

news

parking

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Revenue generated by the Traffic Department, however, does not go to the traffic office. Money goes toward the funding of half the town-owned bus system.

"The University's half is paid exclusively by the traffic office," Sharpe said. "Also the construction in all the parking lots, parking decks, this sort of thing. With the parking fines, and stickers as they are, they're bringing in a lot of money. Probably close to a million-and-a-half to two million, but it's all paid out again so there are no excesses."

Construction on campus continues to rise as park-space continues to diminish. The Ackland Art Museum is presently taking bids to expand its facilities and could begin construction "as early as August," according to the Director of Engineering and Construction, Selwyn Bryant. The expansion will take up the dirt parking area adjacent to the museum, eliminating another sixty or so parking spaces.

The proposed U.N.C. athletic coliseum, targeted for completion in November of 1983, will add over 900 parking spaces, Bryant said.

The coliseum would be located between Hinton James Dormitory and Mason Farm Road, on the south end of campus.

"Right now, there is no way to put more parking on North Campus," Sharpe said.



Staff photo by Bruce Davies and Sharon Clarke

New Toyota patrol car purchased by town in two-year economy experiment

Police testing small-engine cars

By Keith King

Dirty Harry in a Corolla?
Nothing quite so drastic, but the Chapel Hill Police Department has started using eight Toyotas in its fleet. Administrative assistant to the chief, Ben Callahan, said the department started using the cars because of their good gas mileage. "These cars get 16 to 18 miles per gallon, whereas the others (Plymouth Volares) get seven to 10," Callahan said. Callahan said the cars' small engines

will not hinder policemen in their pursuit of other vehicles.

"These cars go as fast as we're allowed to go," he said. "We can use the radio to intercept pursued cars better than trying to chase somebody."

The Toyotas, which cost about \$6,000 after police equipment additions, will replace eight police cars taken out of service and will be used for patrol, detective and administrative duties, Callahan said.

He said that the force replaces half its 14-car patrol fleet every year. "Normally we replace seven cars every year, but this year we bought eight because we had some extra money."

Callahan said the department replaces each patrol car every two years and the Toyotas may eventually replace all the bigger cars the force uses if they stand up to two years of punishment.

"Car companies make what we call 'police packages,'" he said. "The cars are made to withstand more punishment than normal cars. They're made to run 24 hours a day with extra reinforcements."

Callahan said that no company makes a four-cylinder police package, so the

Toyotas are made like normal cars.

"The big test for the Toyotas is whether they can withstand 30,000 miles a year with different drivers every eight hours," he said.

The department will be evaluating very closely the cars' performance, considering time lost for repair, parts cost and gas mileage, he said.

"All cars break down. We want to see if these do less, more or the same," he said.

Callahan said the only problem with the cars seems to be their small size.

"A six-foot, four-inch officer gets a little cramped riding around all day in one of those," he said. "Also, we want to make sure we can carry prisoners safely and fit in the necessary equipment."

Callahan said Chapel Hill is the only force he knows of using compact cars for patrol.

"We couldn't find anybody else using four-cylinders on patrol," he said. "Some others use them for traffic, like Greensboro, but so far as I know, we're the only place using them for patrol."

It looks like villains and speedsters had better watch their step in this part of North Carolina.

Faculty may get pay hike

By Jon Pope and Gelareh Asayesh

A 15 percent pay increase for UNC system faculty may be appropriated if it is approved by the North Carolina General Assembly next month.

Governor Jim Hunt and his advisers have made a recommendation to the legislature for a 10 percent pay raise for all state employees, said Kennis R. Grogan, the UNC system's assistant vice-president for finance.

Grogan said an additional 5 percent increase for some University faculty members also has been proposed. That proposal, however, is not for an across-the-board increase. Not all faculty members would be affected.

The pay raise proposals were to be

discussed in a preliminary hearing in the state House yesterday. A vote on whether or not to approve the raises will follow sometime after the legislature reconvenes on June 5, Grogan said.

UNC Student Body President Bob Saunders said he is very much in favor of the pay increase, and that he hoped the summer CGC would pass a resolution in support of it at its June 3 meeting.

"We already have an excellent teaching reputation and this increase is needed to maintain the high level of teaching at UNC," he said.

Without the pay increase, Saunders said, it will be difficult to keep good professors at UNC, since there are universities that offer higher pay.

"Although the magical land of Chapel Hill is some inducement (to professors)" he said, "you also need adequate pay just to keep up with inflation."

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