Endangered Species

Photo by Tony Hertz  See Story On Page 4
The Parking Problem

Depending on who you ask, it's clear that Cal Poly (does, does not) have a problem providing adequate parking facilities for the 15,500 full time students who attend class here regularly. Talk to administration facility planners, who have reduced the transportation problem down to its mathematical finality, and they will explain that N900 parking spaces for 15,000-old odd students is more than adequate to handle the estimated number of automobiles which are parked on campus. Armed with charts, graphs and statistics, they prove beyond a doubt that a parking space to student ratio of one to three, is in line with national averages and can handle parking requirements with ease.

Talk to the students who spends his mornings circling up and down the rows of full parking spaces looking for a spot close to their class and the parking situation is viewed in a very different light. Horrory stories about searching for twenty to thirty minutes for a parking lot is not infrequent during bad weather or finals, when the administration's carefully calculated parking ratio is thrown cheerfully out the window and everybody and his brother brings his internal combustion machine to campus. This is the exception to the rule, but a full autumn parking lot is not uncommon either.

Talk to the faculty or staff driver who parks in specially marked blue parking spaces which are taken for the student driver and the song is different still. There is definitely no parking problem on this campus. But any talk of elimination of special parking facilities for faculty and staff will sure cause a problem. Elimination of these special parking spaces will mean that faculty will be late for class, or might even miss class looking for parking spaces. Since the faculty are important to the overall process, these special parking lots are necessary to ensure adequate parking for faculty. Other than that there's no parking problem on campus.

The parking problem, or non-problem should be overlooked even more with construction of a new science building scheduled to begin this month.

According to administration officials, the new building will require the elimination of the faculty parking lot immediately adjacent to the Science North and next to the science lab. In order to make up for lost faculty spaces, the administration proposes to change 150 student spaces in lots S-11 and S-12 to faculty-staff spaces and would add the equal amount in student spaces out on the periphery of the campus next to Black Ave. This should solve the faculty parking problem.

But to solve the student parking non-problem will be a different matter. All Vice-President Ray Davis has suggested operation of a tram service from nothing parking lots into the academic core. Along with the aid of the San Luis bus service this could go a long way toward alleviating the situation if a tram service is economically feasible.

Still the administration is probably right, if it is the most critical problem facing students next year, then don't fret folks. You've probably got nothing to worry about. We hope so.

A Black Examines Carter's Success

Jimmy Carter, to the mystification, chagrin and sometimes outrage of much of the nation's black political leadership, continues to do very, very well among the black electorate. And not just in the South, where the hagrin and sometimes outrage of much of the black electorate. And not just in the South, where the electorate for Carter's one-term governorship, not the political leadership-approved endorsement of the Rev. Martin Luther King is so strongly identified with the man who attend church here regularly.

Julian Bond, the Georgia state legislator who has failed to support his former governor, recently offered the opinion that the endorsement of the Rev-Martin-Luther-King, Sr., leader of the civil rights movement, contributed heavily to Carter's success among black voters across the nation.

"It is really possible that 'Daddy' King, never considered particularly influential, could deliver black votes that far from this Atlanta home, when so many nationally black knowns are campaigning against Carter!

Bond thinks so, partly because the Senate leader was so closely identified with the man who became virtually the patron saint of black Americans.

"Daddy King is a preacher, so his endorsement means something. Then when Carter speaks in the churches, he actually preaches. That means something too. It means more for instance, than Mo Udall showing up in Philadelphia with Shirley Chisholm and some other politicians. Carter showed up with Daddy King and (Atlanta Mayor) Maynard Jackson, who also talks like a preacher."

The King endorsement, according to Britton, is just one of two major factors in Carter's success among black voters. The other, he says, is the make-up of Carter's campaign staff.

"Carter has maybe a dozen blacks, some at rather high levels, on his campaign team," Britton observes. That fact added to the endorsement of Congressman Andrew Young and the role of the Southern liberal whose true feelings they can relate better to the kind of programs they believe in."

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celebrating (be Bicentennial with imaginative projects and
designed some interesting projects.

professor Ed Muyo, allowed Modern to earn one unit while
job offer from Arab government," However Tonne told the
organization in Montana that sells maps, insurance and
America for their project.

"We'll bring a tent and stove and more or less t cxrk and
lake them through H national parks and forests and over
200 miles of dirt road.

A historical car rally was the Bicentennial project for
students for Peace, Joe Lawson and Karen Galantier, who
ended the event with a big Bicentennial costume party.
Lawson designed the 20.5 mile May 15 rally, just
through San Luis Obispo using instructions and rules that
were used in the instructions, " said Galantier.

