

New budget guidelines at USG

By RADEYAH HACK
Statesman Editor

Presidents and treasurers of clubs on campus were frantically filling out budget reports and preparing to defend their budgets last month in order to comply with the new guidelines that were established by USG this semester. Towards the end of the spring semester, clubs and organizations are required to submit applications in order to receive funding, but this semester, an entirely new system was devised in the hopes of leveling the playing field and reducing subjectivity when it comes to determining the budget acquisitions for the numerous student clubs and organizations.

"With the new system we're trying to adhere to the principle of viewpoint neutrality," said Rajat Gupta, treasurer of USG. Gupta explained that viewpoint neutrality is the principle that all clubs and organizations will be judged fairly and equally, regardless of its intent, belief or politics. Adhering to this principle is particularly pertinent this semester since religious and political student clubs have officially become eligible to receive funding from USG. To accommodate this, USG redesigned their budget guidelines to ensure that religious and political organizations, along with all other clubs, will be judged fairly when it comes to receiving funding.

The new system has changed dramatically, however. In the past, only clubs that were requesting an increase in their budget were required to fill out a budget application, while the funding from the previous year for other clubs would just roll over. "It was an inefficient system," said Gupta. "A lot of clubs weren't utilizing their funding, but they would still receive the same amount every year."

With the changes in guidelines however, this semester all clubs and organizations, regardless of if they request an increase or not, are required to submit a budget application. After submit-

ting their application, clubs were also required to prepare proposals to defend their budget in front of a committee composed of three USG Senators, a member from the Social Services Council and the USG treasurer.

Members of the council were required to use a standard rubric to score each budget defense with appropriate points that corresponded to the clubs purpose and mission on campus, what they hope to accomplish in the upcoming academic year and what activities and events do they plan on organizing. The points allocated by each committee member would then be averaged and allocated a percent, which will be used to determine the appropriate amount of funding. "If a club asked for \$5000.00 and they receive an average of twenty points, the they would receive seventy percent of the requested funding," said Gupta, using this hypothetical situation to explain the process of the complex, new budget system.

Regardless of the complexity, many students believe that reforming the old system is a step in the right direction. "I like the new system," said Widaad Zaman, secretary of Minorities in Psychology and a senior at Stony Brook. "I like the idea of defending our budget because it's telling me that USG is using the money from our Student Activity fee wisely, since clubs have to state clearly what they plan on doing with their funding in order to receive." Zaman also believes the new system will ensure that members of clubs and organizations will utilize their funding appropriately, since they will be required to defend their spending at the end of the year in order to secure funding for the next year.

Clubs that have not received prior USG funding, such as the religious and political organizations on campus have to first apply through the Social Services Council, which determines their eligibility for funding, and then after a year they will be required to go through the reformed USG



Courtesy of the Office of Student Affairs

The Campus Recreation Center, first proposed in 1999, shown above in a sketch.

SB gets Rec Center grant

By MARISSA TAFONE
Statesman Staff

According to a release issued by Senator Flanagan of East Northport, \$19.5 million from the 5005-06 New York state budget will be allotted to pay for the cost of erecting a Campus Recreation Center at Stony Brook. The release cited the growing student body and the new NCA Division I status as two main reasons to support the building of this new athletic facility.

The construction of the much talked about Campus Recreation Center will begin in Spring 2006 and should be finished by Spring 2008.

Some of the features of the Center include a three-court gym, an area for floor hockey, a climbing wall, aerobic and mar-

tial arts rooms, a weight training area, a cardiovascular machine area, a three-lane jogging track, a café, an equipment loan area, locker rooms with sauna and steam room, meeting rooms and a massage therapy room. The Center will be open approximately sixteen to eighteen hours a day. Its facilities will be available to any student who wishes to use them.

Many students are excited about the new center. "It sounds really good," says student Mike Angelon.

Others regret that it will take so long to build. "It's a great thing, but I feel like every new thing that's being made for us won't be finished until after I leave school," says Duncan MacDougall.

The idea for building the Recreation Center had been pro-

posed in the Fall 199 semester by both Stony Brook students and staff. They pushed for the production after the Kerr & Downs research study for the National Intramural-Recreational Sports Association (NIRSA) was conducted as proof that the Center was beneficial to multiple areas of student life. In early November of last year, a rally of about twenty-five students was held at Albany to gain legal and monetary support for the idea.

The initial proposal by the students and staff, given to us courtesy of director of Campus Recreation, Sue Dimonda, estimated the cost of the Center to be about \$20 to \$23 million. It is unclear right now whether students will have to pay a fee in order to make up the difference, but no one will be charged until after the Center has been built.

Auto

Guide
2005

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The cars of 2006, all sized up on pages **4A** through **8A**, & **10A**

Maintaining your car, page **11A**

President's Series Lecture: *Philosopher Christopher Phillips*

By MOHAMMAD MALIK
Statesman Staff

Over one hundred students, faculty, and staff gathered in the SAC auditorium during campus lifetime on Wednesday to attend a lecture by Christopher Phillips, author of *Socrates Café: A Fresh Taste of Philosophy* and *Six Questions of Socrates* as part of the President's Lecture Series. The talk, entitled "A Modern-Day Journey of Discovery Through World Philosophy," touched upon Phillips' experiences from his travels across the globe, engaging in philosophical dialogues with groups small and large. As the founder of the Society for Philosophical Inquiry, he asks students questions of humanity inspired by Socrates, including: What is justice? What is virtue?

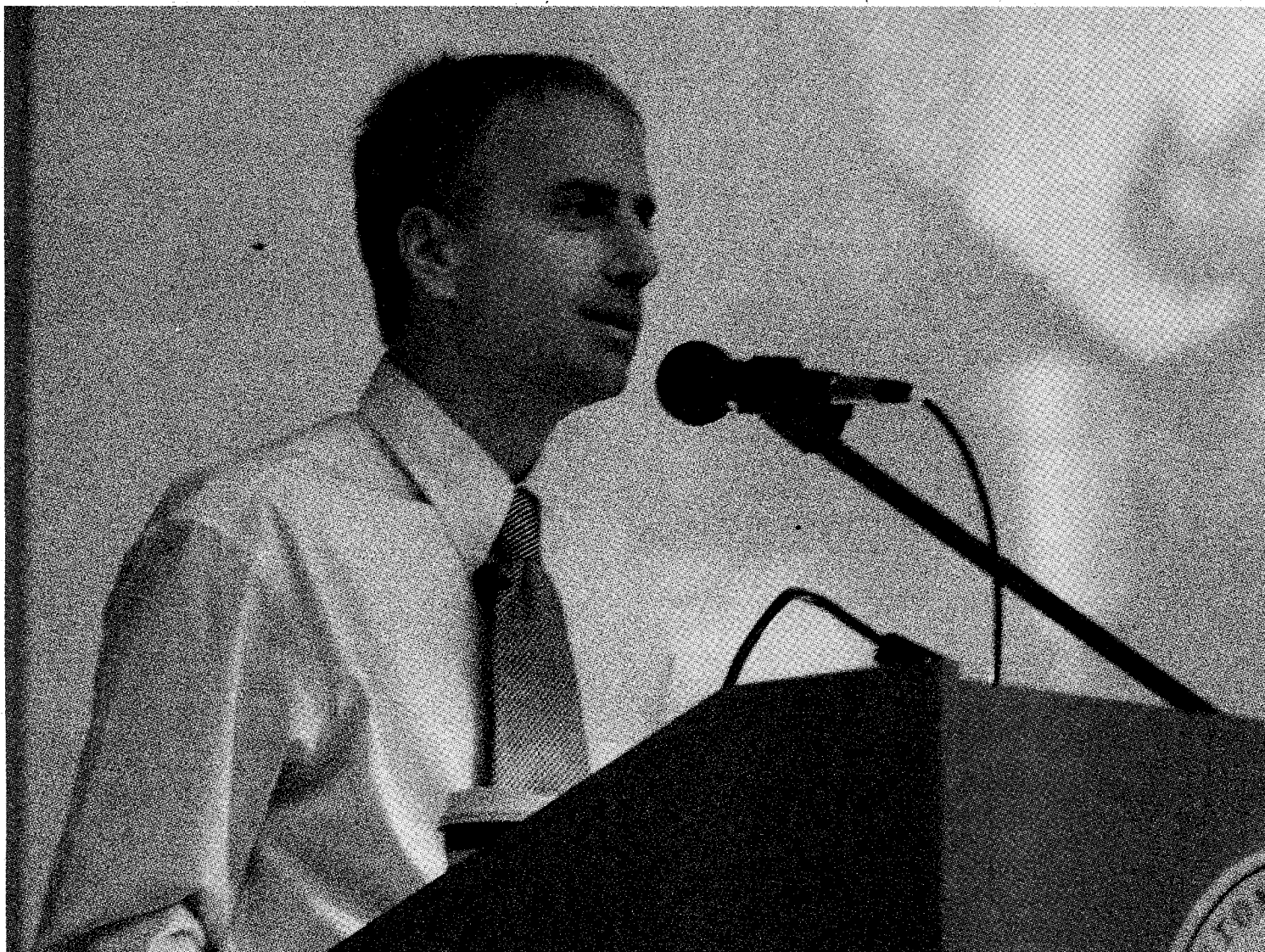
"He has been called Johnny Applesseed for his ability to spark philosophical debate wherever he goes," President Shirley Strum Kenny said when introducing Mr. Phillips, who she invited to Stony Brook as a speaker nearly three years ago. "We had read about his work and were very interested, I think we were the first college campus he ever spoke at."

