

OPINIONS

Technique • Friday, February 8, 2002

OUR VIEWS Consensus Opinion

Tech sports will suffer

As the saga of Tech coaches and their résumés continues to unfold, it becomes clear that Tech cannot escape from this scandal unscathed.

The numerous errors made by the Sports Information Department in recent weeks have substantially blemished Tech's name and severely tarnished its public image. The athletic program is part of the front line of Tech's reputation to the rest of the world. When a school's sports program looks bad, the entire school's community looks bad, and this can cause damage that lasts for years to come.

One obvious area where Tech will feel the sting of these scandals is in recruiting future athletic talent. This year's recruiting effort has reportedly, already suffered. Prospective athletes will not want to come to a school that is known for dishonesty and deception. If Tech cannot recruit stellar talent to become part of the sports program, the quality of its athletic department will ultimately suffer.

In its dealings with the Sports Information Department, the *Technique* has known its employees to be professional and accurate. Therefore, it came as a surprise when these recent events involving published biographies, stemming from that office, took place.

In light of these surprising events, the people in the SID need to be more responsible and careful when obtaining background information on potential coaches. The mistakes of a few employees have, in a sense, cost several others their jobs. Written policies are important, but actions speak louder than words. Some personnel changes in the Sports Information Department should be made to help account for at least some of the damage that has already been done.

Consensus editorials reflect the majority opinion of the Editorial Board of the Technique, but not necessarily the opinions of individual editors.

Students take interest in arts

The review of the Jose Carreras performance that appeared in the February 1st edition of the *Technique* article gave the reader a brief bio of Mr. Carreras and was very complimentary about his performance.

Chris Webb, the author of the review, did an excellent job of researching Mr. Carreras' background. Unfortunately, Mr. Webb failed to gather the correct information about student attendance at the performance.

Mr. Webb made an assumption based on his perception of the audience members that very few students attended the performance. In fact, the opposite is true. Over 150 students attended the Jose Carreras performance. Students made up more than 13 percent of the audience.

The Ferst Center works hard to encourage students to explore the arts and take advantage of the performances and artists we bring to the theatre.

Our campus marketing efforts this year have been strong with professional posters and videos in the Student Center, fliers in the residence halls, electronic newsletters, Open Houses and educational workshops.

Students come out in large numbers to enjoy performances in our

newly created Variety Series like Penn & Teller and Rockapella. But we feel our real success is when the Georgia Tech students step outside

"Over 150 students attended the Jose Carreras performance. Students made up more than 13 percent of the audience."

what may be their normal entertainment and open themselves up to experiencing an opera, dance or classical performance.

