New plan set for education
by LAURIE CAHIDY

In a search for new and better ways to meet the needs of students and society during the 1970's, the California State Legislature and Colleges have implemented a systemwide to initiate "A New Approach to Higher Education."

A little more than a year has passed since the first steps were taken to fulfill the projects objectives. The initial step was to organize two Task Forces and a Commission. These special groups have developed the pilot programs which are now under way.

One feature of the new approach is that the time spent in college can be reduced for many students by a strengthened advanced placement working relationship with the high school. A comprehensive examination given to division college students for the first time entering freshmen at any of the California State University campuses began in February under auspices of the new system. The program, originally consisting of a lecture course and a seminar, was offered at the Santa Ana Civic Center to 90 advanced students seeking a Master of Public Administration degree.

External degree programs are self-supporting; the individual student either personally or by subsidy from a government or private agency, pays tuition at a fee established at the system level.

There are prospects of significantly more such external degree programs next fall. Authorization has been established for master's in Business Administration. The program will be operated by California State College, Dominguez Hills. The first accredited external degree from California State University, Sacramento, will offer an extensive B.A., in Criminal Justice at Delta Community College in Stockton and Diablo Valley College in the Bay area.

A number of grants have been received to support the campus and the system which will permit them to move ahead with many projects.

The first major grant was from the Carnegie Corporation in New York.

Numerous proposals have been submitted (Continued on page 3)

Stadium extension is due soon

This seemingly abandoned construction site will soon be the home of additional seating for Mustang Stadium. See season tickets story on page 3.

The lighting in the stadium will be significantly improved with new light standards and new lighting heads.

Additional expansion, from funds available and those generated by the use of the land, is planned.

Workshops still active

Approximately 460 men and women are attending the California workshop for physical education and coaching, the ninth annual workshop, will be held by Robert Mott, head of the main physical education department. 900 workshop instructors are concluding their two-week conference under the direction of Miss Beverly Bowman of Bakersfield.

Miss Bowman said that "after the completion of one week comments were favorable toward the conference," she continued, "using director of the conference has been a beautiful experience, and most of the people who come care about people."

Miss Bowman said directors were elected by the workshops two years before they serve, spending one year learning the job. She is an instructor at Bakersfield High School where she has served for 14 years, all of those as head of the girls PE Department.

The men are in their third conference while the women are celebrating their fifth year. Usually some foreign instructors participate but this year none are attending. Instructors from all over the nation are attending this year but the state of Hawaii is the most distant place represented this year.

The women conclude their workshop on August 11 and the men will conclude theirs on August 18. Participants receive professional credit for attending the workshop Mott said, and the main purpose is to upgrade physical education, and to improve athletic coaching in the secondary schools in the country.

(Continued on page 10)
Thursday, fine
weekend lead

by JOHN HANBURY

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 over-sellution 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 10 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 cancrous growths.

Unfortunately, the general public saw 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 eight to one percent. 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 that non-existent, too, for numerous Americans are getting many, many times that dosage, with no ill effects, from their family doctors.

Doctors prescribe this drug for about 800,000 women a year, who are being treated for certain hormonal irregularities. Their prescriptions call for from 10 to 15 millograms each day. How did this happen?

DES is often mixed right in with the feed. When the feed manager orders his last load before leaving the DES out of the feed. Sometimes some of the residue is caught in the machinery and is inadvertently added to the last feed order. But so minute are these quantities they are about the same amount of estrogen consumed by eating certain vegetables and drinking milk, and certainly less than eating an egg. Hormones cannot be avoided.

Perhaps people are concerned over the fact that DES is a no-no list eating beef liver we would have to consume 8,000 pounds of meat setting—and you'd still be in the safe zone as prescribed by doctors for those women under therapeutic treatment.

Also a point to ponder is that DES, as a synthetic hormone, metabolized in the human body (as well as on steer's) will not store it in the tissues.

There are fed DES at the rate of five to 10 millograms a day while on finishing feed. It allows them to gain weight at a rate faster and convert feed 10 percent better. The DES is removed from the feed for a period of seven days before slaughter. It is used to feed the steers for 10 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—hence the controversy. How did this happen?