"It's just wonderful to be back here and be part of the tradition that Dr. Kenny started of building connections among everybody in the campus community life," said Mr. Phillips. While he spoke, he displayed pictures of his travels with his wife Cecilia in cities such as Soweto, South Africa, Havana, Cuba, and Hiroshima, Japan.

"I thrust myself upon people, much like a cultural anthropologist would," Mr. Phillips said of his travels and observations.

Mr. Phillips was particularly eager about involving children in the dialogue, speaking in particular about his experiences with a group of Japanese youths and elders at ground zero in Hiroshima, Japan. "Dialogue between young and old people facilitates an increased concern amongst Japanese society," said Mr. Phillips. In addition, he spoke critically of students that attend private schools but lack a social conscience.

Other issues that Mr. Phillips addressed include our sense of duty as individuals and members of society, and also whether such duties are the same as



Philosopher Chris Phillips, author of *Socrates Café: A Fresh Taste of Philosophy*.

Chris Lonardo/Statesman

obligations. In a story he calls "Way of the Warrior," Phillips discusses the development of social responsibility and duty within South Africa following the period of apartheid. He specifically relates their responses to the political and social freedoms that affording South Africans equality in the eyes of the government.

In gauging students' reactions to the lecture, a sense of enlightenment and contentment was commonly held.

Following the talk, Mr. Phillips answered questions asked by students. Samuel Butler, a graduate doctoral student in the Philosophy department, asked Mr. Phillips about how he sees his work relating to the teaching of the philosophy and women's studies, especially with cutbacks in hiring faculty and departmental spending. "It's not just the numbers, but the ethos that people bring with them," said Phillips of the obstacles to effective dialogue that are caused by a shortage of adequate professors.

"I was sort of surprised at

the seeming dissonance between what he seems to value in dialogue and the way Stony Brook seems to operate," Butler commented about the lecture. "It seems like Stony Brook is asking us to have bigger and bigger classes which seems fundamentally antagonistic to doing philosophy."

Immediately following the lecture was an actual Socrates Café group discussion in SAC 302, an event open to all students and faculty. Organized by Jean Peden, Director of Undergraduate Colleges, the event was attended by over a dozen students and several faculty and staff members. "All of our freshmen on campus belong to one of the undergraduate colleges, so we wanted to provide a separate opportunity for freshmen to have direct interaction with an author and the faculty who are attending," said Peden.

At the start of the discussion, Phillips explored possible questions for the group to explore. The purposes, he explained, were

inquiry and investigation- not for closure, but for rather for more questions at the end than at the outset. The criteria in selecting the question were that the issue had to be one that the group was the most perplexed and curious about, and one for which the group had the least amount of expertise.

The question "How can our finite minds become more infinite within our cosmos?" was selected, followed by an engaging and interactive discussion amongst students and faculty. After only 45 short minutes, however, the time for exploring this abstract and unique question came to an end with Phillips and his wife Cecilia heading to Manhattan for another similar discussion.

When asked about her impressions of the event, President Kenny said "It was such a good and popular experience-it has brought students faculty and older returning students from the round table to talk about issues together very comfortably. It has become a remarkable expe-

rience because we don't always have that easy consideration of philosophical problems. We have scientists and artists and literature students all discussing the same issues; very different points of views, listening to one another and enriching their points own of view because of what people from different fields say."

From his exchanges and dialogues across the world, Phillips says he values "great insights from people whose experiences are very different from my own and who can share with me why they are coming from where they are. They have certain convictions to question 'What is honor?' and the courage to support those convictions."

"I never emerge unscathed from these because they open up my lenses to different ways of viewing," Phillips admits in reflecting on his experiences. "So it's in those egalitarian exchanges from which I take a great deal, because they open you up. How can you not emerge unscathed from something like that?"

Letter to the Editor

To the Editor:

The Stony Brook chapter of the New York Public Interest Research Group (NYPIRG) would like to clarify that the organizers of the "Fight the Hike Rally" on March 30th (TAP Cut Shuffle, SB Statesman, April 4, 2005) were NYPIRG and the Undergraduate Student Government (USG). Sean Bartlett, Junior Class Representative was the co-MC for the event. We appreciate the support of the individual students in University Democrats and the other groups who came out to join approximately 150 students to call the governor that day (and successfully defeated a terrible tuition/aid plan for Stony Brook Students), NYPIRG is a strictly non-partisan organization and were concerned that readers may have affiliated us with the College Democrats. We also thought it was important to recognize USG for their help in cosponsoring this successful event.

Thank you.

Sincerely,

Eric Bruzaitis
Project Coordinator
NYPIRG at Stony Brook
SB Union 079
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347-200-7155 - Cell

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By Denise Yazak



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The Statesman encourages readers to submit opinions and commentaries to the following address:

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To view previous issues, extra material, and to learn about how to get involved with the Statesman, visit our website at sbstatesman.org.

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WHO WE ARE

The Stony Brook Statesman was founded as "The Sucolian" in 1957 at Oyster Bay, the original site of Stony Brook University. In 1975 "The Statesman" was incorporated as a not-for-profit, student-run organization. Its editorial board, writing, and photography staff are student volunteers while its business staff are professionals.

The Stony Brook Statesman is published twice-weekly on Mondays and Thursdays throughout the fall and spring semesters.

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No need to mourn

By HARRY WEIL
Contributing Writer

When I finally picked up an issue of the Statesman, I was not surprised to see a photograph of the President of the University and one of the late Pope. I knew that every newspaper would in some way be covering the late pontiff, and because we are Stony Brook we include President Kenny. I was shocked and even appalled in many regards by the commentary entitled "Catholics Say, 'Worldwide Day of Mourning Over looked at the Brook.'" While many people are naturally out pouring their grief over the dead pontiff, the need to declare a federal day of morning, as suggested by the authors, is completely absurd.

As a former Catholic school student the image of the Pope was a staple in my education. His portrait hung in every classroom from kindergarten to eight grades. I even recall the huge bonanza over his visit to the United States, including New York City, during the mid 1990s. Even with all this childhood nostalgia, I still

could not help but feel uncaring or unmoved by his death. The pope was merely a memory for me, an untouchable fragment of some religious organization's social structure. When I saw the outpouring of emotion and sentiment on April 2nd, and day preceding his death, I was wondering? Why? And what for?

I am curious to know what Catholics, and what percentage of them asked for a federal day of morning at Stony Brook (as suggested by the article)? And what percentage of people from other faiths and religions would call for such an act? When As-sar Arafat died during the Fall Semester why was no federal day of mourning declared? He was a man who tried to maintain peace and security in the state of Palestine, a man recognized worldwide for his efforts to do such. I think such an outpour of emotion for the former pontiff was because he was a media blitz. Wherever he went the cameras followed. I would not consider him a modern leader, rather just a modern man. He understood the importance of spectacle and was able to con-

trol a crowd. His reign leaves little and not much of a marker on society, but we saw him all over the television and looked closely to see what his opinion was on major world events.

And going back to the point, he was not a modern man. He was a conservative Catholic who did little to nothing to help the growing tide of angst against the Church's sexual abuse cases in the last years of his life. His inability to speak to that is a testament to his inability to act in an era of globalization. By ignoring the issues at hand, his successor will now have to face the challenges which grip much of the Western Catholicism. Similarly, his strong views against birth control and abortion has had terrible effects on the catholic populations of Africa that deal every day with the epidemics of HIV/AIDS and limited food supplies. The late pontiff has failed to address these issues; he may have bridges the gap between Catholicism and Judaism, he had done little to bridge the gaps between Catholicism and the modern social condition.

I would not want a federal day of mourning declared for the late pontiff. His work did little to nothing to help promote any ideology that would benefit the well being of this nation. His views against abortion, homosexuality, and the role of women are from an archaic Christian moral viewpoint. Our nation is already torn between democrats and republicans bidding to restructure or reaffirm the moral order of society. John Paul II was the 265th pope, there will be many more to follow in his footsteps; the papacy is a time old tradition that will stand without having a day of mourning. A day of mourning, at the federal or university level, would be a disregard for the separation of church and state as well as terrible slap in the face for those who honor the right of a woman to choose to have an abortion, for same-sex marriages and believe that women are indeed equal to men in all part of society. So I ask the writers of that article, readers of this article and others, to reanalyze the man and not the image.

Campus points: *It's a scam? The full story.*

By DANIEL MELUCCI
Pres. of Faculty Student Association

Recently there was an editorial titled, *Campus points: It's a scam*. In spite of the title, there was actually very little in the article about campus points. The writer did mention several specific pricing issues that, at least on the surface, appear to be reasonable complaints. There is a formal mechanism for addressing such issues; it's called the Meal Plan Resolutions Committee. This group is a standing committee of the Faculty Student Association. It is chaired by an undergraduate student and includes other undergrads and FSA and Chartwells staff empowered to address legitimate concerns like the ones mentioned in the above referenced editorial. The group meets most Wednesdays at 1:00 p.m. at the

Kelly Dining Center conference room. It is noteworthy that the biggest problem this group faces is a lack of participation by students. If you have a complaint, show up, express your concern and help us attend to the matter. If you check it out, I think you will be impressed with the number of issues this group has successfully addressed over the past few years. It's a process that works.

