

## Vote Continued from Page 1

Washington just across the Columbia River from Oregon.

Jack Kapuscinski, the campus coordinator for the University chapter of the Oregon Student Public Interest Research Group, said the overwhelming passage of the measure indicates that Oregonians strongly believe the state should challenge the site selection process.

Ballot Measure 2, the school "safety net" measure, passed with about 55 percent of the vote. The measure will allow school districts to levy property taxes to continue operation of schools in the event of a defeat of a tax increase for school budgets.

Eugene's 4-J School District will not be directly affected by the safety net measure, which involves an amendment to the state constitution, according to school board member Steve Robinson. Eugene's schools operate under a tax-base system

in which the tax base increases by 6 percent a year.

Business leaders throughout the state have been strong supporters of the safety net measure. Oregon is the only state that allows schools to close when voters reject property tax levies, and backers of the measure stress that the closures are damaging for the state's economic growth.

In Lane County election news, Springfield voters once again defeated the Private Investment Incentive Plan. With 100 percent of precincts reporting, the measure failed 2,333 to 1,403.

Voter turnout was about 21 percent for the special election. Dave Spriggs, with the Lane County Elections office, said he did not know why the turnout was so low.

Spriggs said a total of 28 ballots were cast in the University precinct.

## Jones Continued from Page 1

Jones said it is no longer feasible to talk to those in power in South Africa to solve problems. "They cannot go through the political process. The blacks have no hope by going through the political process."

"I do not advocate violence, but there are different ways of solving the problems," he said, mainly by economic means.

"The elections they are having now are not a bad thing. They put things in the proper perspective. There is a joke in South Africa that the whites claim they are anti-apartheid, then they vote nationalist."

"The growth in South Africa of white liberals

hasn't happened. The South African government hasn't shifted ground, and there is no political clout to bring about change," he said. "The infrastructure of a country rests on a strong economy. That's true everywhere, and that's why it's important that the United States make a more intensified effort to withdraw support, which is benefiting the white minority."

"A withdrawal of support would make the whites realize that sooner or later, they're going to lose," he said. "South Africa is aware of that."

Jones will visit an Afro-American Folklore class on campus this morning and will speak on "The Spirit of Apartheid" in the EMU Forum Room from 2:30-3:30 this afternoon.

## Tow Continued from Page 1

was stolen," he said. "If we don't hear from the owner, the car will eventually be auctioned off at auctions that occur once or twice a year."

Beaver admitted that towing companies are difficult to deal with. "They certainly stretch the law to the limit," he said.

***'They set the price of the tow so high it's enough to make you mad, but not high enough for you to go to the expense of fighting it.'***

— Karsten Rasmussen

On campus, students encounter much less trouble. According to Campus Security dispatcher Del Huffman, officers go to extreme lengths to notify students before towing a car.

"Most of the time, we tow cars that are parked in the reserved parking spots. These spots are paid for by the individuals who use them. They are the ones who decide to tow or not to tow," Huffman said.

Although Campus Security is more lenient with students, the number of requested tows is alarming. Since the beginning of the 1986-87 school year, it has received 285 requests for tows.

Currently, there are only 2,500 parking spaces available on campus for students who buy permits to park, but there are 6,500 such permits issued.

Most students whose cars get towed decide to take the risk by parking in reserved spaces, Huffman said. "If they aren't there for very long they'll usually get away with it," he said. But if Campus Security can't contact the student, the car eventually will be towed, he said.

Unlike the Eugene police, Campus Security contracts with only one towing company, Farwell's Towing Inc., because it offers the lowest prices. "This keeps the costs down for everyone involved," Huffman said.

"It's a lot cheaper for students if their cars get towed from University property because our fees are so low," said Bernie Speilman, the owner of Farwell's. "It usually ends up costing them only about \$30, and the most is \$45."

Speilman believes most towing companies charge fair rates, but there are some companies that give the others a bad reputation, he said.

Master's Towing Service, owned by Bob Judy, is one of these companies, Speilman said.

Master's charges two different rates, according to Speilman. If a person requests to have their car towed for mechanical failure, the price is low. However, if Master's tows a car that is parked illegally, the fee is much higher.

But Judy said the price difference is common among most towing companies. "There's a big difference between a tow and an impound," he said. "If we tow a car that is illegally parked, it's called an impound. Because the owner isn't there we have to tow a car with wheels that are often turned and locked. There is more labor, time and expense involved, and that's why it costs more."

"If it's a regular tow we have access to the inside of the car, and the process is a lot simpler," he added.

When a towing company impounds a vehicle, the company is liable for any damage that might occur, Judy said. For this reason, Master's charges a daily storage fee of \$8 per day for keeping vehicles on its property.

Judy claims Master's has a bad name because it tries to protect customers who order cars towed off their property. "We tell business owners and apartment managers to tell angry car owners that they know nothing about a car that we tow. Our customers don't want to deal with people screaming, hollering and cussing," Judy said.

Judy also tells customers to tell angry car owners that tow companies patrol the area and automatically tow cars that are parked illegally, he said.

"That's why we have a bad reputation, because we take the rap in order to protect our customers," he continued. "If we did something illegal or charged too high prices, the police would catch us. The fact is, we've been here a

***'If it's a professor, he or she is likely to be more lenient and opt for ticketing the car. But after someone keeps parking there, even professors are likely to be frustrated and have the car towed.'***

— Del Huffman

long time, and we're providing a service that's needed. If there wasn't a need, I wouldn't be in business."

But Munson, whose car was towed during winter term, described the process as painful, time-consuming and expensive. "...all those things students don't have the time or energy to deal with."

Even when towing companies operate within the law, the situation is always aggravating and unpleasant, and no sympathy can be gained from city officials, Rasmussen said.

"The best legal advice I could give anyone is 'Don't take the chance,'" he said.

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