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The residue was fed to steers for five millograms of DES through

One man, one Mountain, but so many things to think about, things like quality, weight, warmth, dependability, the list goes on. Winter climbing places extreme demands on the man, the team, and the equipment. The experienced handler knows what to look for, they've been coming to us for some time now, to all the others we offer the finest in equipment and advice. Come in and take a look at what we have to offer. Then choose your gear, one man's gear, the best gear.
DES appears controversial

(Continued from page 1) 

Many hormones are on the market, but a few are considered synthetic as opposed to the naturally occurring hormones.

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 $8.00 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 13 to 30 cents per pound. At the current rate of beef consumption this results in an annual saving of from $50 to $80 for a California family of three.

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

But that will change. Now the cattle will have to be held over 10 to 15 days extra in the feedlot. They include Synovex B and Synovex E. They cost more than the synthetic ones, which leads to another important topic—Economics.

The beef industry wants to please the consumer. It for these reasons why he needs all the help that he can get. The beef industry marks the market and the whim of the consumer. It for these reasons why he needs all the help that he can get. The beef industry wants to please the consumer. It for these reasons why he needs all the help that he can get.

The consumer advocate wants competitive meat. 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 Arthur, the commissioner, thought that too and look where she ended up—

...education

(Continued from page 1) 

Victoria makes return

Victoria, a contemporary folk singer, will fill the schedule for the next concert in the program of events scheduled for the fall semester. The Bureau of Public Relations, which is in charge of the program, will be the pop concert of the summer programmes.

The public is invited to the 8 p.m. performance in Grandau Auditorium of the Julian A. McPhee College/Union. Admission will be $2.00 for college students and $4.00 for all others.

Victoria, a group that produces rock with a blues parentage, was formed by a trio of former Savoy Brown artists who were joined by Rod Price of the Black Cat Bones. After perfecting their style in rehearsal sessions in Great Britain, Foghat journeyed to the United States to audition for Albert Grossman, who had just formed the Bearsville recording organization.

Grossman sent the quartet back to England for a recording session which produced their first album—Foghat. Most of the music on the new album was written by Dave Peverett—with contributions by Price and by Tony Stevens and Roger Earle. Although the group is first a band for the U.S., under the Foghat designation—Stevens, Earl, and Peverett were with Savoy Brown on the group’s five other tours. Victoria will be making her second appearance here. She was part of the entourage that opened the Colosseum in March, 1970. Victoria began her singing career by giving free concerts at the canning in San Francisco.

She chased to become a professional after attending a lecture on how to survive in the recording business given by Dave Rubinson of San Francisco Record. Rubinson auditioned the frail vocalist and produced her first album on the San Francisco label.

Victoria plays the acoustic guitar and the piano, composes most of her own music—about the things and people who have passed through her life.

John I. Wasserman of the “San Francisco Chronicle” writes of her: “Her songs are personal, abstract, occasionally direct but often more surreal.”

Jack Halloway, of the “Chicago Daily News” says: “Except for the fact that she is a heavily virgiled, very pure young woman, Victoria’s voice defines description. Variety it’s very precarious in an ethereal sort of way.”

The daughter of a construction worker, Victoria learned guitar in California—she already was an accomplished pianist.

In her early compositions, she held a magnetism that, if you are not in love, you strive for it—like someone who is always seeking her presence on your shoulder for your voice when singing.”

Victoria makes return
Students talk about the program

by PAULA QUALLS

HEP (High School Equivalency Program) is a program instituted for aiding children of migrant farm workers receive an education has given the migrant laborer 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 center 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 Heritages 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 Team; 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 secretary 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 enrollment 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 classes.

A Child Development major, Miss Hernandez hopes to be a teacher or a counselor helping migrant chicanos in the “Barrios” (chicanos 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 Prefabrication materials for houses.

The training program was to be for six months but Jimmy was there one year, the placement program could not find Jimmy a job for which he had been trained. Jimmy’s boss at the program told him about HEP for in order to get a better job his boss explained he would need a high school diploma.

Jimmy applied and was accepted into the HEP program and after graduation was hired by the Duplication Center, Cal Poly, operating a press. “I couldn’t afford to go on to school, but I am planning to go on to school later.” stated Jimmy.

