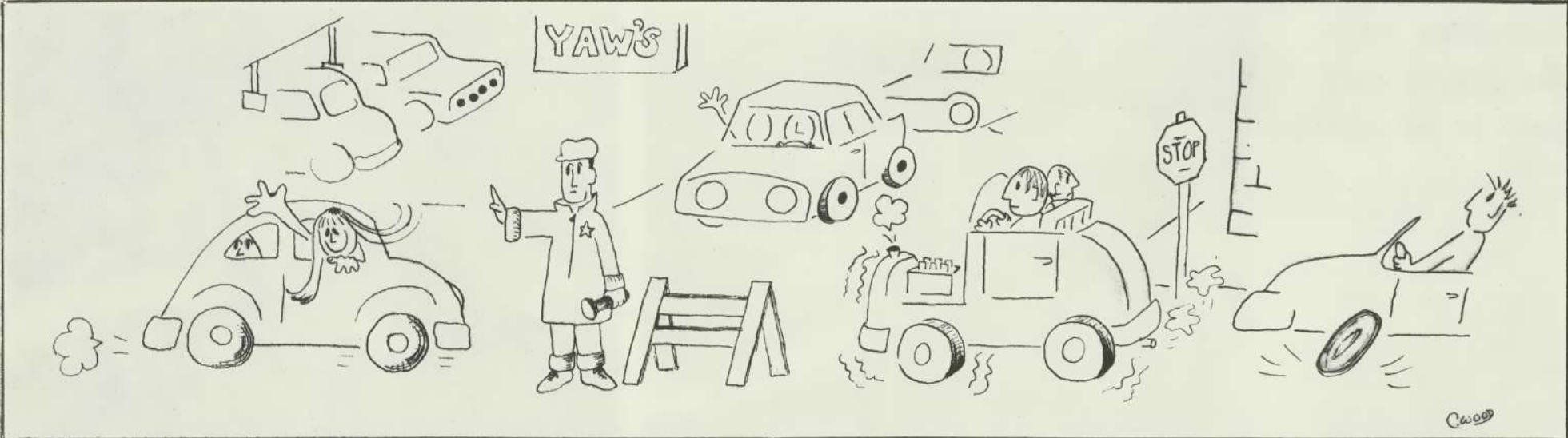




Driver's education courses advocated

A driver enters the exit of a freeway, ignoring the "Do Not Enter" caution placed there. He drives on the wrong side of the freeway. Result: 4 persons are dead and 2 seriously injured.

A student parks in a "no parking" zone. There is not enough room for a car to make it between the parked vehicles. Result: a car is sideswiped.

How can these accidents be prevented? How can careless drivers be made careful drivers?

Washington recently boosted its driving age to 18, unless a person has successfully completed an authorized driver's education course. If the course has been successfully completed, one may obtain his license at 16.

This, in effect, is an endorsement for the driver's education courses. Residents of Washington aged 16-18 are now literally clamoring for an

educational driving course.

Because so many young people wish to get their license before they are 18, Washington is hoping for a more and more educated driving populous through this action. Should Oregon copy this action?

Is a driver education course that relevant to good driving? Evidence has been shown that the driver who takes a driver education course is considered a better driver. Many insurance companies give the "educated" driver lower rates.

Many students feel they cannot afford to take lessons from an authorized driving school. This is when the driver education course given through the high school during summer vacation is advantageous.

For a much smaller fee than the fee for private lessons, a student can take the driver education course for 2 weeks during the summer.

Benefiting not only from his half hour of driving experience daily, the student also learns through the mistakes of others while they are driving.

Robert Gerber, English teacher and summer driver's ed instructor, said the thing that he liked most about his experiences in driver's education was the friendly relationship everyone developed towards everyone else.

This points up another advantage of the driver's education course. Whereas a student is friends with his instructor, there still isn't the same closeness as if the student's parents were teaching him. The student receives a more objective, unprejudiced view.

Maybe Oregon's driver law will remain the same, but the advantage of taking a summer driving course shouldn't be ignored.

Automobile speed challenges youth; result is tragedy

by Jan Kelley

"Step on it, let's see what you can get from this crate!" And the challenged, fun-loving youth obeys—a streak of daring smothering common sense.