The other major point of the editorial was that, in general, food on campus is expensive. This may or may not be true. The real issue though is one of value. Are students getting good value for their money? This brings into question a number of important and related questions about the desirability of extended hours of operation, the diversity of food offerings, the number of locations oper-

ated and the actual structure of the meal plan (points versus a fixed number of all-you-can-eat meals.) These all have significant bearing on the cost of providing food service and consequently on the price of food. The cost of food could be lower, but other conveniences and flexibilities may be lost in the process. That being said, it is very reasonable to reconsider these large and complex issues in an effort to reduce costs. Such an exercise needs to take place periodically in the life of a campus and honestly, Stony Brook has not gone through a full and complete examination of the options for six or seven years. Such a study takes time and requires student participation. People new to the food service business need to be educated about the issues before they can take informed positions.

They need to meet with FSA and Chartwells representatives and grow* to trust their knowledge of the business and that they are sincerely interested in providing the best food value possible. All things considered, we think we've got a good plan now and that students are getting excellent value. But, we are very willing to convene a working group to study alternatives with the potential for significant change if that would best serve our community.

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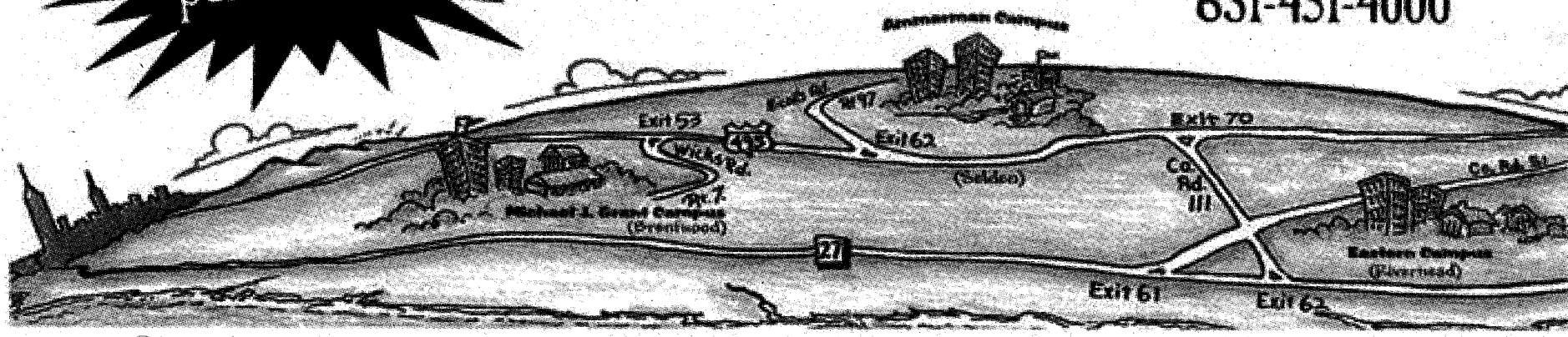
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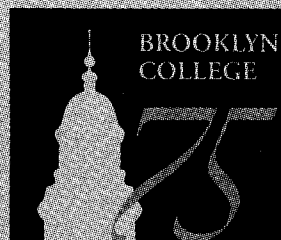
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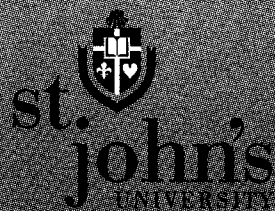
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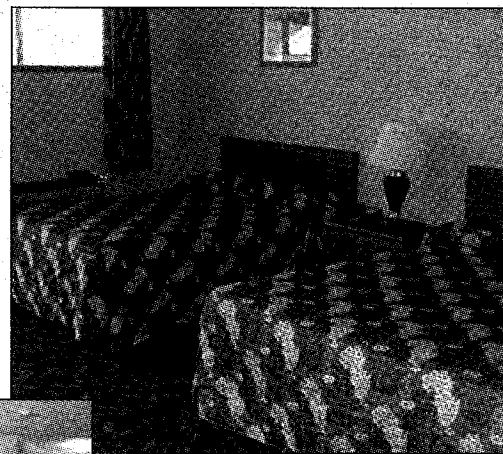
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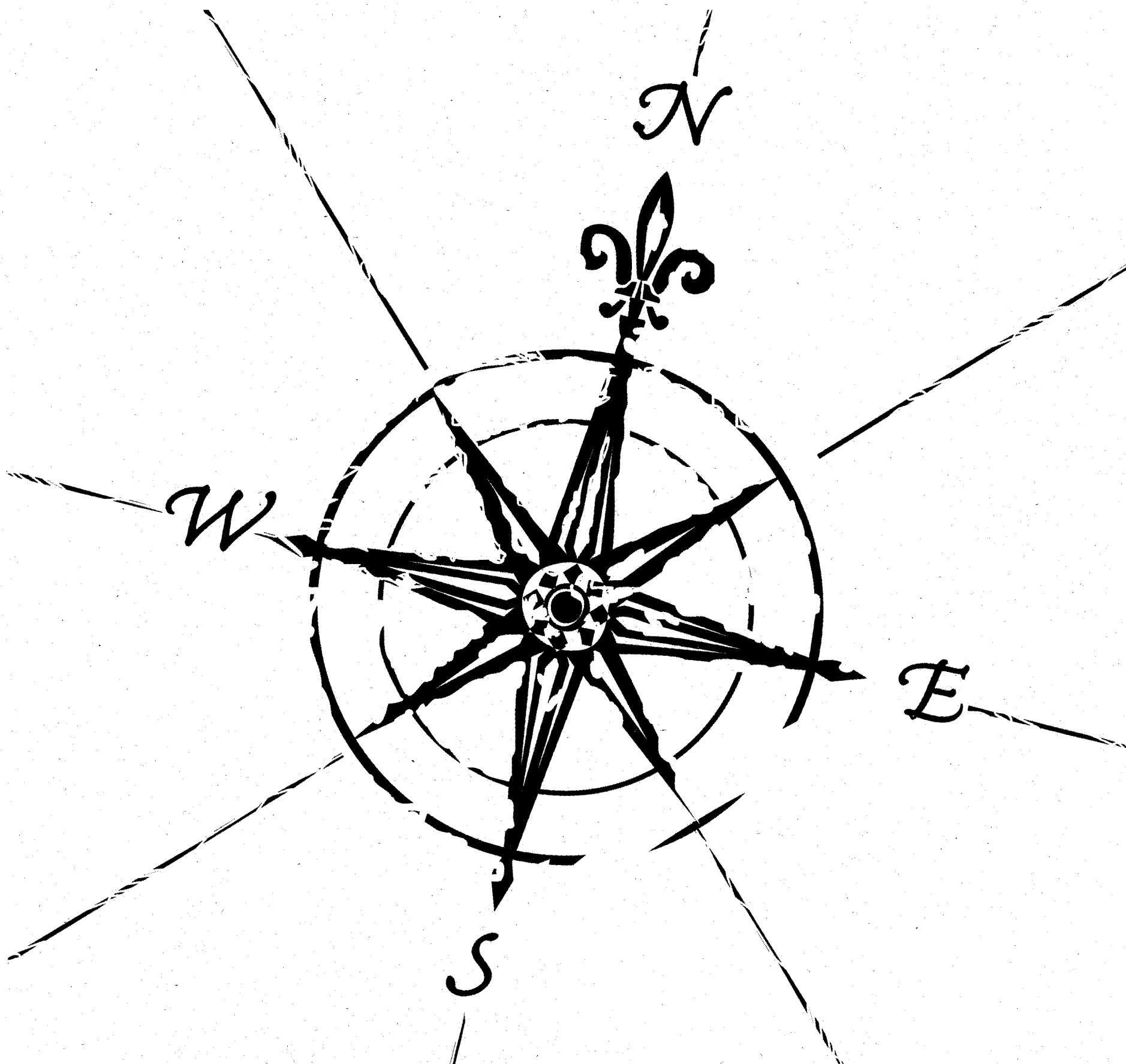
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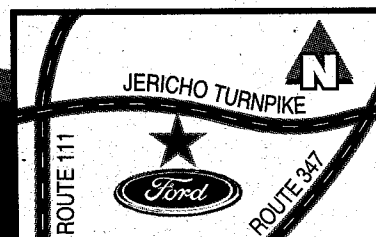
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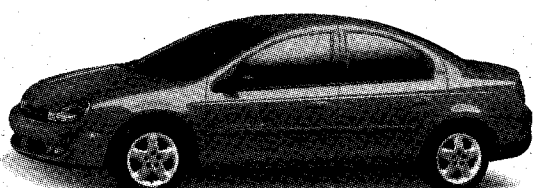
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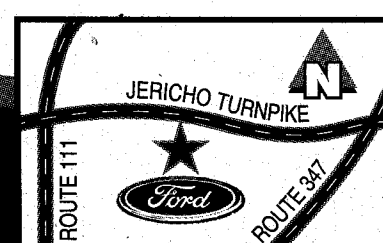
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The Road Ahead: Vehicles in 2006

COMPILED BY JAMES BOUKLAS
STATESMAN EDITOR

Chevrolet Aveo

This car might look and feel like a Chevy, but don't be fooled: it's a Daewoo in disguise. That's right: GM took a car built by their subsidiary Daewoo, put a Chevy sticker on it and sent it stateside. Regardless, you can't argue with the price: \$9995. This is, of course, without any of the extras, but if you are looking at the Aveo chances are extra options aren't a must. Don't expect much in terms of performance or ride quality; it's only ten grand- that's like two semesters of Stony Brook or one month at NYU. It comes with a standard 103hp 1.6-liter 4-cylinder engine, not bragging rights. There isn't much there in the looks department, either, but it is a hatchback, which could come in handy at the supermarket. Gas mileage is also impressive at 27/35. If you need a car that's cheap and will get you from point A to point B, then this might be the car for you. Of course, for a few grand more you could buy a car from a company with a better reputation for quality.



