

**MICHIGAN
STATE
UNIVERSITY**

East Lansing, Michigan



STATE NEWS

Thursday, May 28, 1970

AUTOMOTIVE • TRAVEL

GET YOUR CAR READY FOR SUMMER





Waiting in line for on-campus parking permits has become something of a tradition at MSU, and each term thousands of students must get new ones. The cost of a parking permit is \$6 for four terms, if the permit is obtained at the beginning of the school year.

Campus parking risky business

By SHARMAN STEWART
State News Staff Writer

Parking an unregistered vehicle on University property is a risky business for faculty, staff and students.

A vehicle, driven or parked on campus, not registered with the campus police is subject to a \$10 fine. The fine is increased for each subsequent violation.

Provisions for vehicle registration are made at the beginning of each term during registration. Students not registering at this time must go to the Dept. of Public Safety office in quonset hut 103 to complete the required forms.

A fee of \$2 a term is charged for the registration of any vehicle.

Proof of a valid drivers license, ownership of the vehicle and

liability and property damage insurance must be presented at registration.

Students above freshman status may receive a permit to drive and park on campus for a 72-hour period.

A total of 29,389 faculty, staff and student motor vehicles are registered to date. In the total are 16,909 student-operated vehicles. Legally registered bicycles total 4,080.

A permit allows a person to park in a designated area and to drive on campus during specified hours. Generally, students are not allowed to drive on campus during the day.

Student parking is provided in lots near each dormitory complex. Special permission to park in front of the halls is granted by dormitory head advisors under certain circumstances.

The University police are free to have an illegally parked vehicle towed. This is only done under extreme circumstances, according to the Campus Police.

Abandoned vehicles, especially bicycles, are impounded by the police. Any bicycle found unlocked, not in the bicycle racks or unregistered can be impounded.

A list of all impounded articles is posted by the police for 21 days. If the item is not claimed by the owner after this time it is taken to the salvage yard for sale.

Survey work progresses on highway across campus

By JOHN JUEL

State News Staff Writer

Survey work is currently in progress on a \$10 million highway project that will pass through the MSU campus.

The 3.2-mile east-west

highway will extend from Interstate 496 east along the Grand Trunk railroad line to M-43 near the railroad viaduct east of East Lansing.

Plans call for a six-lane divided highway from I-496 to

Hagadorn Road on the campus portion of the project, and four-lane highway the rest of the way to M-43.

"It was not so much a matter of where the new highway would be built as it was a question of what type of treatment it would receive," Larson said.

Larson said a compromise was sought between full freeway and at-grade treatment that would best blend in with campus planning and landscaping.

The survey work, under the direction of Clifford E. Smith, survey party chief, started in late April and will take about six months. Bids for construction are scheduled to be taken in 1973. All right-of-way acquisition will be completed before any taking of bids. Actual construction of the highway will begin in late 1973 or early 1974.

When the project is completed, Harrison and Hagadorn Roads will have access to the new highway with at-grade intersections. Farm Lane will

overpass the new highway, with no connection. There will be a full interchange at Bogue Street, with Bogue Street passing under M-43.

Tire care eases seasonal threats

Late summer presents a special threat for drivers that can be more treacherous than ice.

After a dry spell, a light rain or drizzle creates a thin, greasy film on smooth road surfaces. It is slick, and it is dangerous, because drivers are not concerned about skidding at this time of the year.

Bald tires increase the danger. More miles are driven during the summer than at any other times of the year and without realizing it, tires may wear beyond the safe point. When there is less than 2/32" of tread remaining,

according to tire experts, your tires are unsafe.

Under dangerous driving conditions, reduced speed and extra caution are obvious accident prevention measures. However, a double measure of safety is to keep your tires in good condition.

You can substantially increase tire by having them rotated about twice a year. By putting tires in different positions on the car (left front to left rear, left rear to right front, and so on around the car — according to instructions for your make and model), your tires, including the spare, eventually will have taken their turns in all positions, thereby equalizing wear.

This semi-annual procedure also provides a good opportunity for your automotive serviceman to look for cuts, bruises or other damage.

