*Note: Some apartments offer kidney-shaped or cloverleaf swimming pools.*
The Baja 500: One Dusty Day

by Tom Marshall

It began when man combined the internal combustion engine and the wheel. Whether it was the first Peugeot P 106 d'Endurance at Le Mans, France, or the Pikes Peak Auto Hill Climbs in Colorado, competition is what it's about. It competes against his fellow man, the stunning, pitch black sky of the course, the quest of the checkered flag. This is the demanding, dangerous world of automobile racing.

One bright, sunny day last June, while other students on this campus were cramming for finals, heading for the surf or elbow being buried into the small of the back as you floated in the weightless cloud of doom hung over the race area as the Poly engineers once again went to work in an attempt to battle the forces which spelled elimination from the race. The starter motor was replaced within minutes and the car was ready. There would be several hours of tense, nervous flustering as the crew waited for the race to begin. For Poly, the green flag would drop at precisely 4:00 p.m. The crew began to doubt their chances to see the green flag as they returned at 4:00. A quick inspection showed a gas leak, which the expert mechanics worked and sweated to find and repair with just ten minutes to spare.

On the 12th, the crew masked their faces. Unknown to the owner, the crew had worked nearly six months in preparing, testing and rebuilding the Ford Galaxie's transmission, engine, suspension and electrical systems the pumpkin had become a golden coach. The Cal Poly entry was finally ready for the trek to Ensenada, Mexico and the supreme test of challenging the Baja 500 course.

The blackness of night hid the disgust, despair and frustration which masked their faces.

Monday, June 6, 1972 (4:00 p.m.) As the sun slowly sank, casting distorted gray shadows over the campus, the Baja crew carefully loaded the Baja Taxi onto the trailer and prepared for the journey to Mexico.

The Baja Brigade's attempt at a clear head was quickly evaporated when the brakes on the rented trailer failed as they turned a corner and the perimeter campus road en route to the freeway.

The enthusiastic group returned to the Mechanical Engineering Lab for repairs. For the students who had spent any class hours as well as free time on the project, hopes were still high as they dreamed of victory.

Tuesday, June 7, 1972 (9:00 a.m.) Darkness shrouded the caravan as it slipped off campus enroute to another bittersweet with bad luck. Upon entering the freeway, the optimistic assemblage encountered severe lowing and handling difficulties with the, by now, much maligned trailer. Under the cover of darkness, the crew returned to the campus for repairs. The blackness of night hid the chagrin, despair and frustration which masked their faces.

Wednesday, June 8, 1972 (11:12 p.m.) Another two hours lost and the rejected crew began to doubt their chances to see the majestic beauty of Baja California or more importantly, see the lemon-colored limousine roll off the starting line with the auburn tressed, novel riding on the hood. The golden coach was dressed with an accessory that just couldn't be ordered from the factory.

(Began on Page 7)

The golden coach was dressed with an accessory that can't be ordered from the factory.

The Baja tandem experienced one of the courses dangers when they reached one of the many forks in the road and made the wrong choice. The golden courier quickly found itself trapped sideways on a steep embankment in deep sand. Frustation and anger stretched across the faces of the two drivers who found themselves stuck in a sandy auto graveyard with several other stragglers. Mutual aid from the other stranded drivers enabled Jeff and Dennis to right their capsized ship and set sail for the finish line.

(Continued on Page 7)
Traveling from checkpoint to checkpoint before epling split fenders and considerable damage, the grime and dirt smeared taxi cab made its way desperately through the dry roads of the Baja.

Two For the Road in Baja

(Continued from Page 6)

Thursday June 6, 1979 (9:16 p.m.) The Cal Poly entry finally arrived at Check Point Two. The car was refueled while the drivers were given a cold drink and gum by the spectators.

Several miles outside Check Point Two, the car once again struck a damaging blow to the car's tire. The left tie rod failed as the front became airborne. When the car descended, the tire smashed upward splitting the fender and smoking the car.

A flashlight inspection revealed a fractured tie rod. Thus began the long seven mile trek through the dark back to El Rosario.

Luck smiled for Dennis and Jeff for once as they hitched a ride back to the stranded car with a local resident.

Great care was taken over the nest leg of the race as the drivers attempted to make a thorough check of the car's handling capabilities.

Friday June 7, 1979 (4:18 p.m.) The golden taxi pulled into Check Point Three. A quick check of the front suspension and a scrawled note sent to the rest of the crew in Ensenada. All the drivers had time for.

Friday June 7, 1979 (11:24 a.m.) Arrival at Check Point Four was like being hit with a powder puff. The site was located in a dry lake bed which had been ground and churned into a fine powdery dust by previous competitors.

The drivers hit a snag several miles beyond Check Point Four as they became stuck behind a Mexican cattle truck traveling at 1 mph. Frustrated and exhausted, Dennis and Jeff impatiently waited for the chance to pass the truck's blockade. The chances finally came, only to have the four-wheeled steed run out of gas.

Using a coffee can and an old hose, Dennis and Jeff siphoned enough gas from the cattle truck, which had caught up, to make it to Check Point Five. Time was fading fast.

The great yellow hope was destined to break down twice more as the drivers attempted to fight the time devouring dock. The taxi, smeared with dirt and grime, returned to the competition only to have its tie rod snap again before the scheduled stop at Check Point Six. The car resembled a tired bloody bull heaving against the sharp edge of the matador's sword. It was a weary warrior condemned to defeat. The converted taxi had run out of time. The allotted 24 hours elapsed as the vehicle made its way toward Check Point Six.

Pomona's Baja Taxi had been extensively damaged in a crash just outside Check Point Three. The San Luis Obispo sister taxi had fared much better. It had finished 880 miles of the 887 mile course in the allotted 36 hours.

Sunday June 9, 1979 (6:16 p.m.) The Baja Project returned to the campus which resembled a ghost town. All the students had long since departed on their summer vacations.

Of the three college cars entered, the Cal Poly Baja Taxi traveled the farthest. None of the seven previous college entries have ever finished the race.

The team immediately began planning for Baja 1979. With one offered competition under its belt, the crew would be better prepared for next June when once again the converted Yellow Cab would line up with over 900 other vehicles attempting to conquer the hazards of the Baja 600.

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