CAMPUS TIMES

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Sagehens shut out Leopards



Emmah Obradovich

"They're the team to beat," said senior Jessica Baker following an energetic game in a match against Pomona-Pitzer at the Nancy Blickenstaff Tennis Pavillion. Baker and her doubles partner, junior Francesca Chiaromonte, lost to the Sagehens, 8-2, on April 6. Unfortunately, the Leopards also lost their eight other matches against Pomona-Pitzer that day. The team's next match will be with Caltech at home tomorrow at 9:30 a.m.

ULV debate team wins nationals

La Verne claims first victory

Ginny Ceballos
Staff Writer

The University of La Verne debate team came out victorious for the first time in the United States National Championships on Sunday.

In previous years, ULV would make it into the semi-finals but could never take the title home, something that became referred to as the "semi-finalist curse."

However, the team, made up of Rob Ruiz and Josh Martin, was able to break the curse and bring glory to La Verne.

"I'm very proud of both Rob and Josh and the whole team that have represented the University," ULV debate coach Ian Lising said. "It's always a pleasure to see them grow and to succeed."

"People have seen Rob and Josh before and they know what they are capable of," Lising said. "They know that they are a team to be feared."

Ruiz, a senior political science major, and Martin, a senior speech communications major, spent many hours preparing for this competition.

"Josh and I studied so much and we read so much that we were ready for anything," Ruiz said.

Even though they were confident, it was impossible to know whether or not they would be able to win and Lising is still trying to take it all in.

The competition was held on Saturday and Sunday at the Claremont Colleges with six preliminary rounds, one semifinalist round and of course the final round.

Seventeen universities were in attendance from all over the United States and Canada. Making the final round along with ULV was Portland State University, Loyola Marymount University and Alberta/Calgary.

The final debate was about whether the United Nations should outlaw private militias. ULV debated against it.

The finalists were given 15 minutes to prepare for the competition which is why competitors must study and understand all issues to easily retrieve and be able to use the information.

La Verne sent seven teams to Nationals because of its proximity to the university. The debate teams compete in seven international tournaments but usually sends only a few if not only one team to tournaments because of the distance and the inability to pay for all of the costs.

Lising selects the teams that are able to compete based on their ability and dedication. He also picks teams who work well together and have good chemistry.

The ULV debate team is made up of 72 students and practice is held every Tuesday, Thursday and Friday.

Simulated tournaments are held to practice, find out weaknesses and to see which two people make the best partners.

The next major competition will be the World Championships that will take place in December in Thailand. Martin and Ruiz will most likely be partners and are both looking forward to competing with each other.

Lising cannot predict how well the team will do next year because he says debating is like no other activity. "There is no guarantee," Lising said.

He said that one year a team can have a fantastic show and the next year come in last.

In 2000, the ULV debate team was a World Championships finalist losing to Harvard. They are currently ranked 21st out of 429 universities worldwide.

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From pollution to power

Machine turns dung to energy

Madison Steff
Staff Writer



Eight California dairies have taken the phrase "one man's trash is another man's treasure" to a whole new level by capturing methane gas from manure and turning it into energy and fuel.

These dairies are producing much more than milk and cheese these days; they are producing a new form of renewable energy as an attempt to eliminate manure pollution problems.

"It is a certainly valuable source that needs to be developed more so we can quit depending on fossil fuels," Eddie Imsand, owner of Medowbrook Dairy in El Mirage, said.

Many dairies that produce manure power harvest the manure daily and let it sit in a digester tank, similar to a large crock-pot, for 20 to 28 days.

The gas produced creates energy, which is utilized on the farm first to run engines and power turbines.

The remaining gas is then sold to a company who will redistribute the power to customers.

The liquid from the mixture is combined with fresh water and used to irrigate crops while the leftover solids are removed.

Other dairies will directly send purified methane to electricity providers rather than generating electricity on the

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Student shortage spurs budget cuts

Sher Porter
Staff Writer

Unexpectedly low enrollment numbers caused budget constraints for the 2006-2007 academic year.

The University enrolled 1,685 students for fall 2006, which contributed to an 8 percent budget shortfall based on projected tuition revenues.

All told the low-than-expected enrollment in off-campus programs led to a $4.4 million revenue shortfall.

This year's the resulting belt-tightening will last until June 30, which is the end of the fiscal year.

"If we're not bringing in what is anticipated, we have to make revenue match expenditures," ULV President Stephen Morgan said.

La Verne's tuition budget is based on the projected number of enrollments for the year.

According to Vice President of Enrollment Management Homa Shabahang, the "optimism" of the projection of incoming students for this year was the main problem.

"It's a complex balancing act," Morgan added.

To end the year in good shape, expenses must be examined carefully.

The senior manager of each department will evaluate the expenses to see what is necessary.

Belt-tightening has included not filling staff vacancies unless the position is vital.

"We're not taking money from the departments, we're just asking them to curtail their expenditures," associate vice president and treasurer Avo Kechichian said.

Although Morgan said that the constraints will try to be spread evenly throughout the departments, Kechichian said that the constraints mostly affect administration.

"We do not want to impact the education as it is delivered to the students," Kechichian said.

Institutional aid and $1.8 million in contingency savings are helping to make up for the shortfall.

The increase in tuition for the upcoming year will help, but that money will be used to keep the university running.

Competition from other schools for students at the five regional centers – in Victorville, Bakersfield, San Luis Obispo, Orange County and Ventura – are also reasons for why enrollment was low for off-campus centers.

New strategies are being implemented to increase those numbers and the numbers of traditional undergraduates.

"It's becoming a much more competitive market than it used to be," Morgan said.

In a survey of 20,000 possible prospective students for 2007, 670 replied saying that they preferred to be contacted through telephone and email.

Prospective students will be contacted this way and less often through mail.

The Web site will be redesigned with the help of a new associate director for Web and electronic marketing that has not been hired yet.

New publications will also be created.

"We don't want to be kept a secret," Dean of Admissions Chris Krzak said.

A new strategy called the "Involved" campaign was launched mid-March to increase the number of traditional undergraduates.

It includes new personalized brochures for high school juniors created to fit each person's interests, a 10-minute video featured on the university's new Web site that follows around three ULV students for one day, and brochures for parents to allow them to be involved in their child's decision.

The campaign allows prospective students to see the campus and gain a personal connection with the campus.

"The whole point of this campaign is to show how much a community ULV is," Shabahang said.

Other changes include the addition of a centralized admissions office and enrollment office.

A new chief marketing officer, Frederick Chyr, was hired and more in-depth marketing and research is being done to know how to better recruit.

"It's a beautifully rich campus that needs to be marketed well," Shabahang said.

The number of traditional undergraduates accepted and admitted this year is higher than it was at this time last year.

However, administrators will not know the number of off-campus students admitted until mid-summer, though interest is reportedly high.

Enrollment for off-campus programs has been decreasing for the last four to five years.

The new marketing strategy has not been created for off-campus programs, but it will begin soon.

"I'm confident that we will meet our targets for next year, the following year," Morgan said. "We'll see enrollment growth."

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Correction

A story, "ULV takes over Boomers," which ran on page 6 of the March 23 Campus Times, erroneously referred to Sam Toia instead of Sam Dauz.

Pollution...

Continued from page 1

farm.

It is estimated that the manure produced by five to 10 cows, depending on their size, will power one household and three collective dairies will produce enough electricity to power 373 homes.

This newfound form of renewable energy is not just limited to cow manure.

"Any organic matter with the right bacteria can be used," Robert Van Ommering, part owner of Van Ommering Dairy in Lakeside, said.

Several different types of fecal matter can be used to create energy and fuel, but collectors need to be extra cautious in order to prevent disease that could possibly be spread through the process.

Pending state legislation will target California's greenhouse gas emissions and require everyone to conserve. The law calls for many industries, including dairies, to substantially reduce greenhouse gas emissions by the year 2020.

This and other state and federal requirements should motivate electricity providers to find replacements – such as this one – for fossil fuels.

"Our field is going to be looked at more and more," Imsand said.

Manure and solar power will be perfect candidates to slowly integrate and start replacing fossil fuels.

"The process of turning cow manure into energy and fuel protects three resources; water, air quality and electricity," Imsand said.

Water from the wet manure is used to irrigate crops on the farm, while it is estimated that 60 percent of manure is collected daily on farms that produce manure power.

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LV comm. students win honors

Several University of La Verne journalism and broadcast students recently were honored with prestigious national and international awards.

Staff writers, editors and photographers from the Campus Time and La Verne Magazine won Gold Circle Awards from the Columbia Scholastic Press Association, one of the nation's oldest and largest scholastic press organizations, which is based at Columbia University in New York.

Winners for Campus Times include:

• Yelena Ovcharenko: Two Certificates of Merit for Feature Page Design

• Nila Priyambodo: Two Certificates of Merit for Personal Opinion and News/Feature Story

• Kelly Rivas: Three Certificates of Merit for photo layout; and Second Place for Sports Photography, Portfolio of Work

Winners for La Verne Magazine include:

• Jessica and Kady Bell: Certificate of Merit for Non-Fiction Article or Interview

• Nicole Knight: Certificate of Merit in Non-Fiction Article or Interview; and Third Place for Non-Fiction Article or Interview

• Adam Omernik: Certificate of Merit for Single Illustration Not Based on Photographic Material

• Reina Santa Cruz: Certificate of Merit for Magazine Color Photographs "front Cover"

On the broadcast side, Louis Arreola and Yesel Manrique were awarded a silver statue by the Tellys for their May 2006 senior project, "Eh Day," a sketch-comedy program.

The Tellys honor video and film work from around the world. The latest competition had more than 13,000 entries

-Alexandra Lozano

WEB EXCLUSIVES



The Campus Times Online Edition is updated with new stories every Monday and Wednesday evening.

Log on to ***www.ulv.edu/campustimes*** *for current stories.*

Posted 4/11/07

•A twilight cruise back into the past

The Twilight Cruise, an auto show hosted by the Cal-Rods Car Club, was held on April 4, giving classic car lovers a chance to boast and meet fellow fans.

Posted 4/9/07

•Festival offers Easter extravaganza

Children gathered at the annual San Dimas Family Festival Easter Egg Hunt for candy-filled eggs and springtime crafts.

•New Blog: Peer into the soul of a Russian. Visit Yelena Ovcharenko's blog on religion to learn about underground churches, communism, the KGB and current government policies in Russia.

Gore will send a worldwide 'SOS'

Jessica Bell
Arts Editor
Kady Bell
Web Editor

Former Vice President Al Gore sent an SOS to the world and July 7, 2007, will mark the day many big-name rockers, actresses and actors finally heed his call, joining hands and triggering a global movement to "save our selves" and a climate in crisis.

SOS or Save Our Selves, a "campaign for a climate in crisis" and the worldwide indicator for distress, is meant to alert the nation to the pending dangers of global warming, if Gore's Academy Award-winning documentary "An Inconvenient Truth" has not already done the trick.

The SOS promotion was founded by Kevin Wall, the creator of 2005's Live 8, and is being produced by his company Control Room.

The 24-hour Live Earth concert series will span seven continents and is expected to draw a crowd of more than one million.

At least 150 artists will headline the event and all proceeds will structure a foundation of continued large-scale effort against the climate crisis led by the Alliance for Climate Protection, an organization that Gore chairs.

The MSN network quickly linked itself with Gore, providing sponsorship to ensure an average of 2 billion viewers via Internet. Partnerships with NBC-Universal, SIRIUS and XM and the BBC, as well as media providers in Japan will also ensure worldwide viewership through television and radio, as Gore has said only drastic measures and grand participation will result in change.

Concerts will be held in stadiums across seven continents; as of now, known host cities include Shanghai, Sydney, Johannesburg, London, Rio and Kyoto, Japan.

A U.S. location has yet to be determined, but both New York and Washington are in the running. An unnamed performer is also scheduled to be the first to rock Antarctica.

A countdown on the campaign's Web site keeps time; ticking away the number of days, minutes and seconds until the events of 7/7/07 unfold, perhaps spurring a revolution in sustainability. Among the artists and bands scheduled to perform are the Black Eyed Peas, the Red Hot Chili Peppers, Snow Patrol, Bon Jovi, Foo Fighters, Duran Duran, Lenny Kravitz, Mana, Snoop Dogg, Faith Hill with Tim McGraw, Pharrell, Paulo Nutini, Sheryl Crow, AFI, Melissa Etheridge, John Mayer, Damian Rice, Ray LaMontagne, Corinne Bailey Rae, John Legend, Akon, Enrique Iglesias, Fall Out Boy, Keane, Kelly Clarkson, Korn, Prince, Oasis, Wolf Mother, Roger Waters, Stereophonics and Bloc Party.

The Police, U2 (no campaign is complete without Bono at the forefront) and many other bands are also rumored to take part in this landmark event, though contract obligations and/or scheduling conflicts have prevented confirmation.

Live Earth will not only implement a course of environmental action but will also enforce green methodologies following a Green Event Standard, which was organized in affiliation with the U.S. Green Building Council to develop LEED-approval.

The Green Team, a group of designers and engineers led by John Picard, will ensure each venue meets environmentally friendly standards, using energy efficiency technologies and other means of sustainability.

Based on this example, all carbon neutral concerts and live events will follow the Green Event Standard in the future.