Hyundai Accent

Redesigned for 2006, this car looks promising in the subcompact range. It's certainly one of the nicer looking cars available in this price range but there are a few important features that distinguish this car from the rest. It comes with a 110hp 1.6-liter 4-cylinder engine standard that passes the grade for the government's Ultra Low Emissions Vehicle Sticker and will most likely get around 26/35, based on the previous model's estimates. The 2005 Accent starts at \$9999 and the new model is expected to hold that price range. As a bonus, Hyundai is winning awards on quality with its recent models, complementing its great 10 year warranty. This Korean automaker has shown the Americans that it is possible to make a car that's dirt cheap and attractive to a portion of the market.

Scion xA

Most people, when they see the xA for the first time, say, "Why?" They could be referring to looks or size or nameplate, but the question remains. Thankfully, those more familiar with the car have more syllabic things to say about it, most of which is generally good. The price higher than the other subcompacts listed here, starting at \$13,000, but hey, it's a Toyota. Reputation still means something today and Scion has an instantly great reputation by the simple virtue that it's just a Toyota with a different badge. Powering this little box is a little engine, a 108hp 1.5-liter 4-cylinder, that offers sluggish performance. As a comparison, this is the same engine that powers the miniscule Echo except that the car weighs a few hundred pounds more. What matters here is the mileage, big time- 31/37. This is pretty great considering the price and competition of peers. While its styling may be weird, to say the least, it's an efficient, and cheap, way of getting around town.





Toyota Corolla

The Corolla is to the compact segment what the Accord is to the midsize segment: indicative. This well built machine is powered by a 130hp 1.8-liter 4-cylinder engine that delivers adequate performance for just under \$14,000. Handling is good, coupled with a professionally done interior and fair exterior styling. Also available is a 170hp 1.8-liter engine that delivers much better performance for a total of \$4000 more, including mandatory packages. Fuel economy is excellent, with 30/38 for the base engine and 26/34 with the upgraded engine. If you don't want to spend a lot of money but you want a dependable car that sips gas, this is the car for you.



Subaru Impreza

The legend lives: it's possible to get a car with great performance, decent looks, and great build quality for under \$20,000, something not available currently by American companies. It comes in both wagon and sedan types and starts at just over \$18,000 with a 165hp 2.5-liter boxer engine. Around \$25,000 gets you 227hp and AWD, giving you one fast and tight package, albeit pricey. Few college kids can afford the highest end on our own, yet it might be worth the extra job or two to pay off: \$32,300 lands you in the seat of the Impreza WRX STi, which sports a 300hp 2.5-liter engine and AWD. The STi handily beats even the new Corvette in performance, achieving 60 mph in under five seconds. The styling of the cars is certainly adequate, and the quality of the parts and ride is well worth what it lacks in looks. This goes highly recommended if you have the extra cash to dish out compared to the Mazda or Toyota offerings.

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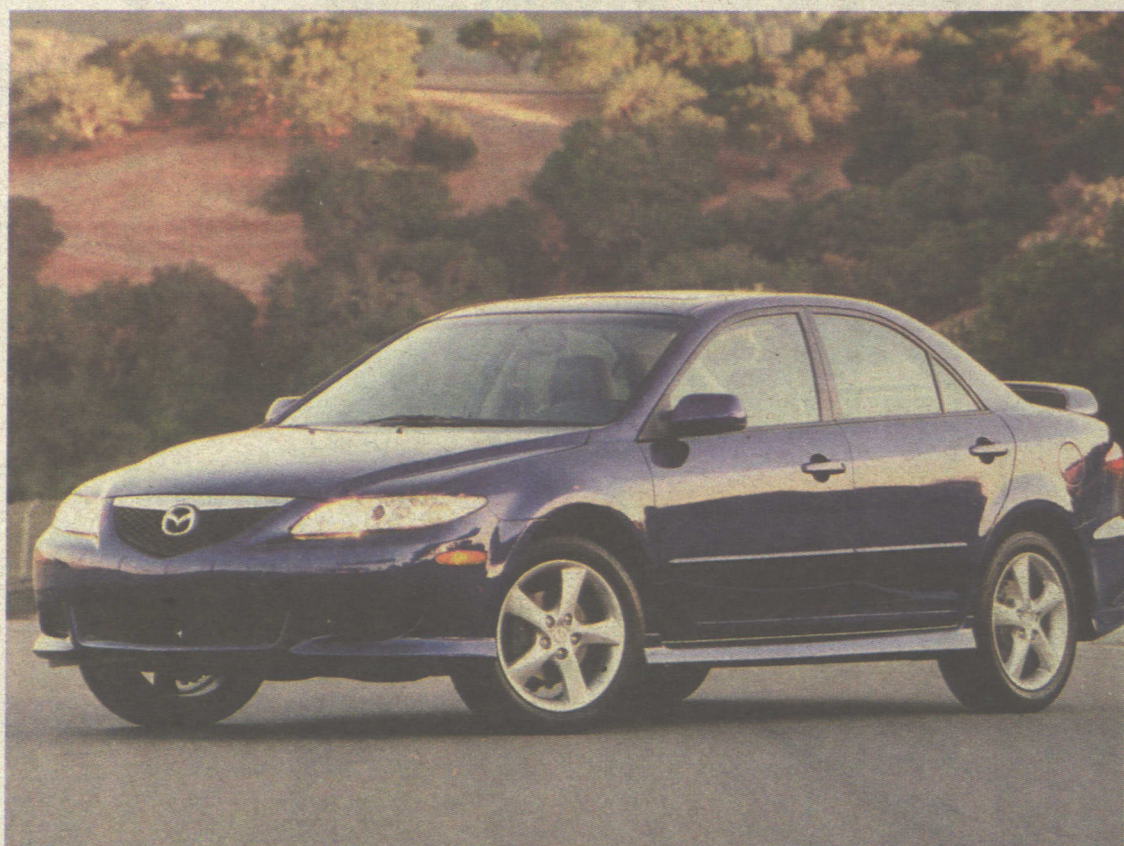
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The Mazda 3

Recently redesigned for '04, it's one hell of a compact. Built on Ford's C1 chassis, the same basis for the Volvo S40 and the European Focus, the 3 offers great styling with a great price, albeit with fair reliability. The 4-door 148hp 2.0-liter 3i, with a 5-speed manual transmission, starts at only \$14,240. The sportier 3s, with a 160hp 2.3-liter engine, starts at \$17,175. The hatchback is only available with the 's' package and greater, running a premium of about \$500 over a comparably equipped 4-door. With the nicer engine and suspension, the 3 does 0-60 in 7.4 seconds, which is excellent for this price. The upgraded interior has a professional look and feel to it, as do the mesh sport seats. All in all, this car is the best buy in its class. To top it all off, it gets great mileage too: 25/32. Look for a MazdaSpeed version of this car to be released late in '05 or early '06, sporting a turbo-charged 4-cyl pushing out over 200hp with AWD and a fine-tuned suspension likely.



Mazda 6

Mazda, one of the many names Ford sells cars under, managed to design and build a sporty midsize sedan that's well priced and looks great, something its owner has failed at for years. Priced at \$19,500 with the same 2.3 liter engine that powers the 3s, it's a great bargain for those who don't care too much about tearing up the pavement. For almost \$5,000 more, it comes with a plethora of upgraded packages and a 3.0-liter V6 that pushes out 220hp and does 0-60 in a short 7.2 seconds. This is a great car if you like a fast and responsive ride and don't mind a stiff suspension. The 6 gets an estimated 19/26 mpg, keeping it competitive with other cars in its class. Mazda is preparing a MazdaSpeed version of the 6 as a 2006 model, complete with AWD, a stiffer suspension, and a turbocharged 2.3-liter 4-cyl engine, reaching 60 in only 6.2 seconds.