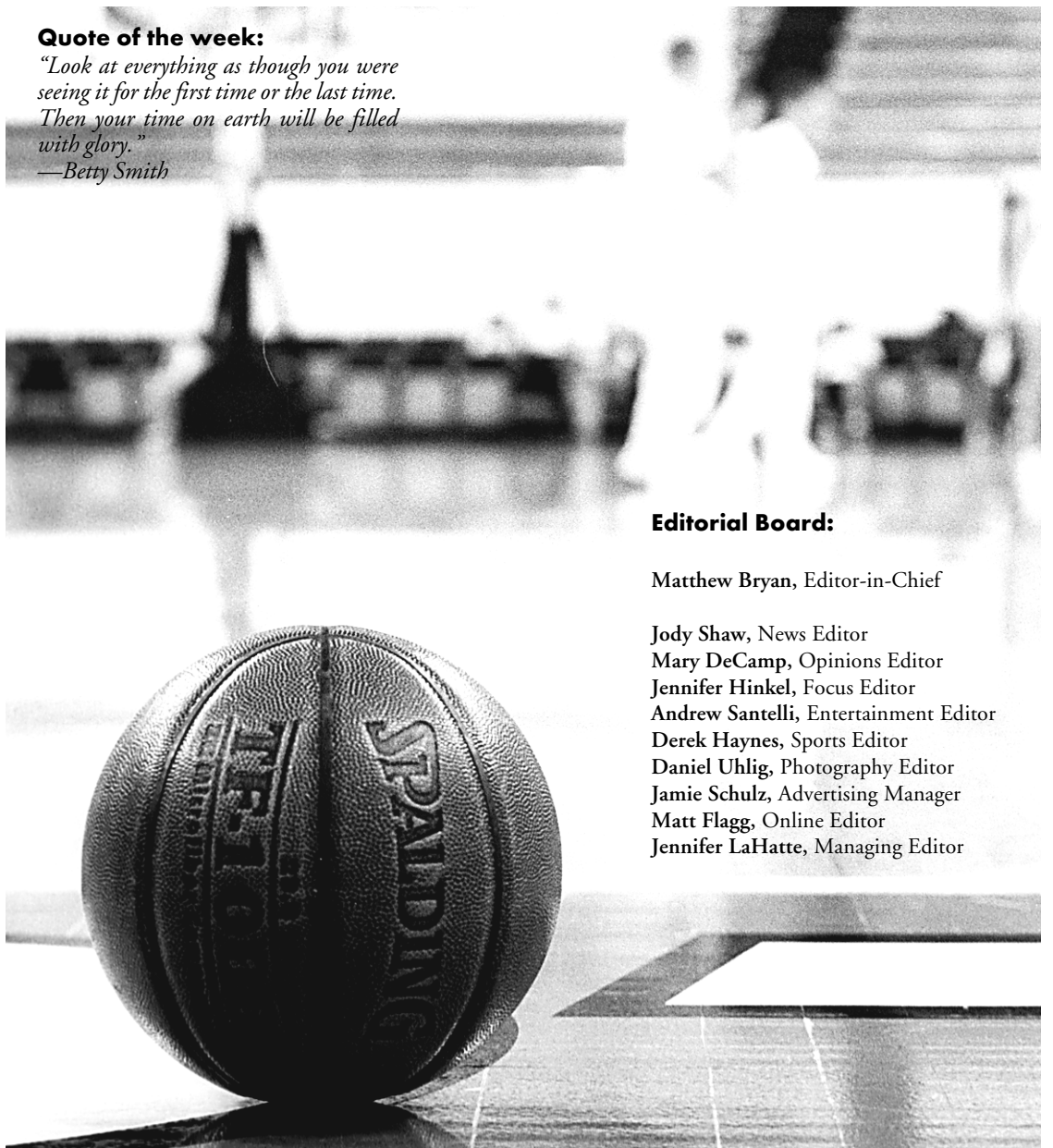
Last Friday we offered \$25 student tickets to the Jose Carreras performance at 12 p.m.

The Ferst Center realized its success when at 11:30 a.m. the line of students waiting to purchase these tickets for the performance was so long that it went down the stairs in the Student Center.

Andrea Hoffer
Interim Director
Robert Ferst Center for the Arts
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Quote of the week:

"Look at everything as though you were seeing it for the first time or the last time. Then your time on earth will be filled with glory."
—Betty Smith



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'Absolute' not the way to judge right and wrong

Matthew Bryan tells us that 'accepting the actuality of absolute truth' is the answer to the evils of the modern world. Once we recognize the absolute truth, we can put the good in one pile, the bad in the other pile, and the latter can be reformed, redeemed or put into death camps. How inane.

On September 11, hijackers, who accepted the actuality of absolute truth, sacrificed their lives in an attempt to damage the invaders of Muslim lands by striking them close to home.

Over fifty years ago, Germany's National Socialists accepted the absolute truth that their race was to

become super and that Jews and anyone else who stood in the way of the Third Reich were absolutely evil.

About 2000 years ago, Jewish religious leaders in Jerusalem accepted the actuality of absolute truth when they decided a local cult leader was a danger that had to be destroyed.

Throughout history, the idea of an absolute ethical standard has done more harm than good. When you've got absolute truth, you don't have to think about right and wrong. Just whip out your absolute ethical standard, find the relevant rule and you know who is right and wrong.

Socrates was convinced that the

root of all evil was ignorance. Men aim for happiness and what's good; evil men are simply ignorant of what that is. You cannot combat ignorance with ignorance. Moral choices are difficult, and many want something to make an unclear choice easy. When Mr. Bryan claims that we need the absolute (doubtless a thinly veiled reference to the Christian God) to solve moral dilemmas, he is really calling for a solution to the problem that doesn't require thought or sensitivity. I would hope our society has moved past that.

