New plan set for education

by LAURIE CASHDI

In a search for new and better ways to meet the needs of students and society during the 1970's, the California State Universities and Colleges has implemented a systematically to raise "the Approach to Higher Education."

A little more than a year has passed since the first steps were taken to fulfill the project's objectives. The initial five steps were to organize two Task Forces and a Continuation. These special groups have developed the pilot programs which are now underway.

One feature of the new approach is that the time spent in college can be reduced for many students by a strengthened advanced placement work which relates high school curricula. and a broadened program of comprehensive examinations given to lower division college students.

For the first time entering freshmen at any point the College and should receive six semester units of credit for a course of three hours. All advanced placements are given lower division college status. In the Poly Royal Polytechnic Institute, California State University, San Francisco, the 1970-71 California State.
STAFF COMMENT

DEO on consumers' no-no list

by JOHN HANSBURY

Once again the American consumer has been misguided and misled by that paragon of misvirtue—the Consumer Advocate.

This time the victim falling prey to the overzealous and the under-thinking consumer advocate is Diethylstilbestrol (DES), a synthetic female hormone commonly added to cattle feed, or implanted, and used to promote growth and attain a better feed conversion.

The question is why, after 18 years of safe usage, should DES be deemed public enemy number one?

The answer lies in the results of experiments done with mice—experiments consisting of feeding abnormally high doses of DES, much higher than man could possibly conceive of eating—and producing cancerous growths.

Unfortunately, the general public received only one of the equation: mice plus DES equals cancer. They forgot to balance the equation: mice highly susceptible to cancer, plus an astronomically high amount of DES, plus numerous variables, equals cancer, in mice, not people.

The facts: About two years ago traces of DES started appearing in the livers of a small percentage of the carcasses monitored by the United States Department of Agriculture—about 3 to one per cent. And only in the livers, not the muscle tissues.

The amount was so miniscule, five to 10 parts per billion, that anything less than three parts per billion are considered by the Food and Drug Administration scientists as not even existing! That is just how little the residue is that we are talking about.

At five to 10 parts per billion we may just as well call it non-existent, too, for numerous Americans are getting many different diseases that do not affect their female patients to combat certain hormonal irregularities. Their prescriptions call for five to 15 milligrams three times a week to 15 milligrams each day.

For you or I to receive five milligrams of DES through eating beef liver we would have to consume 8,000 pounds at one setting—and you’ll still be way off safe zone as prescribed by doctors for those women under the specific therapeutic treatment.

Also a point to ponder is that DES, as a synthetic hormone, metabolizes quickly and is eliminated by the body; the human body (as well as the steer’s) will not store it in the tissues.

There are fed DES at the rate of five to 20 milligrams a day while finishing feed. It allows them to gain weight at a faster rate and convert feed 13 per cent better. The DES is removed from the feed for a period of seven days before slaughter. It used to be 24 hours before slaughter, and there was never any problem then.

If removal is done correctly all residues are eliminated. But some residues have been found—which is the controversy. How did this happen?

DES is often mixed right in with the feed. When the feed is finished, the feed order has his last load from the feed mill, he tells Jim to leave the DES out of the feed. Sometimes some of the residues are caught in the machinery and inadvertently added to the list feed order. But so many residue quantities they are small about the same amount of estrogen consumed by cattle; certain vegetables and drinking milk, and certainly less but eating an egg. Hormones cannot be avoided.

Perhaps people are concerned over the fact that DES is a synthetic hormone.

(Continued on page 3)
DES appears controversial

...the end product—chemically or naturally—is the same. Natural hormones are on the market, and Synovax H and Synovax M. They cost more than the synthetic ones, which leads to another important topic.

The beef industry works hard to please the consumer. Last year, 18 million head of cattle received DES in their ration for a savings of approximately $100 million in feed costs. This represents an average additional return to the feeder of over $8.50 per animal.