"Turn left on the Sta. Juan. (California Boulevard).
"Turn left on big mouth Martha (Mitchell Drive)"
were some of the instructions.

People brought a history book and a Spanish dictionary
on the rally," said Galantier.

The event was sponsored by Delta Sigma Phi fraternity,
since both Poll and Lawson are members.

Jerry Wuschei. "People brought a history book and a Spanish dictionary
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Poetry, Jazz: The Sounds Of Culture

This summer's second annual Poetry and Jazz Festival
will begin June 4 with a concert in the Cal Poly Little
Theater at 8 p.m. The festival's scheduled activities include poetry readings, jazz concerts and speakers.

Friday's concert, sponsored by Solo Flight, will include poets, including "Concert for Father and Son" by Jean Genet, with Professor Christlieb as soloist directed by Graydon William.

The Citesius Juzr Ensemble is to perform June 12 and 19 in
the Little Theatre. The Solo Flight Windwood Ensemble will also be performing, along with Mary Noisy and her dancers will perform June 18 in the Little Theatre.

"Amajor event that shouldn't be missed," said Glenn Luschei, founder and director of Solo Flight. "It's an
evening's entertainment June 8 at 8 p.m. at the Monarch Restaurant featuring poet Michael McClure.

Advance reservations for the evening, priced at $10 per person (tax deductible), are required and may be placed at the
9007 Cuesta, 541-6794, no later than June 5.

"The people were bragging about it," she said.

"We'll bring a tent and stove and more or less t cxrk and
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POEMS WANTED

The CALIFORNIA SOCIETY OF POETS is compiling a book of poems. If you have written a poem and would like our selection committee to consider it for publication, send your poem and a self-addressed stamped envelope to:

CALIFORNIA SOCIETY OF POETS
P.O. Box 7933
San Francisco, Calif. 94020

Parking:

Welcome To The Great Space Race Where Everyone’s In The Walking

by CHERYL WINFREE

Daily Staff Writer

Students attending Cal Poly next fall may discover that parking spaces close to classroom facilities will be an even rarer commodity than they were this year.

With construction of a life science building scheduled to begin in mid-June, faculty and staff members previously parking in lot E-7, adjacent to the Administration Building, will be parking somewhere else.

That somewhere else will be the two student lots closest to the Administration building, said Facilities Planner Peer A. Phillips.

Phillips said 90 parking spaces in lot S-11, on North Perimeter Road adjacent to the firehouse, will become staff spaces in the fall. 70 more spaces in lot S-6, bordered by Grand Avenue and across from Vista Grande will also become staff spaces.

Where additional spaces for student parking will be built hasn’t been determined yet, Phillips said.

Possibilities include expansion of lot S-6 toward Black Street and expansion of S-1 which is bordered by Campus Way.

“We are looking at the whole area (around lot S-1) and considering blocking Grand Avenue and gaining the student spaces there,” Phillips said. “We are also looking at the Poly Grove and California Boulevard area. We are going to pave that and stripe it for parking. Right now that is probably our most efficient lot because it isn’t striped but we have had some problems with cars being blocked.

“We will be adding onto lot S-6 which is about the only place we can expand. That will probably take care of our parking needs through completion of the Master Plan.

The Master Plan for Cal Poly calls for eventual removal of most parking within the inner core of the campus. The inner core is the entire area bordered by Perimeter Road. Phillips said students and faculty are expected to park on the periphery of the campus and not adjacent to class buildings.

According to Phillips, the only parking which will remain in the inner core will be a lot for visitors next to the Administration Building, some parking spaces for the handicapped and some service areas near individual buildings will also remain.

“We are shooting for a walking campus in the core,” Phillips said. “The whole thing is designed for a maximum 10-minute walk from any parking lot to the building furthest away.

Parking lots in the Master Plan will be restricted to three main areas: lot S-6 bordered by Grand Avenue and Black Street; an expanded lot where S-11 now sits between Shaas and Diablo Halls and the University Firehouse; and lot S-10 adjacent to the Food Processing Unit extending north to the Aeronautical Engineering Building.

Total parking on campus will be close to 5,000 spaces, seemingly an insufficient number for a student enrollment of 13,000. Phillips indicated spaces should be adequate for parking needs.

“The Master Plan parking is based on the ratio of one space per three full-time equivalent students,” Phillips said. “That ratio was arrived at through research by myself and an ad hoc committee on traffic. We came up with as near an ideal as possible.”

To assist students to reach those 5,000 spaces, a collector road connecting the three lots is being considered Phillips said. “The idea is to get the students to the largest amount of parking without going through the core,” he said.