SOS was designed to provide the resources necessary for prevention, inviting the world to unite in a global effort to instigate awareness and action.

As Gore says on the campaign's Web site "Only we can Save Our Selves from our climate crisis. And we must."

For more information on Live Earth or to become involved in the SOS campaign visit **www.liveearth.msn.com** or **www.saveourselves.com**.

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Local running store is headed by athletes

Katherine Hillier
Managing Editor

The corporate world was just not cut out for Rod Crowell.

He knew that something was missing in his work life and he needed a change.

One day he decided to make a list of all the business ideas he could think of doing.

He always wanted to own his own business and this was his chance.

Finally he could make all his own business choices.

He had been tired. He had been tired of questioning corporate business decisions that just didn't make sense in his engineering work.

So, he made a list. He found that, of all the small business options that he could pursue, opening a running store would be fulfilling for him both mentally and economically.

"I'm a recreational runner," Crowell said. "I'm not super talented, but I've always liked running."

And so he opened Top Speed Running, a small store where professional runners help customers with all their running needs.

Located on Foothill Boulevard in La Verne, Top Speed Running brings back the fun and technical support every runner needs to have a successful and painless running experience.

"What we do is unique in a lot of ways," Rob Lander, the manager of Top Speed Running said. "Kinesiology is the study of human movement and that's kind of what we do here. We analyze peoples' gate which is really important when choosing the right (running) shoe for them."

The store is completely staffed by runners including the owner Crowell, as well as the manager Lander whose background lies in kinesiology, therefore further enabling him to assist clientele with their physical exercise needs.

From running shoes to running clothing and accessories, Top Speed has taken the competition by storm in simply supplying its customers with the information and equipment they need to succeed.

"We make sure people get the right shoe and the right size," Crowell said. "We take out a pair of shoes and watch you run in them."

And with five experienced runners on staff, it's no surprise that runners choose to come to them rather than other big box retailers.

This is the start of their 5th year of business and as far as customers go, they haven't lost one yet.

They stay ahead of the game by simply providing as much information to their customers as possible.

"We get a lot of people who don't run very much, but would like to start," Crowell said. "We give you personal service; we watch you run on the treadmill and we watch to see what your mechanics are. We match the right shoes for the right person."

This is what makes Top Speed standout from other, much larger stores; it's their personal assistance to each and every foot that runs through their door.

"Sometimes a lot of people will talk about your arch type," Crowell said. "But that's only half of it, you really have to watch someone run to see what shoe would be best for them."

In terms of expansion, Top Speed tends to focus on expansion of quality rather than quantity; they would rather provide the best products possible for their customers rather than buying up new locations.

"We're always looking for ways to grow," Crowell said. "Right now we're bringing in more products and we've just added our fifth employee."

Being a small business, one of their greatest challenges is finding new customers. They do a lot of advertising, but sometimes it's just hard to get noticed.

"The challenge is always having people find us," Crowell said.

Even so, Top Speed still manages to have a healthy range of clientele and with such a great reputation among its current customers, the magical success of "word of mouth" plays a big role for their customer base.

"My sister was the one who told me about this store," Joyce Tucker, a retiree from the Claremont Unified School District, said. "We go to the same foot doctor, so it's all word of mouth."

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Bonita to get plastic grass

Alexandra Lozano
News Editor

Students at Bonita High School will have a new synthetic turf at Glenn Davis Stadium by the first football game of the fall season.

The La Verne City Council voted 4-1 to pass a construction agreement between the Bonita Unified School District and the city of La Verne on March 5.

Funding for the project will be provided by grants and the Park Development Funds.

The total amount of funds needed for the project is estimated at more than $1 million.

"(I'm) just concerned that if we spend all our money, we won't be able to light other parks," city council member Steven Johnson said.

"My response is, if you're going to undertake large scale projects, it requires an all-out commitment of funds," Eric Podley, athletic director at Bonita High School, said.

Podley notes that the city has a history of using all its funding for other equally large scale projects: the Swimming complex with the University of La Verne, the skate park and the sports complex.

"All these programs have turned out to be successful and extremely well used," Podley said.

The city has noted that they periodically make huge expenditures on other facilities such as the skate park.

"It's my belief that this turf field will return similar investments to city and community," Podley said.

City manager Martin Lomeli was also concerned how this field would benefit other facilities.

Some city council members were still unsure that the benefits of the new synthetic turf will

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ULV alumna dies

Around 40 University of La Verne community members gathered at The Rock Wednesday to remember ULV alumna Candace Green, who died April 1 in a swimming accident.

Attendees at the somber event held candles and shared stories of Green.

She will be remembered for her smile and her ability to make others laugh, they said.

Green, who suffered a head injury in a Tukwila, Wash. pool, had been taking swimming lessons to prepare for her upcoming honeymoon in Mexico.

She had apparently been practicing underwater maneuvers in the deep end, when a nearby swimmer noticed her struggling.

By the time she was brought up to the surface, she was not responsive.

She was pronounced dead later that day at Seattle's Harborview Medical Center.

Because three lifeguards were apparently on duty at the time and since Green was considered a novice swimmer, an investigation has been initiated by the Tukwila Police Department.

Candice Nichelle Green was born on July 4, 1980, in Albuquerque, N.M.

Her parents, Geneva and Benjamin T. Green Jr., raised Candice in Tacoma, Wash.

She later attended the University of La Verne, where she earned a bachelor's of science degree in chemistry with a biology minor in 2001.

In addition to her studies at ULV, she was a member of the sorority Phi Sigma Sigma**.**

Green is survived by her parents, Benjamin Thomas and Geneva Green, and her fiancé, Jason Mackey.

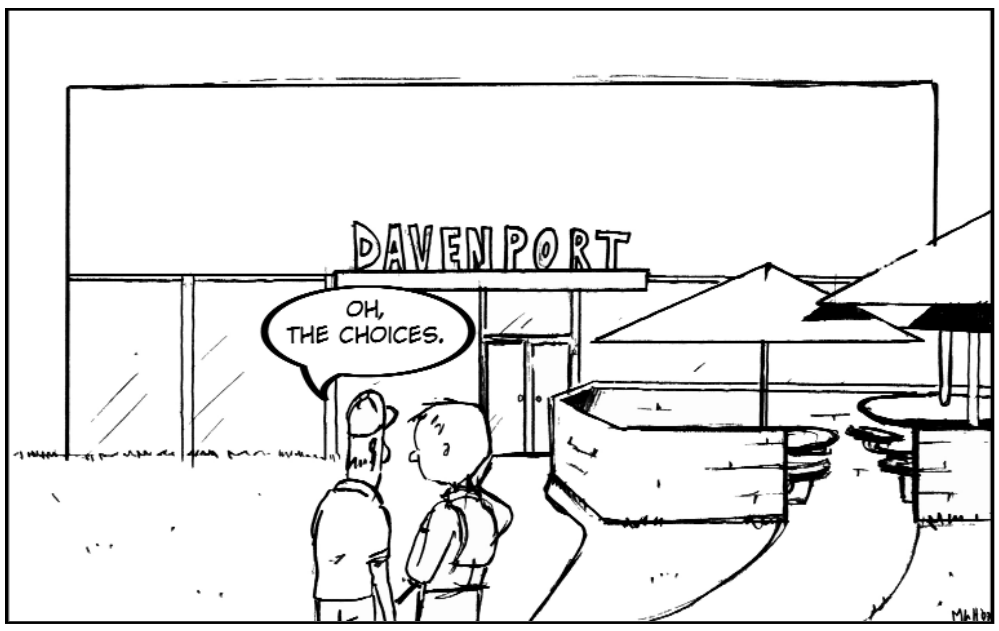
Funeral services were held on April 7 in Washington

A fund in her name has been set up by Weyerhaeuser, the international forest products company for which she worked.

If you would like to donate to the fund please contact Cori Padilla at **padillac@ulv.edu**.

—Allison Farole

Culinary options at ULV skewered



Once again Sodexho and Davenport have let down the students of the University of La Verne. The Leo Spot, the small café located next to the University bookstore has been relocated to inside Davenport Dining Hall. Yes, that is correct, it has been relocated to inside our cafeteria because it makes total sense. Excuse the sarcasm, but now instead of selling smoothies, coffee, sandwiches and salads in another location as another option to students, the decision has been made to sell these items in a place you could already get them, with the exception of the smoothies.

We understand the rationality in moving the Leo Spot to inside Davenport. It will save money and maybe get a tad bit more foot traffic, but in reality isn't it taking away from what the students want and need?

The point of having the Leo Spot was to offer the students, faculty and staff another option besides Davenport. For the on campus students who eat in Davenport two to three meals a day sometimes you just need a change of scenery. Or when students are on the go and they don't have time to stand around at Davenport it was nice to be able to go to the Leo Spot and grab a sandwich and be on your way.

Sorry La Verne, the days of the quiet and quick Leo Spot visits are over. But lucky for us they are now open for " extended" hours. The Davenport version of the Leo Spot is open from 1-7 p.m. We are unsure if the managers of the Leo Spot understand the meaning of extended because the old Leo Spot was open from 8 a.m. to 4 p.m. Monday through Thursday and 8 a.m. to 2 p.m. on Fridays.

We write better than we do math, but we are sure the Leo Spot was open longer at its former location.

The new location also has a more limited menu; no longer can you order a latte because there is no room for the machine in Davenport. Maybe that is the reason for the afternoon hours because most people don't need their coffee at 1 p.m.

As place of higher learning you would think that whoever is in charge would understand what the students are looking for. No wonder students did not make the effort to walk to the bookstore to get their coffee when Circle K is much closer.

You have to create an atmosphere that students want to be a part of in order to get their business. We need a place to go that is relaxing, and fun to hang out in. Throw down some bean bags, set a radio to a decent station, turn a TV to MTV and then sell smoothies and sandwiches and then maybe students might make an effort to buy your food.

As a matter of fact, stick a smoothie bar in Leo's Den and we would be set. The University used to have the Spot in the Super tents before it was decided to rip out the insides and remodel everything. Students to this day still talk about how much they enjoyed having the Spot.

We don't understand why the University doesn't take some notes from the past and just implement them now. Maybe we are just expecting too much.

Letters to the Editor

Dear Editor,

The graduation season will soon be upon us, and as has traditionally been the case, many of the editors of the Campus Times will be writing their final column, a sort of journalistic version of The Beatles' " In My Life."

And though these will be the last words you'll see from me in this publication, I too will be handed the obligatory faux diploma at this May's commencement, rather than bore you with tales of my college exploits, I would rather focus on the future, not just my own, but that of the entire University.

I've noticed an alarming trend here at the university: the majority of my peers seem to be intellectually bankrupt.

On a weekly basis I encounter juniors and seniors who cannot successfully locate Israel or Iran. Upperclassmen that haven't a clue as to the identity of Jean Jacque Rousseau or Freidrich Neitzche. Students who cannot name important political figures such as Karl Rove or John Roberts. And what is truly alarming about this is that most of these students don't even seem to want to learn, as is evidenced by class after class of unfinished reading assignments.

I would blame this void of intellectual curiosity among the students for the sorry state of many of my classes. The University of La Verne faculty has been among the best I could hope for. They muscle through class after class of deadweight students to reach the few of us who really want to capitalize on this educational experience. And perhaps for some of our faculty, we few are the only thing that keeps them here.

Surely professors like Jonathan Reed, one of the foremost experts on biblical archeology in the country; Ian Lising, chair of the World Universities Debate Council; and the superb educators found in every department La Verne has to offer could find more engaging students elsewhere. Access to professors of that caliber might keep students like me here, but such a gift is squandered on much of our student body.

So I am graduating with a load of students who seem to have figured out that the doctor who graduates at the bottom of his class still receives the title of doctor; and they're fine with that. But I am not. There's always talk at the end of the year about a senior gift to the school from the graduating class. But this senior wants a gift from school: Dr. Morgan, please raise our admission standards; I want my degree to mean something 10 years from now.

John Patrick
Senior

Dear Editor,

Ten years ago I would have agreed with everything in this editorial (" $82 million RED campaign rip off," March 30), as a former Campus Times editor I've written many similar pieces. However, now that I work in non-profit fundraising, I've realized the value of what Motorola, Gap and Apple have done for this campaign. If you really look at it, they donated over $100 million of their money for the marketing of this campaign. Would you really know anything about the RED campaign if it weren't for the flashy commercials and ads from celebrities about it? While Time Magazine reported that the campaign has raised only $18 million in cash, these corporate donations make the money raised over $118 million. The donation of gifts of this kind is invaluable to non-profits. While it would have been a nice philanthropic gesture if they had given $100 million in cash to campaign, they would have had to spend some or all of that $100 million cash gift on marketing anyway or they wouldn't have received the publicity they did. Large corporations like Gap, Inc. and Motorola have charitable giving foundations that donate millions of dollars to education, community, health care and environmental groups. Why didn't your editorial mention those gifts instead of making it seem like these companies were wasting money and ripping off the people this campaign helps. Additionally, these campaigns bring more public attention and awareness to these problems than there was previously. You quote Time Magazine as saying the campaign had raised only $18 Million; when did the campaign start? It takes time for any campaign of this kind to raise money and I think maybe you should be praising these companies for their support of this cause instead of criticizing the way they have decided to donate their resources and time.