It is difficult to determine precisely just how much the use of DES serves the consumer per pound of beef. Estimates range from 10 to 30 cents per pound. At the current rate of beef consumption this results in an annual saving of from $80 to $86.40 for a California family of three.

And isn't this what the consumer is after, high quality meat while paying hard earned money?

But just that will change. Now the cattle will have to be held over 10 to 30 days extra in the feedlot. They include Synovax H longer. It is going to cost and the consumer is who will pay, as always. You can't expect the producer to lose money—he barely makes it as it is.

Nevertheless, many feel that the beef industry is not involved with price support payments. The cattleman must take his chances with the market and the whim of the consumer. It is for these reasons why he needs all the help that he can get in order to be able to market and DES is one great aid in what until just recently has been bleak period for prosperity.

Why ban DES ignorance of the facts and the familiar urge to leap on the old ecological bandwagon; look after your money and not an old adage, but one that has stood the test of time.

The consumer advocate wants savings for the consumer. He called for and received a ban on DES—a valuable tool in the cattleman's arsenal for the defense against bankruptcy. What he really wants is to have his cake and eat it too. Marie Antoinette thought that too and look where she ended up.

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Students talk about the program

by PAULA QUALLS

HEP (High School Equivalency Program) a program instituted for aiding children of migrant farm workers receive an education has given the migrant laborers a chance at opportunities not available before.

Two graduate students of HEP, Jimmy Salinas, now working at the Duplication Center at Cal Poly and Linda Hernandez, a Child Development major, tutor and counselor for the HEP program explain why they joined HEP and what they have accomplished.

Linda Hernandez, dropped out of Delano High School age 17, after completing her freshman year. "I wasn't getting anywhere just sitting in the class listening, I wasn't learning anything there. I was fed up with the school system it was so racist and they (teachers) weren't helpful in learning," explained Linda.

Linda feels the problem at Delano High School begins with the Board of Directors. "If there were more minority on the board they would have a wide idea of what the minority students would like. Also more minority teachers."

"Classes pertaining to Culture and Heritage of the chicanos should be taught in the public school. Spanish should be taught with English as a second language."

Another aspect of the system Linda disagreed with at Delano High School was the Track Test, this test is given by most high schools for the middle class white people, it isn't concerned with minority," stated Linda.

Before joining the HEP program Linda worked in the fields picking grapes on weekends and doing clerical work as a secretaries aid for an elementary school during the week.

Through a social worker Miss Hernandez, learned about the HEP program. "I saw a chance to get a better education," said Linda.

Miss Hernandez, received her high school diploma through HEP and is now working as a counselor and tutor for HEP. As a counselor Linda, helps with enrolling students for college, job training and personal problems as well as helping the student get acquainted with the community and activities.

Tutoring all classes involved in the General Education course is done by Linda whenever there is time away from her regular class.

A Child Development major, Miss Hernandez hopes to be a teacher or a counselor helping migrant chicanos in the "Barrios" (chicano ghettos). Jimmy Salinas, also received his high school diploma through HEP. Unlike Miss Hernandez, Jimmy dropped out of Parlier High School due to financial circumstances. Jimmy had to work to help his family. He completed his sophomore year. Before joining HEP Jimmy was working at the Production Training Program. He was trained to build

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BIKE REPAIRS
Do it yourself
by TOM MARSHALL

Bike repair facilities have
crossed the wave of cycling in-
thrust which has flooded the local
ave during the last two years.
Most local retailers also have
service and repair facilities. No
matter what type or model is
purchased locally, there is an
expert to repair and service it.
Most repair facilities employ one
or two repairmen on a full or
part-time basis.
On the average, local retailers
may approximately $1,000 and
$5,00 from parts sales each
month.
For the mechanically-minded
do-it-yourself enthusiast, manu-
als are available to
illustrate the proper repair
procedure and techniques.
In addition to repair facilities
and manuals, classes are offered
at Cuesta College and the College
Union Craft Center on this
campus to educate the novice
cyclist about repair techniques.
According to John Wither, co-
owner of the International
Bicycle Center, formally the
Allied Bicycle Shop No. 3, San
Luis Obispo has the lowest sales
and service prices in Southern
California due to the number of
local dealers and the enormous
competition among them.
"There are more bike shops
per capita in this area than in Los
Angeles. Many people think that
(continued on page 2)

