Endangered Species

Photo by Tony Hertz

See Story On Page 4
A Black Examines Carter's Success

Jimmy Carter, to the mystification of his liberal critics and sometimes outrage of much of the nation's black political leadership, continues to do very well, very much among the black electorate. And not just in the South, where the liberal establishment is used to taking black sentiment.

And always the question is: Why? Why does this Southern one-term governor, who was criticized for his vague and incoherent leadership, and who has yet to cut any substantial ground between himself and the national leadership, arrive at the so-called "black issues"—why does he keep winning as convincingly among black voters?

The puzzle is the question of the voters, campaign workers, political analysts and politically sophisticated friends and family who are left wondering if those blacks who voted for Carter are those same people who have been voting consistently for the Democratic ticket since Carter was a junior Senator from Georgia at rather high levels, on his campaign for the White House.

But is it really possible that "Daddy" Carter, never considered particularly influential, could deliver black votes that far from his Atlanta home, when so many nationally known blacks are campaigning against Carter?

Bond thinks so, partly because the senior King is so deeply identified with the man who became virtually the patron saint of black Americans.

"Daddy King is a preacher, so his endorsement means something. When Carter speaks in the churches, he actually preaches. That means something too. It means more for instance, than Mrs. Udall showing up in Philadelphia with Shirley Chisholm and some other politicians. Carter showed up with Daddy King and Amelia Boynton, and she also talks like a preacher."

"The endorsement, according to Carter, is just one of two major factors in Carter's success among black voters. The other, he says, is the makeup 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 read, 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.

John Britton of the John Center for Political Studies, thinks so, too, but for somewhat different reasons.

"In every major area where blacks have substantial numbers of voters, Carter has not neglected to go to the black churches," Britton said. "Black people—the grassroots electorate, not the political leadership—follow their preachers more than their precinct captains."

And the role of the locally respected Ben Brown, a black member of the Georgia legislature, as deputy national campaign coordinator for Carter, doubtless a strong impression on black voters. Britton believes.

It all sounds very reasonable. But like nearly all the explanations for the Carter appeal, it seems less than satisfactory. Somehow, Carter has managed to over the heads of the intelligentsia, the endorsements, the political leaders and the media, directly to the people themselves.

Another is that the intellectuals and political press are too sophisticated to see that a clear-cut position on the issues—what a candidate would do—matters far less than the general perception of what a candidate is.

I am sure, for example, that Carter would have lost his appeal to the black community if the black community had not been convinced of his commitment to the cause of civil rights."

The parking problem, or non-problem should be crunched even more—matters far less than the general perception of what a candidate is."

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Personalizing The Bicentennial

by GINA BERRYXSA
Daily Staff Writer

Some Cal Poly students are finding their own ways of celebrating the Bicentennial with imaginative projects and expeditions.

The Bicentennial Projects class, headed by history professor Ed Mayo, allows students to earn one unit while designing their own Bicentennial celebrations.

"Students suggest their own projects and I help them figure out the prerequisites or requirements," said Mayo. Through the class, Mayo hoped to bring the non-Patriotic more local events.

Although the class has not worked out exactly the way he wanted it to, he found many students designing some interesting projects.

Architects students Greg Hefring and Kurt Wagnerkhenn are participating in a "Bicenentral" truck tour across rural America for their project.

The bicenentral trail was mapped out by a non-profit organization in Missouri that sells maps, insurance and various plans for the truck. Hefring and Wagnerkhenn plan to travel as independents along the 4,200 mile route that will take them through 14 national parks and forests and over 200 miles of dirt roads.

A historical car rally was the Bicentennial project for students Pete Folin, Joe Lawson and Karen Galantierre, who ended the event with a big Bicentennial costume party.

Lawson designed the 20.5 mile March rally route through San Luis Obispo using instructions and clues that included some basic knowledge of California history and the Spanish language.

"We selected famous persons, the Spanish language and anything else connected with American history were used in the instructions," said Galantierre.

"Turn left on the 31st street. (California Boulevard)." "Turn left on big mug Martha (Mitchell Driever)" were some of the instructions.

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

The event was sponsored by Delta Sigma Phi fraternity, since both Folin and Lawson are members. The fraternity's social fund also paid for the food at the Bicentennial party. A 15-star Bennington Flag was the rally winner's prize.

Galantierre explained that they tried to serve colonial food at the party, but found that it was difficult to serve 80 people in a short time. They did serve "Yankee Doodle" macaroni salad and deviled eggs with red, white and blue flags, though.