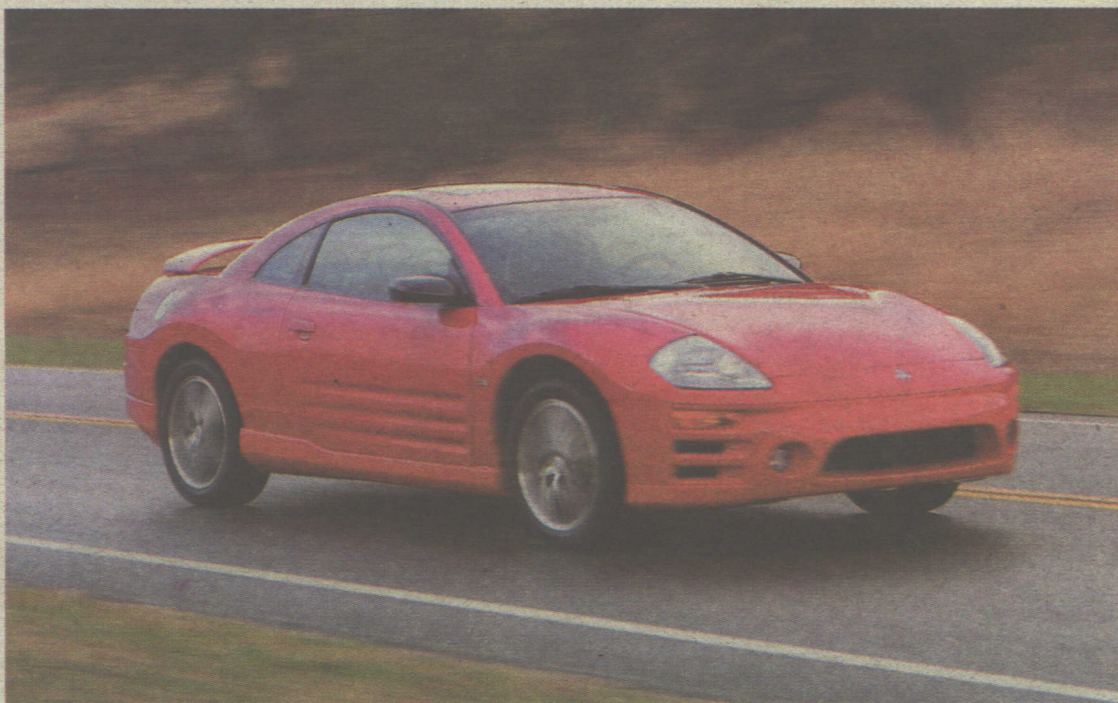
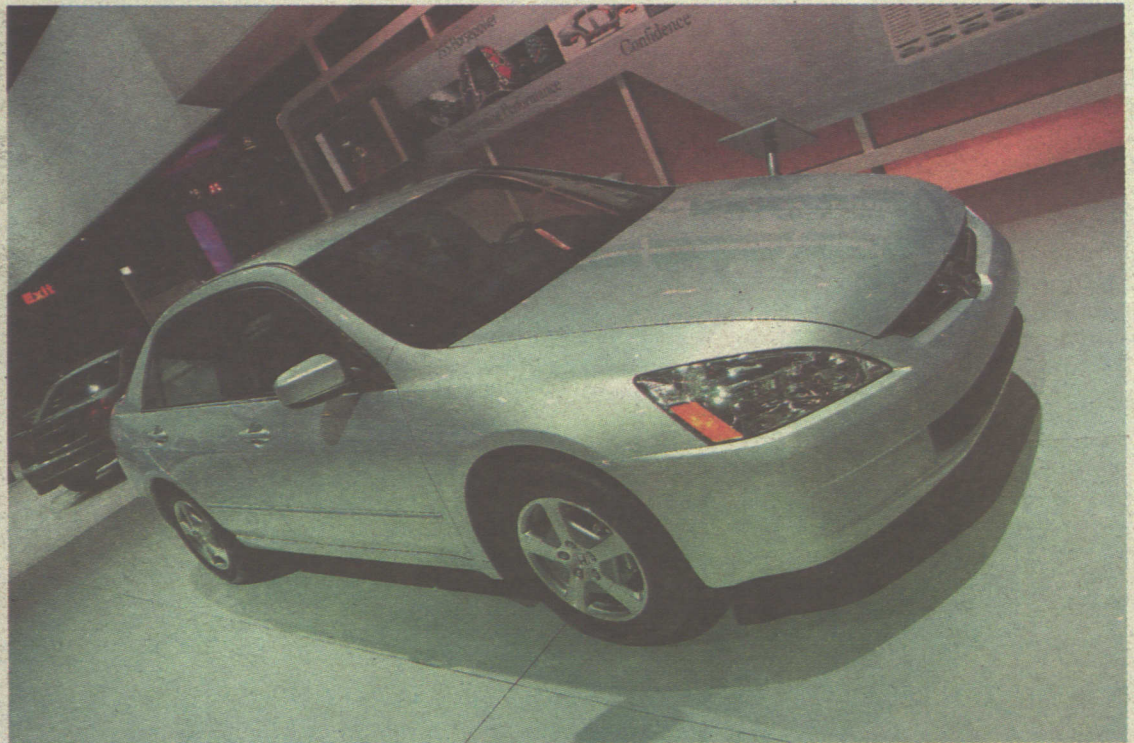
Mitsubishi Galant

What happens when you put a powerful engine in a great looking car, undercut your competitors by a few grand and guarantee it for 10 years? You get the Galant, completely overhauled for the '04 model year. The base Galant starts at \$19,000 and comes with a 160hp 2.4-liter engine that offers respectable performance for a car that weighs over 3500 pounds. Another \$3500 will get you anti-lock brakes, traction control and a host of other safety features, but most importantly, a 230hp 3.8-liter V6. This V6 is the biggest in its class, making 0-60 in under 6.5 seconds. Gas mileage is impressive as well, ranking it at 23/30 for the 4 cylinder and 19/27 for the V6. In-class performance is rivaled only by the more expensive Nissan Altima 3.5-liter V6. Speaking on the interior, this is one of the roomiest midsize cars on the market today. The upgraded trim is nicely done and lacks the cheap feel of many Chevy competitors. If you're looking for a midsize sedan with power, looks and a great warranty, buy this car.



Honda Accord

Honda's venerable Accord wins accolades from the major automotive news outlets most years for the past decade and nothing has changed this time, on the 4 cylinder. Starting at a low \$17,100 with a 160hp 4 cylinder engine and the bare minimum of amenities, the Accord is a good deal. The entry-level V6, starting at \$24,000, packs a powerful 240hp 3.5-liter engine that delivers good performance that doesn't quite stack up to the Altima or Galant. Buyers of the V6 beware: there are many reports of defective 5-speed automatic transmissions paired with the V6 model, a problem that Honda as of now refuses to acknowledge.



Mitsubishi Eclipse

The redesigned 2006 Mitsubishi Eclipse is great news not only for Mitsubishi but for any guy who wants a sports car without the added insurance rates. The new Eclipse is built on the Galant platform and shares most of its components with the family sedan, including a variant of the 3.8-liter V6. The big difference comes with the horsepower increase: up to 260 compared with 230 for the sedan. Handling is expected to be excellent and acceleration even better- under 6.5 seconds. Mileage should be average, hovering around 18-19/24-26 by most estimates. The styling is bold and different, following the trend of many innovative redesigns from other companies. Finally, the price, while not yet released, is expected to be reasonable, comparable with the Galant. When this comes out officially in the Fall, expect them to move fast- off the lots and on the road.

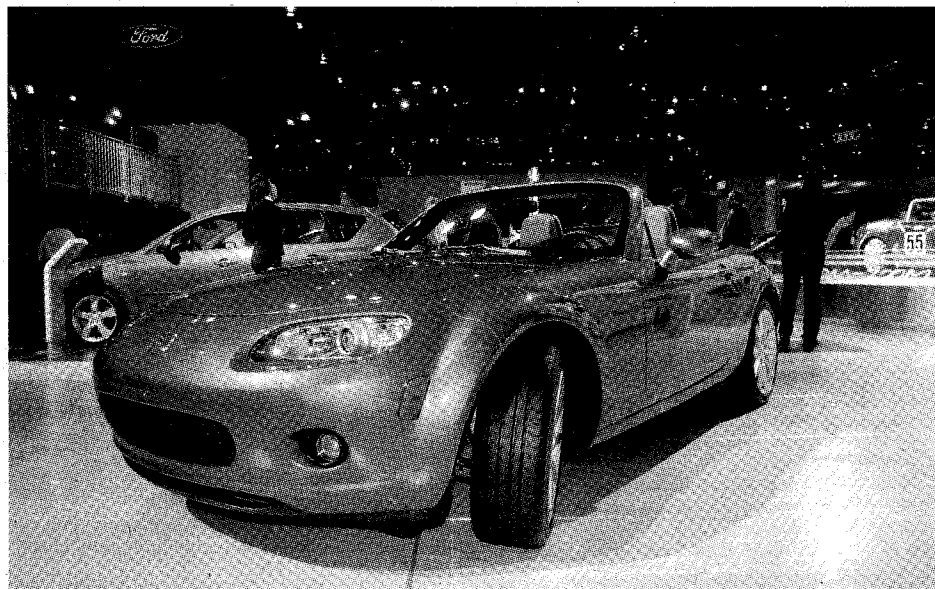
Ford Mustang

Redesigned for 2005, the Ford Mustang is awesome. It starts just over \$19,000 for the for 6-cylinder and \$24,500 for V8. Either way you look at it, this is one hell of a car to pass up. The V6 is 4.0-liter and pushes out 210hp while the 4.6-liter V8 makes 300hp, and coincidentally performs as well as the new GTO for ten grand less. Styling is great, although far short of revolutionary. The monotone paint doesn't reveal the sculpted side panels well, but it's a small price to pay. Mileage is also decent, with the V6 getting 19/28 and the V6 getting 18/23. There are a few downsides, however. One is that your insurance will go up. This is a fact and not one of those urban legends you hear all about. Another is reliability: no matter how cool and fast this car may be, remember that it's still built by Ford.