Insurance agencies
need bike coverage

Insurance companies just
about insure anything. Where
does one go to find out about
bicycle insurance? Start with
these calls to local insurance
agents.
Phone in hand, begin dialing.
"Hello, do you have bicycle in-
surance?" Tom Garrick of Nelson
and Garrick insurance said, "If
you have other insurance yes, but
just for cameras and bikes no."
John Borba of John Borba
Insurance said the coverage that
applies to bicycles is "part of
homeowners insurance under
scheduled personal property."
A secretary for the Insurance
Group, taken aback by the
question of insurance for bicycles
stated there is insurance for
"recreational" items only.

The new union of bicyclists and motorists is
not always the happiest, but they are together
—taking life's path on the same city streets.

The Environmental Center is looking
for a bike lane plan to contact the
Environmental Center. The next
meeting is scheduled for August 9, at the
772 Palm Street office.
Man and bike to team bike race
Riders need plenty of speed and endurance

by TOM MARSHALL
Speed and endurance will be the determining factors as man and bicycle team up in quest of prize worth over $400 at the San Luis Obispo Critt rental, Sept. 30, at Cuesta College.

A criterium can best be defined as a bike race over a short course for a specified number of laps. The San Luis Obispo Criterium is sponsored by the Amateur Bicycle League of America (ABLA) and sponsored by the ELO Cyclomex Cycling Club. The course will be 1.5 miles in length. According to Doug Knox, president of the ELO Cyclomex and race promoter, the entry fee for Senior A and B classes and Junior ABLA entrants will be $8.50. All other ABLA classes will pay a $13.00 entry fee. This includes a $10.00 donation to the ABLA International Fund. Post entries (entries received after Sept.) and unattached riders will be charged a double fee, however out of district riders will not be charged a double fee. Non-ABLA race contestants must pay $1. Registration begins at 8 a.m. and riders must sign in one hour before their event.

The Senior A and B class race distance will be 18 laps (27 miles) with the Intermediate class race covering five laps (7.5 miles). The Midget and Non-ABLA classes will cover three laps (4.5 miles). All other races (Senior C and Novice; Junior; Women and Veterans) will be eight laps (12 miles). Prizes will be given for the first 10 places in the Senior A and B races and the first seven places in the Junior race. In all other races, prizes will be given to the first three finishers. "This will be the first ABLA sanctioned race ever to take place between Solvang and Salinas," Knox said.

All ABLA rules will apply to the equipment used in the race. Each participant will be given a safety check.

Entry blanks may be obtained at all local retail bike shops.

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...your own repairs
(continued from page 8)

they can find bikes and parts cheaper in LA, but that is not true. Prices are lower here because of the competition among the five or six local bike shops, plus the sporting goods stores in the area," Witney said.

Local repair facilities receive most of their trade from local residents and college students with a small percentage coming from tourists.

The majority of shops in the area are willing to help a cycling enthusiast do his own repairs by giving him advice and general instructions. "If someone comes in and wants to know how to do something, we will show him how to do it," said David Bradley, manager of Tennis Authority.

The stocking and availability of parts are essential in running a dependable, rapid repair shop. Ken McLaughlin, owner of Ken's Bicycle Shop, said, "It is to stock the parts for the bike I sell. If one of my customers comes in and needs a specific part that I don't have in stock at the time, I will take the part of a bike I have in stock rather than make the customer wait for an order. I want to keep my customers happy." Bill Rubley, co-owner of muller's Power Plant, commented, "We deal strictly in derailleur bicycles. We have a complete supply of parts. We are more service oriented, but the merchandising end is surpassing the service end of the business. "Since we make no money on the nickeland dime repairs, I've been thinking of starting a monthly or quarterly bicycle maintenance clinic. The main problem is finding a place to hold it and deciding whether there is enough interest in such a program," Rubley continued.