Matthew Brown
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By Matt Norris / STUDENT PUBLICATIONS

Title IX: Thirty years, many more struggles to go

This past Wednesday, National Girls and Women in Sports Day passed with barely a whimper in the national news. This day, which celebrates the impact of female participation in athletics (at all levels), had special significance this year. In addition to the celebration of women in sports, it was also a celebration of 30 years of Title IX.

In 1972, Title IX was enacted to promote equal opportunities in collegiate athletics for men and women. It has been the subject of numerous lawsuits and heated debates at universities across the country. One of the most important aspects of this legislation is what is known as the 'proportionality clause.' This says that rather than a straight-down-the-middle division of scholarships and funding for male and female athletics, the amounts must be in proportion with the male/female ratio at that institution. This is a clause that benefits a school like Georgia Tech, who had to make little change, with the surplus of men on this campus. Currently Tech is one of only a handful of schools to be in compliance with Title IX and its proportionality clause.

Title IX is a microcosm for what works and what fails in the world of collegiate sports.

Had it not been for Title IX, thousands of deserving athletes would have been deprived of their chance to compete at the highest level. American female athletes have dominated the Olympic Games, taking

"Too often the food is being pulled off of certain athletes' plates and being put at a table where no one has sat down."

Andrew Santelli
Entertainment Editor



home fistfuls of medals in Sydney in sports like swimming, track and field, soccer, softball and tennis, among others. This progressive manner of thinking in America, that women can and should have the chance to compete, has led to our nation's status as the preeminent country in terms of production of female athletes. Sheryl Swoopes, Rebecca Lobo and the rest of the WNBA would have never gotten their chance without the development acquired playing NCAA basketball. Brandi Chastain would have never gotten her chance to kick for a World Cup championship had she not been able to play in college at Santa Clara. A new generation of female hockey players will take the ice in Salt Lake City this week, many of whom are currently in college playing to help their teams advance to the inaugural Women's Frozen Four, where they will skate to defend their gold from Nagano four years past. Millions of girls will have future opportunities to earn college scholarships thanks to Title IX.

Some boys, however, will not. If

you're a boy hoping to earn a free education with your skills in sports like wrestling, swimming, track, golf or rowing, your Y chromosome is hurting your chances. This is because since the inaction of Title IX, 350 men's sports teams have been cut from collegiate athletic programs, including 90 track and field teams, 53 golf squads and 40 wrestling teams, said Michael Moyer, executive director of the National Wrestling Coaches Federation, in a University Wire report. One prime example of this 'reverse discrimination' is men's rowing. Collegiate rowing in this country has a proud tradition, with the first-ever collegiate sporting event being a crew race between Harvard and Yale. However, there is no NCAA championship for men's rowing, and only a handful of scholarships and schools sponsoring a varsity men's crew. Women's rowing, on the other hand, is thriving, with schools rushing to build boathouses and find athletes (of any kind, sometimes those who have never pulled an oar in their lives) to row out of them, handing

out an unprecedented number of scholarships.

This isn't to say that women shouldn't get the chance to compete and earn these scholarships, but when schools are axing men's teams with long traditions in favor of women's teams that don't even exist, there's a problem. Take the wrestlers of Boston College, for example. This is a group of student-athletes whose team is about to be dismantled to comply with Title IX. Now their scholarship money and their team funding are going to be pulled out from under them and handed to someone else. As a result, this dwindling program is missing wrestlers for some weight classes and suffering losses left and right. How would you feel if this were you, if your team was being dismantled like a failed dot-com?

Title IX was meant to establish equality in collegiate sports. Though Tech is fairly lucky to have avoided this problem (our women athletes are thriving and no team has been cut), many colleges are not as lucky. What's wrong about Title IX isn't the opportunities it gives women to succeed. That's the best thing about it. What's wrong about Title IX is that too often the food is being pulled off of certain athletes' plates and being put at a table where no one has even sat down. College athletic administrators need to remember the meaning of equality and respect all athletes who have worked hard for the glory of their alma mater.

