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## Protesters mark anniversary of AIDS vigil

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.

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 February.

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

"We've evolved into, I think, something pretty good," she said. "We've continued to do what we can 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 victory," 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 the same time."

## 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 motorcycle manufacturers have been absorbing the high costs of rapid technological change and, in doing so, have created a problem for the insurance 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 Fiberglass fairing on his \$4,500 motorcycle was recently stolen. The cost to replace this relatively insignificant piece of equipment 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.

## Warped



by Scott McCulloch

## Waldo



by Kevin Thomas

## Mudslinging

(Continued from page 1)

referring to Democratic candidate Edward Garvey, said Nader's comments "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 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 Employees 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 television commercials to accuse Cranston of voting against anti-terrorism 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 newspaper, Alexandria, La., Town Talk, ran an account of a 1971 motorcycle accident which he estranged business partner, Holloway said he had not removed the second district deserved to know the bicycle victim.

State Democratic Party Chairman Jim Brady said, "She was the church street victim of a very horrible drive-by shooting. I think the fact that it comes as a surprise is a blatant attempt to distract the second campaign in a negative way."

In Colorado's Senate race, the television commercial for the Democratic candidate, Tim Wirth, showed a woman waving a copy of the Congressional Record at an opponent, claiming to be a Republican. "I didn't hide Ken Kramer," Wirth said, but I proves you voted twice in a blow-down election."

performed 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.

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 period.

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

Abbott said a new trend has developed 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 accidents were single vehicle accidents. That figure is now placed at upwards of 50 percent; including half of all fatalities, Abbott said.

These statistics all point toward driver 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 experienced before they're able to 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 or enjoy."

College Station also has been af-

ected by the cafe-racer craze. The student non, yet the statistical effect is minimal.

Bishop said, "There are many motorcycle-related accidents reported in College Station referred other cities the same size, while the Pazzaglia said while the accident is to be as many local injury accidents, this time, quite a few single-vehicle accidents are doing damage to their machines."

Chief Elmer Schneider of the University Police Department said the low speed limits on campus are a count for the relatively low number of accidents.

Thirty-three accidents were reported on campus from September through August 1986. He said that represents a 39 percent increase over last year.

Although College Station has had many accidents, he said that until the motorcycle industry acts on the problem, a large young male population and money is a time bomb waiting to go off.

Yamaha's colorful brochure for the 1200cc V-Max sums up the appeal of people like Abbott and Pazzaglia about:

"Not the kind of power you get from a geared, tuned and treated 1200cc V-Max sums up the appeal of people like Abbott and Pazzaglia about: the cravings of the street, the thrill of a tearing canyon cruise."

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