Once a month, have the air in the tires checked. An underinflated tire will wear rapidly at the outer edges; overinflation causes wear at the center.

One final tire care fact especially important during the summer: excessive heat is a tire's worst enemy. It results from a flexing of the tire body. The faster you drive, and the more load you carry, the more your tires will flex.

Tires can get sizzling hot at high speed on a summer day. When they hit 250 degrees (considered their critical temperature), wear is rapid and you may be in danger of complete tire failure.

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Car burglar alarm offered

A man walks up to his car, inserts a key into a lock on the front fender, turns it, takes another key to unlock the driver's door, climbs in, starts the engine and drives off.

That man isn't taking any chances. He's burglar-proofed his car - something more and more owners are doing these days.

The auto burglar alarm, which is de-activated by turning the lock on the exterior of the car before getting in (and which, incidentally, can set up a howl that can be heard for a block) is one of hundreds of accessories that are available to today's car owner.

If you're worried about car thieves, get an auto burglar alarm priced from \$29.95.

Or, how about a set of wheel lock nuts? For a couple of dollars per wheel you can discourage even the most hard bitten tire thief from making off

with your wheels and tires. The lock looks like a regular wheel lug, but it cannot be removed without first using a key.

"Auto accessories is a brisk business," says Ed Gutowski who runs Hollywood Automotive on Detroit's northwest side. "Sometimes people come in here looking for one thing and leave with three or

four items. They look at something and see the value in it and sell themselves - Impulse buying."

Hollywood Automotive does a big business in hot rod and speed equipment. But the family man is important to them, too. What does the man with a sedan or a station wagon want most?

"Luggage racks. We sell a pile

of them," says Gutowski. "It's not surprising, since more and more people are vacationing by car, and they're taking with them enough gear to be comfortable for two weeks, a month, or more."

Another family-type item is a stereo tape player. It can be installed by an amateur with the most rudimentary tools.

Popular, too, are a variety of gauges to replace "idiot" lights. The gauges are available in sets including an ammeter, oil pressure gauge, and engine temperature gauge - or in individual pieces.

Side marker lights or reflectors for cars not originally equipped with them, are bought and installed by the owner himself. They're inexpensive, dressy looking and contribute to safety.

Vanity mirrors have always been popular, but the current crop of self-illuminating mirrors are more popular than ever, especially with the younger car owners. These clip on to the sun visor like the original vanity mirrors, and the lights are powered by flashlight batteries.

What else is new? Head-rests are available in all sizes, shapes and colors. Installation takes seconds - either bolt-on or clamp-on types, depending on what the owner wants.

Odds differ on chances

What are a driver's chances of having an accident in his lifetime? According to the National Safety Council, it depends partly on the distance he drives.

A person who drives 12,000 miles a year has one chance in three of having some kind of an accident. There is one chance in four that damage will be limited

to property, one in 40 that there will be at least one injury, and one in 1,300 for a fatality.

One who travels 8,000 miles a year stands one chance in five for any accident, one chance in six for a property damage accident, one in 55 for an injury accident, and one in 2,000 for a fatal one.

A driver who goes 4,000 miles

a year has one chance in 10 for any accident, one in 11 that only property will be damaged, one in 110 that there will be personal injuries, and one in 4,000 that it will result in death.

A driver must keep his car - and himself - in the best possibly traveling condition to improve those odds, the council says.

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Low-cost service aim of auto co-op

By LESLIE LEE
State News Staff Writer

Last fall the New Community Auto Co-op was formed by a group that felt "students and residents of East Lansing were not getting a fair break on services and prices from area service stations," James Baker, treasurer of the co-op, said.

The co-op, which now boasts approximately 800 members, attempts to give its members better service and maintain lower prices than commercial stations, Baker said.

Since its incorporation and subsequent lease of the Campus Texaco gas station, its services have expanded and its card is now honored at both Mason Texaco and Craig's Texaco.

The co-op, which under law is a private non-profit corporation, is run by a board of directors elected from among the membership.