Mazda MX-5

Mazda revamped their former Miata line with the new MX-5, including a MazdaSpeed version. Although there's not much on the exterior to distinguish this car from its predecessor, its internals are thoroughly different. The chassis is based on a modified RX-8 platform and is powered by a 142hp 1.8-liter 4-cylinder engine that does 0-60 in under 7 seconds. The Miata always handled exceptionally well and the MX-5 is no exception, although the suspension is more pleasant to ride on during everyday driving. Mileage is 23/28 and not higher due to weight gain from the previous year. Available gearboxes include 5- and 6-speed manuals and a 4-speed automatic. What does all this come out to? A starting price of \$22,700, a little steep for student budgets. Luckily, for the financially secure, Mazda offers a MazdaSpeed version that retails for over \$26,000. Rest assured, it's well worth the money: standard is a turbocharged version of the basic engine that makes a whopping 178hp and 166lb/ft of torque. Either way, you can't go wrong.



Scion tC

Toyota managed to build a poor man's coupe with their Scion tC that doesn't feel cheap. In fact, it's nice: really nice, and priced at only \$16,500. It comes with one choice of an engine- the standard 4-cylinder found on the Camry that makes 160hp. Great performance, 0-60 in under 7.5 seconds, and awesome handling set this budget car apart from the rest. In short, it puts any Civic to shame. Mileage is equally impressive, clocking in at 23/30. Styling is bland, but that's to be expected with any car built by Toyota. The available 5-speed transmission is one of the smoothest shifters in its class. As this is replacing the Celica, many expected to see a version of the Celica engine in the tC. Sadly, this was not the case, though there's always hope that a turbocharged 4-cylinder will add the line up one day, making this car truly worth getting.



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Hummers are not good "first date" vehicles

BY MARIE DUBOIS
Statesman Contributor

I have never been into cars. I have never taken the time to really learn much about them except where to put my foot and my hands. When invited to the Jacob Javits International Auto Show I was at first hesitant. I mean, what would I do at an auto show? Since we would be going on press day, I decided that I would go on the pretense that there would be some good looking professional writers there. My opinion changed very quickly as I entered into the show room. In front of me I saw a cherry red Ferrari (would a red Ferrari be called "cherry" or is that just a lipstick color). Either way my jaw dropped all the way to the hood of the car. It was gorgeous. Unbelievably gorgeous. After being

pulled away from the Ferrari I began to open my mind to the fascinating world of cars, from a girls perspective, of course.

On my excursions through the world of cars, I came upon the Hummer. Now, I always thought the Hummer was a little bit of a cheesy car. By cheesy, I mean that it always seemed like a "over-compensation" kind of car. (If guys drove it anyway). From what I learned at the show, they are tailoring the seats in Hummers more and more to cater to women. Wow. But don't worry. You won't see me in one any time soon. I won't be in the driver or in the passenger seat. Here is why. First of all, I don't think I could ever date someone that drove a hummer. Just the mere idea of having a car that large on the road makes me cringe a little. What sort of guy drives a Hummer?

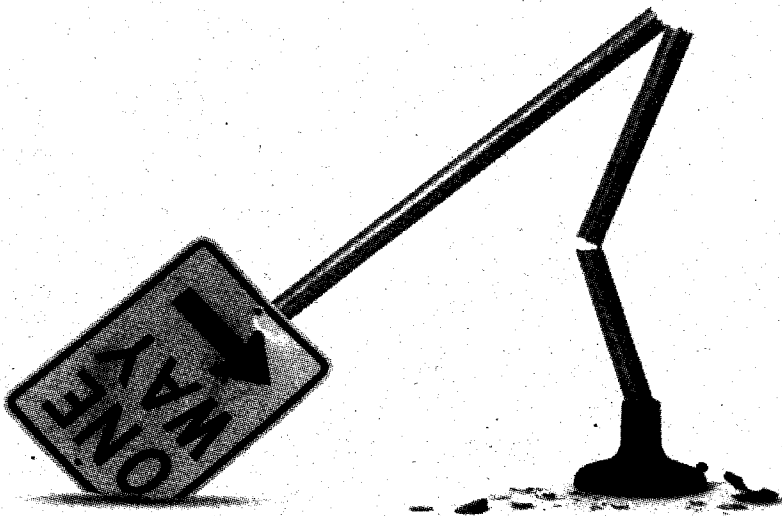
It gets terrible mileage (from 9 to 14 miles to the gallon while a regular car gets about 20 or so on average). That means its about 90 dollars to fill up the tank. If you have a lot of money to spend, I much rather you spend it on me than on your yuppie, overpriced, extra-wide H2.

Next, if you do own a Hummer, please be sure to leave it in the garage on the first date and take out the regular sized coupe or sedan. Hummers are definitely terrible cars for first dates. Think about it. You are driving along with a beautiful girl in the passenger seat. You try to glance at her and smile but you can't see her out of the corner of your eye. The passenger seat is too far away. You come to a red light and you catch her hand lying open on the arm rest (if that's what it is called in a Hummer). You try to make a swift move to take

her hand but you can't really reach it. In fact, once you do have her hand you find it hard to drive and hold at the same time. Then, the end of the night approaches. You obviously want to give her a kiss goodnight. But you can kiss that goodbye. There is no way that you can lean over that big barrier between seats.

So there are a few strikes against owning a Hummer already. If you have a girlfriend or boyfriend who respects you and your car, then your Hummer might prove to be of some worth. The back seats do fold back and offer a great deal of space to do what you will. Still, 55 - 60,000 dollars plus almost 70 dollars a pop to fill your tank is quite a price to pay for a sleazy night in the back of a car or for a whole lot of negative attention. Is it worth it? To each his own.

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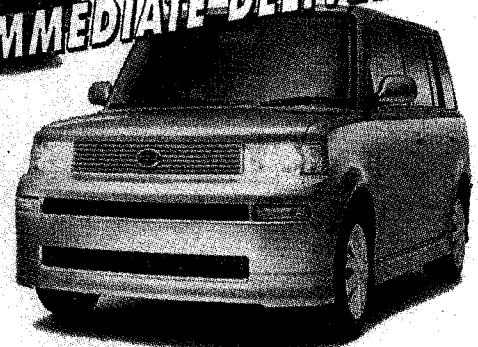
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Subaru Forrester

Many call it a small SUV, but this car is just that: a car, albeit a tall one. Built on the Impreza frame and powered by a choice of either a 165hp or 210hp 2.5-liter engine, this automobile handles and performs strikingly like a car. Ground clearance is a bit low for this segment, improving road handling and performance. This does come at a price, however: \$21,300 base with the nonturbo engine and \$25,700 with the turbo. If you want a reliable car that's fast and fun to drive with the cargo room of a tall wagon, then this is your best bet.



Toyota RAV4

This trendy little box has been called a mini BMW X5- not for its power, but it's looks. Starting at \$19,800, this is an affordable SUV that any student looking for a more "hip" hatchback. With AWD trendy these days, I'd recommend going for it. That'll set you back another \$2000, putting you at almost \$20,000. While not the most masculine vehicle around, it serves its purpose, powered by a 161 2.4-liter 4-cylinder engine. It gets fairly decent mileage as well- 24/29 for the 2WD and 22/27 for the 4WD model. It's a cheaper alternative to the Forrester while maintaining the appealing aspects of a small SUV.

Honda CR-V

Honda knows that they have a reputation for quality, and they charge you for it. This is increasingly evident in the CR-V, starting at \$20,195, a few thousand dollars more than the RAV4. It's powered by a 146hp 2.4-liter 4-cylinder engine that provides modest power. In many ways it's a typical bland car from Japan, but like typical bland Japanese cars, it has a reputation for reliability. Mileage is similar to the Toyota, getting 23/29 with 2WD and 22/27 with 4WD. If you want a dependable box and don't mind paying for it, go with the Honda.



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Keep her running and away from the pump

By EUGENE KOZLOVSKY
Statesman Editor

Whether you drive a White Z4, a Purple Accord or a rusty ole' Corolla, you should baby your car. After all, it gets you to McD's, the Gap and the Bench. Even if you could not care less about your car, you should still take care of it if you want it to get you from A to B. For most of us it sounds scary, but you do not have to be a mechanic to keep your car running well. There are a few things everyone should be doing on a regular basis to make sure they don't stop in the middle of the road (not to mention it'll save you money in the long run). Changing oil and spark plugs, getting their wheels aligned, rotating tires are regular maintenance issues. And it doesn't hurt to wash and wax your car once in a while.

With gas prices as high as they are today, you want to make sure the car is not struggling in the least because it will consume more fuel. One way to keep the engine running smoothly is changing the engine oil regularly. It is recommended that you

change your car's oil every three thousand miles especially if most of the cars trips are less than ten miles. This is crucial because after this mark, the fluid begins to lose its viscosity (thickness) and no longer lets the engine operate smoothly. If a trip to the mechanic is a hassle, synthetic oils although more expensive last twice as long and provide better protection for the engine. Transmission oil does not to be changed as often but can cost an arm and a leg if not changed ever 30,000 miles or every two years. If left in the car too long, expired transmission oil can damage the transmission and depending on the origin of a car, can set you back a couple of grand. A rebuilt tranny for an American car will run just a thousand dollars while Japanese cars will cost over 1500 and German cars run past two thousand.

Spark plugs need to be changed every 60 to 100 thousand miles and it is well worth spending the few extra bucks on the higher quality ones because they last longer and have a smaller probability of failing. Each plug generates a

spark that ignites a mixture of gasoline and air, which flows into the cylinders. If any of them are not firing properly, a lot of power from the engine is lost and the car guzzles fuel as well as wear the engine out more quickly. For everyone in General Chemistry, octane (or gasoline) is made of a straight chain of Carbons and Hydrogens. In the engine it is mixed with oxygen (O₂) and sparked to drive a reaction to produce Carbon Dioxide, Water and Heat. The Carbon Dioxide and Water are released and the heat is used to power the engine.

