

The Daily Tar Heel

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TUESDAY, SEPTEMBER 30, 2008

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PROJECT UPLIFT

A program dedicated to University diversity celebrates 40 years. During Latino recruitment weekend, high school students and their parents attended information sessions.

national | page 4

THE ISSUES: EDUCATION

See how U.S. Sen. Elizabeth Dole, R-N.C., and challenger N.C. Sen. Kay Hagan, D-Guilford, match up on education.



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TRAVELS THROUGH N.C.

Chancellor Holden Thorp kicked off a statewide tour of high schools and colleges at an honors research class at Chapel Hill High School.

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ELECTIONS DEBATE

The Young Democrats and College Republicans face off.

TECH WEB

A fair in the Pit hopes to share on-campus technology options.

EDITOR'S NOTES

Another blog post from the editor-in-chief on columnists.

CORRECTION

Due to a reporting error, Monday's pg. 1 story, "Bill Thorpe, long-serving Town Council member, dies" misspells Thorpe's wife's name. Her name is Jean. The Daily Tar Heel apologizes for the error.

this day in history

SEPT. 30, 1983

UNC undergrads go to local bars to enjoy their last legal drinks before a new law goes into effect making it illegal for those under 19 to buy alcohol.

Today's weather

Sunny
H 82, L 64

Wednesday's weather

Sunny
H 74, L 53

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Thorpe leaves legacy of action

Town leader, 67, fought for civil rights

BY MAX ROSE
CITY EDITOR

Bill Thorpe spoke for more than just himself on the Chapel Hill Town Council.



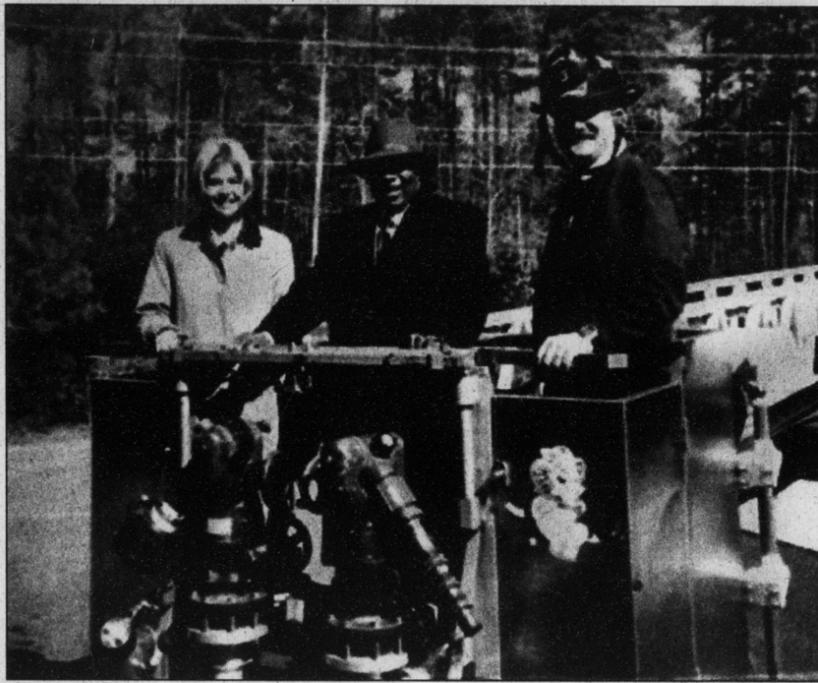
Bill Thorpe served for 11 years on the Chapel Hill Town Council.

Thorpe, never hesitant to say what was on his mind, used his 11 years on the council to fight for those who have no voice. He was 67 when he died at his home Saturday.

"What kept him going each year was day by day being a representative for the town," his wife Jean Thorpe said.

When Bill Thorpe walked into a room, he greeted everyone with a smile and a firm handshake.