The board handles the regular business of operations and consists of Dave Guenther, chairman; James Baker, treasurer and asst. manager; Nancy Dickerson, secretary; and Erick Lind, communications director. The board also determines discount rates offered to members.

Although the board controls the operations of the co-op, if 25 per cent of the members question the decisions of the board they can appeal to the general membership. Baker said this is a provision to protect the general membership.

The co-op was set up by interested members of the community but "it is for people and not any specific group," Baker emphasized.

There is an annual membership fee of \$6 which Baker said is used for the purchase of

equipment and to provide working capital. Also, the station was opened with loans which must be paid off.

The station has faced problems since it opened but the largest one was their basic "lack of knowledge on running a business and operating with other people to obtain prices and services for their members," Baker said.

Another problem they have faced is to provide services that their members want. After an experimental period of 24-hour operation they went back to an 18-hour day, he said.

So the shop can keep working and things be kept running smoothly, an appointment schedule is made up to do any work members can do. This lets them know what they will be doing in the future so that the group can order any needed parts, Baker said, and it lets members know when the work will be done.

In addition, from 7 to 10 p.m. and all day Saturday and Sunday members may use the facilities for a small service charge. This charge is to cover the higher insurance premiums the group must pay for allowing untrained personnel to use the equipment, Baker explained.

The basic goal of the organization at this time, he said, is to build working capital to improve service and perhaps

in time to improve the discount schedule for club members. The discount schedule, Baker explained, is based on market prices and commercial markup of prices on parts. This means that "for the off-the-road fellow prices are higher but for members, although the price goes up, it still stays lower than other stations," he noted.

Included in plans for future changes, Baker indicated that they would like to make arrangements with a sports car co-op in Detroit to honor the East Lansing co-op's cards. Similarly, they would like to work with any co-ops created in other cities.

A new board will be elected May 31 and, with the exception of Erick Lind, all present board members will not be running, either because they are leaving or feel they have a conflict of interest, Baker said.

Jim Collins has announced his interest in the chairmanship. Other announced nominees are Gorden Hersey for vice chairman, and Erick Lind for communications director. At present no one has announced for the positions of secretary, treasurer, or member at large. If no one else is chosen, the present officers will remain in these posts.

Motorists given role in air cleanup drive

Clean air will be obtained sooner in this country if the motorist assumes his share of the responsibility.

According to George M. Galster, director of automotive technical services for Champion Spark Plug Co., "the auto industry has already made and will continue to make tremendous improvements in achieving cleaner air. In a few years the internal combustion engine promises to be virtually free of harmful emissions.

"However, clean air will not be attained until the operators of these vehicles maintain them at levels and at intervals somewhere near those recommended by the manufacturers.

"Very simply, cars with engines in sub-standard condition are reducing the effects of improvements being made by the auto makers," Galster said.

He cited studies by his company reporting that a five per cent incidence of engine misfiring will increase harmful emissions about three times the normal rate. This is true whether or not the vehicle is equipped with an emission control device, he said.

The misfire can be due to worn out spark plugs, wrong plug application or by long periods of slow speed or start-stop driving. Other ignition or fuel system malfunctions also can increase unwanted emissions.

At constant speeds there could be as much as 10-20 per cent misfiring without the driver being aware of much difficulty," Galster said.

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Student traffic court treats ticket appeals

The Student Traffic Appeals Court (STAC), as established by the ASMSU constitution, has appellate jurisdiction over all summonses issued under the Student Motor Vehicle Regulations. Translated, this means that STAC handles mainly parking and sticker violations incurred on campus.

The appeal process is initiated when a student takes his ticket to the Vehicle Registration Office in Quonset 103 and fills out an appeal form. Within a week this written appeal goes before one of two sessions (Tuesday afternoon or Wednesday night) of the Traffic Court where it is read, discussed and ultimately decided. The student is then mailed a notice of the decision by the court.