Since core area parking may be non-existent for future Cal Poly students, the possibilities of using trains to transport students from parking to buildings has been discussed.

“We have talked about trains, elephant cars, etc.” Phillips said. “Most of the traffic hits campus between 7:30 and 8:30 a.m. and to transport those number of persons we would probably need hundreds of trains.

“I just don’t feel the distances are that bad. We don’t have a wonderful pot of money to finance trains either. If things are really bad, if we were parking at the airport, then we would have to have trains.”

Students may not object to a 10-minute walk, but at night with fewer students around, the security may become a problem. Phillips said security precautions are being considered.

“I think for sections of student and staff parking we will have a high level of illumination in the area even though we are entering an era of energy crisis,” Phillips said. “There are sodium lights easy on energy but high on illumination. They cast a yellowish light and aren’t pleasing, but it is a good compromise between energy conservation and high illumination.

Prevent Cal Poly students need not be undeterred at future provisions for parking. Implementation of the Master Plan will be gradual and may take sometime.

“It is kind of a piecemeal thing,” Phillips said. “As we get money to accomplish things, the Master Plan will be implemented. This planning business is really frustrating because it takes years to get anything done.”

Parking provisions for students attending Cal Poly in the fall should be sufficient, according to Executive Dean B. Douglas Garagiola.

“The parking problem is one of location,” Gerardi said. “There are adequate spaces but if you want to park right next to a building it is going to be a problem.”
The Farmingest School In The State

by JULIE DROWN
Daily Staff Writer

Cal Poly has more of something than any other college in California...

"We have the largest acreage devoted to agriculture of any school in the state," says J. Cordell Gibson, Dean of the School of Agriculture and Natural Resources.

Since the original purchase of 1,115 acres for use of Agriculture in 1944, the university has acquired an additional 6,057 acres of ranch land for a total of 5,172 acres.

The university purchased these ranches when the army camp "declared" these two parcels of land surplus.

Utilised as rangeland for beef cattle, the 1,115 acres belonging to the Esuela Ranch unit are managed by Animal Science teacher, Jim Hunsagen.

Chorro Creek Ranch is composed of 538 acres which are used for the growing of crops and as rangeland for Angus cattle. The ranch is maintained by the Cal Poly Crop Science Department.

The instructors who get to live on the properties they supervise have their rent set by the State Board of Control. "Part of the deal," Gibson said, "is that they're required to live on the ranch and supervise operations.

For the layout of the farm, the university purchased the property in 1955 and 1954.

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Accident

A Cal Poly biology instructor is in stable condition at Sierra Vista hospital yesterday after sustaining head injuries in a livery accident Tuesday afternoon.

Dr. Shirley Spurlock was conducting a walking beauty test when she was hit by David Bjorn riding a bicycle moving approximately 3 miles per hour according to a campus security accident report.

The accident occurred on the service road between the faculty dining room and the mechanical engineering power plant. Bjorn, who is majoring in dairy science, was treated at the Health Center for minor shoulder injuries following the accident and later released.

Spurlock will remain indefinitely in the hospital for further observation and treatment a hospital spokesman said yesterday afternoon.

ASI Concert

The ASI Special Events committee will present a concert Under the Stars on Sunday from 8 to 11 p.m. The free concert will be held in the Amphitheater—behind the music building.

Jazz Benefit

The 28 piece Campus College Jazz Ensemble will be playing selections of the swinging era in a "Big Band Bash!" at the Redwood Mountains Friday. The event is being presented by community radio station KCBX.

Referrals will be available to those over 21 beginning at 8:30 p.m., with an evening of dancing from 8 to 11 p.m.

Tickets can be purchased at KCBX on S. Higuera Street, Benny’s Music Store, Premier Music Store, Campus Credit Bankers, from band members, and at the door. Prices are $3 per person or $5 per couple.

Intramural

The 1976 Intramural gymnastic meet will be held on Friday in the main gym. The event will be open to all Cal Poly students, with trophies given for the best all-around team, with awards also going to the women’s team and the women’s individual winner.

The problems associated with controlling use of alcohol at football games are due to jurisdiction.

“Almost all alcohol consumption [at Cal Poly] occurs in the apartments on weekends. Beer is the most popular beverage, particularly with those under 21.

Due to students’ general acceptance and no doubt in the administration has not surgically enforced the ban against alcohol in dorms.

According to David Ciano, director of judicial affairs, the problem of alcohol at concerts has been solved and he expects to see a crackdown at next year’s football games.

The problems associated with controlling use of alcohol at football games are due to jurisdiction.

“It’s difficult to have control over private citizens,” said Ciano in a recent interview. The university can take no action against anyone breaking campus laws if they are not committed in some way with the university (as a student, staff or faculty member).