SEE THORPE, PAGE 5



Bill Thorpe (center) poses on the ladder of a fire truck after being elected to the Chapel Hill Town Council in 2005. Thorpe, who passed away Saturday, brought guidance to younger council members like Laurin Easthom (left). COURTESY OF LAURIN EASTHOM

Served as reminder of town history

BY EMILY STEPHENSON
ASSISTANT CITY EDITOR

When Bill Thorpe and Laurin Easthom joined the Chapel Hill Town Council in 2005, a tour of town facilities brought them to the top of a fire truck's ladder.

Easthom, then new to the council, was terrified to ride in the truck's bucket, but Thorpe encouraged her to hop in.

"He drew me in and said, 'This will be fine,'" she said. "The thing took Bill Thorpe into the air almost 100 feet. He was just so calm about it; he put his whole trust in that fireman."

Thorpe died Saturday at his home after suffering heart problems. Council members said a calm, guiding presence was indicative of Thorpe's mentoring style on the council, where he served in the 1970s and 1980s before running again almost two decades later.

SEE GUIDING, PAGE 5

Tuition likely to rise quickly

BY ANDREW DUNN
UNIVERSITY EDITOR

Undergraduate students could be saddled with raising faculty salaries and providing benefits to graduate students.

Paying for it would raise in-state undergraduate tuition more than 60 percent over several years.

No models for how to get there were presented at the first Tuition and Fee Advisory Task Force on Monday, but members spoke in dire terms about the University's needs in the coming years.

And they said undergraduates are the only sources to turn to.

The problems are threefold, according to Monday's discussions:

- About 500 faculty members will reach retirement age in the next 10 years. In addition to replacing them, enrollment growth during that period will require about 330 new members to maintain UNC's student-faculty ratio.

- UNC-system President Erskine Bowles has mandated that all campuses raise faculty salaries to the 80th percentile compared with peer institutions. UNC is currently just below the 50th percentile.

- Top graduate students, who often teach lower-level classes, are not enrolling at UNC in high levels because of few merit scholarships.

"If we don't have the teachers to teach them, they aren't going to come, that's for sure," task force member and Employee Forum Chairman Tommy Griffin said.



DTH/ANIKIA ANAND

Student Body President J.J. Raynor and Provost Bernadette Gray-Little lead the first Tuition and Fee Advisory Task Force meeting Monday.

"I wish we didn't have to raise tuition one dime. But we have to look to the future."

The N.C. General Assembly provides money for some new faculty and small faculty salary increases statewide, but not enough would be given to UNC to meet its goals.

The Board of Governors is planning to increase enrollment in the system by 80,000 students because of a booming state population.

"That's a huge amount of growth that the state has to fund," task force and Board of Trustee member John Ellison said. "There is no extra money to do anything."

That leaves two sources of money to boost salaries: tuition

and private donations. But donations were judged too risky at the task force meeting.

"Nobody wants to raise tuition and everybody wants to do this privately," Ellison said. "But there are lots of people who feel poorer today than we did yesterday."

Ellison said he had estimated how much achieving UNC's goals would cost: an additional \$40 million per year.

Since administrators are already looking to provide tuition relief to graduate students, raising their tuition to pay for this would not make sense, Ellison said.

Dividing the \$40 million over roughly 18,000 undergraduate

2008-2009 tuition prices compared with selected peers

Resident undergraduate

- University of Michigan-Ann Arbor: \$11,037
- University of Virginia: \$9,490
- University of California-Berkeley: \$9,490
- UNC: \$5,397
- University of Florida: \$4,778

Nonresident undergraduate

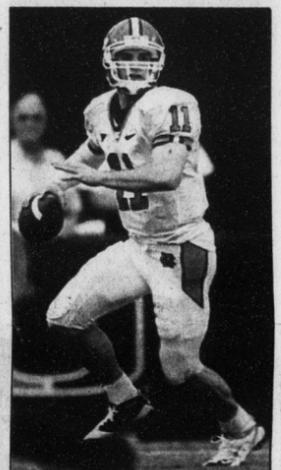
- University of Michigan-Ann Arbor: \$33,069
- University of Virginia: \$29,790
- University of California-Berkeley: \$28,264
- UNC: \$22,295
- University of Florida: \$20,623

students equals a \$2,222 increase.