The HEP program explained Jimmy, “helped me know English better and mathematics.” Jimmy said he didn’t feel discriminated against in his school.

“I wasn’t learning anything there, the disadvantages of public school was…they (teachers) made It difficult for me to understand and there was no individual help,” explained Jimmy.

Jimmy age 33, is the second of two older sisters and three older brothers to receive his high school diploma.

Volleyball on SIC agenda

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

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

“The proposed budget will not exceed $1,000. 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 the idea of an intercollegiate volleyball team at this university evolved last year, when interest was shown at a Board Of Athletic Control meeting.

“I was a member of the Board of Athletic Control and I told them at the time that if I was elected, I would do all I could to start a team here,” Baggett said.

Assistant football coach, Bobby (Continued on page 2)
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.

**BIKE REPAIRS**

**Do it yourself**

by TOM MARSHALL

Bike repair facilities have ridden the wave of cycling interest which has flooded the local area 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 $1.00 and $2.00 from parts sales each month.

For the mechanically-minded do-it-yourself enthusiast, manuals are available to illustrate the proper repair procedures 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 Whelley, co-owner of the International Bicycle Center, formally the Allied Bicycle Shop No. 2, 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..."

**Insurance agencies need bike coverage**

Insurance companies just don't 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 insurance?" Tom Garrus of Nelson and Garrus Insurance said, "If you have other insurance, you buy it there 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 from the Insurance Group, asked to check the question of insurance for bicycles, there is insurance for "accommodation and liability."... but I haven't come across forms for bicyclists, so I doubt it." Morris and Del Insurance and Don Buchannan of Don Buchannan Insurance said the same on bike coverage under homeowners but they have something new. There is a $10 deductible on bicycles. That means if the cost of the bike was over $10, whatever was over that amount would be covered.

But according to a spokesman for Ken's Bicycle Shop, when someone buys a bicycle he can apply for an insurance policy at the bike shop and send it to the National Bicycle Dealers Association (NBDCA). The NBDCA has a licensed agent band the policy and it is sent back to the buyer. From that on the insurance company handles it from the NBDCA.

After literally driving horses and horse-drawn carriages off the road, automobiles have enjoyed dominating city streets, highways, and yes, even country roads. But now a pulsing, pumping, two-wheeling take-over is nudging the auto to move over. Bikes have been commonplace items on campuses, especially the University of California at Davis, for years. Eventually, students began tooling their way into campus communities. And it looks as if the pedaling craze is here to stay.

The two-wheeling habit not only dominates college-age people, but attempts to enjoy open-air freedom, people from all ages are pumping their way back to nature. So, move over auto, your roadway reign is over.

**New bicycle trails are springing up**

**BY KAY READY**

Perhaps you've noticed those green signs that have been sprouting up alongside the major highways. These signs, owned by the city, indicate bike routes to the automobile driver as well as the cyclist. According to John Williams of the Environmental Center, bike signs tend to remind drivers that bicycles do have their rights on the roads, too.

The Environmental Center is seeking the possibility of going one step further to establish bike lanes. Questionnaires made up by Williams have been circulated around to the bike shops in the city, hoping to catch comments from shoppers and bicycle owners.

The response from those questionnaires has been sparse up to this point, said Williams. He is in the process of making up another more in-depth list of questions, concentrating on preferences for locations of bike lanes. Williams commented that responses from the new questionnaire would give the Environmental Center more of a basis from which to form a bike lane proposal.

The center hopes to have a bike lane proposal drawn up before September 15, so it could be considered by the Planning Commission and the City Council at later dates.

The Planning Commission at a breakfast meeting held recently. However, before city officials can get down to any actual planning, they need a relevant list of bike lane priorities from the center. Another factor being considered which is vital to the entire program is financing. According to Richard Miller, city administrator, there is a possibility of recovering some of the money, made available to the city through the new sales tax on gas, for the bike project. The Environmental Center is looking into other means of funding the project.

Anyone willing to participate, formulating and pursuing a bike lane plan is urged to contact the Environmental Center, Tuesday through Saturday from 10 a.m. to 4 p.m., at 544-1777.