"It would save us time and money spent on little jobs that the customer can do on his own, plus it would keep the customer happy. We would be better off financially and so would the customer, if he would learn to do his own minor repairs," he said.

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Bicycle riders can be seen
dragging along the streets of San
Luis Obispo, heading far who
knew where. People of all ages
seem to be pedaling away on two small
pedals of rubber looking like
children running from a
fire.

It is Sunday morning, and
we’re passing through downtown
on our bicycles. Our destination
is almost complete, but we’re
free to feel the air surround
us.

It is late afternoon, and we
have covered many miles, seen
many faces and things along the
way. Bicycle riding has given us
all a lift from the day to day
hassle of living.

This sense of bicycle riders
taking off down the road has
become more than just
transportation to school, but a
source of recreation.

Tips are planned for picnics,
free-wheeling, and just plain health-
ful living. Almost everyone
experiences similar feelings
when riding a bicycle with a
group. It feels like a long
trip for some, and maybe it
is, but quite often, it can be
a relaxing time.

Health is the name of the game.
Comparing sitting for one hour
behind the wheel of a car with
peddling a bicycle for one hour.

There are obviously many
differences, but one big factor is
the human heart. The heart
muscles are being strengthened
with each stroke of your legs,
while in a car it is idle and under
stress.

You come to a long steep hill
and pedal peddle for the top.
Then it happens—you come down
as fast as you can. The air
blowing in your face, the road
behind you, and the sense of freedom fills your
bubble mind.

What a feeling it is when you
got off your bike after riding for
miles. Your body has done
something for you. Get out of a
car after a long trip and you feel
like you’re going to have a heart
attack.

Bicycle riding has become an
enjoyable business. They
bring guato back into our lives
without drinking beer.

Bicycle riding is for the old
and the young to enjoy. Money is no
handicap for the person who
doesn’t want a souped up Italian,
custom hand-made, 10-speed
cycling bicycle. A simple two
wheeler with a seat, chain, and
frame is all one really needs to
head down the road.

So keep your heart pumping,
and the air clean—ride a bike.
Bikes are effecting area

BY DAVE CHERNY

The recent bicycle boom in this area has created new stores, enlarged old stores, given rise to bike clubs and paths, and generally had a strong effect upon San Luis Obispo. But one conclusion seldom drawn of by the average person is the effect this boom has had on the stores that sold bikes before the newfangled popularity existed.

When examining the statistics on this issue, one has a tendency to become confused. The bike boom has actually hurt the bicycle sales at a number of stores. J. L. Kellum at San Luis Obispo's Western Auto store disclosed that bike sales at that shop were down 30 percent from previous years. The new bicycle specialty shops in town had, incidentally, caused this decrease in sales. Western Auto's bicycles, ranging in price from $80 to $150, are divided between the higher priced ten speeds imported from Japan, and the smaller bikes along with one model of ten speed, made in America.

According to Kellum, one model, costing around $100.00, was discontinued from the Western Auto store line because they could not compete with the bicycles sold in the new specialty shops in the area.

On the other hand, however, a number of stores, Penny's, Grant's, and Coast to Coast, for example, have shown a significant increase in bicycle sales recently. According to Michael Williams, operation manager at Grant's in the Madonna Road Plaza, there has been a "tremendous increase in sales" at that store.

Bill H. Ross, representing the San Luis Obispo Penney's store, said that bicycle sales in his store have been up considerably. When asked whether the new bicycle specialty shops in the area had hurt Penney's, Ross stated that Penney's actually ran no competition with the specialty shops. "We have a price range which most people can't find at those shops. We're here for the middle class person and they (specialty shops) are for the specialist," Ross stated.