From standard to low profile, tires are the only thing between you and the road so they should not be forgotten about. A quality tire can last up to 80,000 miles and give a car much more control in rain and snow over a standard tire. However, all four tires wear out at different rates due to a number of factors. One set of wheels is used for acceleration and take more stress than the others. We also typically make more right turns than left. Rotating your tires helps your tires to wear evenly. Once one tire

wears out, the car can easily begin to skid.

On a similar note, potholes can easily change a car's wheel alignment. In a situation where a drastic maneuver needs to be made, it could become extremely dangerous. To test whether a car's wheels are aligned, just let go of the steering wheel while driving straight at about 50 miles per hour and see if the car starts to veer at all over about five seconds. One caveat: do this at your own risk.

To keep a car looking good, it needs to be washed about once a week. This will give you a chance to see if there are any paint chips that weren't noticed before allow you to get them sealed before the paint starts peeling away. To keep paint from chipping, it is recommended that wax be applied at least twice a year. This will keep the paint in good condition and shiny.

All these tips will help keep a car in good condition mechanically but it is also wise to check the car's owner's manual for an in depth look at good maintenance.

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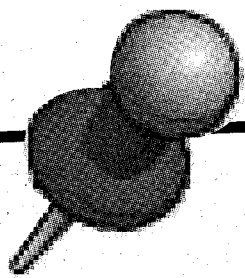
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Music 4 Peace: An Indian Baithak

By JESSICA GROSSMAN
Statesman Staff

This past weekend a Music 4 Peace festival took place all around the world. Stony Brook was greatly involved and held many events Friday, Saturday, and Sunday. On Saturday afternoon in the Wang Center students and other advocates of peace viewed an explosion of Indian culture. It began with the first hour and a half dedicated to Indian music with musicians; Aruna Sharma on vocals, Robert Thomas who played guitar, keyboard and harmonium and Ishwarl Prasad who played the tabla, the tabla is a type of drum closely related to the bongo. After the music, poetry was read out loud. Then came the grand finale of Malini Sarinvasan who captured the crowd with authentic Indian dancing. These performances are similar to recitals that have been held in temples, palace courts and homes.

In the Chapel rugs were set down in front of the stage for people to sit and enjoy this great

performance; this is called "baithak style." The room was packed and held about fifty people. The musical performance lasted about an hour and a half. The singer Aruna Sharma sang only in Indian and although many people could not understand the words she was saying they were still entranced by the beauty of the music and her voice. The performers were all delighted to be at Stony Brook and expressed their gratitude to the audience.

After the music was over there was an intermission and they served tea and a fantastic array of Indian food. Then when intermission was over everyone gathered back into the Chapel with full bellies to watch the rest of the show. Poetry was read out loud; such poems described a great need for peace from people all around the world. The song *Imagine* by John Lennon was spoken out loud. These words touched every person in the room. Everyone felt a serene communal embrace as they all shared this enlightened experience of culture and peace.

Perhaps the best part of the



Steve Mitchell/Statesman

show was kept for the very end. A breath taking performance by Malini Sarinivasan seemed to be the real reason why so many people stayed to the very end. With Indian music playing in the background she danced traditional Indian dances. Her first dance included beautiful white flowers, which she threw into the crowd. Each dance told a story

through her exquisite movements. Her last dance she choreographed herself. It was about how two lost people found each other and fell in love. This great story was inspired about how she met her husband and they fell in love. Her husband recorded the music that she danced to.

When the show ended the per-

formers took a graceful bow and left the stage. The crowd clapped with full satisfaction. It was obvious that the true message of peace had reached everyone in the Chapel. As the crowd was clearing out of the room I inquired what one Stony Brook student felt about the show he said, "It was a great experience not to be forgotten."

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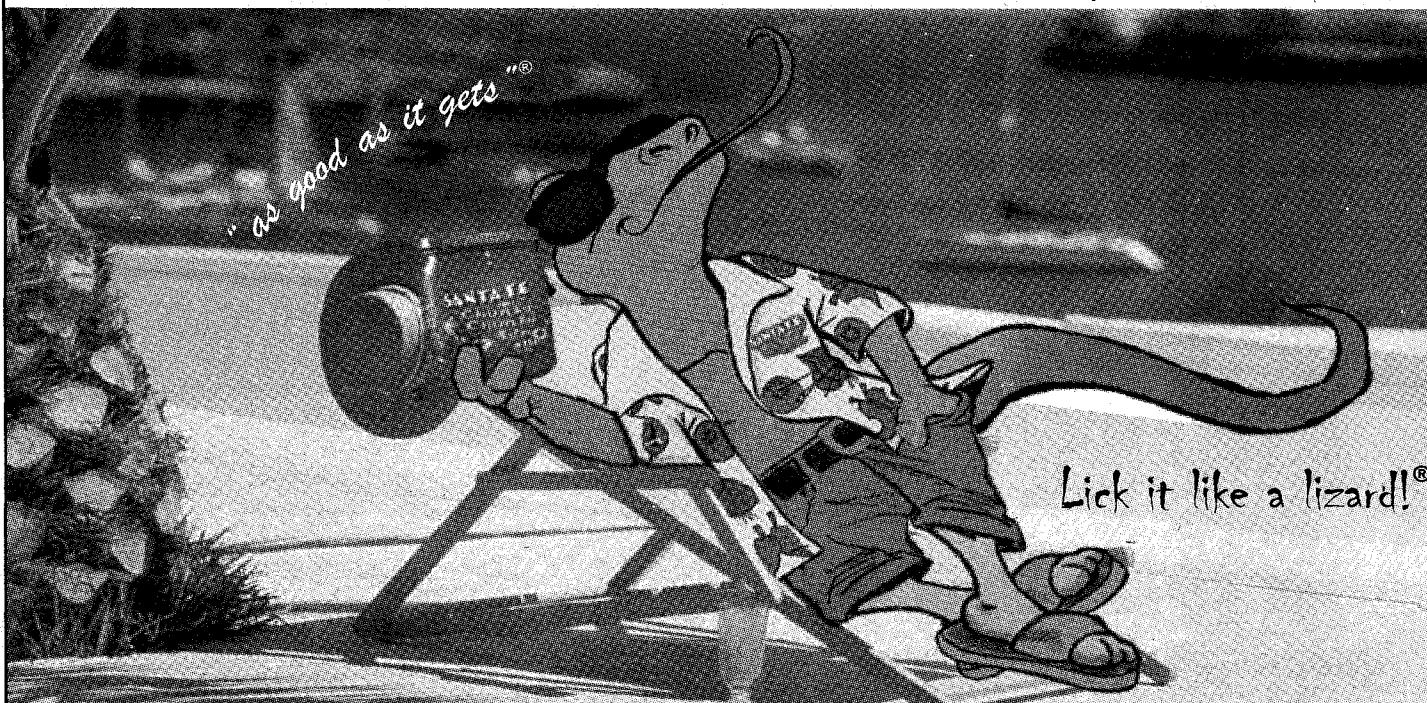
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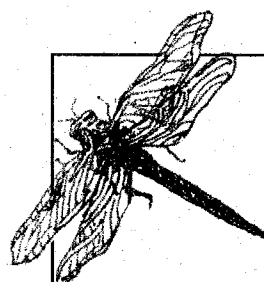
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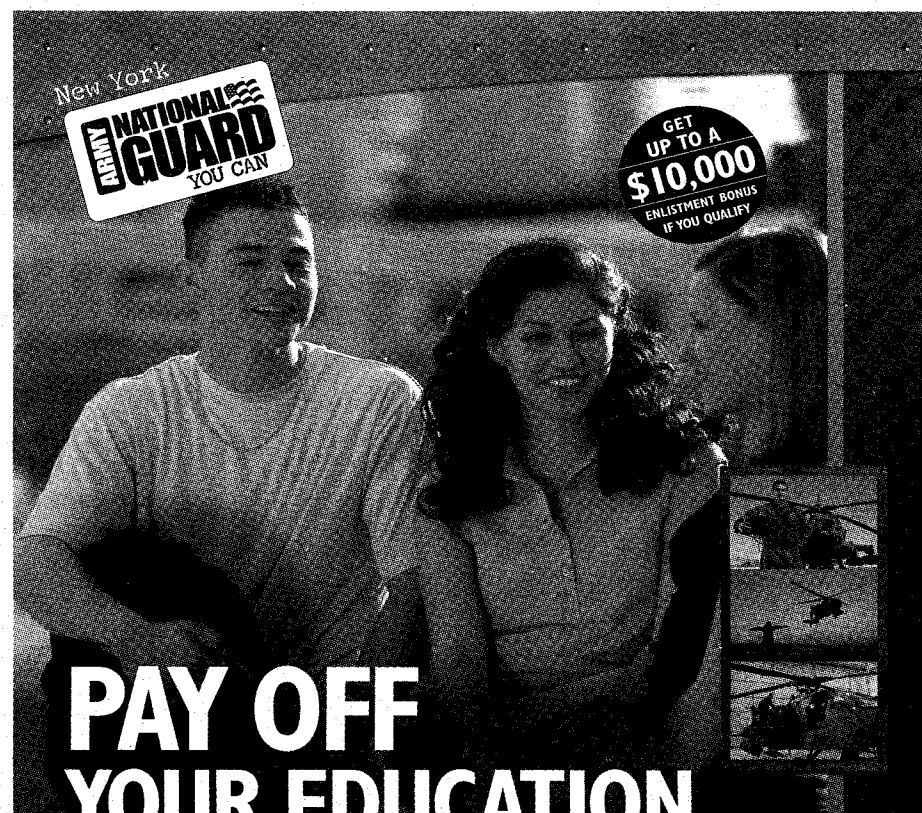
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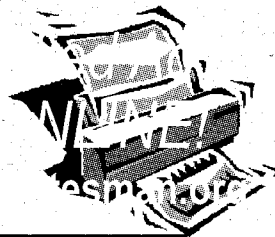
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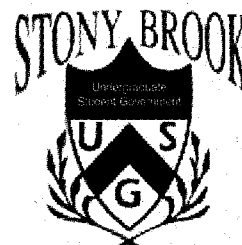
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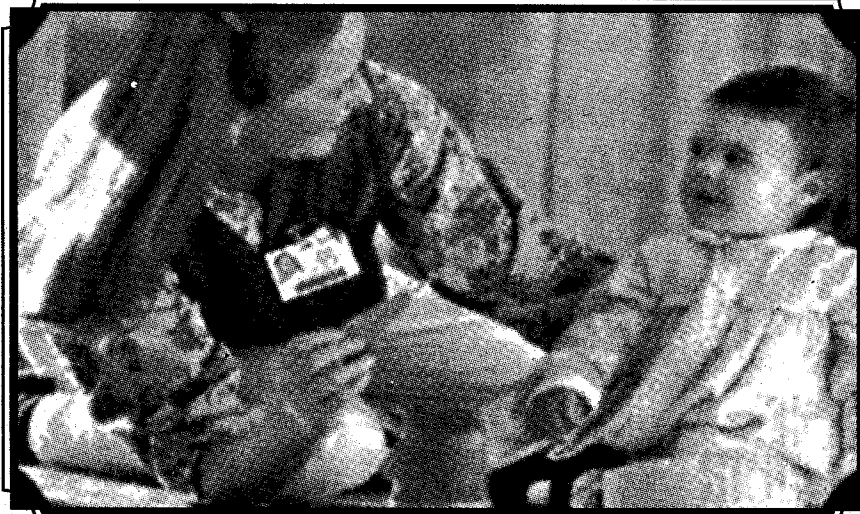
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Fostering change through silence