The next meeting is scheduled for Wednesday, August 9, at the 773 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 men and bicycle teams line up in quest of prize worth over $400 at the San Luis Obispo Crittum, 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 sanctioned by the Amateur Bicycle League of America (ABLA) and sponsored by the ELO Criterium Cycling Club. The course will be 1.8 miles in length. According to Doug Knox, president of the ELO Criterium and race promoter, the entry fee for Senior A and B class and Junior ABLA entrants will be $2.50. All other ABLA classes will pay a $1.50 entry fee. This includes a $100 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 5 p.m. and riders must sign in one hour before their event.

The Senior A and B class race distance will be 10 laps (18 miles) with the intermediate class race covering five laps (7.5 miles). The Midget and Non-ABLA classes will cover three laps (4.8 miles). All other races (Senior C and Novice, Junior, Women and Veterans) will be eight laps (13 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 in the county," Knox said.

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

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

...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 Transit Authority. The stock and availability of parts are essential in running a dependable, rapid repair shop. Ken McLaughlin, owner of Ken's Bicycle Shop, said, "I like 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 off the 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 Mueller'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's 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.
**Relaxation for all ages**

by RUSSELL ALLEN

Bicycle riders can be seen 
shuffling along the streets of SLO, 
like so many пон腑. It's the perfect 
way to get around town. People of all 
ages and backgrounds can be seen 
pumping away on two small 
pedals of rubber looking like 
they're running from a 
fire.

It is Sunday morning, and 
we're passing through downtown 
on our bicycles. Our destination 
is always unclear, but we are 
headed in a certain direction. 
The feeling of 
pursuing something is all we have on our 
mind. It is a clear blue summer 
day. We can see all of it. We're 
not a part of anything, we're just 
here, doing our own thing around 
us.

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

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

Trips are planned for picnics, 
loot-covering, and just plain 
heathful living. Almost everyone 
experiences similar feelings 
when riding a bicycle with a 
group. It turns our heads back to 
the 1890s when people had 
a much more relaxed life. It is so 
very important today to vent out 
the anxiety that is within us 
from a modern computerized 
society.

Health is the name of the game. 
Compare 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, 
even in a car it is life and under 
stress.

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

What a feeling it is when you 
get off your bike after riding for 
miles. Your body has done 
something for you. Get out of a 
bus after a long trip and you feel 
like a sword that didn't quite fit 
into the can.

Think what good a bicycle does 
for the air. The mere fact you are 
using it for a little errand means 
you didn't have to start a car 
engine twice.

Bicycle riding has become an 
expanding major business. They 
bring guests back into our lives 
without drinking beer.

Bicycle riding is for the old and 
young to enjoy. Money is no 
handicap for the person who 
doesn't want a souped up Italian 
custom hand-made, 10-speed 
racing bicycle. A simple two 
wheel bicycle 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 DAVID CHERRY

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

When examining the statistics on this issue, one has a tendency to become confused. "This bike boom has actually hurt the bicycle sales at a number of stores," J. L. Kallum at San Luis Obispo's Western Auto store disclosed that bike sales at that shop were down 30 to 40 percent from previous years. The new bicycle specialty shops in town had, evidently, caused this decrease in sales. Western Auto's bicycles, ranging in price from $39.95 to $129.95, 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 Kallum, one model, costing around $100.00, was discontinued from the Western Auto store line because could not compete with the bicycles sold in the new shops in the area.

On the other hand, however, a number of stores, Pennyl's, Grant's, and Coast to Coast, for example, have seen 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 "breakout of bike sales" at that store.

Bill Sjostrom, representing the San Luis Obispo Penney's store, said that bicycle sales in his store have increased. When asked whether the new bicycle specialty shops in the town were hurting his business, Sjostrom explained 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." Sjostrom stated.

One is prompted to question why some stores are getting rich off the bike boom and others are actually being hurt by it. It seems to lie in two factors, the price range of the bicycles in the stores and the number of the bicycles sold before the boom hit.
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 legally require the licensing of bicycles, was up for action allowing 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 purity as well as city responsibility in bike riding regulation and only signed by Governor 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 time for consideration also with the extension of the session. Bills providing $20,000 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 490 and 494 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 to be acceptable. The other makes law 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 zones.

