

## Cyclists in D.C. want acceptance

United Press International  
WASHINGTON — Brian Wallace, 32, says he has noticed quite a change since he started commuting five miles a day from his home to his job in downtown Washington five years ago.

Motorists who used to yell "Use the bike path!" or "Get off the road!" simply "Are you crazy?" are shouting down quite a bit," Wallace says.

He makes his trip faster than if he drove and parked.

He says the bike paths are so crowded with recreational cyclists, joggers, pedestrians and dog-walkers that he prefers the roads.

He's had a few minor accidents, but "more from my own carelessness than anything."

Rep. Bob Eckhardt, D-Tex., left his car in Houston when he came to Washington 12 years ago. Eckhardt, who rides his bicycle when he must have his office to go to the floor of the House to vote. His wife also lives on the bike paths.

When the Interstate and Foreign Commerce Committee was drafting an energy bill, Eckhardt found it particularly appropriate that he had a bicycle in the committee room and House floor.

He lives on Capitol Hill and says, "I can run home and get lunch and back here in five minutes to make a vote. Couldn't do it with a car."

But he's fallen victim to the bike's plague — theft.

His three-speeder, though painted, was stolen from in front of his house. He bought a used 10-speeder at a police auction of unclaimed bikes. Then two wheels were stolen, one at a time.

Even a bigger obstacle to bicycle commuting is the problem of sharing the same road with cars, says Dan Burden, executive director of the non-profit Bicycle Federation.

Separate, parallel trails for bikes are impractical as a general solution. "Bikeways aren't working because they don't go where bicyclists need to go," Burden says.

Bridges, with no shoulder or curb lane, are another obstacle. Often bikes are barred from toll bridges.

Burden says cyclists and motorists must learn to accommodate each other. Cyclists must learn to obey the rules of the road, he says, and motorists must learn to respect the bicycle's right to be there.

"In Europe, the motorcar and the bike grew up together and they get along splendidly," he says. "I suspect that will be the case in this country in another decade or so."

Burden, 35, and his wife lived for seven years in Missoula, Mont., without a car and figure they saved \$14,000.

They once pedaled from Alaska to Guatemala. In 1976, Burden organized a "Bike centennial" tour in which 4,600 cyclists pedaled across America.

Burden says high on cyclists' lists of what they want are parking facilities and a place at work to shower. But what they want most, he says, is "acceptance."

Congress is about to provide for the improvement of roads, shoulders and traffic control devices to make bike-car road sharing more acceptable.

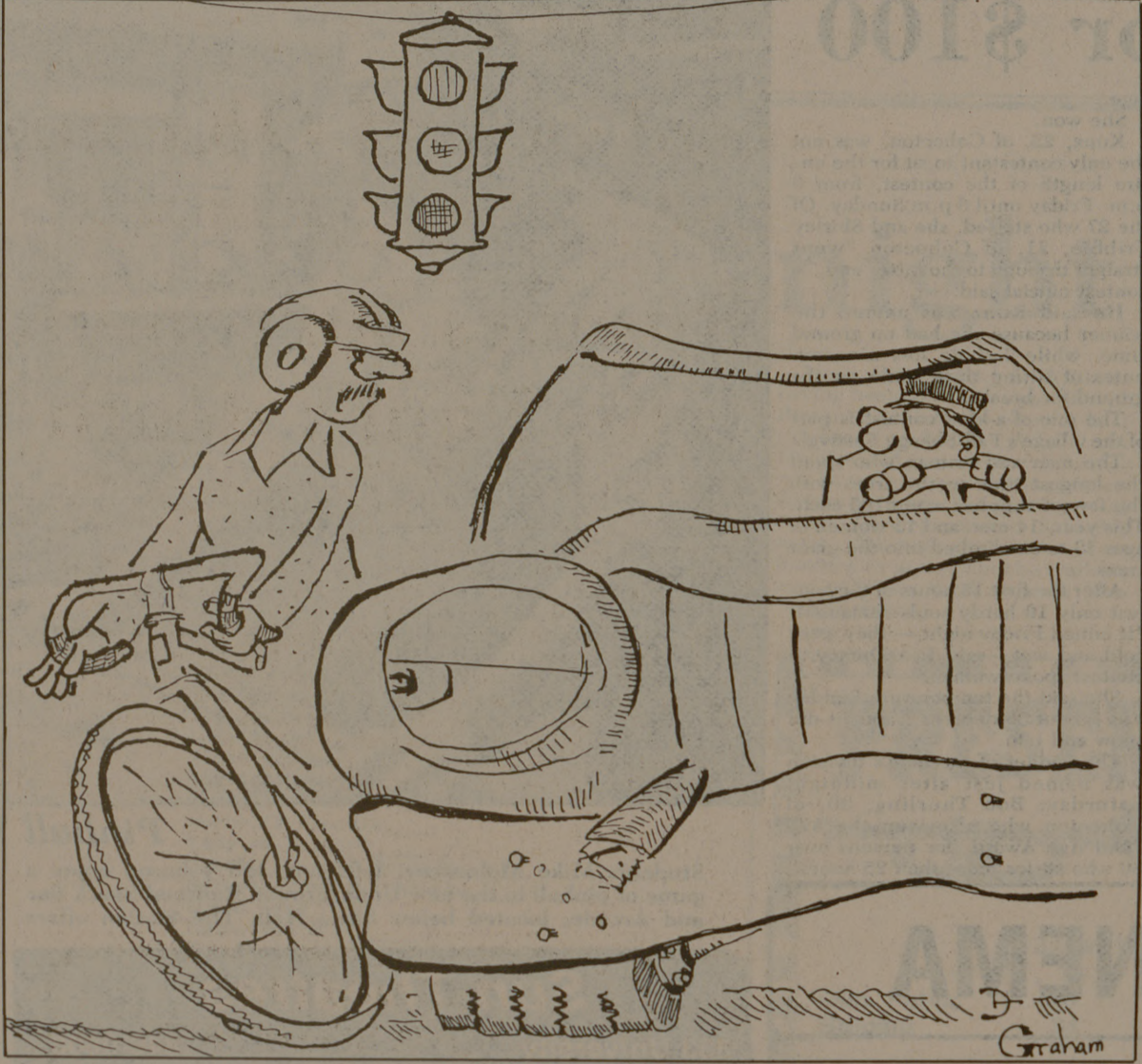
A House bill earmarks \$25 million a year for two years and the Senate \$20 million in highway trust funds for those purposes. Approval of a compromise figure is expected before Congress adjourns this fall.