By AMANDA RUBENSTEIN
Statesman Editor

Students from the Lesbian Gay Bisexual Transgender Alliance (LGBTA) organized the Day of Silence to bring attention to the cause of eradicating anti-LGBT bias in schools. Those who choose to "recognize and protest the discrimination—in effect, silence—experienced by LGBT students and their allies" will stay silent through the entire according to the national website dayofsilence.org.

On Wednesday, April 13th, Stony Brook's LGBTA organized the day, where students near the Student Union received cards explaining the day of silence saying

"Please understand my reasons for not speaking today. I am participating in the Day of Silence, a national youth movement protesting the silence faced by lesbian, gay, bisexual and transgender people and their allies. My deliberate silence echoes that silence, which is caused by harassment, prejudice, and discrimination. I believe that ending the silence is the first step toward fighting these injustices. Think about the voices you are not hearing today. What are you going to do to end the silence?"

At 8 pm. on April 13th, Stony Brook students broke the silence at the SAC Plaza. "We're going to scream our heads off," says the co-president of the LGBTA. "I've invited anyone who is willing to sit around and be patient enough for me to write out an invitation." It is hard for the LGBTA students to popularize the breaking of the silence because of their silence.

"It's really difficult," she added, "because I have a big mouth. Usually I do my protesting by being vocal, so today is really difficult for me. It's a change of pace, I guess you could say." Like many students, she finds it hard to keep quiet while protesting something that she is so passionate about.

Yet, it is easy to see the fire in the students' eyes as they handed out cards in the Union plaza. Students were moving around and gesturing to make their points understood, silently communicating with the students they were trying to reach. With dyed red and lady-bug hair, the students stood out in their protesting among the crowd of students that flooded the union plaza during passing periods.

"It's a good way to draw attention to LGBT rights, especially since I'm otherwise generally closeted" says another member who chose to remain anonymous, "It's also assuring to notice other people that are supportive when I wouldn't have otherwise known."

Although the day of silence started in 1996 with just the University of Virginia, the movement has now spread to LGBTA chapters all over the country. Over this time, the Day of Silence has become, according to the website, "an awesome opportunity to create more inclusive school environments and make some noise."

Right: Cheryl Lynch, an LGBTA member, hands a card to other students explaining why she isn't talking today.

Photo by Chris Lonardo/Statesman



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Statesman SPORTS

GW's Pikiell named new Head Coach

By EUGENE KOZLOVSKY
Statesman Editor

Wednesday afternoon, a press conference was held to announce the new head coach of the men's basketball team. It was definitely cause for a big event as this man is just what the team was looking for to build upon the foundation Coach Macarchuk left behind. After a long and tedious search for a qualified candidate, the chosen man is Steve Pikiell, the former Associate Head Coach at George Washington University. Pikiell will become the tenth coach in the Seawolves program at 37 years of age.

Like the previous nine coaches that have advanced the organization to where it is today, Pikiell as the tenth coach will continue to pursue excellence on the field and in the classroom. "We are thrilled to welcome Coach Pikiell to our Seawolves family," said Director of Athletics Jim Fiore. "He has a passion, enthusiasm and work ethic that is extremely contagious. I am confident our University, athletic department and men's basketball program will feed off his boundless energy and we anticipate that Steve will take this program very far, very fast. Finally and most importantly, he has a keen understanding that the relationship between athletic and academic excellence is paramount for success as a head coach at Stony Brook University."

Pikiell (pronounced PIKE-el) made his name as one of the top assistant coaches in the game and one of the most successful recruiters in the nation. Over the past four seasons with George Washington University, he helped reorganize the team altogether. Last year, the Colonials won 22 games and their first Atlantic-10 title and automatic bid to the NCAA tournament. This was the same team that finished last in the Atlantic-10 Conference in 2001.

Although the Seawolves aren't slumping as the Colonials were in 2001, it will be interesting to see where the new coach will take the team. "I am overjoyed at the opportunity to be the head men's basketball coach at Stony Brook University," said Pikiell. "I look forward to working with President Kenny and Jim Fiore in elevating our basketball program to new heights. I am excited about the current members



Chris Lonardo/Statesman

Steve Pikiell, new Head Coach of the Seawolves men's basketball team.

of our team, the direction of our athletic department and university as a whole. Lastly, it is truly an honor to follow in the footsteps of Nick Macarchuk, one of the most respected people in men's college basketball. We will work tirelessly to build upon the strong foundation of the former coaching staff."

Pikiell has proven time and time again that he has the ability to turn teams around. Before he joined the Central Connecticut State University, their team never posted a winning record in Division I play. In the 1999-2000 season, his third year with the team, he had a 25-6 record and the university's first bid to the NCAA tournament.

As a recruiter, he helped pick up the players that won Northeast Conference Player of the Year awards in 2000, 2001 and 2004 including CCSU's first-ever NBA draft pick, Corsley Edwards. At GW, two of Pikiell's recruits recently

declared for the 2005 NBA draft.

As a player, Pikiell was a two-year captain and a four-year letter winner at point guard for the Huskies. During the two years he was captain, UConn won its first Big East title and advanced to the "Elite Eight" and "Sweet 16."

"Steve was my only two-time captain at UConn and he is clearly like a son to me," said Jim Calhoun, head coach at the University of Connecticut. "I can think of no coach in the country who will bring more enthusiasm, knowledge, heart and work ethic to the game of basketball than he will. Stony Brook will feel an immediate jolt to its program with Steve at the helm. He is undoubtedly one of the brightest young coaches in the nation."

With all his accomplishments and such powerful words from such a respected coach, we are more than happy to welcome Coach Steve Pikiell to the Stony Brook organization.

Sports in Brief

By Eugene Kozlovsky

Total domination of Siena

Stony Brook's men's lacrosse team was back in action on Tuesday as they took on and blew Siena away 14-4. The win moved the Seawolves up to 7-3 as Siena fell to 2-8. It wasn't much of contest as the Seawolves scored nine goals before Siena scored its first. Adam Marksberry totaled five points with two goals and three assists. Jason Cappadoro helped out with a goal and three assists. In all, ten Wolves made their way down the field for a score. Matt Ural, a freshman goalie, made five saves to earn his first collegiate victory.

Stags walk all over the Wolves

Stony Brook's Softball team, playing here at Stony Brook, dropped both games against Fairfield 5-1 and 4-1, respectively. With the losses, the Seawolves fell to 14-20 as the Stags improved to 18-14.

In the first game, Fairfield did not give them much of a chance jumping out to a 5-1 lead by the third inning. The Seawolves threatened as they had the bases loaded in the first but just could not capitalize scoring only one run. Hoffman took the loss in the contest after allowing five runs on ten hits. She allowed no walks while striking out three in just three innings of work.

In the evening game, the Seawolves were first to score but once again could not hold on. The Stags tied up the game in the third on an RBI triple by Rignalda. The sixth however is when the Wolves just let it go as they picked up two errors easing the way for three runs on four hits. Once again, the Seawolves threatened by loading the bases in the seventh but just could not capitalize. Angela Andrews was charged with the loss as she allowed four runs, two earned, as she struck out two and walked none over six innings.