Although a few students are stopped for being drunk while driving in the campus, the majority of alcohol use and violations occur in the dorms.

“Almost all alcohol violations that occur on campus are in the dorms,” said Ciano, “because the people there are 24 hours a day.

Erik Mellby, the head resident at Santa Lucia, conducted a survey last January to evaluate students’ reactions to alcohol use in the dorms, but Mellby questioned the accuracy of these answers.

Residents are very distrustful of the administration at Cal Poly and so dispose of assurances of anonymity, many residents declined answering those questions or lied,” noted Mellby in the survey results.

Because of this the figures are probably below the actual situation.

With a return of 57 percent, representing about a quarter of the dorm population, 95 percent said they never drink in the dorms. Bay-zoo percent admitted they drank in the dorms from once a year to more than once a week. In a recent interview, Mellby said:

“At least half of the people in the dorms drink, but they do it with the dorm closed—they are dumb.

Due to rights of privacy laws, resident assistants (RA) cannot search students’ rooms. Therefore, unless the RA sees the alcohol or the students are being obvious, no reports can be filed.

“If a person breaks the rules quietly,” said Ciano, “then they can get away with it.”

“People are going to try to see what they can get away with.”

These involved in enforcing dormitory rules said they felt this year seemed to be quieter than last year. None of the dorms had had any significant number of violations written up this year; one or two on the average.

Head resident in Blair and Trinity Halls felt it was truly trusterly in their dorm because male, formerly all male, had gone over the year.

“More people are having the support that they need,” said Antill. “It’s more peaceful around here this year.”

Ciano said there was more positive atmosphere in all the dorms this year, although he couldn’t attribute this to any specific cause.

“My philosophy is that unless there is a lot of noise, you don’t know what is going on.”

There seems to be an attitude that if the RA really looks for trouble, they will find it.

“Some RA’s are not to have everyone can,” said Johell Borr; a RA in Blair.

“People are going to try to see what they can get away with.”

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As Students Study  
S.A.E. Team Will  
Have Test In Baja

by DAVID A. RITZ  
Daily Staff Writer

While most of us are busy  
studying for finals, David  
Nordrern and co-driver Jim  
Axtell will pilot the Cal Poly  
Society of Automotive  
Engineers' clean air racer  
in the grueling Baja 500 June 5.  
Last year the club's Toyota  
mini-truck and eleventh  
eighteen number out of a  
field of 22 in the Baja 500,  
and this year in February  
it placed fifth out of  
19 in the Parker Dam 400  
in Arizona.

According to club  
president Nordrern, the  
club's finish in the Parker  
Dam race was the first time  
every college-sponsored  
team had finished a  
gnecional race.

The Baja race is a 500-mile  
loop that begins in Ensenada  
and goes through San  
Fernandez, and does  
doubles back to Ensenada.  
The track passes by  
rocky river bottoms and Nor- 
drern says it is very easy to  
get lost.

"There is a road," he says.  
"Well, not a road, let's say  
there is a well-worn path all  
the way."

The team will set up five  
who watches the trailer,  
the gauges and switches.

His main duty, however,  
is to make sure they don't get  
lost.

The mini-truck was  
donated by Toyota of  
America in Torrance, Calif.,  
but only after a long period  
of persuading by Nordrern.

"I tried to sell them on  
the idea of a clean air race,  
moving towards the  
environment," he says.

"Our objective was to  
build a competitive cleaner  
that would be low in smog  
emissions yet quiet and  
and powerful — and we did.  

The truck is just as clean as  
when it was new. It is now  
50 per cent more powerful  
and is just as quiet as when  
it was stock.

"As far as they thought we  
were crazy," he laughs.  
"They told us we couldn't  
built a competitive racer un-  
der those criteria, but now  
now they are happy as hell."

In order to meet six criteria,  
the club had to make  
excessive alterations in the  
Chinook kamper that was  
originally donated by  

Toyota.

Using the stock block,  
they began to knock it piece by  
piece. New experimental  
pipecules were put in that  
will allow the exhaust to  
flow unimpeded, and headers  
that allow the exhaust to  
exit without hindrance.

A high-performance  
cam was installed that  


allows the intake port (which  
less the gas and air mixture  
into the cylinder) to be kept  
open for 292 degrees out of a  
total 560—resulting in increased  

power.

A Holly carburetor,  
and an ignition that fires the  
spark plugs nine times  
during the power stroke in  
increase the combustion of  
the fuel mixture came last.  