Heather Morales
Class of 1998

Letters to the Editor

The *Campus Times* encourages readers to submit letters to the editors regarding topics covered in the paper. Letters should be no more than 400 words in length and are due by Tuesday at 3 p.m. The *Campus Times* reserves the right to edit letters for clarity, space and libel.

Campus Times
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FROM THE EDITOR...

Global warming efforts gone mad



TOM ANDERSON

When it comes to assigning blame for global warming, air pollution and all the rest of the planet's ills, California lawmakers (and the lemmings that continue to support them) have no qualms about sabotaging the rights of individuals or the economy.

Tom is full of it, you say? Well, try this on for size: At last Saturday's Cool Cruise here in Old Town La Verne, my dad and I bumped into a friend of his who owns an auto repair shop near Dad's machine shop. Being in the auto repair biz, including being certified for emissions testing, this friend has access to the particulars of proposed and pending air quality regulations before the overwhelming majority of us are aware of it.

And on Saturday he clued us in to a couple of whoppers. The first and most appalling (to me, anyway) was that, apparently, the Air Resource Board is in the process of amending the current emissions testing regulations to eliminate the exemptions for cars and trucks from 1974 and earlier, as well as the exemption for diesel cars and trucks of all ages.

The result, folks, is that I and the rest of the microscopically-small minority of Californians who enjoy old cars will no longer be able to do as we please with them, since the Man has suddenly decided that each and every old car has to run as cleanly as a new one. Of course, in the likely event that after you pour tens of thousands of dollars into that classic that was bought new by your grandparents and is a family heirloom still doesn't pass the test, $acramento (Sorry, my finger slipped.) will give you $1,000 to send it to the crusher. That's right, folks, throw away a perfectly good automobile and piece of history that is only driven, at most, once a week and your government will provide you with enough clams to buy a really nice bike or, if you're lucky, a down payment on a used Prius (sans carpool stickers, natch). And of course, the state gets its morbidly obese share through the sales tax and license and registration fees, only to blow it on god-knows-what. Perfectly fair, right? No? Gee, you don't say…

And what if my old diesel Benz can't be modified to pass? Will I have to send it to that big Autobahn in the sky and accept a check to put toward a Segway?

I can sum up my approach to that scenario in three words: Fat f***ing chance. At the risk of using a meme that's way past its sell-by date, you'd literally have to pry the steering wheel out of my cold, dead hands.

But here's the second tidbit we got: Apparently the state is getting quite aggressive on the matter of shuttering dairies, particularly those here in the southern part of the state, on account of all that bovine flatulence. Does this farm-bouncing binge involve tactics gleaned from the Don Corleone School of Public Management (i.e. extortion, physical violence, etc.)? Probably not, but I certainly won't be surprised if and when the Clean Air Gestapo eventually resorts to such methods of persuasion.

Now I know that pretty much all the evidence points to humans causing global warming, and I agree that some drastic steps need to be taken to halt or at least slow the process. But when you start acting like the kind of leaders Orwell and Bradbury wrote about, then there's a problem. You might win this round, but odds are the day you government types issue a decree that we all have to stitch our mouths, nostrils and buttcracks shut to stop global warming (lord knows you're gonna try it) will be the day Sacramenthoe's (Uh, Freudian slip?) era of hypocrisy, greed and outright lunacy will be ended in abrupt and messy fashion.

Or we'll all just pack up our tax dollars and leave. Your choice.

Tom Anderson, a senior journalism major, is editor in chief of the Campus Times. *He can be reached by e-mail at* **tanderson1@ulv.edu**.

Breast measuring gets the best of me



ALEXANDRA LOZANO

Have you ever folded over 250 thongs ranging from a "size four" to a "should you really be wearing a thong?" in one night?

Ever try to explain to a small child that 42F size bra is not appropriate headgear in public?

Can you honestly say you have seen the chest of a geriatric woman who most likely voted for FDR?

An answer of yes to these questions means you either are in need of psychiatric evaluation or you're like me and get paid to do it.

My job, you ask? Sales associate. My department? If you couldn't figure it out: lingerie. My store? I will never say, not even for a penny.

One may think, "Well this girl is set for life, lingerie associate is a rocket to the top of the retail ladder, with her slightly-above-minimum-wage-hourly-earnings she should drop out of college and pursue retail as a career." And believe me, I would be lying if I said the thought never crossed my mind.

I mean who doesn't enjoy nine-hour workdays and missing most major social/seasonal events. Grandma will be there next Christmas Eve right? Who doesn't enjoy waking up at 5 a.m. the day after Thanksgiving to do battle with hordes of shoppers? How could anyone not enjoy playing our favorite game "Guess the smell in the dressing room" Here's a hint, it's probably urine.

Many don't know this, but besides selling undergarments I am actually a certified bra-fit specialist. That's right, I watched a 30-minute video and skimmed through a pamphlet.

Now I am accredited in the field of breast measuring. Down boys, it's a ladies-only title.

Let me go over the magical process of bra fitting: It begins with a stroll to a fitting room. Once inside I ask the customer to remove her shirt and it is now where all my training comes into play.

I swiftly reach for my measuring tape, ask the patrons to face me; I then wrap the tape around the customer's back and bring it to the front above the chest. This tells me the band size.

With the band size noted, I move on to measuring the cup size. Using the skill of a surgeon I then slide the tape down to the fullest part of the bust being ever so careful to keep a thin line of personal space, if that's even possible anymore. Once the cup size is known the bra fit is completed.

My previous depiction was one of the perfect situations. Having done this many times in the past, it is from my experience that the majority of women being fitted already generally know their sizes and accept them. The problem arises from women who can't understand or believe the measurements. As if I enjoy being told "Are you sure you did it right?" or "That's not possible." Well you know what? I did do it right, and isn't it possible your lack of exercise and proper eating habits led you to the size you are today?

Let me be clear, not all customers display qualities like the ones mentioned above. There are courteous and patient people every day who know exactly what they need, don't make a scene when something doesn't please them, and most importantly understand that the world doesn't revolve around them.

There are highs and lows like with any job. What else would you expect in the world of a genuine bra fitting specialist?

Alexandra Lozano, a junior journalism major, is news editor of the Campus Times. *She can be reached by e-mail at* **alozano@ulv.edu**.

Let the count down begin: 6 weeks to go



MARILEE LORUSSO

Over spring break I tried to think of something great to write about in my next column.

I was hoping that I would do something really fun or stumble upon something really unique and out of the ordinary.

Maybe even have some funny stories to recall that were worthy enough for me to write about what happened over break.

Unfortunately for me, while my peers were traveling to fun, and most importantly, places other than La Verne, I was stuck at my apartment for the week.

I guess it really wasn't that big of a deal. I can't complain because I actually did go out and do a few things, but this was my first break as a 21-year-old and I had high expectations.

Rather than partying it up in Vegas or sipping piña coladas in Mexico, I found myself in mile-long lines full of parents and their little kids at Disneyland.

I am not going to lie, I do love Disneyland, but I was hoping to do something a little more exciting than my amusement park trip. I am sad to say this trip was probably the biggest, most exciting thing I did during break.

The next day I found myself waking up at 7 a.m. to make it to court on time only to sit in a jury room for a little over an hour waiting to see if I would be one of the lucky ones chosen for jury duty.

Fortunately for everyone the cases were cancelled for the day and we were all sent on our way.

It just gets better.

I spent my Wednesday in Los Angeles at the Japanese American Museum which I have to say was really interesting.

I love going to museums because it's a great opportunity to see things that you may not see every day.

I did enjoy the trip, but to be completely honest, the thought of going to a museum during my spring break for a class while some of my friends were going on road trips and cruises made the museum a little less fun.

Don't get me wrong, I did enjoy my break and I am not trying to bore you with my rant about what I didn't get to do.

I got to relax and kick back and spend time with my family and friends, which sadly, I don't really get to do during the semester.

Most importantly, I actually got the opportunity to sleep in (despite my early morning call to jury duty) and do absolutely nothing, which was definitely something that I needed.

But I just wish that I had an exciting story about the greatest spring break of my life.

Too bad the best I have is getting to see the Electric Parade at California Adventure and getting harassed by some random guy while walking with my friend to my car in Los Angeles.

Break went by so fast that it felt like it was just a little pause in my crazy schedule like the weekends.

I tried my best to stretch it out by not doing a lot, but nothing could stop that dreaded first day back from break from coming.

Needless to say I guess I was just expecting too much from a week off.

Now we are all back to the same busy routines with no break in sight.

So all we have left to do now is look forward to summer.

Let the countdown begin: six weeks and counting and then you can find me anywhere but La Verne.

Marilee Lorusso, a junior journalism major, is LV Life editor of the Campus Times. *She can be reached by e-mail at* **mlorusso@ulv.edu**.

Put your best foot forward

Spring shoe trend alert: Color, detail will make your shoes shine

Michelle Ajemian
Staff Writer

You never know the true story of someone's life until you walk a mile in her shoes.

At least this season's shoe trends will allow you to turn that mile into a runway so that you can strut your stuff in style.

Color, graphic detail, metallic gold and silver and romanticism are reminiscent of the spring trends for clothing and shoe trends follow in suit.

Shoe trends are not as simple, for the possibilities are endless.

> 'One thing I think that is really neat about spring is that they are incorporating a lot of feminine characteristics with a lot of hard materials like chains, metal and leather'
> *—Ashley Greely, fashion merchandising major at Cal State Long Beach*

Flats, heels, sandals, sneakers and wedges are the temptation of choice for designers.

How do they pick their poison?

That question is simple, because they do not have to choose.

Designers apply the trends to all types of shoes.

This means there is something for everyone.

There are no excuses for not wearing the most stylish shoes this season.

The obvious trends of nautical and fun flirty sandals with cherries or leopard print on the foot bed are always around.

But this year it is time to break away from the norm and take a fashion leap.

The stand out trends for spring in the shoe world, among many other, are of course color, color and more color, embellishments, futuristic and romanticism.

"Bright colors not necessarily pastels," said Ashley Greely, a fashion merchandising major at Cal State Long Beach.

Color translates into green, purple, red, royal blue and teal.

The star that shines the brightest out of all the spring color possibilities is yellow.

Color has the ability to enhance your mood and your feet should not be excluded from this.

To be a spring trend overachiever, buy shoes that have color combinations, such as platforms with brown, red and teal straps.

"Flats will stay in forever," said Jackie Lopez, co-manager of Cathy Jean shoe store at Fashion Island in Newport Beach.

As tall girls are rejoicing with the news that flats are here to stay, this means each season flats are going to be new and improved.

This year flats are all about embellishments.

Every shoe needs a makeover and the addition of charms, jewels, large buttons, pendants, sequins and studs add a little extra pep to the flat's step.

Fast forward twenty years and, ironically, there are the spring shoe trends that are popular today.



Leah Heagy

Along with sunglasses, oversized bags and jewelry, colorful and expressive shoes are among the must-have accessories this spring. Designer brands such as Steve Madden and Dollhouse sell wedges, platforms and flat shoes – just some of the most popular fashion trends.

The futuristic look is all about being bold in your shoe choice.

An ankle strap, metallic gold and silver, multiple straps, clear heals and straps and patent leather compliment this trend.

This spring shoe trend is not for the weary and there is the possibility of taking it over the edge and crossing the line to trashiness.

Not having anything to do with trashiness is the trend of romanticism.

Think garden tea party with a 21st century edge.

Crepe silk satin sandals with bows atop, flower brocade platforms, lacy flats and linen pumps are examples of the best representation of this trend.

Spring shoe trends do not have to stay within their own genre.

They can also have the ability to mix and match.

"One thing I think that is really neat about spring is that they are incorporating a lot of feminine characteristics with a lot of hard materials like chains, metal and leather," Greely said.

Mixing two trends and still making it look sensible is taking spring trends to the next level.

It is also important to experiment and come up with fabulous combinations.

The great debate continues of whether it is a fashion faux pas to wear boots when there is obviously not a chill in the air and the sun is shining brightly.

"I wear boots all year around," Kelli Kasmir, head designer for Groove Footwear,

Continued on page 12

Lucky student wins a free trip to Disneyland

Hilda Ann Venegas
Staff Writer

Josie Faus, a sophomore speech communication major, won tickets to Disneyland after competing in the Disney Scene It Tournament held on March 27 in the Leo's Den.

Only three people participated in the game and only one round was played. Faus won the game with Minnie Mouse as her character.

"I feel like waves have been lifted off my chest," Faus said after her win.

The game consists of Disney characters and Disney trivia; participants roll the dice and either have to answer a question individually or compete against the other players.

During the evening there was a mix of both individuals answering questions and the three players competing against one another to be the first person with the correct answer.

When some of the individual questions were asked, others would yell out they knew the answer as the person who was trying to answer was still thinking.

There was a lot yelling during the group questions as the participants tried to be the first to shout out the correct answer.

The movie clips and puzzles of the game were from both old and new Disney movies.

Some of the questions also included giving the name of a song to a Disney movie.

A few of the questions left the participants puzzled because no one in the room had seen or heard of that particular movie.

There were questions about movies such as "Dumbo" "Mulan," and "The Parent Trap."