And the final number would have to be higher because 35 percent of tuition increases must be designated for need-based financial aid. The time frame is still to be determined.

"How long it takes really depends on how much our conscience will allow," Ellison said.

Contact the University Editor at udesk@unc.edu.



DTH/ANTHONY HARRIS

Cam Sexton's play against Miami was a career-best and earned him UNC's starting job. "My dreams are coming true," he said Monday.

QB gets 'dream' second chance

Sexton lays claim to starting spot

BY RACHEL ULLRICH
SPORTS EDITOR

Cameron Sexton reared back, fired and completed an 18-yard pass to Zack Pianalto in his first play on Saturday against Miami.

But it had been a while since Sexton had last taken a snap as North Carolina's quarterback.

So long, in fact, that the press box announcer assumed it was the roster's other No. 11 on the field.

"Completion, No. 11 Casey Barth to No. 17 Zack Pianalto."

It wasn't long before the announcer knew the stat sheet. Sexton's name.

After all, he completed 10 similar passes to mark what became a record day for the junior who had spent so many snaps on the bench.

"After that first throw to Zack, I kinda got a little bit of relief and felt a little bit of confidence come back," Sexton said Monday.

"And if you really think about it, over the last four years I haven't really played much football."

After starting in five games during his first season, Sexton took only one attempt last year, in the season opener against James Madison.

SEE SEXTON, PAGE 5

Business converts hybrids to plug-ins

BY RYAN DAVIS
STAFF WRITER

Some of the greatest leaps in alternative energy research are being made in a small garage in Raleigh.

Since opening in June, the Advanced Vehicle Research Center has converted 24 hybrids into plug-ins, with two more on the floor this week. The center is one of eight nationwide certified to install the battery packs.

The conversion process allows a modified car to run off only electrical power for up to 35 miles. When the battery charge drains, the vehicle switches back to a standard hybrid mode, boosted to 100 miles per gallon, said Dick Dell, executive director of the research center.

"Energy and dependency on oil are the most serious threats our country is facing," Dell said.

The conversion is performed on the Toyota Prius, which has sold more than 1 million models worldwide, making it the most popular hybrid on the market.

The process utilizes a large lithium-ion battery, retrofitted into the trunk of the Prius.

The primary customers of conversions have been energy firms and utility companies such as Progress Energy, based in Raleigh.

Progress Energy converted its

Prius line to do consumer research before battery-powered cars are mass-produced. But battery charging is not yet cost-effective.

"We realized we had to be committed to these new types of technology," Progress Energy spokesman Scott Sutton said. "If the utilities don't get on board, there will be a lot of obstacles for consumers, even if the new technology is available."

At \$10,400, the conversion isn't cheap and has been mostly used by corporate customers, but Dell is optimistic that the technology will reach the average consumer soon.

"This same process would have cost \$25,000 two years ago, and it will continue to come down from what it is now," he said.

The plug-in hybrid technology is still new. The first mass-produced plug-in hybrid, the Chevrolet Volt, will not be released until 2010.

There are more than 250 million vehicles in operation in the United States today, and about a million are hybrids. Of those, about 100 are plug-in hybrids, Dell said.

"Hybrids on the road today in many cases just have the word hybrid attached to them," he said. "In many cases, you might see an increase in some cars from 24 miles per gallon to 26 miles per gallon.



DTH/HANNAH SHARPE

Glenn Edmonds of Advanced Vehicle Research Center finishes converting a Toyota Prius hybrid into a fully electric, plug-in car.

Yes, that is an improvement, but it's not enough."

Dell said the United States trails behind Europe in the development of fuel-efficient cars. Europe has 38 vehicles on the market that reach 50 miles per gallon, while the United States has only one.

"Basically, what it comes down to is that consumers don't want to pay for research," Dell said. "At this point, the economy is going to become the driving force behind changing the industry."

Dell also said focusing on a single energy alternative will not solve the problem, but that technology soon will be available to convert nonhybrid vehicles to hybrids.

"There is no single visible energy solution right now," Dell said. "Time will show what technology will grow and what technology will survive."

Contact the Features Editor at features@unc.edu.