Pave paradise, put up a four-lane highway

The Atlanta DOT has approved a funding proposal for an addition to our highways and byways with the name 'Northern Arc.' For those who do not know, this 59-mile highway will start at I-85 in Gwinnett County, run through Forsyth, Cherokee and Bartow County, with a terminus at I-75 and connections to I-575 and Ga. 400. Funding for the four-lane highway could reach as much as \$2.5 billion with construction beginning as early as this spring. For those planning this marvel of asphalt, to you I say, 'kudos!' More lanes for more traffic is the solution that we need to alleviate the traffic problems that plague the metro Atlanta roadways.

The Northern Arc is part of the Transportation Improvement Program, a key facet of Georgia's 'Smart Growth' strategy. This strategy calls for all facets of a city to work on development, minimizing the expansion of the city into outlying land. Preservation of the existing city is, according to the November 2001 issue of 'The Rambler,' at the heart of all smart growth strategies.

I fail to see the benefits of implementing such a system. Atlanta and many outlying suburbs are too late to truly experience 'smart growth.' This is evident in the development of neighborhoods and complementing commercial fixtures further and further from Atlanta. According to the smart growth concept, the city needs to radiate and operate around the center of the city. 'The Rambler' lists cities, such as Brunswick and Covington, as models of the smart growth strategy. But cities closer to Atlanta, even Atlanta itself, should work harder at adopting such a strategy. The strategy calls for green space, mixed use developments and true downtowns.

"I fail to see the intelligence of hiring consultants from a place mainly known for tornadoes and corn."

Jamie Schulz
Advertising Manager



But hurtling your city's boundaries into the surrounding countryside do not comply with such utopian goals. My hometown is such a case; it developed wherever, throwing neighborhoods up at exponential rates. School overcrowding followed suit, but instead of building additional educational facilities, the county and city councils gave the green lights for strip malls, often anchored by a Kroger or Publix, to pop up in the much-needed space. To make matters worse, developers strip some multi-acre properties of their greenery, only to place 'build to suit-outparcel' signs in the place of decade-old trees. I highly doubt that the developers or the council men and women really look to see the long-term effects of their plunder-and-develop strategies—the overloaded infrastructures and traffic routes were constructed long before the developers came and far from designed to accommodate such massive growth.

Many contend that the Northern Arc will provide much-needed relief to the traffic woes of the metro area. The funny thing is that a survey by The Georgia Conservancy revealed several interesting things about the Northern Arc. The survey reveals that the Northern Arc will actually do *little* to alleviate the traffic issues that Atlanta currently experiences. The Conservancy also

notes that traffic from the Arc will cause major environmental problems, including increased pollution and damage to major headwaters, including Lake Allatoona. Doesn't sound like it adheres to the environmental concepts of the smart growth strategy.

I was recently discussing traffic with a manager for a transportation solutions company based in Atlanta. During this conversation, he brought up the fact that Atlanta had hired consultants from Kansas to assess our traffic problems. They commented on our great highway system. What was their solution to our traffic problems? For Atlanta to add more lanes, more asphalt, more highways. This is not an idea of Smart Growth as far as I am concerned. I fail to see the intelligence of hiring consultants from a place mainly known for tornadoes and corn.

Of course, a main argument is whether or not sprawl follows new lanes of transit or transit follows sprawl. There are examples on either side of the fence—Georgia Highway 20 in Lawrenceville is an example of the latter. Loganville and the new developments in Snellville seem apparent to the former with the widening of Highway 78 and the Ronald Reagan Parkway connecting Snellville to I-85. The Northern Arc may work, but only to uphold land

management and curtail heavy development, if any along the route. But given the 'what the hell, let's build it' approach to most development, the prospects of added land and commercial revenue would seem too appealing to many county and decision-makers.