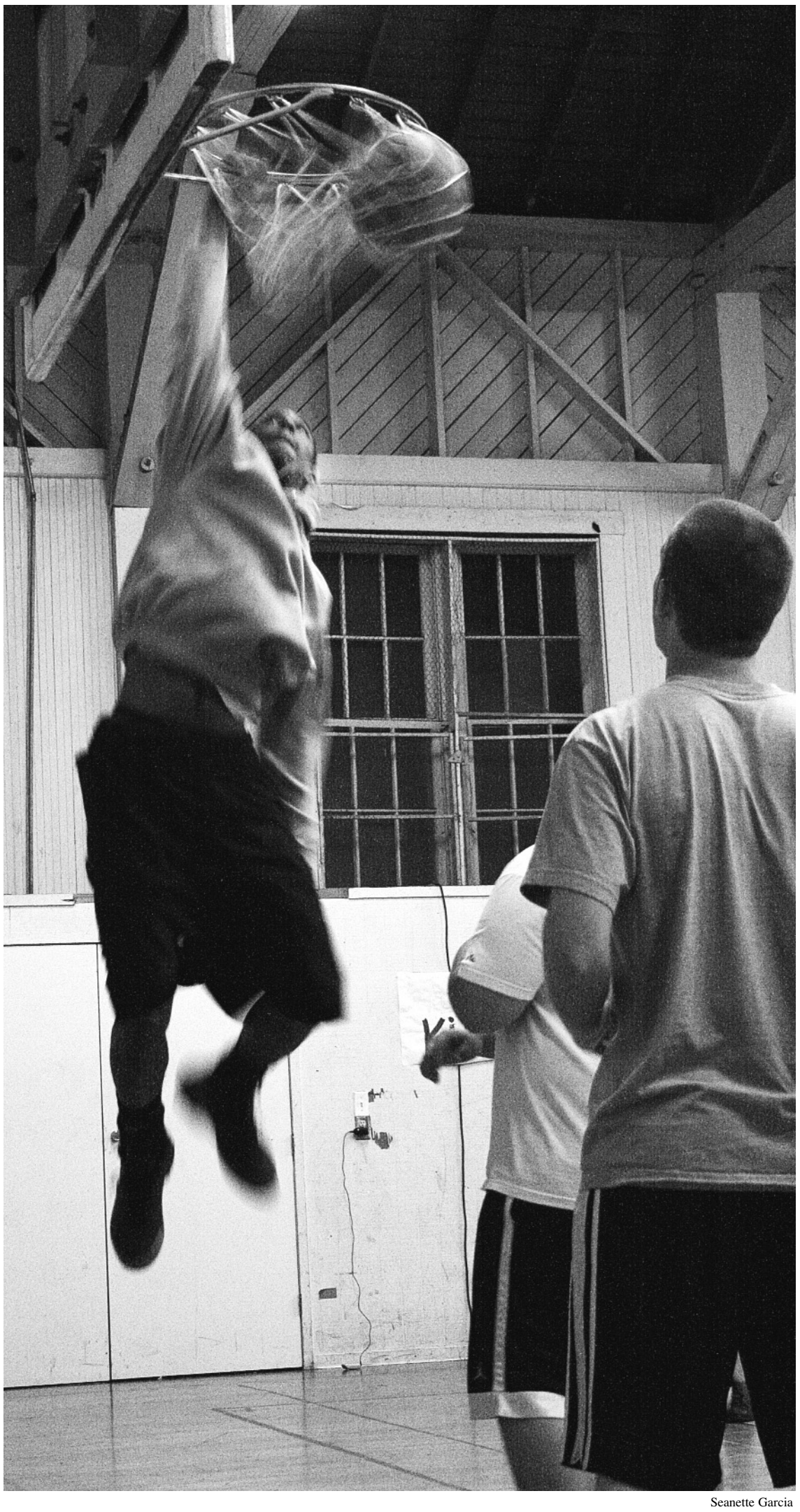
"The first thing I'm going to do is go to Disneyland," Faus said.

"It could have gone better, but it was fun," said Kristina Vaughn, games and recreation chairwoman for the Campus Activities Board.

The Tournament was supposed to last for four hours, but was cut short due to a lack of participants.

Hilda Ann Venegas can be reached ***hvenegas@ulv.edu.***

Students rock Old Gym for NKF



Seanette Garcia

In a fundraiser for the National Kidney Foundation, Phi Sigma Sigma sorority invited athletes and non-athletes to compete in a night of Rock 'n' Jock basketball held at the Old Gym March 27. With a slam-dunk, John Ward, a player from off campus, was among 50 to 60 participants who each paid $2 to play or $1 to watch the games. The event raised $445 for the Foundation which will be donated by the women of the sorority.

Sorority hosts event for cause

Dustin Smith
Staff Writer

Students and supporters raised $445 at the second annual Rock ' n' Jock held at the Old Gym on March 27 to support the National Kidney Foundation.

Phi Sigma Sigma put on the event and by 10:30 p.m. the gym was packed.

Those who attended were asked to donate $1 to attend and watch all of the action of the night and $2 to participate and play basketball.

The event began at 10 p.m. and, by then, the Old Gym had already begun to fill with excited supporters ready to show off their cool moves and donate to a good cause.

Shanae Diaz, a sophomore political science major and member of the Phi Sigma Sigma sorority was more than excited about the turnout.

"We'll be approaching 150 people by 10:30 p.m.," Diaz said, "Hopefully 200 to 250."

Other supporters who came out to play took their opportunity seriously.

The games were played as if they were real basketball games, not just practice sessions with two student volunteers acting as referees.

The games were five-on-five and 10 minutes long in order to give as many people the opportunity to play.

Since the event was put on by Phi Sigma Sigma, a member of the sorority played on each side of the court during the games.

Members of Phi Sigma Sigma also sold snacks in the stands staying true to the games' professional feel.

A group of students also gathered around a boom box to entertain and get the crowd excited with upbeat music and dancing.

Throughout the night it was not unusual to see individuals or groups of people dancing on the side of the court and many others bopping along to the music in the stands.

Those in attendance were not all University of La Verne students.

The event drew supporters from other schools and surrounding areas.

"I am excited to come and play," Davake Ware, a sophomore attending Mt. San Antonio College said.

Ware heard of the event through his ex-girlfriend, a Phi Sigma Sigma member.

He said that he was more than happy to come out and support the National Kidney Foundation.

The event was an obvious success, not only because of the number of people who attended, but also due to the attitude and the excitement which ran high throughout the building and the night.

Students were on the sidelines warming up, playing "airball" against each other and getting one another pumped up as if they were about to play a National Basketball Association game.

Mercy Faith Kimbwala was happy to say that that this year's Rock 'n' Jock event was better than last year's.

"(This year) has grown substantially," said Kimbwala, a senior business and marketing major.

Phi Sigma Sigma had its booth set up at the front door.

The members were ecstatic to talk about the event and how the donations work and where the money will go.

This event along with the support of all of the participants and enthusiasts raised the money in just a few short hours.

The proceeds will first be sent to Phi Sigma Sigma.

The sorority will then donate the proceeds to the National Kidney Foundation.

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It's Not Your Fault.

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National Sexual Assault Hotline
Free. Confidential. 24/7.

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Join the fight against Lupus

Saturday, April 21, 8 a.m.
Sneaky Park, University of La Verne

La Verne Loop
5K Run/Walk

Students $10 Adults $15

Register online:
www.lupusinternational.com/events/laverne.aspx

All of the money raised will go to Lupus International. You can make a difference by not only registering, to participate.
You can also, create a fundraising group online and ask your friends, family and co-workers to donate.

Arts, etc...

HAPPENINGS

House bands rock

At 6:30 p.m. today the Glass House will host the bands Saves The Day, Say Anything, The Almost and John Ralston.

Ticket prices are $18.50 to $20.

For more information call (909) 865-3802.

Walk this way

Every second Saturday of the month, the Pomona Arts Colony Art Walk welcomes visitors to check out current art exhibits in the various museums of downtown Pomona.

Go enjoy the sights, sounds and food of the many shops, cafes and restaurants.

The festivities begin in the afternoon and go on into the night.

For more information, visit **www.pomonaartcolony.com**.

Movie and culture

At 8:30 p.m. on Monday CAB will host a multicultural movie night in the President's Dining Room.

Karaoke your heart out

CAB's Karaoke Night gives everyone the chance to be a star.

The singing begins at 10 p.m. Wednesday in Davenport Dining Hall.

Go ska wild

Come get your ska on at CAB's "Ska-looza" concert.

The concert, featuring popular bands Kill the Complex and Suburban Legends, will run from 9:30 p.m. to midnight Thursday in Founders Auditorium.

'Xcitement' at Six Flags

Listen to 107.9 KULV or online at **www.ulv.edu/kulv** all week to win tickets to Six Flags amusement park for a day of Xtreme Xcitement.

Be the designated caller at (909) 593-3511, Ext. 4777 to win.

—Lilia Cabello

Comedian gets Down and dirty

by Jillian Peña

photography by Rhiannon Mim

Comedian K.T. Tatara, who is also known as "the Poon Sensei," offered up some interesting insights on life late Wednesday night at the final comedy show of the year. He covered everything from sex and spitting game to racism and roommates.

The expression "too much information" could sum up the event. Lucky for the few students who made it out to the event, Tatara's penis size was revealed several times throughout the show. At any point he felt the audience's attention slipping, he would refer back to his endowment.

Despite the small audience and what could be considered a lack of enthusiasm from the crowd, Tatara worked well with what he had. He made the small crowd laugh for most of his performance.

Students could be seen stretched out over two and three chairs and even though they were smiling they just did not seem to be excited.

Even though most of the students probably should have stayed in bed, Campus Activities Board Comedy Chair Sam Toia was excited to have Tatara on campus.

"I have seen him perform before and I talked to him for like an hour the other day," Toia said. "He is just a really cool, laid-back guy. I wish more people could have come out to see him."

Because Greek Week practices have begun to consume the lives of the many on campus, the attendance was almost a quarter of the size of the last two comedians.

Compared to the previous two comedians Tatara, was a bit more on the raunchy side, with over a half an hour of anal sex jokes. He even mentioned that he knew the fact that he was dirty would make the newspaper.



When K.T. Tatara isn't doing his stand-up routine, he likes to scratch records and play the piano. This 27-year-old comedian joked about drunken girls and about being half Asian and half white. He has been to more than 50 clubs and colleges across the country as part of the "New Generation of Comedy" tour.

"I just want to make it known that I was very offended by how dirty the people in the audience are," Tatara said as he pointed directly at the photojournalist in the front row. "All of you sitting out there laughing at all the anal sex jokes, its disturbing."

A group of male students sat in the back and were laughing hysterically at the graphic jokes. They joked with one another after the event and rehashed some of his material.

"Seve's favorite part of the show was the anal sex jokes," freshman Giovanni Nabors said as he punched his friend Seve Villarreal in the arm.

Even though the audience was small Tatara made an effort to relate to the students. When a certain set of jokes did not fly with the students, he switched it up until he found something that did.

"I liked how he targeted the college crowd," Villarreal said. "He knew what we liked and he catered to it."

*Jillian Peña can be reached at **jpena@ulv.edu**.*

Concert review

Three up-and-comers share soulful sounds

Underground musicians play The Wire

Priscilla Segura
Staff Writer

Upland's local renovated venue, The Wire, seems to do just what its name says, wire up down to earth artists for a mellow evening with a couple of friends.

Three local underground artists, Jeremy Adamiak, Thom Cadger and Joel Ceballos, played at The Wire, at 7 p.m on March 30.

The crowd composed mainly of teens and adults in their early twenties seemed fairly entertained, lip syncing to most of the songs.

The first to play was the young Jeremy Adamiak.

Although his love lyrics seemed to be very honest, his mouth was so close to the microphone that it was easier to understand the static coming from the microphone than his actual performance.

The only part of his mini concert that was interesting was when he got the crowd to sing the happy birthday song to his aunt.

Adamiak confesses that he has always been a singer.

He started playing the guitar around the age of 14. He explored his musical talent and began performing. He first started playing in garage bands.

Next he began playing once a month at Sweet Daddy's, a small coffee shop in Glendora.

> 'He had a really thunderous voice; it was very similar to Nickelback's.'
> *-Stephanie Holling, Cal State Fullerton student*

Since then he has gone on to bigger things, playing venues such as The Wire.

Adamiak played a couple of his songs from his featured album, "Love, Story, Hero." The songs from his newest project were about life's experiences.

Adamiak admits to playing music for the love of it, hoping that listeners will be able to connect to his songs.

In between a short intermission and the selling of Adamiak's featured album, an older crowd invaded the venue.

Cadger of the Wilderfolk was up next. He played a couple of songs, but the two songs that got most of the crowd's attention were "Room to Breathe" and "Underwear."

"He had a really thunderous voice; it was very similar to Nickelback's," said Stephanie Holling, a Cal State Fullerton student who attended the show. "I really liked it."

When Cadger introduced "Underwear," the crowd roared and whistled, as if Cadger himself or someone from the audience was running around in their boxers.

The featured song included a guitar solo that was just simply incredible, so incredible that a few members of the crowd closed their eyes to let their ears absorb the melodious music.

Cadger's raspy voice was complemented by the mellow sounds of the acoustic guitar.

In practically every song, Cadger was sure to include solos with his guitars. These sounds entered the ear and echoed on for a while.

Aside from being a wonderful artist, Cadger was also a crowd pleaser. He would crack jokes in the middle of his songs.

Some of the crowd members were most likely close friends, they sassed back to his every joke.

