

opinion

feedback

I wish to compliment Ms. Joy Feigum on her news article, "Expo Cooks With Country Flavor" in the October 25th issue of THE PRINT. Her story concerning CCC's Livestock Judging Teams was well done.

The experiences that the team members have as they participate in Judging Contest such as the Pacific International Livestock Exposition at Portland and contests at Chico, Fresno and San Francisco, California are unique and challenging.

These contests provide an unusual opportunity for students to sharpen their expertise in the field of red meat production as they prepare for jobs in the agricultural industry.

Training for these contests involves many, many hours of hard work. Students practice what to look for in selecting breeding animals for reproduction to upgrade the quality of red meat according to industry demands. The kind and quality of meats demanded by industry include such items as lean

meats for the multi-million dollar fast food hamburger industry that supplies customers like McDonald's and the well marbled choice steak customer like fine hotels and restaurants as well as roasts and hams for the housewife.

One of the most difficult parts of a judging contest is the oral reasons segment. Students must present a set of verbal reasons why he or she placed a class of animals. The reasons must be well organized and clearly understood by the listener using proper voice modulation, industry vocabulary and sincerity of speech including proper eye contact and body language.

Thank you for your article. It is good to know that students are "working in the field" as they prepare for jobs in Agriculture.

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commentary

By Kelly Laughlin
Of The Print

One individual who can make driving a terror for even the most aware commuter is the bad driver.

The bad driver has a pair of glasses and, although he needs them to see, they are rarely attached. Wearing them would severely improve his peripheral vision.

Instead, he tucks them in the glove box. While the glass and frames collect dust, he pulls out a more effective piece of equipment: blinders, like those race horses wear. They keep him in a straight line, and enable him to avoid the inconvenience of noticing oncoming traffic, before turning or passing.

At one time in his life, the

bad driver had a terrible accident which severed his foot. It was replaced by a metal one, weighing five to eight pounds. By chance, it was his right foot, the one that operates the accelerator.

The bad driver also hates noise. Ear plugs are neatly inserted before every outing.

Most bad drivers have their cars custom made. Four-inch-thick steel quarter panels, hood and trunk, are almost essential. Anything of lesser quality would send the bad driver back to the used car lot within a week.

As soon as the bad driver has found the ideal shell for his fragile frame, he disconnects all turn signals, brake lights, rear view mirrors and headlights. Ironically, seatbelts remain intact; obviously from his great

concern for the rest of the driving public.

Something very mysterious happened to the bad driver either before or after he obtained his license. I deduct that he envisioned the driver division as the CIA, the license received as one issued not drive, but to kill.

It's not purely a misunderstanding of facts. The bad driver enjoys his status, and as one said while in hysterics, "I can't think of anything else I'd rather do." Most bad drivers think bad driving is a great way to meet people. Most meet between five and 10 people per week. Usually from behind.

The bad driver looks at other drivers with fear, that is, whenever he does look at them. He feels like we're out to get him. Consequently, he

must get us first.

One of the ways he achieves this task is known as "having mental lapses." From his early days on the road, he's learned to make his mind a total blank. When an accident is imminent, his thinking, reactions and ability to see diminish. Not until after the collision does he regain consciousness. With open arms, and a smiling face, he greets his victims with, "I'm sorry, let's be friends," written all over his face.

Another way the bad driver puts the odds of collision in his favor is by tailgating. Keeping no more than one car length from the traffic in front of him, he can almost be assured that another lifelong friend will be made.

The bad driver is a bit of a masochist. Unfortunately, he's

not enough of one to get me. But the qualities that a bad driver possesses can lead to his identification—and eventual elimination.

If you spot a bad driver on the road, your best bet is to get off the highway, out of his range.

If that isn't possible and you have to stay on the highway, simply drive in a normal fashion as you are used to. A bad driver hates it when you know what he's up to.

If every decent driver can effectively avoid bad drivers, it may be possible to turn the joy into a destruction derby, boiling pot of all bad drivers.

Ah, for the day when the sequence lends itself to the deserved destruction of all bad drivers' cars, and their contents.

the print

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L*	39.12	65.43	49.87	44.26	55.56	70.82	63.51	39.92	52.24	97.06	82.72
a*	13.24	18.11	-4.34	-13.80	9.82	-33.43	34.26	11.81	48.55	-0.40	-0.10
b*	15.07	18.72	-22.29	22.85	-24.49	-0.35	59.60	-46.07	18.51	1.13	0.15
D50 Illuminant, 2 degree observer	Density → 0.04										