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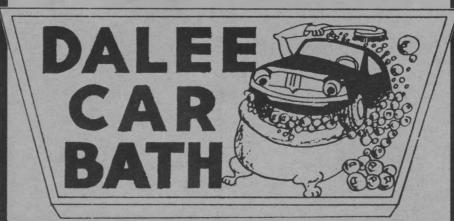
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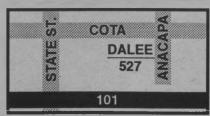
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The Simple Mode of Transportation

By Anselmo Watkins

The thing I like about my bike is its incredible simplicity.

My car is a complicated beast, and every time I drive it, it seems to come up with a new shake, rattle or bump that I fear will mean another trip to the mechanics' shop. Perhaps I will need a new engine. I mean, I'm only on my third

Ah, but my bike, now there is another matter.

If it should develop some new quirk, I know that I can just whip out a wrench and tweak it my-self. That's right, myself. I don't need some blueshirted Arco dude whipping out an estimate sheet and saying: "Well, it'll cost \$50 for us to look at it. And that won't be until next Thursday.'

It's a feeling of power.

My I.V. bike repair kit is a couple of wrenches, some screwdrivers, a patch kit and a can of WD-40. Sure, it's not a high-tech set of stuff, but I don't have a high-tech bike, so everything is simple. Flat tire? No problem, just whip out the repair kit and the crescent wrench. Wheel out of alignment? Two wrenches. Chain fallen off? A paper towel. Think about it: the toughest repairs you face with a bike are changing a spoke or repairing the bearings in the wheels and pedals. These aren't exactly brain

surgery.
Another nice thing, at least in Isla Vista and on campus, is that it is a veritable bike "pick-a-part" store. Need a new reflector? Just yank it off that rusted heap of a cruiser that has been sitting in your apartment's bike racks since the Ford administration. Parts are easy to come by. In fact, people have made their livings by creating Franken-bikes out of bits and pieces of long-forgotten Schwinns. Of course, it's all on the up and up.

Inexpensive parts are just another benefit of the cheapness of repairing a bike, especially in comparison to a car. First of all, there is no engine on a bike, which saves you thousands in replacement costs right there. I mean, hey, you are the engine, and you aren't going to buy a new you, silly!

Yup, bikes definitely have it over cars when it comes to repairs. Of course, cars still have one big advantage. You don't need a wrench to adjust the seat, and you can drive through puddles without worrying about getting a stripe up your back.

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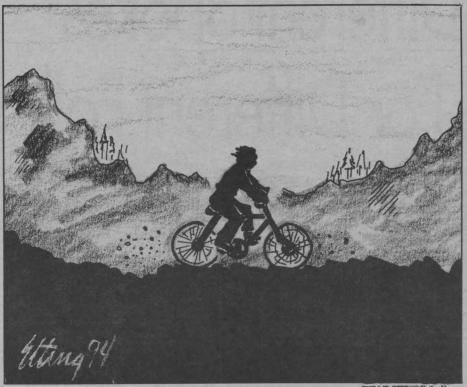
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On Nature's Path



PHILLIP ETTING/Daily Nexus

By Tred D. Dirt

Mountain biking is for the pure of spirit and the muddy of clothing. Truly, it brings out the noble savage in all of us.

Basically, what other nut would grab a bike, drive to a beautiful, remote corner of the earth where only a few narrow, rocky, dusty-when-dry, muddywhen-wet dirt roads sepa-rate man from nature, and shoot up and down barely passable ruts of death? I mean, people have been hiking for centuries—why this sudden change?

Who knows, really, and all the psychology is just

depressing, and what's the point of bringing up old childhood memories when there are literally do-zens of some of the finest dirt road and single-track mountain bike trails in the world right here in Santa Barbara. For those of you who didn't know, folks like John Tomac and Rishi Grewal regularly do winter training in SB, basically because it's pretty warm year-round, and most of the people these two world-class racers ride out of their spandex are pummeled on muddy courses, which SB has plenty of in

This being summer, the dirt is even more pleasant to ride on, and on a reasonably sunny day, one can see most of the Santa Barbara beach area from the tops of several mountains that are only accessible by fat tires and low gears. Ask a local shop for a trail map.

One more myth I'd like to dispel. Mountain biking has long been perceived as a male-dominated activity, probably stemming from the fact that there's a lot of mud involved and boys were the ones most interested in that as a kid (this is the only childhood memory I'll bring up, I prom-

And statistically, most bike owners are female.

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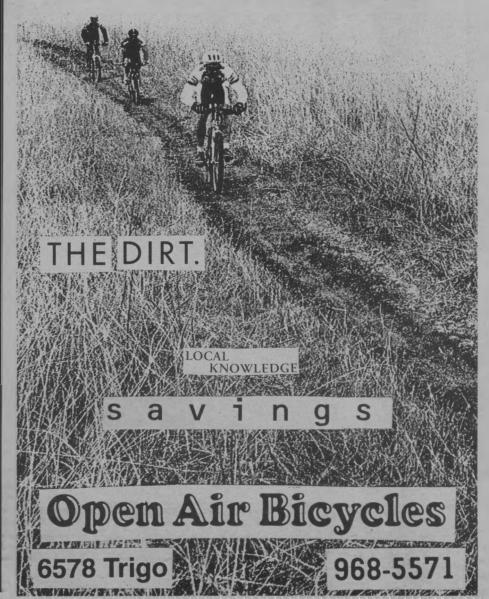
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Different Spokes For Different Folks

By Cindo Bonaface

All it takes is a glance around this fair campus of ours on any weekday, and you can see that bicycles are an integral part of UCSB culture. Perhaps it's a fortuitous introduction to the jam-packed commuter lifestyle many students will face upon gravehicles for traversing those many blocks 'tween of the Gaucho experience. silliness.