After another intermission, Ceballos was up. The crowd seemed to be anxious to listen to his performance.

Ceballos, like all the other artists promised wonderful music.

On his MySpace profile he has several singles that give proof to his fantastic music. "Light The Sky," his featured song is a cross between indie and rock.

The song includes a few short instrumental solos that make the listener feel as if he or she is in a relaxed-day-dreaming state of mind.

Ceballos writes in his myspace profile that he has performed all over Southern California for the past six years.

He also mentions that performing is a way of giving a part of himself while receiving the hearts of the audience.

Ceballos has an upcoming new release for this year called "Nocturnal."

For more information visit **myspace.com/jeremyadamiak4**, **myspace.com/thomascadger** and **joelceballos.com**.

Priscilla Segura can be reached at ***psegura@ulv.edu***.

The Bells' Toll on Rock 'n' Roll

Girls go gaga for the Goo Goo Dolls



JESSICA & KADY BELL



"We missed our chance but not for long, I know somehow we will hold on."
–John Rzeznik

Let us preface this column by saying that we are certainly some of the most unlucky ticket buyers in Southern California.

Though just being at a concert is half the battle, only dark victories are won when we seem destined to see favorite bands perform from the forgotten corners of the back row.

In reoccurring fantasies we watch full-size rock stars from the wings of famous venues or dance alone to the music in our heads, swirling drooping roses on abandoned auditorium floors with our feet, much like Penny Lane.

Both scenarios remain promises unfulfilled.

Still, our night with the Goo Goo Dolls, which began in an explosion of white illumination and sound, was one we would never trade, not even for a copy of the Japanese "Bang" import (Well, maybe, it's hard to come by).

"I'm drowning in your dizzy noise."

Dizzying lights strobe on and off.

Once. Twice. Three times.

Speeding up, they transform into beaming bursts akin to spinning Morning Glory sparklers on Fourth of July.

The Goos launch into "Dizzy," but the audience spread throughout the Wiltern in Los Angeles is already effectively gone.

And a little bit blind.

"And it won't take long to burn, all eyes on me."

Lead singer John Rzeznik rips across the stage smiling his whiter-than-white smile as he sings, "You're cynical and beautiful, you always make a scene" and way up in the nose-bleeds, two dizzied-up girls hold up their fingers, mimicking a favorite rock star's size.

Rzeznik is a bit larger than an ant and perfect for a pocket.

Thoughts running through our vertigo-struck minds at the time:

A) We could have dug a hole to Shangri-la and paid our respects to some de facto holy rollers in the 45 minutes that passed before the Goo men appeared on stage (complaints would generally be few and far between, but we had just been victimized by Ronnie Day's emo ways).

B) Damn the front row viewers, aside from the mega fans. They are almost as bad as the concert-goers who stand during the Goos' biggest hits; yet sit during bassist Robby Takac's tunes (again, we blame our rage on Ronnie).

C) Did an obsessed fan just throw her thong onstage?

Perhaps we were foolish to spend $200 to see the Dolls perform for one short hour from the second to the last row in the Wiltern, but as our friend Jackie, who sold us two of the four tickets, said, seeing the Goos in L.A. is "priceless."

Johnny, Robby and ex-Minor Threat drummer Mike Malinin.

We love it.

"Slide," "Broadway," and "Tucked Away."

Hello, we love it (Picture the Dandy Warhols' Courtney Taylor jumping in his purple underwear. Do you "Dig?").

"I'm on a mission baby, I ain't hearing what you're saying."

The concert was sold out, foiling our seat-thieving mission. Forced to make the best out of our cheap, but actually not-so-cheap, view at the top, we screamed loud, feeling close in spirit if not in distance, and prolonged feelings of nausea-inspired giddiness by standing up – that way the pictures we snapped were not just shots in the dark.

Lesson learned: a Goo show from the back row is still *priceless*.

"Slide" morphs into "Feel the Silence" as the lights fade to a hazy blue.

Rzeznik throws himself across an amp, most likely feeling that "pride, yeah," Takac tip-toe dances across the stage and an audience of strangers becomes a community of Goobers.

Later we recall a tale of Rzeznik's first concert experience with the Police.

Sting had thrown several songs out of whack by performing each a fragment faster than norm, something a young and impressionable Polish boy had deemed "cool" and apparently imitation-worthy.

The light doesn't blind us, it just helps us see.

"I'm sorry I'm not there with you, but you ain't here with me."

Toying with his hair Rzeznik points at the Mezzanine and shouts, "I see you up there."

Funny, because we can hardly see him.

Nonetheless our Johnny is seemingly out of sorts; bashing the record industry and refraining from his storytelling whims.

There will be no encore featuring "All Eyes on Me" or "Cuz' You're Gone" but we are loyal like strays, completely satisfied with "We'll Be Here (When You're Gone)" "Stay With You," and Takac's "Smash."

"Let Love In" differs from almost every other Goo effort; exploring the band's softer side, exemplifying Rzeznik's progressive nature and displeasing many a rock critic.

But the walls will fall before we do.

"No one can hear above this noise."

Black balloons resembling jelly beans from afar are tossed back and fourth like beach balls while Rzeznik sings fans into frenzy.

After all the Goos have a never-ending propensity to reproduce an in-studio sound; mirroring radio play onstage, no matter how slow or fast each song is performed.

Screaming "I can't hear you," Johnny moves the crowd like a hurricane wind, warranting louder chorus sing-alongs during "Black Balloon."

"Cuz' you're gone and I wish you'd come back."

Myriad "Let Love In" tracks and a slew of chart-toppers circa "Dizzy Up the Girl" fame comprise the set list, ending with an encore of "Acoustic #3" and Supertramp's "Give a Little Bit."

Our favorite albums — 1994's "Superstar Carwash" and 1990's "Hold Me Up" — are forgotten, not one song from the power trio's punky past performed.

"Now that it's over, of course it's so clear."

Fab Fay, a prominent GGD fan in Internet domain, once said the magic of a Goos' show lasts forever.

Her words proved true, even though the Dolls were no bigger than a thumb and ring finger combined from atop the Wiltern world.

Of course, we still dream of fulfilling the ultimate "Almost Famous" fantasy.

In our minds we danced ourselves dizzy to the tune of "On Your Side" once the stage cleared, booting black balloon remnants around a lone pair of lacy panties.

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Experiencing Hendrix's Seattle

Lilia Cabello
Assistant Editor

On a spring break to Washington, one has to keep in mind one of the state's greatest contributors to music.

No not the Sonics, the Wailers, Bing Crosby, Nevermore, Quincy Jones, Sir Mix-A-Lot, Bikini Kill, the Melvins, Nirvana, Mudhoney or even Kenny G, but the one and only Jimi Hendrix.

It is Hendrix who has a towering memorial grave in Renton, a suburb outside of Seattle.

It is Hendrix whose name and music inspired the Experience Music Project.

The Experience Music Project is an interactive music museum that tells the evolving story of Washington's music and pays homage to its namesake, Jimi Hendrix.

In Renton, Wash., at Greenwood Memorial Cemetery, only 15 minutes from downtown Seattle, his body lies buried under an impressive, almost 30-foot-high dome supported by three granite and marble columns.

On sunny days, the shiny grey marble glitters in the sun, and on the more frequent rainy days, the strong solid marble makes for a beautiful sight in the clear, cold rain.

His grave is in plain sight from the cemetery parking lot.

It sits off to the side almost completely by itself, save for the Oriental-inspired grave markers behind it, their pagoda rooftops shielding them from the rain.

The graves of five other Hendrixes surround the center of the memorial, including that of Jimi's father Al Hendrix, his stepmother, Ayako "June" Hendrix and his grandmother Nora Hendrix.

Jimi's body lies in the center of the memorial, under a block of granite with the original headstone that reads "Forever in Our Hearts James M. 'Jimi' Hendrix: 1942-1970."

At the base of the structure, on the right side of the headstone and carved into the marble, is the rock god's signature, stretching almost three feet across.

On the other side, to the left of the headstone are the words "Jimi Hendrix Memorial."

Small dips in the marble hold potted plants, the red and yellow chrysanthemums bringing to mind Jimi in all his flamboyant '60s outfits.

The memorial itself is amazing. Without being intimidating, it commands reverence from all its visitors.

It is nice to see an artist so noticeably honored, so taken to heart.

Jimi's grave was moved to this site in 2003.

Although plans still continue for a life size bronze statue, the memorial is perfect the way it is.

Visitors from all different backgrounds and musical styles come to stare at and touch the memorial.

One can almost hear Jimi's shredded, maniacal guitar weaving its way through the silence.

One of many other Hendrix-inspired sights, the Experience Music Project is a huge one-of-a-kind museum.

It tells the history of rock 'n' roll through exhibits and interactive programs.

It also houses the world's largest collection of Jimi Hendrix memorabilia.

The EMP is affordable, at $15 a ticket, although no photography of any kind is allowed.

There are enough captured moments in rock history shown throughout the museum that pictures become irrelevant.

One must already hold a passion for this music and its influence if inside the EMP.

Upon entering, a screen playing video footage of Hendrix and other artists catches the eye.

Walking up the stairs to the first floor of rock memorabilia, visitors pass by a huge, plastic Granny Smith apple, a reference to the Beatles' Apple record label.

Farther on is a costume worn by KISS legend Gene Simmons.

The entire EMP is filled with such rarities.

Visitors from all different backgrounds and musical styles come to stare at and touch the memorial. One can almost hear Jimi's shredded, maniacal guitar weaving its way through the silence.

Costumes, musical instruments, records, pictures, posters and soundbites are everywhere.

They tell the story of how rock, an offspring of jazz, soul, gospel, country and the blues, came to inspire many to play it and translate it into newer music genres such as hip hop and punk.

An exhibit entitled the "Northwest Passage" shares how rock music began in the area as a relatively unheard scene and became a renowned phenomenon through the '90s grunge era.

A guitar gallery showcases the origins of guitars and how various cultures created them, finally coming to rest on the electric guitar and how it changed music forever, becoming a symbol of rock 'n' roll.

The Jimi Hendrix exhibit holds so many different artifacts. For Jimi fans, it is a beautiful sight.

From the music, records, writings and costumes to his personal life, shown here by pictures, journals, drawings, family items, and much more, the collection is a rarity.

It covers his musical career and his individual life.

One hears his voice in recordings, playing throughout the exhibit and one sees his talent in various aspects, from his obvious music talent to his little known drawing capabilities.

Jimi is on in full color at the EMP and it is a wonderful sight.

Along with a few other make-your-own music exhibits, these three are permanent, but the EMP does offer space for traveling exhibits.

Right now the exhibit hosted is a Disney display of music and the impact it has had on Disney's empire.

The exhibit features recordings, photographs and interactive games, showcasing how music has captured audiences, propelled movies and inspired everything from cartoons, television shows and theme parks to Broadway hits, movies and the pop charts.

Other exhibits the EMP hosts are on display or on tour in other parts of the world.

A collection of Bob Dylan artifacts is on display at the Weismann Art Museum in Minneapolis, Minn., and over 60 portraits of famous musicians by Annie Leibovitz are on tour throughout Europe.

These two monuments, the memorial grave and the Experience Music Project, revere Jimi Hendrix in all his musical, profound and inspiring glory.

The state of Washington welcomes all those who seek to become part of the Hendrix family. But it is the city of Seattle that calls Jimi Hendrix her son.

Not just any son, but one that has done so much to bring many lost and wandering souls back to the heart of real rock 'n' roll music.

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ULV students to sing in Hawaii

Erin Konrad
Staff Writer

For the first time in University of La Verne history, the music department will be offering a January interterm choir course. The course will provide students with a chance to tour Hawaii and perform concerts on the exotic islands.

The course will include several weeks of rehearsal on the ULV campus, followed by a week touring Hawaii. The trip will consist of concert performances, sightseeing ventures and free time to explore for all students.

Students who wish to participate in the Hawaii tour will need to enroll in choir for the fall semester.

"We're encouraging those who want to be involved to take choir during the fall as well," Associate Professor of Music and Choir Conductor Stephen Gothold said. "Otherwise it would be pretty tough to put together a viable choir in just a few weeks."

The ULV chorale consists of students who are music, as well as non-music majors. During the fall and spring semesters, the class meets Monday through Thursday from noon to 12:50 p.m.

During the first few weeks of January, students will be expected to rehearse several times a day in order to prepare for the tour.

The goal of adding the new course is the hope that it will serve as an encouragement to students with various interests to take advantage of the opportunities of being in a school choir.

"We're hoping to have our choir tour during January of 2008," Matt White, a sophomore public administration and music major, said. "We'll rehearse like crazy in the fall to prepare for it."

White, who is also the Choir Secretary, admits his excitement over the opportunity to travel to Hawaii next year.

Gothold notes that the cost, though difficult to determine at this time, would probably reach up to $500 per person.

But the interterm course would serve as a "yearlong extension of the choir experience."

"We're hoping to have a good size group," Gothold said.

Freshman Tona Chacon echoes her excitement about next year's trip.

"I'm super excited to go," Chacon said. "Hawaii is incredibly beautiful and the trip would bestow a new experience upon all of us who want to attend."

It seems that many students would love to spend part of their winter break relaxing and having fun in the sun.

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Business...

Continued from page 3

Rose Adams had a similar experience.