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 Theatre 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 "Concert for Father and Son" by Jean Cow, with Donald Peter Christel as soloist directed by Graydon Williams. Solo Flight intends to announce during intermission the winner of the Betty Boop Lookalike Contest who will reign as hostess for festival events.

Saturday, June 5, will be the country events throughout the year to inspire cultural awareness and activities in the San Luis Obispo area.

"A major event that shouldn't be missed," said Glenda Laskel, founder and director of Solo Flight. "is an evening's entertainment June 8 at 6 p.m. at the Moor 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 Moor. 967 Ocas, 545-6794, no later than June 5.

The Cuesta Jazz Ensemble is to perform June 18 and 19 in the Mission Plaza. "We expect as many as 400 people during the two afternoons," said Galantierre. "This event is quite similar to the Monterey Jazz Festival." "

Ernest Castor, author of the autobiography of Miss Jane Fonda, will be the featured guest speaker for the afternoon of June 18. "

John Clarke, Southern California newscaster will speak June 17 in the Little Theatre. The Solo Flight Woodwind Ensemble led by Galantierre, along with Mary Smiley and her dancers will perform June 18 in the Little Theatre.

Two Cuesta Students Found Guilty Of Ballot Box Stuffing

The two students found guilty of stuffing the ballot box in the runoff election for student body vice president of Cuesta College were both members of the student government.

A recent rumpus lecture appearance by one of America's foremost anti-Zionists, Alfred Lillenthal, sparked the charges of anti-Semitism at Cal Poly according to the article.

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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

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Parking:

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

by CHERYL WNFREY
Daily Staff Writer

Students attending Cal Poly next fall may discover that parking spaces close to classroom facilities will be an even rarer commodity then 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 K. Phillips.

Phillips said 90 parking spaces in lot S-11, on North Perimeter Road adjacent to the firehouse, will become, as 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-l which is bordered by Cannon Way.

"We are looking at the whole area (around lot S-11) and considering blocking Black Avenue and gaining the student spaces there," Phillips said. "We are also looking at the Poly Grove and California Boulevard area. We are going up there that and stripe it for parking. Right now that is probably our most efficient; but 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 will be 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," Phillips said. "The whole thing is designed for a maximum 10-minute walk from any parking lot to the building heaviest 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 Shafter and Diablo Halls and the University Firehouse; and lot S-10 adjacent to the Food Processing Unit extending north to the Aeronautical Engineering Building.

"Parking on campus will be close to 5,000 spaces, seemingly an insufficient number for a student enrollment of 10,000. 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 by Phillips. The idea is to get the students to the largest amount of parking without going through the core at all," he said.

Since core area parking may be non-existent for future Cal Poly students, the possibility 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 between 7:50 and 8:50 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 lots 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 are less pleasing but it is a good compromise between energy conservation and high illumination."

"Parking provision for students attending Cal Poly 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 starts to get anything done."

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

"The parking program is one of location," Geradz said. "There are adequate spaces but if you want to park right next to a building it is going to be a problem."
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," browses J. Cordner Gibson, Dean of the School of Agriculture and Range Science.

Since the original purchase of 1,115 acres for the Cal Poly campus, the university has acquired an additional 6,097 acres of ranch land for a total of 8.176 acres.

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

Utilized as rangeland for beef cattle, the 1,191 acres belonging to the Escuela Rancho unit are managed by Animal Science teacher, Jim Flournoy.

Chorero 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.

Animals on the property are tended by Kate Connor and Mike Schuster, who are students at the university.

The university purchased these ranches in 1960 and 1962.

The additional property is composed of six ranches that continue to be maintained by Cal Poly for student use.

In 1964, Cal Poly acquired the Garcia property—154 acres located behind Yosemite Hall on campus. It's strictly rangeland for beef cattle operations.

The former owners of the Chorero Ranch donated 391 acres to Cal Poly in two parcels in 1950 and 1957. Located on the northeast end of campus near Highway 1, the Chorero Ranch is the site of the student project dairy. Dairy instructor Dr. Herman Rickard lives on the ranch and supervises the dairy.

Bought by individuals and then given to the university, the Peterson and Serrano properties were acquired in 1953 and 1954.

Animal Science teacher Ken Scott lives at and manages the Peterson Ranch which is grazing land for beef cattle. The 681-acre ranch is located behind the Cal Poly campus.