One is prompted to question why some stores are getting rich off the bike boom and others are actually being hurt by it. The key seems to lie in two factors, the price range of the bicycles in the stores and the number of bicycles sold before the boom hit.

The bike boom hit San Luis Obispo two years ago. A question remains as to whether the interest in cycling will last or not. Some retailers do not think it will. One of these owners is Peter J. McLaughlin, owner of Ken's Bicycle Shop.

"The bike sales increased about two years ago, but it has tapered off. It is reaching the saturation point. Sales will drop off," McLaughlin said.

Other bike retailers agree that a sizable amount of their business comes from students attending this university.

"Approximately one-third of our business comes from Cal Poly, with another third from the city residents. The final third comes from the county business," McLaughlin said.

PEDALERS

Windsor Mercier
Azuki Romana
Campania Batavus

A FULL LINE OF ACCESSORIES

777 Foothill (Near Jordanas)

Bicycles are effecting area

Bikes stand in a gleaming row: ready for the eager consumer.

Accessories give bike personality of its own

by MELISSA RODRIGUEZ

It may be as intricate and expensive as a Campagnolo Crank used on racing bicycles or as basic and cheap as an old Pitman crate strapped to the back of a twenty-second hand bicycle, but either way it is something that add character to his bicycle.

Since this is the era for "doing your own thing" what types of accessories are on the market to add the individual touch to two-wheeled? Local bicycle shop owners tend to agree that as far as bicycles are concerned people are not spending very much to do their own thing. People, especially students, tend to want and buy the same type of accessories to make their bikes fancier.

Among the biggest student sellers are racks for books, generator lights, pent clips (to keep pent legs out of the spokes of the wheels), locks, chains, cables, and back packs for books. The item families pick up most often are baby seats that hook on to racks at the back of the bikes. Elderly people do not really buy many accessories for their bicycles according to store owners.

The most expensive ac­cessories sold in shops are anything used on racing bicy­cles. The crank mentioned above sells for $150.00 and must often be custom ordered. The least ex­pensive item is the panty clip. The most unusual item found for sale in the local bike shops is a bugger. A bugger is a small trailer which is towed alone

(Continued on page 10)

Bikes sales to taper off

by TOM MARSHALL

The recent increase in local retail bike shops may result in an eventual decrease in profits for local businessmen.

A bike over a year ago, only two bicycle shops were in San Luis Obispo. Today there are five, two of which have opened within the last six months.

The retailers sell bikes from every conceivable corner of the world—Japan, Mexico, Holland, England, Italy, France and West Germany. The prices range from $89 to $150. The average local retailer sells between 75 and 100 bikes per month, which gives him a net profit of approximately $2,000.

Each of the local retailers keep 80 to 75 bikes in stock.

According to John Wishney, co-owner of the International Bicycle Center, formally the Allied Bicycle Shop, one-third of his business comes from students attending this university.

"The bike sales increased about two years ago, but it has tapered off. It is reaching the saturation point. Sales will drop off," McLaughlin said.
Legislation requiring bicycle licensing is near completion as state legislature makes up its mind to recess today or not. Needing only one final vote of approval, AB 2213, which would partially require the licensing of bicycles, was up for action following the extension of session last Friday for at least one week.

A similar bill, SB 147, was within two roll call votes of completion in the other house when the extension was declared. Legislation providing for security as well as city responsibility in bike riding regulation and only be signed by Ronald Reagan to take effect. Purpose of the two bills, one from each house, is to cope with the problem of bike regulation on county roads inside a city limit. The duplication phenomena, where bills are originated in both houses, is a step taken by governing legislators often to insure passage of their legislation.

A host of other bike-oriented bills received more attention also with the extension of the session. Bills providing $500,000 for bicycle routes in conjunction with the state highway system, establishing a legal procedure for bike riding on one-way streets, requiring grating of state, county, and city streets with materials not adverse to bicycle safety, and requiring red reflectors and side reflectors on bicycles are all very much alive in the legislature.