A more realistic approach would be to improve mass transit. The solution is not to cut funding for MARTA—transit money from MARTA, in fact, went to pay for the construction of Ga. 400. Plans for an Amtrak line between Athens and Atlanta surfaced two or three years ago. Not much news about that system has risen lately. But this should be the avenue that the metro area should take. There are miles of unused train tracks around the state. The state should be able to (steal) private rail lines or at least use them for commuter trains to take into the city. These trains could run loops from the suburbs into Atlanta, connecting to MARTA transit station. To promote mass transit would encourage developments centered around the transit station, not the transit station at points of interest, as we have it now. There need to be more incentives for people to use mass transit—fee increases and cutting down on travel routes do not seem like steps in the right direction. There has already been backlash in the decision to cut routes for MARTA; people have threatened to boycott MARTA lest something is done to improve the travel routes. If anything, the city should make it more of a hassle to drive than to take public transport. We should look for ways to curtail our traffic issues. More opportunities for car travel do not seem like the ultimate solution to our pollution-ridden, byway-clogged metropolis.

TECHNIQUE

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Techs and the City: Getting another year older?

By Jennifer Hinkel
Focus Editor

This weekend, I will turn another year older. Be advised, after turning 21, the benefits end. No milestones of driving, voting, or alcohol consumption are left as tempting, far away privileges bestowed only upon those of a certain age. After 21, the milestones take on a negative connotation. Those black over-the-hill balloons loom in the distance of future birthdays.

Just like people, cities come in old and young. Philadelphia, my home town, falls into the old category, and will soon pass into archaic. Booming, vibrant Atlanta falls into the young pool; its important history is centered firmly in the twentieth century, not the eighteenth.

From shortly after our first days at Tech, we want to be older, to have more privileges, more freedom and more class credits. We want to graduate, grow up and see the world. Young cities are much the same; maybe Atlanta's financial problems and growing pains have arisen from its newness and youth.

Old people, like old cities, have certain wisdom and certain history, some good and some bad. Just as the young want to write on the blank page of life, adding wisdom and memories to their life experiences, the old want to go back to the beginning and have another chance at writing their history.



"The expression that youth is wasted on the young makes sense, could it be true for cities?"

Jennifer Hinkel
Focus Editor

The expression that youth is wasted on the young makes sense, but if it is true for people, could it be true for cities as well?

Maybe watching our surroundings evolve from new into old can shed light on growing older. Some of the old, historical cities that boomed a hundred years ago have failed to catch up to the new century, and they have grown economically stagnant.

Atlanta is more like a young child with a leadership of new parents. Keeping the problems in check proves to be quite problematic, but the benefits of a growing economy, an innovative population, and some worldwide recognition often outweigh the problems. Maybe young cities, like young people, can be rebellious, defiant and a little angst-ridden. Atlanta could be called all of these things, whether in its different, but workable geographic layout, its troubled city council or its recurring problems of traffic and pollution.

Still, would any of us still want to get old fast if we thought we would age like a city? History can be beautiful, but it can also be

brutal. Cities don't get to choose their fates; neither do we. Old cities lose some of their innovation, and while they remain beautiful and charming, many problems of the urban existence remain, such as poverty, pollution, and urban blight. Getting older really doesn't eliminate the problems of youth. Instead, getting older means that you've had to deal with the same problems for many more years than before, and I imagine that doing so can become tedious.

Now that I'm nearing the end of true youth, I'm wondering if I wasted the experience. Did I spend too much time counting down to the future and waiting for things to happen?

Don't worry too much. Even if you feel as if youth is passing you by, take part in the growth of this young, vibrant city around you. Experience the joy (and pain) of what may be a city's struggling adolescence, and watch its burgeoning adulthood as it grows.

By youthful enjoyment of this city, we can be sure that we do not take its youngness and newness for granted. Maybe we can keep this city young at heart.

Break-in problem persists

Consider this a Public Service Announcement of sorts since Georgia Tech thinks that prompting their students to be 'aware' and 'cautious' along with reminding them of the university's location is adequate action.

My motivation for writing this was partly due to approximately 75 cars being burglarized during winter break. If you've fallen victim to a car break-in or theft, I promise you're not alone and that you were not just a victim of bad luck. This has become the norm here on and around Georgia Tech campus and many don't realize it until they or people they know fall victim. This is nothing new and is a problem with a resolution that is long overdue.