In back of the Peterson Ranch is the 54-acre Serrano property which is supervised by Bill Jacob, an Animal Science instructor. Serrano Ranch is the site of a Cal Poly sheep operation and grazing for beef, primarily Shoatland cattle.

Unlike the Peterson and Serrano Ranches which are contiguous to campus, the Escuela Ranch unit and Chorero Creek Ranch are located a short distance from Cal Poly.

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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. This is taken into consideration when awarding the rents.

Although there isn't much acreage left close to campus anymore, Gibson would like to purchase or receive more donations of land for Cal Poly to use in its agricultural program.

"We'd love to buy more land," Gibson said. "But I don't think the state budget will provide for the purchase of additional land in the near future even though we need more with the growth of the student body.

Two Cal Poly instructors talked more about the ranches they supervise.

Rickard is in charge of the student project dairy. As part of the Cal Poly enterprise program, 10 to 15 dairy students or majors live at the Chorero Ranch and care for the 120-220 dairy animals.

Each day of the year, these students milk 60-65 cows at 3 a.m. and 5 p.m.

Much of Rickard's time is spent helping at the ranch.

"About half my time is spent supervising the dairy half with classes and half with extracurricular activities," he said.

Rickard helps out at the ranch when milking equipment breaks down, there are refrigeration or electrical problems, cattle break out or there are sick animals.

"I'm not required to be there but if I'm at home the students know I'm available for help," Rickard said.

Living at the Chorero Ranch was part of the deal when Rickard took his teaching position at Cal Poly.

"It was part of the agreement when I came," Rickard said. "Not that it's a permanent assignment. It was a duty I agreed upon when I came here. I kind of wanted to live there. It's nice to be able to live in the country rather than in the city. But you're always there all night long and on weekends.

"You're always on the job unless you get up and leave.

Several Cal Poly classes also utilize the Chorero Ranch. All the dairy classes do, especially milk production and commercial herd management. Agricultural Business Management classes look at the layout of the farm. Natural Resource Management classes use the Chorero Ranch reservoir for their fisheries study.

Dr. Cordner Johnson, head of the Crop Science Department, is responsible for Chorero Creek Ranch. On hay, barley, sugar beets, beans, alfalfa, corn, certified oat seed and Sudan grass for temporary summer pasture is grown at the ranch. With the exception of the corn and Sudan grass which is raised by the general farm crew, all the crops are grown by students for enterprise projects.

The main source of irrigation water is sewage from the Men's Colony, National Guard and Cuesta College.

"We're utilizing that instead of just letting it go to waste," Johnson said.

Over half the ranch is rangeland. This land is too shallow to be levied for crops.

"There's a lot of student use of the ranch," Johnson said. Crop Science classes work at Chorero Creek and Agricultural Engineering tractor classes hold most of their labs there.
Accident

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

Dr. Shirley Stanford was riding a walking bus last night 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.

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

ASI Concert

The AS! Special Events Committee will present a Concern Under the Stars on Sunday from 2 to 6 p.m. The free concert will be held in the Amphitheater—behind the music building.

Jazz Benefit

The 1976 Campus College Jazz Ensemble will be playing sounds of the swinging era in a "Big Band Bash!!" at the Redwood Marionettes Friday. The event is being presented by community radio station KCBB.

Proceeds will be available to those over 21 beginning at 8 p.m. with an evening of dancing from 8 to 11 p.m. Tickets can be purchased at KCBB on 8th Higuera Street.

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Campus Drinking---No Problems Brewing For Quiet Ones

by BETSY SUMAN

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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 Nordren and co-driver Jim Axill 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 minitruck was eleventh 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 500 in Arizona.

According to club president Nordren, the club's finish in the Parker Dam race was the first time any college-sponsored entry had finished a professional race.

The Baja race is a 500-mile loop that begins in Ensenada and goes through San Felipe and doubles back to Ensenada. The route varies from salt flats and sand to rocky river bottoms and Nordren says it is very easy to get lost.

"There is a road," he says, "well, not a road, it's a way,"

"At first they thought we were crazy," he laughs. "They told us we couldn't build a competitive racer under those criteria, but now they are happy as hell."

In order to meet its criteria, the club had to make extensive alterations to the Chimpock camper that was originally donated by Toyota.

Using the stock block, they began to build it piece by piece. New experimental pistons were put in that swit the gas and air mixture in the cylinders to improve combustion and headers that allow the exhaust to escape more freely were bolted on.