In addition to the transportation element, howways, principally in the realm of fashion. Now, few those blinding Lycra biking outfits that the "pros" has had the impact of go-

ing the other way: letting the air out of the pretentious dressing-up of high school like a nail in a tire and popularizing simple comfortable attire that reflects the casual attitude many of us have learned to bring to our lives.

Think of it this way: the pompous intellectual may look very deep and existential and whatnot when duation, perhaps it's just a clad from clavicle to cutimatter of having cheap cle in black, right down to shiny pointed shoes. Put this ebon-adorned ass on home and classroom, but an I.V. cruiser, and the efeither way, bikes are part fect is one of outright

Miniskirts, while having many fans of both genever, bike culture impacts ders, do not look good UCSB students in other when you're pedaling your butt to Girvetz.

Spending any time dostudents are seen sporting ing your hair when you are going to be rushing it through the wind while wear. Instead, bike culture making the loop around that tree by Snidecor is a waste of time. With gothically spiked locks, the effect is plain ridiculous.

As a result, the "I am what I wear and I am very serious" effect so many teens attempt to cultivate goes right out the window. The bicycle creates a certain kind of equality—few people really look good pushing those gears, and clothes don't help.

So what we have, by and large, is a campus of enlightened souls who have discovered the simple beauty of the T-shirt and jeans/shorts or sweats or some combination thereof. Comfortable, unrestrained and honest, we have learned the error of our ways. Unshowered, hat-haired and prone to those slips that give us road-rash and torn vestments, we have to be practical.

It's the path to adulthood. Yeah.

Write for the Nexus.



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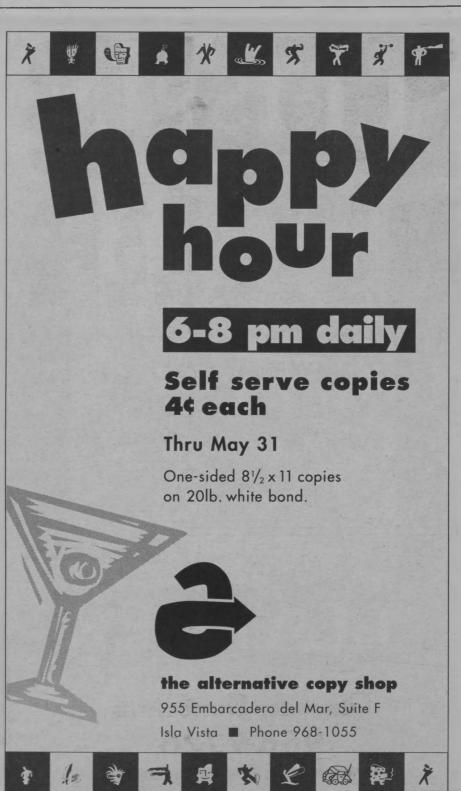
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The Way o f the Road

By Rody Legsophn

Santa Barbara pavement is notoriously unfriendly to bikers. So unfriendly, in fact, that the city once ran a series of public service ads admonishing drivers to keep a lookout for their fellow citizens who only coincidentally were astride twowheeled, motorless vehicles with all the same legal rights that cars have (we can't ride on freeways, but so what?).

Anyway, there are some beautiful roads reaching northward to Solvang and southward well into Car-pinteria. However, this is not a story about beautiful roads, it's a story about the religious experiences of one individual in pursuit of the perfect ride.

First of all, one has to define the perfect ride. Any ride in which a flat tire



disqualified. Since they're physically impossible, any all-downhill rides are also disqualified. Bombing downhill and then getting a car ride back up is only acceptable for mountain bikers. Roadies are above such hitches. A perfect ride has to be fairly long (trips to the local 7-11 aren't even mentionable) and something has to happen to make you wish it would never, ever, stop

(and it can't be because going back to where you started would be an emotionally or physically dangerous thing to do). If anyone hasn't noticed this ride's similarities to sex, then they just haven't been reading as closely as they should be. Anyway, oddly enough,

my pursuit of the perfect ride began not long after I broke up with a longtime girlfriend (my first in col-Any ride in which a flat tire lege) and I found myself occurs is automatically with a lot of unspent

energy. My rides were short at first, 10 miles at best. Then I started to venture out, going up Old San Marcos Pass in black spandex and 40 water bottles, rolling out to Santa Barbara Beach.

And then I realized that the perfect ride is every ride that has none of the aforementioned bad qualities and all of the aforementioned good qualities, and that religion really doesn't have anything at all to do with biking. It's nondenominational, all the donations go directly to you, you can attend services as little or as much as you want, and they won't stop you from becoming a priest just because you want to have sex. Heck, they even encourage that sort of thing.

So I've had dozens of perfect rides all through Santa Barbara, and I never even knew it.



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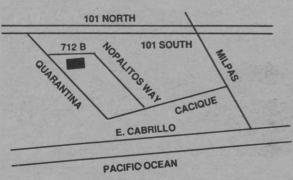


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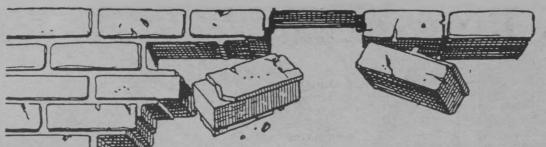
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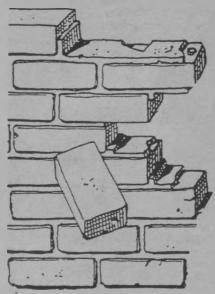
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