I say this from experience considering that during the 1999 winter break my entire car was stolen. That occurrence opened my eyes to several things that I have since preached to others concerning this problem.

Anyone who parks their car in the decks is at a higher risk, and I would suggest requesting a space change if you possess a pass in these areas. Imagine if only the parking staff would spend half of the time it spends ticketing cars monitoring the parking lots that they grossly overcharge for. Cameras in the lots, if not the decks at the very least, would be a reasonable addition. Increasing the size of the Georgia Tech Police Staff wouldn't hurt either. Atlanta Police will not help until the GT Police ask for assistance,

and I don't see that happening anytime soon.

If you have anything inside of your car that could be easily sold for money, no matter how little it may be, be forewarned that you are taking a chance. Notice I didn't include that it had to be in 'plain view.' It doesn't take a rocket scientist to know that you hide the faceplate to your stereo in your glove compartment and CD case under your seat or in the trunk.

If you do not have a removable faceplate for your stereo head unit, I would advise investing in one. Also, if you have anything less than full coverage on your car insurance, you are a fool if you do not invest in both a car alarm and *The Club* at the very least.

I didn't realize until after my carjack that had we never recovered it, I would've been out a car with no compensation in store due to my having only liability coverage. So it didn't take any serious considering when deciding to fork out the \$100-200 for the car alarm that could perhaps save me thousands lost from an un-recovered stolen vehicle, not to mention the money that is already being saved with minimum coverage.

In closing, this problem will not go away on its own, and until any of the above parties take action, you should continue to consider your vehicle at high risk while it is on this campus.

Shane Bailey
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Buzz Around the Campus



Question of the Week

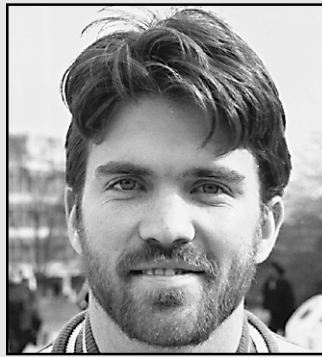
“What do you think about the lying Tech coaches have been doing on their résumés?”

Feature and photos by
Charles Frey



Jessie Klimesh
BC Junior

“I think it’s immature and irresponsible.”



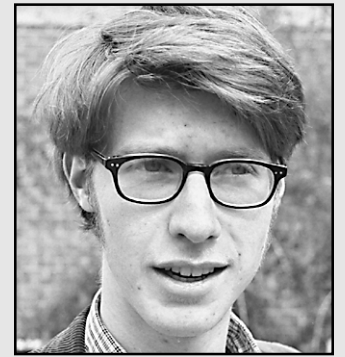
Luke Manget
HTS Junior

“I knew they were great coaches. It’s too bad that things didn’t work out.”



Bill Tice
CS Senior

“If they can coach well I don’t really care about their résumé skills.”



William Clarke
CompE Sophomore

“I lied on my application to get here. I hope they don’t start checking those, too.”



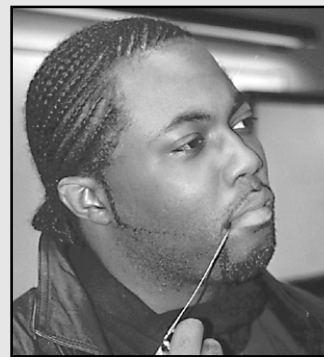
Matthew Dawson
ChemE Senior

“None of them got the job based just on their résumé anyway. What does it matter?”



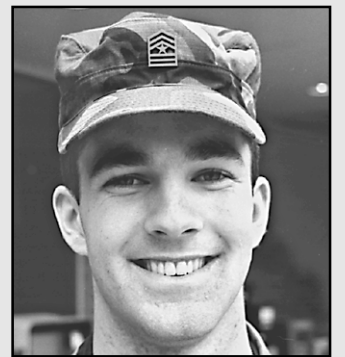
Adria Miller
BC Junior

“It makes Tech look very unprofessional. Where’s their honor code?”



Allan Smith
Chem Grad

“I personally don’t care. There are many more important things in the world.”



Steven Feigh
CompE Senior

“There are more people to blame than just coaches.”