Right now the truck meets  
fifteen miles apart  
along the race's course,  
where the truck will take  
the crew will make  
quick inspections for  
broken nuts and bolts, and the  
crew will get  
additional parts for the  
and M's.

Nordrern says that out on  
the road it takes teamwork  
with temperatures in the  
cabin climbing  
to 113 degrees and more.

Nordrern and Axtell will have to  
spend about 16 hours in  
the truck during the race.

The two pilots switch the  

Driving navigation duties  
every pit stop. The duties of  
the navigators are just as  
important as the driver's,  

because it is the navigator  
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and powerful — and we did.  

The truck is just as clean as  
when it was new. It is now  
50 per cent more powerful  
and is just as quiet as when  
it was stock.

"As far as they thought we  
were crazy," he laughs.  
"They told us we couldn't  
built a competitive racer un-  
der those criteria, but now  
now they are happy as hell."

In order to meet six criteria,  
the club had to make  
excessive alterations in the  
Chinook kamper that was  
originally donated by  

Toyota.
Baja: Poly Tackles The 500

continued from page 7

the 1975 Environmental Protection Agency's super control
standards without any pollution controls.

To tap the Chinook camper into a desert ricer,
radical alterations had to be made to the body and
suspension. The first thing done was cutting off the
replacement camper shell with a step put on.

Next, a fully encased roll
cage was welded into the luggage, and a heavy duty
Frame was put on rear end. The 4,100 lbs weight was
bumped down to 5,000 lbs.

The suspension was backed
up by installing two shock absorbers on each wheel, and
the front end was strengthened
by using all chrome molybdenum parts, which
are vastly superior in
strength and lightness com-
pared to standard parts.

Other extras include a
5.2-gallon fuel cell that prevents
empty tanks, a fire extinguisher
dual bias tires, and four driving lamps for night
use.

The truck also carries
enough spare parts and tools
to fix almost anything that
might break along the way.

And an appropriate Cal Poly
giving and gold paint job
finished up the Torino in
perfection.

In 1972 the club hired a
1966 Ford Galaxie that had been
damaged by the Yellow
Cat Company. It was an
off-
road ricer also. It ran in the
rickers because of its intelligence and aggressiveness
for the truck. Now we have 40
members and a Tornado worth $20,000." Nondorf says.

"We also have a mini
Ranger and we are going to
take a new Tour of Cal Poly
and run it into a four-day race, too.

Nondorf and the SAE
club have put a lot of time,
hours and hard into the idea
of a team truck. They have
to work on it, too.

"We want to get one point
across: there is a better way,
and when they see us out-run
them, they will know...

Sonny (Jr.) Crump, 18, offensive
linebacker player who recently
was taken off the St. Louis Cardinals'roster by Seattle in the
NFL expansion draft.

John Dau, 6-2, 210, linebacker from Madera where he was
all-defense in football and the 1976 Valley's most outstanding
playing champion. He has excellent combination of speed
and strength and comes highly recommended by his
Madera and opposing coaches.

Louis Jackson, 5-11, 180, running back from Roosevelt
High in Fresno. He was the lone Roosevelt footballer who
ever left the field, playing wide receiver and defensive back
as well as running back. The all-Metropolitan football pick
was also a starter on the basketball team that reached Valley
title, and was a runner on the track team.

Brian Page, 6-2, 225, defensive guard, linebacker at Clovis
High, who was all-league in football, he has exhibited outstanding
tackling ability and quickness.

Wes Scovel, 6-0 one and half, 210, linebacker-right end
from Fresno High where he earned two letters each in
football, basketball and baseball and was a starter in each
Scovel was a highly regarded college prospect by his Fresno
College coach.

Two other San Joaquin Valley players who have signed
national letters of intent to attend Cal Poly will play in the
season. They are:

Ted Hill, 6-5, 280, defensive lineman from Monache High
in Porterville where he was an outstanding two-way performing
in football as well as wrestling and track.

Of his coaching player, he impressed Cal Poly coaches
with his mobility and strength.

James Brown, 5-11, 170, defensive back-wide receiver from
Lexmoor High. He has had all-division prep to offer as a
track runner and starting basketball player in addition to his
two-way duties in football.

Two other outstanding Fresno area players, Larry Game,
from Scavo High in Oakdale and Tom Avery
from Kern High, also indicated they will be attending Cal
Poly and play football for the Mustangs in the fall.

Game, a tall, 200-pound linebacker, has been chosen to
play for the Fresno City All-Star Game. He was a
candidate for the all-state man as well as a football player
with impressive strength and quickness.

Avery, who was a
conference football player as a right end and linebacker. He also held
down starting left end in basketball and baseball. The Cal Poly staff
was impressed by his excellent mobility for his size.