"I went to the doctor and they said my arch was falling and told me to come here," Adams said.

"I do a lot of walking … and I needed some good tennis shoes because my feet were hurting."

When it's comfort and stability that people need, it seems as though doctors are the ones who even recommend that their patients go to Top Speed.

This is a major example of how successful and accurate this business is when it comes to customer service.

Even if their customers are not runners, but would just like to walk down the street painlessly, Top Speed can outfit them in comfortable shoes.

"People that are old just want to be able to walk, and we can get them the right shoes," Lander said. "I've been a runner for 20 years and I'm the head cross country coach at Claremont High; my background is just helping people with mechanical issues."

Shoes are definitely the most common item that customers come to Top Speed for, but they also sell running apparel as well as energy supplements and various running accessories.

The Nutrition Zone is a local store nearby that feels a definite benefit from being in the same complex as Top Speed Running.

"People that go to them are going to come to us to buy their supplements," Mark Dorado, manager of the Nutrition Zone said. "That's probably why were both in the same complex."

And with an L.A. Fitness location nearby, it seems as though many of the surrounding businesses benefit from each other's clientele.

Because the nearest running store is at least 15 to 20 miles away, Top Speed has little to no competition.

"We're not competing head to head with anyone," Crowell said. "Our prices are extremely competitive or we wouldn't be successful."

Success is the name of the game for small businesses, and that is what has definitely kept Top Speed

Running at the height of its game. It is the runners running store.

It is doctor recommended and customer approved.

And, with a qualified staff on call to help customers with all their questions, it's no surprise that Rod Crowell has made a success of Top Speed Running by simply being able to make his own business decisions.

"One secret to success is that in four years, no one has ever left," Crowell said.

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Women's water polo drops third

Team still winless in SCIAC

Taryn Aguilar
Staff Writer

The La Verne women's water polo team was coming off two straight losses from their first two matches when they played against Cal Lutheran on March 4.

Despite playing at home, the Leopards unfortunately extended their losing streak to three matches in conference play.

The match seemed over before it started.

Perhaps the ULV women were a little down on their 0-2 conference mark, or perhaps the Regals were pumped up following their 10-9 victory over Whittier.

"I think we have team unity," junior driver Katie Watkins said. "But on the flip side, we're a young team so we don't really have leadership in the water just yet."

Still, it became apparent that the Leopards were falling behind and trailed they did when Cal Lu scored their first goal after 95 seconds into the game.

It also did not help that Cal Lu's goalkeeper, Katie Windsor, was in the zone that evening by making 11 saves in her three periods as keeper.

Everything the Leopards shot at her seemed to end up in her hands.

This fact was evident because ULV only scored two goals in the first three periods.



Lauren Pollard

After regaining possession of the ball, junior Laura Larsen makes for the goal in La Verne's first SCIAC home game of the season against Cal Lutheran on April 7. Larsen scored twice in the second half of the game but it was not enough to make up for the team's 4-for-31 shooting performance, giving Cal Lutheran the win, 13-4. The team will play Pomona-Pitzer at home Saturday.

Windsor, along with Regal freshman Kelly Cave who came in to goal tend in the fourth period, combined to block 13 shots.

Things were looking bad for the Leopards but they fought to stay alive.

La Verne may have been the underdog, but they showed great determination and made a worthy effort.

"We have a lot of talent," junior utility Lindsey Watson said. "We just don't use our ability to the max. Sometimes we get flustered and we're not always thinking to shoot."

ULV only scored four out of 31 shot attempts which was what mattered in the end.

"I think we couldn't pull our offense together," Watkins said. "We need to play smarter and keep our heads up to make good decisions."

The Leopards' refusal to give up was most illustrated by Watson, the team's leading scorer and captain, when she made the first goal for ULV in the second period.

She took advantage of a 6-on-5 opportunity and put the Leopards up on the scoreboard.

This got the Leopards rolling as junior Laura Larsen made two goals in the second half in addition to one more by Mahina Reyes.

But the Regals' big lead proved to be too long a stretch to make up and the Leopards fell to the Cal Lu, 13-4.

The Regals were on a roll with three goals in the first period, four in the second, another four in the third and two in the fourth.

Four Cal Lu women had two goals each under their belts, or rather suits, and four more of their players added their own goals to the score.

It seemed as if all of their players were playing offense. This proved to be tough for Lindsay Jones, ULV's top goalie as she made only seven saves.

"I think we need to be more aggressive offensively," freshman utility Amanda Fernandez said. "More girls need to step up and be shooters and have more confidence in their abilities."

La Verne will play Pomona at home Saturday at 10 a.m.

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Baseball swept in three game series by Chapman

LV held to nine runs in series

Vanessa Avilez
Staff Writer

The La Verne baseball team was defeated in a three game series to Chapman on April 5-6.

La Verne (15-14) played Chapman (25-4) at home in a doubleheader Thursday afternoon ending in 8-2 and 8-4 and at Chapman on Friday resulting in 4-3.

In game one, La Verne took the lead when outfielder Tom Nall hit an RBI single to left field that drove in infielder Trevor Boucher to score the first run of the inning.

"I cheated for an off-speed pitch and he threw it in my zone and I got a hit," said Nall, a senior movement in sports science major.

Chapman came back and started heating up when they scored six runs in the fourth inning with outfielder Steve Fraser bringing in two RBIs.

Once again Nall drove in outfielder Brad Licher in the fifth inning, scoring two runs for the Leopards.

Chapman pulled ahead again scoring two more and making game one the first win for the Panthers.

In game two, Chapman took the lead early, but in the third inning ULV's Brad Licher hit a three-run home run as the Leopards took a 4-2 lead on Licher's fifth home run of the season.

"I tried to hit the ball hard and just got a good piece of it," said Licher, a senior business major.

Chapman came back in the fourth inning when catcher Matt Pearson hit a two run home run tying the score at 4-4.

In the fifth inning the Panthers came back with four more runs ending in another 8-4 victory.

In the last game, the Leopards had the lead, 3-1, entering the ninth inning.

However, in the final inning, the bases were loaded when

Continued on page 12

Men's tennis loses final home match

Keisha Clay
Staff Writer

On March 7, the La Verne men's tennis team played its last home match of the season losing to Occidental, 9-0.

The young squad has had a rough season so far. They have only won one game this season and many players attribute their record to inexperience.

"This is many of the players first time playing team tennis," said Adrian Laygo a sophomore, psychology major from Philips Ranch and two year member of the team. "They are used to playing recreational tennis."

The men's tennis team was not well prepared to take on the Tigers just the day before they suffered a loss, away against Pomona-Pitzer, 9-0.

"I feel though we weren't pumped up to play," said Chris Weedon, a sophomore who is in his second year with the team. "We weren't ready."

Weedon also feels the team's lack of dedication has also played a factor in why the team is having such a hard season.

Yet, the team has not given up they have two more matches before the Southern California Intercollegiate Athletic Conference championships.

"I think we have a good chance of beating Cal Tech because they lost to Biola and we beat Biola," said Evan Mobley a junior, television broadcast major from Redondo Beach and a first year member of the team.

"I would like to win at least one more match as a team," said Kyle Fournier a senior criminology major from Mt. Etna who has played on the team for three years.

The men's tennis team's next match is April 14 in Pasadena against Caltech at 9:30 a.m.

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Baseball...

Continued from page 11



Leah Heagy

As Ryan Cavan from Chapman is caught stealing third base during the fourth inning, Leopards third baseman Trevor Boucher tags him out. The Leopards lost the doubleheader with the Panthers on April 5, 8-2 and 8-4. Baseball will play Caltech at home Friday.

Panther Stuart Hyman tied the game by driving in two runs and sending the game into an extra five innings.

In the 14th inning, Chapman's Kurt Yacko scored the winning run after catcher Ryan Villasenor's single off Leopards' pitcher David Contreras.

Chapman, the Leopards suffered another loss to the hands of Azusa Pacific losing 8-3, on April 11.

Ranked No. 2 in the NAIA, the Cougars entered the game with a record of 35 -4.

ULV used seven pitchers against Azusa in which starter Ryan Rose was limited to only five innings.

'Our focus is winning the conference and doing what we need to do.'
—Scott Winterburn, head coach

It was an outstanding game especially because of the performance of Leopards' starting pitcher Jolly, who allowed just one run in the first seven innings of the game.

Despite being swept by Chapman, the Leopards showed intensity and a great amount of effort in this three-game series.

Although they were defeated in conference, La Verne is still currently in first place in the Southern California Intercollegiate Athletic Conference.

After being swept by Chapman, the Leopards suffered another loss to the hands of Azusa Pacific losing 8-3, on April 11.

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ULV used seven pitchers against Azusa in which starter Ryan Rose was limited to only five innings.

La Verne will now play the first of their final three conference match ups left starting today against Caltech at home with the first pitch at 3 p.m.

The Leopards will finish the series Saturday at Caltech before preparing for Cal Lutheran on April 20.

"Our focus is winning the conference and doing what we need to do," said head coach Scott Winterburn.

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Plastic grass...

Continued from page 3

outweigh its cost.

"We don't need to create traffic for other communities, I realize there are many other ways [to use money]," Podley said. Bonita School Board member Jim Elliot considers this is an opportunity for the district.

"On a personal level, this is a big deal for us," Elliot said.

Students at Bonita High School are also excited about the new turf.

They agree that the field is worn and in need of an update.

"Turf would be better," freshman basketball player Jay Bernard said. "I know when they turn on the sprinklers it gets all muddy."

Senior Brittany Carr supports getting the new field.

She has seen the condition of the field worsen in the last four years.

"We should because our field sucks," Carr said. "I think it's a good idea. It was really nice when I was a freshman but [now] its muddy and gross."

Synthetic turf will only be placed on the stadium field and the other fields will remain with natural grass.

The mud is a big concern for school officials.

"For our situation here, its better because it [turf] can be used 24 hours a day, 7 days a week, 365 days a year under any weather conditions," Podley said. "Our fields are saturated. This will allow us to have a perfect field, allows us to take pressure off the natural fields and allows those fields to rehab and be repaired."

Defensive coach Ron Reclusado agrees.

"This will save money on watering, cutting the lawn, chalking," Reclusado said.

Reclusado notes, "According to studies, the money that they save over time will pay for itself. It's a lot more natural."

University of La Verne Professor of Biology Jay Jones disagrees with how natural the turf is.

"You got to think in terms of producing the Astroturf," Jones said. "You generate a tremendous amount of solid waste. Plastic is one of the most difficult things to get rid of."

Podley understands the cost of the turf is expensive, but the result on campus will be worth the cost.

"If you examine the cost of watering, fertilizing, aerating, mowing, painting, receding that natural turf requires and a synthetic turf does not need, I think over a 10-year period we'll come close to a price offset," Podley said. "There's a lot less maintenance."

"We're using all of our resources for park development," Johnson said. "My concern relates to the condition of the sports park. What I see is, the main need is to get kids on other fields."

Jones also notes that there are tons of chemicals in the synthetic turf.

"The individual process to make plastics, you're going to use quite a bit of water for that too," Jones said.

Construction of the new turf is scheduled to begin July 5.

Other California schools and communities adopting synthetic turf include Lakeside High School in Lake Elsinore, Golden Valley High School in Santa Clarita, West Ranch High School in Stevenson Ranch, Capistrano Valley High School in Mission Viejo, Dana Hills High School in Dana Point, Los Angeles Harbor College and the City of Santa Ana.

'According to studies, the money that they save over time will pay for itself. It's a lot more natural.'
—Ron Reculsado, Bonita High School football defensive coach

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Best foot...

Continued from page 6

said. "However no boots with fur inside because it is a little too hot outside."

Boots are a trend that can be carried over from fall, but should be limited to special occasions and going out at night.

As a designer Kasmir receives inspiration from all over such as shopping overseas and domestically, observing her peers and magazines.

It is important to keep an eye out because there are fashion inspirations everywhere.

Those of you already preparing for fall trends, two words: ankle boots.

Michelle Ajemian can be reached at ***majemian@ulv.edu***.

LEOPARD SCOREBOARD

AT THE BUZZER

Baseball, April 11
Azusa Pacific-- 8
La Verne-- 3

Golf, April 9
SCIAC #2
La Verne-- 1st Place (302)
Redlands-- 2nd Place (304)
Claremont-- 2nd Place (304)

SCHEDULE

Today
Baseball vs. Caltech
@ La Verne, 3 p.m.

Softball vs. Claremont
@ Wheeler Park, 2 p.m.

DID YOU KNOW?

On April 15, Major League Baseball will honor the 60th anniversary of Jackie Robinson becoming the first African American of the modern era to play in the major leagues, for the Brooklyn Dodgers. In tribute, every member of the Los Angeles Dodgers will wear his uniform number, 42, in that day's game against the San Diego Padres.

MOTOR REPORT

Issue #1 April 13, 2007

Gearhead heaven on earth in Burbank

Editor's note: If there's anything that even comes close to rivaling my love of cars, its my love of reading. And when it comes to places to shop for books and other reading materials about cars, as well as automotive collectibles and memorabilia in general, the store I'm about to tell you about is second to none, in terms of both quality and quantity of merchandise offered for sale. If you don't believe me, ask some of the big-name patrons I talked to.