A high-performance cam shaft was also installed that allows the intake port (which less the gas and air mixture into the cylinder) to be open for 292 degrees out of a total 580—resulting in increased power.

A Holley carburetor, and an ignition that fires the spark plugs nine times during the power stroke in interference combustion of the fuel mixture came last. Right now the truck runs

"At first they thought we were crazy, but now they are happy as hell."

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 Nordren.

"I tried to sell them on the idea of a clean air mini-truck towards the environment," he says.

Our objective was to build a competitive racer that would be low in smog emission yet quiet and powerful—and we did it.

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

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

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A high-performance cam shaft was also installed that allows the intake port (which less the gas and air mixture into the cylinder) to be open for 292 degrees out of a total 580—resulting in increased power.

A Holley carburetor, and an ignition that fires the spark plugs nine times during the power stroke in interference combustion of the fuel mixture came last. Right now the truck runs
continued from page 7

the 1975 Environmental Protection Agency's super
standard controls without any pollution equiva
To join the Chinook camp into a desert river, polar
alterations had to be made to the camp's body and
supersession. The first thing done was cutting off
replacing the camp with a smoke pot out.

Next, a bulky enclosed roll
was filled into the ham
and a heavy duty Ford
line was added to a powerful
100-gallon pot was narrowed down to fit in the

The suspension was backed up by installing two smoke
shelves on each wheel, and the front end was strengthen
by using all chrome moldings parts, which are vastly superior in
strength and lightness compared to standard parts.

Other extras include a 52
galloon fuel cell that prevents
preturbs to the Yin
system: four fan airs, and
four driving lines for night
use.

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

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

An appropriate Cal Poly
glove and gold paint job
finished up the Tornado in

Pixson.

In 1972 the club used a
1960 Ford Galaxy that had
been donated by the Yellow
Cal Poly Company. It was an
off
road taxi also. It ran in the
races because of its intelligence and aggressiveness. The
club's current Tornado has a greatly different value as the
unifying force behind the
S.A.E. - despite the estimated
$2,000-per-year tax.

The club was dying.
Nordstrom recalls, 'There were
even six members, no money
and no projects when I
became president. So I went
to work on Toyota for the
stock so the whole club could
look on it as a total club eff
'Ve had a
membershp drive, a money
drive, and got sponsors for the
truck. Now we have 25
members and a Toyota worth
$20,000'. Nordstrom says,
'We also have a Mini
Riviera and we are going to
get a new Celica GT from
Tosmo and turn it into a
jum air racer, too.'

Nordstrom and the S-A-E
car have put a lot of time,

cloth and lore into the idea of
a薰mair t,ect. They have
also taken a lot of kidding
from competitors, but they
feel that they will be having
the last laugh.

'We want to get one point
across: there is a better way,
and then when we run into
them with something they
laughed at, they will know,
and get into the lean air idea
themselves.'

Grid All-Stars Heading For Poly

Seven football players from the San Joaquin Valley who
will play in summer all-star games have signed national
letters of intent to play at Cal Poly for the fall.

Five letter of intent signers will play in the Fresno City
County all-star game this summer. They are:

Allan Cumpl, 6-2, 285, defensive back and wide receiver from
Madrid High School.晃he was a football, basketball and
track starter. The track starter is the brother
of Dwayne Cumpl, ex-Fresno State player who recently
was taken off the St. Louis Cardinals' roster by Seattle in the
NFL expansion draft.

John Dunn, 6-2, 220, linebacker from Madonna where he was an
all-state player in football and the 1975 Valley 1st-team
offensive star. He has excellent craftsmanship speed
and strength and comes highly recommended by both his
Madrid and opposing coaches.

Louis Jackson, 5-11, 180, running back from Roosevelt
High in Fresno. He was the lone Roosevelt footballer
who never left the field, playing wide receiver and defensive back
as well as running back. The all-Metropolitan football pack
was also a starter on the basketball team that reached Valley
finals, and was a starter on the track team.

Brian Page, 6-2, 225, defensive guard, linebacker at Clovis
High who was an all-state player.

Steve Still, 6-1, 200, a three-year varsity player at
Roevesville High and an all-state player in basketball.

Two other outstanding Fresno area players, Larry Grimes
from South High in Tulare and Tom Arias from
Kerman High, whose signatures they are preparing to
get from Cal Poly.

In the all-Metropolitan football pack
There were two starters on the basketball team that reached Valley
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