While in bed that night he questions himself, "Why did I speed tonight, all I need is to get into an accident?" But some Grantonians don't live to question their thoughtless actions.

Every year at least two Grantonians are either killed or seriously injured because they consider a car a play toy instead of the dangerous weapon that it is.

Speed and an illegally parked car were the elements that sent two students to the hospital for two weeks and left a third person without any memory of the gore and smashed bodies at the accident scene.

Residents explain traffic problem

Do they do it for a laugh, a kick, to make themselves appear older, to impress other kids, to show off or just because they're crazy?

No one seems to know what makes a kid drive 60 miles an hour down N.E. 36th ave., in front of Grant and then smash down on his brake about 8 feet from the stop sign at the end of the block. And no one knows how to stop him from doing it, including the people who live on the 36th avenue raceway.

Because the dragging and racing is becoming a growing threat to drivers and by-standers, and because the residents of 36th avenue are continually being disturbed, a poll was taken to allow these residents to voice their opinion of the driving hazard.

"I think they should lay hills of asphalt across the street," stated Mrs. Nannette Slenning, who lives on 36th across from the school. "Asphalt would stop some of this racing," she continued. "It's a wonder there aren't more accidents."

"We've had several petitions circulating around the neighborhood for the last ten years," explained Mrs. Julia Owen, another drag street resident. "We had hopes of making 36th a one-way street but all of the petitions failed."

"I'd call the cops if I thought it would

help," commented Steve Libke, who lives on 36th. "Maybe a cop on duty would be the answer," he concluded.

"It's a real danger to grade school students who cross 36th during the day," explained Margret Myers, a registered nurse who resides on 36th during the

day. "I think the traffic situation is just awful but I really don't think there is anything that can be done to stop it."

Apparently no one knows what to do about the 36th avenue raceway; perhaps when more people get killed they'll find an answer.

Question of changing legal driving age to 18 receives varied opinions from student body

What do you think of raising the legal driving age from sixteen to eighteen? This question was asked several members of the faculty and student body.

Stated Junior Ron Miller, "The driving age should be left where it is. I think most people are mature enough to handle it at this age."

"I would heartily endorse raising the legal driving age to 18 except for students who have successfully completed an approved driver education course that should be compulsory and available to all high school students who then could get their license at 16," commented Senior Linda Royer.

Junior Roger Rosenberry stated, "Wouldn't it be better to more carefully screen teenage drivers before giving them licenses, rather than punishing them all? Many drivers between the ages of 16-18 already have licenses and use them for transportation to work and meetings. There are a lot of teenage drivers that have perfect records and it would seem to show that all students in this age bracket are not bad drivers."

"I think that raising the driving age to 18 would not affect the accident rate. A poor driver at the age of 16 will probably be a poor driver at the age of 18. Also, this law wouldn't have any affect on those who are already 16 and have their licenses," commented Senior Patty Walton.



Roger Rosenberry



Robert Gerber

Senior Tom Prassis stated, "I don't believe they should raise the driving age to 18. If anything, they should lower it to 14. I feel younger people can drive better than the older ones. I also think that one's driver's license should be terminated when one reaches the age of 60, thus avoiding many of the state's "speedy" drivers."

"Raising the driving age to 18 years of age would have the same effect as the sixteenth amendment on Prohibition. It would give more people the chance to break the law and those doing so would be the most irresponsible and dangerous to the general public. In my opinion leave the law at 16," commented Senior Karen Richey.

Robert Gerber, a driver's education instructor himself, commented, "I don't think the age should be raised. For one thing it would seriously interfere with boys who get jobs when they're 16 and need a car for transportation."

"Secondly," Mr. Gerber continued, "I can't see that there's a great deal of difference in responsibility between the 16 and 18-year-old. You can't determine responsibility by age. Besides, can you imagine the havoc it would cause in dating?"

Junior Nancy McCready pointed out, "It doesn't really matter what age you're eligible for a driver's license, because they won't pass you anyway if you can't drive."



Nancy McCready



Tom Prassis

The Grantonian

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