Brent Anderson

The King of Late Night (and car guy of the first order) Jay Leno holds court with the author in front of Autobooks-Aerobooks. Leno and the numerous cars and motorcycles in his collection have been regular visitors to the Burbank establishment since he arrived here in the 1970s.

Historically speaking, we car enthusiasts haven't exactly gotten most business owners tripping all over themselves to better cater to our literary interests. In fact, Autobooks-Aerobooks is the only known bookstore in the United States that specializes in automotive titles.

And Chet Knox, a retired automotive performance parts manufacturer who bought the store in 2001 after being a customer since day one, has continued to make sure that the store has something for every gearhead by expanding its selection of items on display and for sale.

Over the years the store has added videos, vintage sales brochures and press literature from auto manufacturers; calendars, toys and models; and seemingly every English-language periodical having anything to do with cars, motorcycles and aircraft. Knox also publishes the "Automotive Calendar of Events" each month that lists upcoming car-related happenings throughout California and the Southwest.

Keep in mind that all that is on top of the mind-boggling array of books and technical manuals they have boasted since virtually day one.

When Autobooks fist opened in 1951 in Burbank, founder Harry Morrow saw to it that the shop was stocked with a treasure trove of auto-related books, mostly ones originating in Europe.

Some years later a nearby bookstore specializing in aviation-related titles was going out of business, and the operation was consolidated with the automotive arm to become Autobooks-Aerobooks (though most still refer to it as Autobooks for short).

One of the unusual things about Autobooks that Knox is quick to point out is how all of the books and most of the other publications sit on the shelves with their covers facing outward rather than their spines. They take up more room like this, but Knox confirms that it makes it much easier to get a feel for what the book is about and makes it easier to spot sections devoted to the particular subject you're interested in.

But the fun doesn't stop with the merchandise. Every Saturday from 8 to 10 a.m. Autobooks holds its weekly cruise-in. Complimentary coffee and pastries are provided and almost anything with at least two wheels and an engine is welcome to participate.

Occasionally the cruise-in is augmented by the people and vehicles from a club, or those from a rally or tour that is making a stop at or starting from Autobooks.

"It's a meeting place," said Knox.

Automotive authors, artists, journalists, racing drivers and other famous figures often visit on Saturdays, as well, to sell and autograph their latest works. One such figure is Max Grundy, a man who calls himself a "modern propaganda artist." His work, which appears on large art prints and on clothing, is probably best described as a fusion of 1950s counterculture, Cold War paranoia and tongue-in-cheek humor.

However, he says, the great thing about Autobooks is that it is so adept at catering to gearheads of all persuasions, not just people who are into the same subgenres of the hobby that he's into.

"It's just a nice place," Grundy said. "They've got stuff for everything you're into."

Arguably the most recognizable member of the regular crowd is "The Late Show" host and car guy extraordinaire Jay Leno.

"I came here first, then found a place to live," Leno said, maybe or maybe not jokingly on the same day Grundy was visiting.

The comedian also pointed out that the store has stuff that can be appreciated and enjoyed by even casual fans, as well as hardcore enthusiasts like himself.

"Someone who's just getting into [the car hobby] can find stuff here too," he said.

Of course, all dyed-in-the-wool car guys (and car gals) who are now frequent visitors to Autobooks had to start out as first time visitors at some point.

Even on the occasion of his first visit, custom road wheel and steering wheel magnate Alan Budnik knew he was in for something special.

"If you're into cars or racing, it's the place to be," he said.

So if you even think you or someone you love might have a soft spot for motorized contraptions, Autobooks-Aerobooks is definitely worth putting on your "Places to Visit in Southern California" list.

Steer your browser over to **www.autobooks-aerobooks.com** for more information, including directions, hours of operation, upcoming events and photos of past events and customer cars.



Tom Anderson

For more than a half-century, Autobooks-Aerobooks in Burbank has been the go-to place for car, motorcycle and aircraft enthusiasts when they're looking for books, models and other memorabilia.

TRACK DAYS ARE FLAT-OUT FUN

Editor's note: As much as I love watching motor racing and playing video games that simulate it, I know there's simply no substitute for getting out on a track in a real car and pushing it to its limits. With that in mind, I decided to see for myself what if feels like from the driver's seat.

For those who believe that real racing involves turning left and right, it's a little-known fact that you can do high-performance driving on real road courses in your own car. These events, commonly known as "track days," have long been a source of curiosity for me, and I thought some of you might also want to know what the big deal is.

To find out, I first sought the wisdom of wise and worldly sage Google on how to get in touch with companies that host track days.

After a few mouse clicks, I happened upon the home page of Redline Track Events. Fortunately for me and you, their next event would be taking place in less than a month's time at the Streets of Willow Springs, one of the many circuits located on a single massive parcel of land located just outside the High Desert hamlet of Rosamond. So I signed up, paid the $120 fee, and set about preparing for the event.

After purchasing a suitable helmet and reviewing the rules, my dad dropped a minor bombshell by strongly recommending that I not take my 1983 Mercedes-Benz turbodiesel on the track. It does, after all, have a tendency to grind its front tires even when driven in a prudent manner and, being that it has a low tech diesel engine pushing 120 horsepower through a 4-speed automatic transmission, is slower than a child of incest. So what would my substitute chariot be?

Enter Lil' Red, the 1999 Oldsmobile Alero sedan most recently owned by my grandmother. Now I could probably fill about 20 of these inserts with my thoughts of how monumentally idiotic it was of General Motors to take the country's oldest car company behind the barn and put a bullet in its skull (and all but admit to replacing it with Saturn), but I'll spare you my carefully-chosen vitriol and just say this: The last new-from-the-ground-up passenger car from the brand that brought us automatic transmissions, turbocharging and airbags really wasn't as lousy as you might think. Tastefully modern styling, decent handling and respectable, if not baby-tush-smooth power delivery from this particular Alero's optional V6 and 4-speed automatic transmission make for a surprisingly competent, some might say appealing piece of transportation hardware.

Go north, young man

So my dad and I packed up and set off before dawn on a pilgrimage to one of Southern California's precious few temples of speed. And despite some small pockets of heavy traffic and occasional zillion-watt zap from the heavens, we made it to the track with plenty of time to spare and relatively dry, the latter being indicative of the fact that the weather would indeed hold up for the rest of the day.

We were among the first to show up to the track, but one by one the other participants trickled in, the overwhelming majority of those participants being in Subaru Impreza WRXs. Some of the other varieties of machinery that arrived included a handful of Mazda Miatas, a few Toyota MR2s, a late model Audi S4 sedan, a Subaru Legacy GT sedan, a Mini Cooper S



Cabriolet, a couple of Mitsubishi Evos, a couple of Lotus Elises and a pair of BMW M3s. Surprisingly, the only American car other than ours was a late '80s Mustang GT; nary a Corvette, Viper or GTO in sight.

After waiting around for an hour or so, we were called to the drivers' meeting, held inside the Streets of Willow Springs' relatively small garage building. After introducing himself, Redline Events co-founder Chris Willard went over what is arguably the most important rule of any track day: This isn't racing. There is passing allowed on the straightaways, but there's no one keeping track of positions and no trophies or any other sorts of prizes handed out to the top finishers. In other words, don't let the dreaded "red mist" take over.

Speaking of red, that was the color code for the most experienced group of drivers; they got to leave after Chris finished his spiel while the intermediate or green group and the rookie or blue group (mine) were asked to stick around for an introduction to the rules of the track and what all the colored flags waved by the corner workers signify. That session was conducted by Jeremy Croiset, a Tehachapi resident who, in addition to his duties as chief instructor for Redline, is also marketing manager for and a competitor in the National Auto Sport Association's Honda Challenge.

After his regular seminar, Jeremy offered to give us newbies, for $40, a class on the basics of car control and the "racing line" through corners, as well as a session where he or one of the other two pros who happened to show up would ride along with the student and provide real-time, in-car instruction.

Despite my vast experience with video games like Gran Tursimo and watching untold thousands of hours of road racing on Speed Channel, I figured this class would be a wise investment, especially considering this class offered something the big dollar, big name performance driving schools don't: In-car instruction in your own car (or, in my case, the car you drove there). Interestingly, I wound up being the only person to have on-track instruction scheduled during the third session, meaning my very first two sessions would be flying solo.

Start your engine

Rookie status and unfamiliar car notwithstanding, I drove to pit road when the first call for blue group came over the P.A. system. Helmet on and windows rolled down (both mandatory), I lined up at the head of the group, or what was the head until a longtime Redline supporter and participant drove his silver Toyota MR2 Spyder to the front of queue. That way we would have a pace car of sorts, as he would show us the optimal line through the turns and where to get on the brakes, gradually building speed until finally, on the fourth lap, we were turned loose!

Naturally, it wasn't very long before those behind me wanted to pass. However, since there are only two proper straightaways on the whole track, the cars following had to spend what must have seemed like an eternity behind this arrest-me-red Olds.

I actually seemed to spend just as much time looking in my mirrors at the pack of angry turbocharged hornets as I did looking out the windshield, visualizing the optimal line through the next corner or set of corners.

The many dips, twists, and undulations of the track are a lot more challenging than they first appear, especially if you're in a car that was really never designed with "spirited driving" in mind. The physical forces exerted on both car and driver during cornering are nothing short of monumental, and have to be experienced to be believed.

After a half hour's worth of fun, the official stationed at the

Continued on page 4

From the editor...



Tom Anderson

If you're reading this, chances are you want to know what this insert is doing in the middle of our beloved Campus Times. The answer is that this insert (along with a second one scheduled to drop on May 11) is the project I designed and took on in order to graduate with a degree in journalism come the end of May. If you're wondering why I decided to do a newspaper insert dealing with most things automotive, I have to assume you don't know me...at all.

Yes, the words below that mug shot tell you my name is Tom Anderson. What it doesn't tell you is that I live for cars. I also enjoy writing, so writing about cars should be a natural extension of those two passions, right? Right. That's why I chose to do this for my senior project. But I also did it because I want to share and maybe, just maybe, pass some of my enthusiasm on to you.

Now I know there are those of you out there who proudly blame cars for causing everything global warming, to urban poverty, world hunger, the military-industrial complex and Don Imus' ignorance. Okay, maybe not that last one. But the point is there are plenty of haters out there. For all I know you might be one of them. But I do know that no single invention has had as profound and far-reaching social and physical impacts on human civilization as the automobile has.

It has made it possible for people to travel hundreds of miles in a day instead of a few dozen.

It has been the inspiration behind countless songs, books, movies and TV shows.

It has created new opportunities for us to express our personalities and tastes (or lack thereof).

But most of all, the automobile has given humankind the sort of freedom and mobility that sets the spirit free and the feeling of sheer exuberance that comes with having the ability to go where you want to, when you want to.

Furthermore, many of us make cars extensions of ourselves, and sometimes give them human qualities. Losing a car, whether through theft, crash or sale, can be as traumatic as losing a close family member or loved one. Those who have owned many cars over the years may view their various rides as metaphors or landmarks for stages in our lives. And no one looks back with nostalgia on the various brands and models of refrigerator or television they've owned!

My passion for cars dates back to well before I can remember, and it only seems to grow stronger with time. By making these inserts available to you, I hope to make at least a few of the skeptics out there realize that, for better or for worse, cars are here to stay as an indispensable part of our civilization, and that they can and should be enjoyed as machines that are not only vital to our everyday lives, but also as blank canvases on which we can paint portraits of who we are and what we believe in. The cars we drive and how we equip them are as much a part of who we are as how we dress. That's part of the appeal. I hope you come to see that to even a fraction of the extent I have.

Drive safely, and thanks for reading.

MotoReport

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Rabbit is high class, but it slurps gas



Tom Anderson

Last year many auto enthusiasts (myself included) were summarily shocked by Volkswagen's eleventh-hour decision to rename the American version of the fifth generation Golf the Rabbit, exactly like they did with the original Golf of the late 1970s and early 1980s. Fortunately, VW appears to have resisted the temptation to include underachieving powertrains, questionable quality and short equipment lists as additional retro touches.

As with the outgoing Golf, the new Rabbit is available as either a two-door hatchback ($14,990) or a four-door hatchback ($17,110). If you want a small Volkswagen with a proper trunk, you'll need to look at the Jetta, which is essentially identical from the front seats forward.

For now the Rabbit is only available with one choice of engine, a 2.5 liter five-cylinder unit that generates 150 horsepower while still being certified by the California Air Resource Board as a Partial Zero Emissions Vehicle (PZEV), meaning it's only slightly dirtier than a purely electric car. A five-speed manual transmission is standard, while a six-speed automatic with Tiptronic manual shifting mode is a $1,075 option.

The EPA currently rates the Rabbit at 22 miles-per-gallon in city driving and 30 miles-per-gallon on the highway, regardless of transmission or number of doors. That's definitely uninspiring for a car this size, but a turbodiesel version expected to arrive next year should deliver fuel economy equal to or better than most hybrids.

Climb inside the Rabbit and the first thing you'll notice is the incredibly precise panel fit, high quality materials and overall attention to detail. In other words, the interior of the Rabbit, like that of almost every other VW product of the last eight or so years, looks and feels like it belongs in a much more expensive car. Better still are the generous amount of space, comfortable seats and good outward visibility.