Bill SB 38, providing nearly three-quarters of a million dollars in additional funds for bike paths along state highways, will require two roll call votes of approval before going to the governor.

A personal number is often the link to bike recovery.

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.

Registration voluntary
Use caution when riding

by RAY READY

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 Codes, Sec. 21200, any person riding a bicycle on a roadway 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 second stop of the bicycle. The Code mentions that a reflector be equipped on the rear of the bicycle, but does not clarify its distance. 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. Examples 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 wrongdoing 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, but 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 road could easily find himself travelling along a freeway on-ramp, due to poor observation.

Along with the boom in bike sales, deaths and injuries incurred by bike riders increased 47 percent. According to California Highway Patrol statistics, members of the 18 to 34 age bracket were at fault in the majority of such collisions. Although ignorance is not usually considered as a valid excuse, a lack of awareness of bicycle traffic regulations was the common factor in most bicycle accidents, the patrol determined.

Some bikers are unaware of traffic rules they violate.

Safe ride tips

(continued from page 8)
Bicyclists should know about the Coders' provisions for as many lights as the vehicle must be equipped with. There are specifications for a white front light, visible at a distance of 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.

Ride as close to the right hand of the road as is practical.

-Do not transport passengers on the handlebars.
-When carrying groceries or other packages, make certain at least one hand is not prevented from contact with the handle bars at all times.

Bike club travels hills

The year-old bicycle club of San Luis Obispo meets at 7:30 p.m. the first Saturday of every month at San Luis Obispo Junior High School. The 15 members range in age from 8 to 15 years old.

A 30 to 40 mile ride is taken every Sunday to places such as Morro Bay, Lopez Lake, Arroyo Grande, and around the coast. For variation, members put their bicycles in vans and pick-up trucks and take them to different areas to start their rides.

Every month 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 is $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 Stone, 846-8535.

...crates to cranks

(continued from page 8)
Hie only seasonal accessory is the fender. Most 10-speeds come without fenders nowadays and during the winter months many bikers are purchased. The one item that everyone buys once they have finished paying off their bicycle is a fender. This control file on the end of the handle bars and is used to change gears. It is as small as a thumb but costs $10.00.

Another accessory which sells well is a battery operated light that straps onto the riders arm for riding in the dark. Lights and reflectors are the biggest selling safety devices.

It is rare to see a bicycle with a chain or stickier on it and still rarer to see one with an old-fashioned horn that used to be popular. Every now and then one might see an American flag tied on to the rack of a puppy riding in a box tied on the rear.

Shop owners agree that as far as bicyclists are concerned students are not individuals concerning the accessories they buy. Anything truly different is buy. Anything truly different is rare. It may be a推广 of the Catch 22 system.

The primary interest seems to be the codes; However, Kelley's committee, according to Kelley, proposes a subcommittee of SAC in its entirety during the first year. Kelley stated, "We're modeling a process and it's continually updated, if adopted, Kelley proposes a subcommittee of SAC to be set up, entitled "Fact Finder." The purpose of this committee, according to Kelley, would be to "investigate and out..." We're modeling a process and it's continually updated, if adopted, Kelley proposes a subcommittee of SAC to be set up, entitled "Fact Finder." The purpose of this committee, according to Kelley, would be to "investigate and out... " The Highway Patrol has its problems with bicyclists, too, but 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 road could easily find himself travelling along a freeway on-ramp, due to poor observation.
MOZART FESTIVAL

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 Barry Tuckwell the French horn virtuoso or the Los Angeles Wind 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 face 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!” Sven Reher (principal violist) told me during the intermission Saturday night. Mr. Reher 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
VOLLEYBALL

Money main obstacle

Intergalactic 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 more money by being flexible on travel, food and lodging expenses," Baggett said.

Baggett said the idea of an intergalactic volleyball team at this university evolved last year, when interest was shown at a Board of Athletic Control meeting.

"I was a member of the Board of Athletic Control then and I told them at the time that if I was elected, I would do all I could to start a team here," Baggett said.

Assistant football coach, Bobby 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.

Car club meet

There will be an ACM meeting Thursday, August 10, in the Science North building, room 301, at 7:30 p.m.

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