If the student is not satisfied with the decision (as is usually the case when the violation is "sustained," he may reappeal the case. This second, "personal" appeal is initiated at Quonset 103 in the same manner as the written appeal, except that the student schedules an appearance before one of the court sessions. (Until this term it was necessary to pay the fine before the personal appeal could be initiated, but by majority vote of the Traffic Court this requirement has been abolished.)

The personal appeal consists of an informal dialogue between the appellant and members of the court. The student presents

his case, with whatever materials and witnesses are pertinent; the court in turn examines the case and questions the student. Then the student leaves, the court discusses the case and decides the appeal by majority vote. As before, a notice of the decision is mailed to the student.

Structurally, STAC lies outside the regular judicial hierarchy of University courts. Consequently, the appellate process — and, hence, the decision — is final after the personal appeal — there are no higher courts. This phenomenon is far from unique. The U.S. Customs and Internal Revenue courts operate in much the same way.

There are three kinds of decisions that the Traffic Court can issue on a given summons. A finding for "withdrawal" means the court has found the appellant not guilty of the charge and that no fine is to be paid nor "steps" — the functional equivalent of "points" — received on the "step scale" as outlined in student auto regulations.

A "warning" decision carries no fine but does give the offender a "step" on the scale. A "sustained" decision indicates the ticket is upheld and that the fine must be paid and the "step" received.

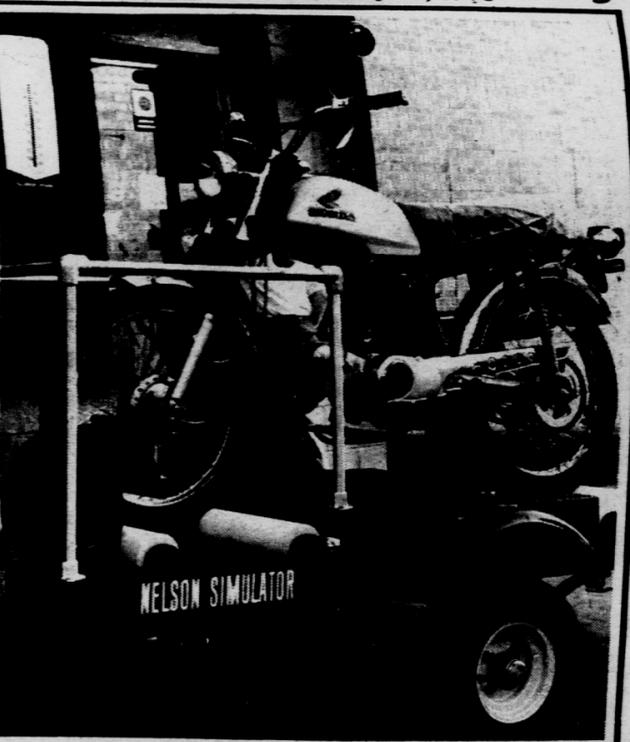
Originally, the ASMSU constitution established the Traffic Court as a body of 14 justices headed by a chief and an

associate chief justice. This structure proved to be less than maximally efficient and was changed winter term by constitutional referendum.

Under the new system the court is composed of nine justices one of whom serves as chief justice. The position of associate chief justice was felt to be unnecessary and dropped. The court meets in two sessions of four justices each — both sessions are chaired by the chief justice. A majority decision at one session (at least 3 votes) is necessary to adjudicate a case.

Constitutionally, STAC membership is to be distributed in such a way that no more than one third of the justices are from any major governing group (fraternities, women's residence halls, etc.) The idea here is an attempt to rule out the possibility of a small clique dominating the court.

Petitioning for vacancies, if there are any, is held during the first half of fall term and will be announced in the State News. The chief justice is elected by majority vote of the court during the second half of spring term and serves a one - year term.



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'U' parking ample but not convenient

By DONNA WILBURN
State News Staff Writer

Anyone who drives on campus and still has to walk a considerable distance to his destination, undoubtedly feels a parking problem exists at MSU.

Contrary to campus opinion, Richard O. Bernitt, director of public safety, said the University maintains adequate parking spaces.

"We have adequate parking — but it is not always convenient parking," Bernitt said. "People want to park next to the door of the building, and this is obviously impossible."