Vitals

Name:
Volkswagen Rabbit
Base Price:
$14,990 (2 door)
What's Hot:
Solid German engineering, driving dynamics, interior room
What's Not:
Thirsty for a compact, questionable reliability

On the safety front, the Rabbit comes with features like four-wheel disc brakes with anti-lock and brake assist, six airbags (two front, two side and two side curtain), reinforced side door beams, traction control, daytime running lamps and a laser-welded safety cage construction all standard. Electronic stability control, a tire pressure monitoring system and rear side-impact airbags (four-door only) are optional.

But perhaps the most notable safety feature in the Rabbit's arsenal is its impressive agility. The electrically-assisted steering is nicely weighted with all the feedback most drivers could ask for, and the suspension keeps the car glued to the pavement in the turns while still providing a smooth ride.

And speaking of smooth, the optional automatic transmission is just that, delivering swift but relatively gentle gear changes even in manual mode. And while not quite as quiet or frugal as its Asian and American competitors' four-cylinder lumps, the Rabbit's five gets the job done admirably.

Also on the demerits list would be an auxiliary audio input jack hidden in the glove compartment (a proper iPod adapter is a $199 option); a run of major recalls on VW products over the last few years;and widespread reports of customer dissatisfaction with dealerships.

But keep in mind that if you value the German's attention to detail and Autobahn breeding when it comes to cars, the Rabbit is a fine car. But those who are more concerned with reliability, dealership experience and fuel economy should look elsewhere.

Honda's subcompact Fit does exactly that

When Honda introduced the current generation Civic last year, it was so big and so pricey ($14,810 for a base coupe) compared to its ancestors that many wondered if Honda would introduce a sub-Civic model to fill the gap. Well, Honda did exactly that by beginning to import the Fit five-door hatchback from Japan. But just because it's small and affordable ($13,850) doesn't mean the Fit lacks that Honda magic.

Unlike most of its competitors, the Fit is only available in North America as a five-door hatchback (a traditional notchback sedan is available in many Asian markets). That said, this body style is so versatile and spacious that you probably won't care. There's plenty of room and comfort to be had for four adults, and the seats flip and fold almost every way you can imagine to maximize cargo room or, in the case of the so-called "Refresh Mode," comfort for lounging while parked.

All Fits, in both base and Sport trim levels, come with a 1.5 liter, 109 horsepower inline four with Honda's legendary VTEC variable valve timing technology. That doesn't sound like much, but in a car that weighs around one-and-a-quarter tons there's plenty of pep to go around, regardless of whether you choose the five-speed manual or five-speed automatic. On a side note, the automatic-equipped Fit Sport comes with a pair of steering wheel-mounted paddle shifters for manual control.

In addition to the aforementioned paddle shifters, the Sport package also gets you alloy wheels, a subtly sporty body kit, fog lights, cruise control, keyless entry and an upgraded stereo system with auxiliary input jack. And Sport also

Vitals

Name:
Honda Fit
Base Price:
$13,850
What's Hot:
Fuel economy (33/38), fun to drive, versatile
What's Not:
Too tiny for some, love it or leave it styling, not much cheaper than the Civic when loaded



American Honda Motor Co., Inc.

describes the driving experience, as the precise steering, well-calibrated suspension and the aforementioned spunky powertrain work together to create a lively little package. Granted, it doesn't feel as sharp or nimble as a sports car like Honda's own S2000, but piloting the Fit won't cure insomnia, either.

But just because the Fit has a playful disposition doesn't mean it can't be serious, either. The ride is commendably smooth for such a small, short wheelbase layout, and as one would expect, the fuel economy is superb: The EPA's figures are 33 miles per gallon city, 38 highway for the manual, while base Fits with the automatic return 31 city/38 highway, and the Fit Sport automatic is rated at 31 city/37 highway.

As for safety features, both trim levels come with an impressive array of passive and active features as standard. This list includes anti-lock brakes, dual front, front side and side curtain airbags, side impact door beams and an immobilizer theft-deterrent system.

Unfortunately, that list doesn't include a waiver exempting it from the laws of physics, and that's my only major qualm with the Fit (or any small car, for that matter). What I mean is that in a collision between a Fit and, say, a Chevy Tahoe, it should go without saying that the Tahoe's occupants will probably fare much better simply because their vehicle weighs about as much as three Fits. Add the fact that reduced size means reduced crush space, and you're left with a vehicle that could be considerably more vulnerable on today's roads, regardless of how many airbags and reinforcing beams you cram inside.

The small size also means that while the rear bench is fine for two people, three-across will be quite cozy, and the micro minivan-like styling isn't for everyone.

But then again all cars, like all things in life, are about compromise. And for people who want a spacious and flexible vehicle that won't empty their wallets at the dealer or at the gas station, they'd be hard pressed to do better than the Fit.

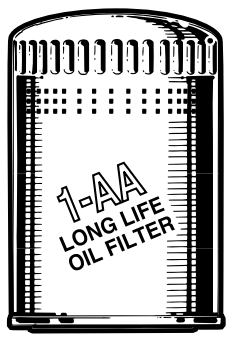
Oil Change 101: Attention! Class is now in session

Oil is the lifeblood of your car and, like blood in humans or animals, an awful lot of people prefer to avoid getting it on their person.

But the simple fact is that, eventually, the oil and oil filter in your engine become overrun with dirt, and the oil begins to break down at the molecular level and loses its effectiveness. So if it's a simple fact of life that has to be addressed by someone, why not let that someone be you? Not only will you feel a sense of accomplishment and know it was done correctly, but chances are you'll also save some money in the process.

Start by parking your vehicle on a level surface that will still allow you enough room to slide a pan or other container underneath the drain plug on the oil pan. Then remove the drain plug to allow the used oil to drain out into the container. Be sure to do this while the engine is still warm, but be careful not to burn yourself on any of the metal engine parts.

When the oil is done draining out of the pan, you can change the oil filter. Most engines use a spin-on filter, which may or may not require use of an oil filter wrench, depending on how dirty and/or tight the old filter is. Try to keep the open end of the filter as upright as possible to prevent spillage.



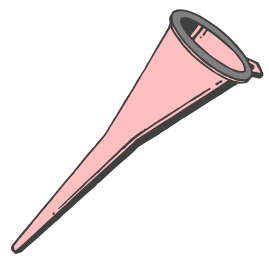
Next it's time to install the new oil filter. Before you install it, it's a good idea to pour some new oil into the new filter; this reduces the chance of having an air pocket in the oiling system, which in turn reduces the time that the engine is turning with no or too little oil pressure. Then, making sure all gaskets



are in place, install the new oil filter, but be careful to not overtighten it.

Now comes the time to add the rest of the new oil. This may seem really obvious, but the first thing to do before pouring the new oil in is to re-install the drain plug on the oil pan. You can also take this time to move the container with the used oil out from under the vehicle and set it aside for recycling later on.

Next, find the engine's oil filler cap. This is usually located on the valve cover (also called a cam cover or rocker cover). Place a funnel in the opening, and begin pouring in the new oil. Typically, your vehicle owner's manual will tell you how much oil the engine is designed to hold; once you've reached that amount (having counted the number of bottles you've emptied), pull out the funnel, re-install the filler cap, and start the engine, doing the latter while keeping a close eye on the oil pressure gauge. If the gauge doesn't reach full operating pressure after about five seconds, or a warning light and/or



sound comes on, turn the engine back off immediately, check the dipstick, and add more oil if necessary. If the gauge reads normal oil pressure, check the level on the dipstick, wipe the dipstick off with a paper towel, reinsert the dipstick, repeat that process one more time, make one last check that nothing is removed or out of place, and close the hood.

Congratulations, you've changed your car's oil and filter. With most older cars that are driven under "normal" conditions (an even mix of city and highway driving in non-extreme temperatures), this procedure should be performed every 3,000 miles. However, you can go longer with some long-life synthetic motor oils (man-made lubricants that offer longer life and greater, more consistently available friction reduction capabilities) and newer cars, but constant stop and go driving, extreme temperature highs and lows, carrying heavy loads and/or repeated stopping and starting of the engine will typically necessitate more frequent intervals. And yes, you are guaranteed to get your hands somewhat dirty, but vigorous washing with soap and water will get them clean. The important thing is the engine in your ride is now ready to perform at its best and fulfill its maximum life expectancy.

Track days...

Continued from page 2

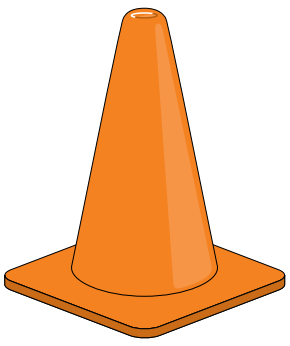
start/finish line waved the checkered flag, signifying the end of the session. I returned to the pits, parked, pulled off my helmet and just sat there for at least ten seconds, letting what I had just accomplished sink in.

Needless to say, that was a rush.

After watching some of the other groups, it was time for blue group's second session, which proved to be more of the same: Lots of G-forces shoving me back and forth and side to side in the seat, all the while having to watch out for cars behind me so I could wave them by on the straights.

After the second session had finished, it was time for a lunch break, and most participants made the relatively quick drive back to town to patronize the fast-food eateries designed as much to draw famished freeway travelers as they are the locals. Dad and I, however, stuck around to admire some of the rides and shoot the breeze with their owners.

Soon, however, lunch was over and it was back to business. When the call for blue group's third session came, I drove over to the garage and Jeremy hopped in. Croiset was unsettlingly quiet for our first lap (He later admitted that he was asleep for most of it as a result of a short night's sleep night before!), but from the second lap onward provided a treasure trove of constructive criticism, advice and feedback. As a result my lap times seemed to grow noticeably quicker and my line much smoother, while my confidence level rose accordingly.



Unfortunately, the Olds was soon crying "Uncle!" in the form of the power steering system cutting in and out, the temperature gauge flirting with the danger zone and the gas gauge rapidly approaching the "E." Thus we were forced to end the session early, and while the Alero sat hood-up trying to recover for the long trip home, I decided to learn some more about my brave passenger.

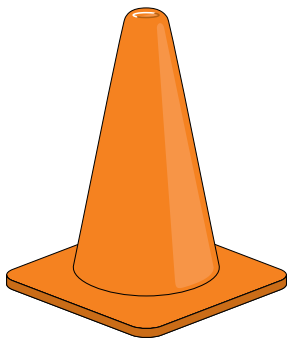
Under the helmets

Croiset has been racing for two years, and an instructor for five, but his first time at a track day came eight years ago.

"A friend was going to the track, and it sounded cool," he said.

As someone who's been into cars forever, and had done some drag racing before, it didn't take much for Croiset to get hooked.

"The most appealing thing's to drive fast in a safe, controlled environment without worrying about tickets," he said. As for the biggest benefit, that's a no-brainer: "Just learning about cars and driving, and learning how to be a better driver on the street."



Willard, who co-founded Redline events in January 2000, wanted a way to drive his car on a track without having to be a member of a full-fledged club like the Sports Car Club of America (SCCA) or Porsche Owners Club (POC).

He still does digital imaging work for the motion picture industry, but points out that holding track days is something "I enjoy much more." But even after seven years in business, Willard and his partners are still struggling to get the word out. And increasing public awareness is not just good for business because, he said, doing this sort of thing on the street is a lot riskier than in a controlled environment where medical personnel are constantly nearby and at the ready.

No sooner did he finish saying that than a black Impreza lost it coming onto the frontstretch, slid through the rocky desert soil and wrapped itself in the chain-link fence that separates the track from pit road. The end was result was a scene that looked like some kind of sadistic Christmas present.

There was significant damage to the Subaru, including a busted radiator, but the driver was, save for a bruised ego, unhurt.

Willard was quick to point out that if this had happened on a public road, the driver would probably be dead.

This was a sobering illustration of how racing on a track isn't 100 percent safe. But the important thing is it sure beats the alternative.

On the road...

Court to EPA: You can (and should) regulate greenhouse gases

In a landmark decision last week, the Supreme Court ruled 5-4 that the Environmental Protection Agency does indeed have the legal authority, if not the responsibility, to set limits on the amount of carbon dioxide and other greenhouse gases produced by vehicles and industry. This goes against what businesses, members of the Bush administration and even some EPA officials had been claiming.

The upshot: Expect to see tougher federal regulations on automotive pollution (and, by extension, fuel economy) in the future.

EPA approves urea to clean up diesel exhaust

In other news involving the country's top environmental watchdogs, the agency recently issued guidelines for automakers planning to use urea-based solutions to reduce levels of oxides of nitrogen (NOx) in diesel exhaust. The EPA requests that automakers make it next to impossible for the vehicles to be operated without the aftertreatment solutions for prolonged periods. Proposed ways of doing this include an array of warning lights and buzzers and limiting the number of engine starts allowed with an empty urea tank.

The upshot: After five years in exile, look for diesel-powered cars to return to California new car lots this winter.

Vermont emissions edict comes under scrutiny

The state of Vermont's 2005 mandate that the CO2 emissions of new vehicles sold there be slashed 30 percent starting model year 2009 is being challenged in court by General Motors, DaimlerChrysler and Vermont car dealer groups. At stake is the ability of individual states to formulate their own emissions standards. A ruling in the state's favor would likely lead to a confusing national patchwork of regulations that would leave many automakers essentially locked out of certain states.

The upshot: Unless the federal government devises CO2 rules that all the states can agree on, automakers (and consumers) are in for some big headaches.