Previously, states could use federal highway funds for bike projects — but bikes had to compete with other demands and generally lost out. The new bills earmark funds for bicycles and no other purpose.

Tucked into President Carter's controversial energy bill is a provision instructing Transportation Secretary Brock Adams to conduct a study of the bicycle's energy conservation potential and of ways to overcome "institutional, legal, physical and personal obstacles to increased bicycle use."

Sen. John Heinz, R-Pa., told the Senate, "Should the study be as positive as I think it will be, you can be sure I and others will be back here next year seeking funding of a bicycle program."

Bicycling will never save huge



amounts of gasoline, but, Heinz said, experts recognize that energy is saved only through "a series of small steps, each of marginal significance when viewed singly."

Rep. George E. Brown, D-Calif., said a 1974 study estimated that 827 million gallons of gasoline would be saved annually if 6 percent of auto trips of under six miles were taken by bicycle.

Helping draft the bill was congressional staffer Katherine Cudlipp, who commutes to the Capitol by bike.

## Two-way market promoted

## Yugoslavs seek U.S. trade

United Press International  
BELGRADE — The United States and Communist Yugoslavia are pushing to improve trade levels and economic cooperation.

In a way it's an investment in the future on both sides. Or even call it insurance.

Yugoslavia, whose number one individual trading partner is the Soviet Union, is looking for new markets so as not to become overly reliant on the East bloc for its economic needs in case economic dependence could be used as a pressure point in the future, diplomats say.

The United States, always ready for new markets, also is interested in reaching third markets through joint ventures with the Yugoslavs.

Trade between the two countries has shown a nearly threefold increase since 1970 to a total around \$700 million last year, with \$1 billion in trade expected this year.

Moreover, the trade is more or less balanced, in sharp contrast with Yugoslavia's massive \$2.4 billion deficit with the Common Market countries in 1977.

The United States ranks number four — behind the Soviet Union, West Germany and Italy — among Belgrade's individual trading partners. But, as one U.S. source said, "it's a long way from one to four."

At last year's meeting between

clothes, leather and shoes and mechanical tools and parts.

American sources say there is a psychological block to be overcome on both sides.

In the U.S. there is a lot of ignorance about Yugoslavia, with its decentralized Communist rule and system of "self management." Although the country is classified by the Department of Commerce as a Western European country.

On the Yugoslav side, American sources said, there is almost a fear of getting too deeply involved in the huge and extremely competitive American market. They are concerned, for example, whether Yugoslav companies could compete as to quantity and price as well as quality.

U.S. Ambassador Lawrence Eagleburger sees the key to expanding American business in Yugoslavia as increased Yugoslav exports to the United States and said the new American business center will be used to promote two-way trade.

"I'm personally convinced if we want to sell more to Yugoslavia we have got to buy more from Yugoslavia," he said.

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## Fiddlin' around keeps her young

United Press International  
YANKTON, S.D. — Lala Gerkins, the 81-year-old "Grand Old Lady of the Mountains from West Virginia," kept the audience stomping Sunday as guest performer at the South Dakota and Open Oldtime Fiddlers' Contest.

For 73 years, Gerkins has stroked and plucked tunes from the fiddle her grandfather taught her to play. "When I was 12 and he was 72, we played on each other's birthday," she said. "The one whose birthday it was had to tap dance."

At 15, she played mood music for silent films — "The Volga Boatman was a good one for jungle pictures" — and later performed at dance halls. "I liked the dance halls because the ones I played at didn't sell liquor."

Gerkins, who doesn't read music, said she has competed in countless fiddle contests and "never finished anything but first." The reason, she said, is performing tunes nobody else will touch.

Her favorites are "Bing Crosby, Southern bluegrass and symphony."

"I hate country western music. There just isn't anything to it."

Gerkins stands about 5 feet, 5 inches and weighs a bit more than 100 pounds. She wears flowered print dresses and has cocoa-colored hair.

"My hair don't get gray, it just gets faded," she said. "I never dyed my hair. I'm not trying to hide my age because I want to get older."

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