The University provides 13,327 on-campus parking spaces, with an additional 2,942 spaces for married housing units. These figures include surfaced

areas in lots as well as on streets and ramps and are shared by students, faculty and visitors.

Bernitt said that in the event of a special activity on campus temporary parking facilities are used.

Robert Trojanek, land planner of the campus planning unit, said students have complained to him of the distance between classrooms, housing and parking facilities.

"We are doing the best we can," Trojanek said. "We have spent more money on this campus for student parking than many other universities," he explained.

However, at the present time no additional parking lots or ramps are in the planning or construction stages.

Trojanek said in addition to the parking ramp across from Shaw Hall and the one located between Bessey Hall and the Computer Center, two more ramps are needed near Agriculture Hall and Giltner Hall. But, the cost of parking ramps is extremely high.

Trojanek said one space in a parking ramp costs between \$2,500 to \$3,000 — and the price increases every year. Storage lots have to provide from 300 to 350 square feet per automobile, and this becomes quite expensive.

The campus land planner commented that south of the Red Cedar River adequate parking space is available, even though it is not always adjacent to the building.



According to University officials, there are 13,327 on campus parking places. Supposedly this is more than enough for student vehicles, but many students on campus would disagree.

The Guessing Game:



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Look at the price sticker on the car you want to buy. It lists the base price, extras, license and tax. What it doesn't list is the cost of financing — and that's where you start guessing.

How do you beat the guessing game? Don't guess. See your MSU Employees Credit Union first. A helpful loan counselor will give you dealer cost and trade-in information which can save you several hundred dollars. He'll also explain the mysteries of interest rates and tell you in one lump sum how little your credit union car loan will cost. It pays to be a credit union family.

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Drivers often neglect windshield wipers

Eight out of ten cars have unsafe windshield wipers, according to a recent survey by a major oil company.

Why would such an important item as wiper blades be so neglected on such a high percentage of cars? It's like a hole in the roof. People don't want to bother when it's raining — and when it stops raining there's no need to worry.

Wiper blades last six months or less due to exposure to sun, wind and oily road film.

When they start streaking the

windshield, they should be replaced.

Night driving is particularly dangerous when oncoming headlights are magnified in the smear caused by streaking wipers.

When replacing the wiper blade, it's a good idea to have the wiper arm pressure tested. If the tension is too weak, the arms can't do an adequate job.

While you're at it, be sure to have the windshield washer solution checked, and refilled if necessary. You don't want to be out of washer solution just when you need it most.



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Interstate roads save lives

With over two-thirds of the Interstate Highway System already open to traffic, the day is close when the 42,500-mile network of controlled-access roads is finished and its benefits can be enjoyed to the fullest.

At the end of fiscal year 1969, 28,219 miles were in use, construction was taking place on another 5,259 miles, and preliminary engineering or right-of-way acquisition was under way on an additional 6,956

miles. Mileage opened totaled 67 per cent, while some form of work was under way or completed on 40,434 miles — about 95 per cent of the 42,500 miles.

Some \$37.2 billion has been put to work on the system since the accelerated program began in 1956. Work completed cost \$26.57 billion and work under way or authorized as of June 30, 1969, totaled \$10.63 billion. The federal share of the cost is

90 percent, financed by the Highway Trust Fund which is supported entirely by federal road user taxes.

Of the many user benefits stemming from the Interstate System, probably the most welcome and the most important is the saving of lives. For each five miles of the system opened to traffic, a life is saved during each year thereafter. Because it is designed and built with primary interest for safety,

the system is expected to save at least 8,300 lives annually once it is finished. Interstate travel is more than twice as safe as on conventional roads replaced by the new IS routes.

Although it constitutes only a bit more than one per cent of the country's 3.7 million miles of roads and streets, the system will carry at least 20 per cent of all the nation's traffic, and will link together more than 90 per cent of America's cities with

populations of 50,000 or more.

It has been estimated that when the system is finished, user benefits will total about \$11.5 billion a year due to lower operating time, accident, and strain-of-driving costs.

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