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Protesters mark Warped anniversary

SAN FRANCISCO (AP) — A march through downtown Monday marked the first anniversary of a vigil that began when AIDS patients and supporters chained themselves to the door of the Old Federal Building in a demand for more federal money to fight the lethal disease.

of AIDS vigil

The march ended at the bedraggled tent city where, for the past year, the protesters have endured rain and winter cold, physical attacks and verbal insults, a lack of toilets and showers and the vagaries of public opinion. One of them, 38-year-old Jay Young, died of acquired immune deficiency syndrome in

"It's been tough, but we've managed," said Bonnie McDonald, a grandmother who has lived at the tent city with her husband since

"We've evolved into, I think, something pretty good," she said. "We've continued to do what we can be "be to recorde."

do, which is to reach out to people."
About 30 people are volunteers at the vigil site on a strip of grass in a plaza beside the federal building. About 15 people, including about a dozen who have AIDS or AIDS-related complex, live in the four tents all or part of the time.

One of them is AIDS victim Jan Beck, who joined the vigil on its third day. The former stage and film actor acts as political coordinator and has lobbied in Sacramento even though confined to a wheelchair.

"I've done about the only thing a retired actor can do and that's go into politics," he joked.

Beck, 40, had been diagnosed as having AIDS-related complex when he joined the vigil. Last December, he went into convulsions in one of the tents, suffering a stroke that crippled his legs. While he was in the hospital, he was diagnosed as having AIDS, and his doctors gave him 60 days to live.

"Every day past 60 days is a vic-ry," he said. "I consider myself an AIDS victor, not an AIDS victim. You can't have it both ways. You can't be busy living and busy dying at

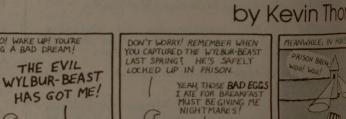






Waldo

AAIEEE!





Mudslinging

(Continued from page 1)

referring to Democratic candidate Edward Garvey, said Nader's com-ments "show Mr. Garvey is sinking to a new low." A Garvey spokesman said the candidate hadn't known what Nader was going to say. Kasten has said of his Dec. 12 arrest in Weeklington. "I made a mixture and Washington, "I made a mistake and

washington, "I made a mistake and it's not going to happen again."

• In Illinois, a spokesman for Democratic challenger Adlai Stevenson accused GOP Gov. James Thompson of being "close with unsavory elements in labor" because he had accepted a \$10,000 contribution from the Hotel and Restaurant Em-ployees Union, which the President's Commission on Organized Crimes has linked to racketeering.

In California, Democratic Sen.

Alan Cranston said the moderate image of his opponent, Republican Rep. Ed Zschau, is based on "political expediency, flip-flops and a lack of conviction.

For his part, Zschau used tele-vision commercials to accuse Cranston of voting against anti-ter-rorism legislation — with film of inrorism legislation — with film of international terrorists in the background. And he accused Cranston of voting against or failing to vote on anti-drug legislation, parodying anti-drug public service commercials to warn of the dangers of "crack, cocaine and Cranston."

• In Louisiana's 8th Congressional District, Republican candidate Clyde Holloway said he had not spread stories about the past life of his opponent, Faye Williams, who is the first black woman to seek the

seat. But after a local Alexandria, La., Tow which her estranged a man the husband lover, Holloway said district deserved to kn

ch stre hot, Wi I think the fact that is a blatant attempt campaign in a nega
• In Colorado's

television commen cratic Rep. Tim Wir up an . He sa haired woman wavi Congressional Reo plaining to unseen didate Ken Krame

Motorcycles

(Continued from page 1)

cars to the recent all-terrain vehicle craze, the emphasis of the public's demand has been in the direction of fast machines

Pazzaglia said that while a fad usually passes on its own, the high price of the cafe-racers and the virtual stranglehold the insurance industry has put on this category of motorcycle will end its popularity. Fisher agrees. He said that motor-

cycle manufacturers have been absorbing the high costs of rapid technological change and, in doing so, have created a problem for the in-surance companies to deal with after a cyclist has an accident.

He said insurance costs will continue to rise because of the exorbitant cost of repair.

Adami illustrated this fact. He said the Fiberglas fairing on his \$4,500 motorcycle was recently stolen. The cost to replace this relatively insignificant piece of equip-ment was \$1,600. Abbott, however, isn't concerned

about the equipment.

He said the motorcycle industry

must be convinced that the models they are making are "death machines" and will, in the long run, cause more harm to the industry than the

immediate profits are worth.

Fisher sees the possible harm to the industry as real and is concerned that harm to the motorcycle industry as a whole will have an adverse effect on his business

Both Suzuki and Honda of America refused to comment on their stances concerning either the safety of their super-sport cycles or the role of the manufacturer in consumer awareness of the cycles' danger.

Fisher emphasizes that some re-sponsibility for the safety of the cy-clist lies with the dealer. He says the dealer should sell people a motorcy-cle they can handle and strongly encourages drivers to learn how to op-erate their high-powered machines. He pointed out that the College Station Community Education Association offers a rider safety course.

However, he said his customers, for the most part, ignore his mes-

Fisher estimates that 75 percent of the people to whom he has sold moeven read their owners' manual.

Abbott's concern is in a somewhat different direction and is illustrated by a few statistics.

The Yamaha V-Max has more horsepower — 145 — than does a Volkswagen or many other small automobiles

At 70 mph an ordinary motorcy-cle keeps about one-quarter inch of back tire on the road. For a caferacer in the hands of an unexpe rienced cyclist, this figure — which becomes rapidly smaller at high speeds — causes many problems, Abbott said.

At a rapid rate of speed a flat-tened beer can or a leaf becomes a hazard; a hazard only a mature, ex-

perienced cyclist would look for or be able to handle, he said. However, if statistics are taken at face value, the cafe-racer seems to be

earning high marks for safety. earning high marks for safety.

The number of cyclists killed has decreased significantly since 1981, 414 cyclists died in Texas. In 1985 that total was 362 — a drop of 14 percent. The number of injured cyclists dropped 7 percent in the same

But what these numbers don't show is the manner in which these accidents occurred, Abbott said.

Abbott said a new trend has devel-oped in motorcycle crashes with the

advent of the super-sport bike — the single vehicle accident usually caused by driver error. He said that in a study done in the late 1970s, 25 percent of all cycle ac

cidents were single vehicle accidents. That figure is now placed at up-wards of 50 percent; including half of all fatalities, Abbott said. These statistics all point toward

river inexperience, he said.
Finding the solution is not quite as clear as defining the problem.
Pazzaglia's solution is federal legislation that would ensure that cyclists are well-educated and experi

enced before they're able purchase certain sizes of cycles, a system he said West Germany uses. Abbott's solution is to have the motorcycle industry stop building

cycles "too fast for anyone to handle

College Station also has been af-

fected by the cafe-ration, yet the statistical

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Chief Elmer S University Police Dep s a pui in priso

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