Bills AB 489 and 446 are one roll call vote away from the governor's desk. One bill provides that on one-way streets wider than two lanes, riding on the left hand side is to be susceptible. The other makes the side and red reflector requirements. Bikes with no obvious sides will be required to have reflectors on the outer edges of the pedals.

The Senate Finance Committee, having caused the extension by killing the Reagan-Moretti property tax relief compromise legislation, will be considering the bill providing the special grating of roads requirements for bikes.

Registration voluntary

Bicycle registration procedures are offered currently on a voluntary basis by the campus Security Department and the City of San Luis Obispo. Statistics have shown that bicycles without registration indicators are more often taken than those with, according to the campus Security Department. Campus registration is free and requires only a general description of the bike, which includes the bike's serial number.

Registration with the city costs $1 and requires the same general information.
Use caution when riding

by RAY READEY

Bicyclists, whether they know it or not, are subject to essentially the same driving rules as the automobile driver. According to the California State Vehicle Code, Sec. 21200, any person riding a bicycle on a roadway shall— ... ride at a safe speed and is subject to all the duties applicable to the driver of a vehicle, except those provisions which by their very nature can have no application.

The Code goes on to state that a bicycle must be equipped with a brake which will permit a one wheel stop. Pedals cannot be more than 12 inches above the ground, again for handling and emergency reasons.

Bike club travels hills

The year-old bicycle club of San Luis Obispo meets at 1 p.m. the first Saturday of every month at San Luis Obispo Junior High School. The 15 members range in age from 6 to 13 years old. A 20 to 40 mile ride is taken every Sunday to places such as Morro Bay, Lopez Lake, Arroyo Grande, and around the county. For variation, members put their bicycles in vans and pick-up trucks and travel to different areas to start their rides.

Every four months a "century" ride is taken. This ride is for 100 miles in one day. Members from places as far as Los Angeles and San Francisco come down to participate in the event.

Membership costs $5 a year, and the membership card will entitle you to discounts at various bicycle shops in town. Also, a newsletter is sent out telling about the rides that are coming up in the future. For membership information, contact Larry Souza, 644-3626.

Crate to cranks

... (Continued from page 8)

... Night bicyclists should know about the Codes' provisions for flashlights, since the vehicles must be equipped with them. There are specifications for a white front light, visible at distances up to 300 feet ahead of the bicycle, and a red reflector at the rear, also visible at a distance of 300 feet. A white light on the rear of the bike is recommended but not legally necessary.

The San Luis Obispo Police Department has published an "Official Bicycle Safety Manual," stating some tips on safe riding. The booklet is aimed at the younger rider, but it is possible for adults, as well, to draw valuable information from it. Exemples of careless riding are presented in picture form and the consequences of such behavior are given to remind the reader of the seriousness involved.

According to the Police Department, citations are issued for traffic-type violations. Most of these involve running red lights and riding bicycles on sidewalks. Often patrolmen will warn the sidewalk rider of his wrongdoings by using the loudspeakers in their patrol cars. The result is embarrassment on the part of the offender, but the message is clearly understood.

The Highway Patrol has its problems with bicyclists, too, not to a very great extent. According to the San Luis Obispo headquarters, the primary reason bicyclists end up on the freeway is that they misread the road signs. A person riding along a freeway could easily find himself travelling along a freeway on-ramp, due to this error.

... Catch 22 almost ready

... (continued from page 1) representation of the document as they are..."

An important aspect of the Catch 22 system is that it is always adaptable to any new rules or laws which may go into effect..."We're modeling a process and it's continually changing." Kelley stated.

In order to keep the system updated, if adopted, Kelley proposes a subcommittee of SARC to be set up, entitled "Part Fin­ ders." The purpose of this subcommittee, according to Kelley, would be "to investigate and get into the computer file, and therefore into Catch 22, any needed changes. Anyone interested can get into the com­ mittee right now. They should see me or leave their name with Peggy in the A.S. office." "If the Catch 23 system is adopted, Kelley plans to propose a number of revisions to certain A.S.-related Bills in order to eliminate vagueness, ambiguity, and logical contradictions in such codes. However, Kelley's primary interest seems to be the adoption of the Catch 23 system. Catch 22 will be presented to SARC in its entirety during the first two SARC meetings this fall.
Classical buffs were out in force

by ED HARRIS

Spread over four days, this campus and the San Luis Obispo area was treated to almost twelve hours of classical music, stemming from the talents of Clifton Swanson and the Mozart Festival musicians.

Consisting of four concerts and two recitals, the Festival features a wide variety of classical music (from baroque to contemporary) as well as a variety of musicians and groups like Berry Tuckwell the French horn virtuoso or the Los Angeles Woodwind Quintet.

There was a good turnout for the Festival, especially for the Harpsichord Recital in which the stage itself (in the Little Theater) was used for seating to handle the large turnout. I noted that there was a good percentage of out of town people as well as students and residents of the area attending the Festival. One could tell by the contented faces of the people leaving that no one regretted coming.

Talking to Clifton Swanson (the musical director and conductor of the Festival) the day after the Festival, he said that he was "very pleased" with the entire Festival and that "Having a wide variety of works performed as well as talented musicians to perform them made the Festival a success."

Although the first concert started last Thursday night, the rehearsals started only three days earlier on Tuesday morning. Attending most of the rehearsals, I noticed that there was a wide range of ages as well as personalities involved in this Festival.

The rehearsals were slightly informal and everyone was quite genial towards each other. "These people are very talented...we all enjoyed working together, it was more like a family reunion than a rehearsal", Ivan Rehner (principal violist) told me during the intermission Saturday night. Mr. Rehner added that he "hadn't enjoyed himself this much in a long time."

The enthusiasm and talent combined with the Festival Committee's patience and hard work made last week's second annual Mozart Festival a unique experience that was well worth attending.

Photos by
Alex Stewart
and
Ed Harris

Photos by
Alex Stewart
and
Ed Harris
VOLLEYBALL

Money main obstacle

Intercollegiate volleyball may be on the sports schedule for the first time in this school's history this year, if the ASI can overcome the financial obstacle of fielding another athletic team.

According to Robin Baggett, ASI Pres., discussion was postponed at last week's Summer Interim Committee (SIC) meeting until a proposed budget for the team is submitted. The proposed budget must include estimates for travel, meals, lodging, tournament entry fees, officials and uniforms.

"The proposed budget will not exceed 11,000. We have to ask for the money now, so it will be available during the school year. We might be able to get by with less money by being flexible on travel, food and lodging expenses," Baggett said.

Baggett said the idea of an intercollegiate volleyball team at this university evolved last year, when interest was shown at a SIC meet.

Lane has already been designated to coach the team, with assistance from Max Boveri.

A tentative schedule of 8 home games and 8 away games plus tournament play will make up the team's season. There is a possibility of scheduling some games with wrestling matches and at the half times of basketball games.

Anne Baggett said.

Owens impresses fan

Jeans Owens, in "without doubt, one of the greatest athletes ever to compete for the United States in international and Olympic competition, was truly impressed with some of the things which the former Olympic track star had to say at Chumash Auditorium yesterday.

"We seem to be a minority group, it pleases me to see one of us make it as a champion," he said.

He was deeply grabbed by his philosophy in sports. He stated that championships are mythical, and that trophies are merely symbolic.

"In sports, he felt proud in the fact that he had struck a blow for the minorities in sports. He stated that championships are mythical, and that trophies are merely symbolic.

He felt, however, that there should be a code of ethics in competition. He stated that physical education teachers should stress to kids early the physical concept of fitness, and respect for fellow men in sports. He stated that championships are mythical, and that trophies are merely symbolic.

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