

Disregard of laws endangers lives

Karin Redston
Assistant Opinion Editor

My two pet peeves for this week are the unsafe driving habits of many drivers on the CCC campus and the pedestrians who fail to follow safety precautions on the roads.

Failure to yield the right-of-way by drivers causes numerous accidents. These drivers must think they are indestructible. They might even believe they're invisible.

Several fender benders occur from drivers pulling out of parking lots without stopping or looking. The parking lot and entrances around the Community Center are particularly dangerous.

This campus is not the Indianapolis 500 Speedway. It's a cam-

pus where there are people walking, running and biking on a daily basis. Too many drivers love to zoom around at the speed of light while attempting to save a few seconds.

The posted speed limit is 30 mph on the main strip, 20 mph on the lesser roads and 10 mph in the parking lots. For those of you who don't know what mph is, it means miles per hour, not millions of miles per hour.

Pedestrians who walk down the middle of the roads on campus are very much at risk, especially ones pushing strollers with babies in them. Those people re-

ally bug me. Not only are they putting themselves at risk but they are risking the baby's life as well.

There are also pedestrians who do not look when crossing the road nor do they use the crosswalk. Some run into the road with their headsets on. Are they hoping no one hits them? There have been some close calls more than a few times.

The road by the jogging trail is a perfect example. I have witnessed plenty of people who don't follow proper safety measures while crossing the road. They must have an in with God or a guardian angel working over-time.



Maybe unsafe drivers and pedestrians should spend a day writing how sorry they are for their crimes on a blackboard 1,000 times. Or, maybe a day in the stocks wearing a sign saying "bad driver" or "bad pedestrian" would be good. Either way, the issuing of tickets seems to be non-existent on campus. A few good speed traps might work.

So far, all of my experiences with the campus officers have been very positive. However, it doesn't seem that citations are being issued to these transgressors. Campus Security needs to cite more of the people who jaywalk and drive unsafely. Just one day a week would probably get the point across.

As far as this writer is concerned, those who tailgate should beware; I stop for cats.

Automotive, from Page 2

scorers from each school on the written examination portion of the contest. The finals held at Clackamas are "hands on," and the state winners will compete in a national contest against winners from other states.

Students will work on identical 1996 Ford Contours which have had "bugs" installed in them. The bugs involve the electrical and fuel systems, among other things. Students are judged on speed, accuracy and workmanship. Most of the bugs require a high degree of skill to find and repair.

A variety of prizes, scholarships and job opportunities will be made available to contest winners. This year's 10 teams represent the following high schools: Ashland, Mountain View (Bend), Canby, Junction City, St. Helens, Tillamook, Vale, Benson (Portland - two teams), and CTEC Training Center's High School Program at Clackamas.

For more information, call Ray Conklin at ext. 2320.

Don't sleep and drive

Lack of sleep proves dangerous for student driver

Brad Zimmerman
Assistant Feature Editor

Normally, no one thinks that a lack of sleep could kill you.

However, about two weeks ago, I found out that it quite possibly could have. I was driving home around 7 p.m. and fell asleep at the wheel. When I awoke from my ill-timed nap, I found that I was in the emergency lane on the wrong side of the road. In my haste to get back on my own side of the road, I turned the wheel too sharply, and ended up doing in a 360 degree skid. An additional 180 degree turn left me in the ditch

(on my side of the road).

Fortunately neither I nor anyone else was hurt. Nonetheless, there was still quite a bit of oncoming traffic, and I could have easily been killed -- by a lack of sleep.

Since my accident, I have changed my schedule so that I get at least seven hours of sleep each night (previously, I had been getting as little as four or five hours a night).

While researching sleep-related problems, I found that over 50 percent of all automobile-related deaths are caused by falling

asleep at the wheel. With that statistic in mind (along with the realization that I could have been killed by not getting enough sleep) I have decided that losing a few more hours each night to sleep is well worth it.

Since that incident, I have done a lot of reflecting. One thing that I always think of is how stupid I would feel if I died because I fell asleep at the wheel. Really, that is about as bad a grabbing a powerline or driving drunk. By simply getting a few more hours of sleep each night, one can easily avoid a situation similar to mine.

Research panic reaches peak

VETO, from Page 3

ing the line-item veto one of his "contract with America" objectives and the Oregonian can't get enough of it. I mean, what's the big deal, I ask myself as I scan what seems like the 15th article in a row reporting Newt's promise to save the American people from the fiscal tyranny of future congressional tax-and-spenders.

By the 25th or 30th article I have this Gringrichesque vision of future republican presidents brandishing the line-item veto like King Arthur would brandish Excalibur, slicing appropriations from bills that have been fattened by pork-bellied legislators. Give me a break. Gingrich is a putz. And this chair really sucks.

Pretty soon I'm in the 50's. I abandoned reading and scanning long ago in favor of reading headlines. The datelines are into October and November, Clinton and the Congress can't agree on a budget and I know they won't in 1995. So what does the president do? He whines about not having the line-item veto. One article after another seem to be about how we could keep the government operating, while protecting the American people's Medicare and Medicaid, getting Ricki Lake off daytime television, -- and if Congress would just give Clinton the line-item veto.

Yeah, right, Clinton: a man of

the people. Like the fix isn't in. The fix has been in ever since the D.C. democrats turned right on K Street and corporate lobbyists started filling the pockets of both parties. How about some more Tyson chicken, Mr. President? Some Gallo wine to go with that breast? What a sell-out. I hate America. If someone surgically removed my rear, I wouldn't feel a thing. You want to punish the Unibomber? Make him sit in this chair.

And then I snap. I come across an Otis Pike column from a November issue. "Whatever happened to the line-item veto," he begins the column. Are you kidding me? What ever happened to the line-item veto? It's being used to torture opinion writers in Oregon, you schmuck! Need a new office chair, Pike? I've got a reeeeeeal comfortable one for you, ya muckraking fascist!

I admit it. I have a problem. My name is Damon and I'm a compulsive over-researcher. I know somewhere there is a program for my... disease. I hope in the future I can write opinions that are as brief and unresearched as the verbal jousting I enjoy so much. But for now, I'm taking things one day at a time.

Oh, about that line-item veto? I'm against it.

... God that felt good. Anyone have a cushion?

Save money, take the bus

Jack Evans
Staff Writer

Almost everyone with a driver's license remembers the first time their parents gave them the keys to the car.

They warned us that owning and driving a car takes a lot of responsibility, so be prepared. Caught up in the notion of freedom, we pretended to be completely aware of just how difficult owning a car could be. Unfortunately, once we entered the real world, reality set in.

Lately I have noticed most of the money I earn goes toward my truck. I only work 20 hours week, which gives me enough time to study and still have somewhat of a social life. I know my average paycheck still barely covers the cost of the gas I use to get to school and work. However, I started wondering exactly how much per month it costs me to drive.

I figure, on average, I use about 20 gallons of gas per week. Let's assume the average cost of gas is about \$1.24. That means I use close to \$100 per month. There goes a quarter of my monthly salary.

Then there is that little requirement we call insurance. Most people I know are fully insured. That runs around \$800 every six months, or about \$133 a

month. Great. . .now half of my pay check is gone.

Finally, there is an important necessity that all cars need: maintenance. With oil changes, air filters, etc., I figure I spend around \$50 a month on maintenance. Of course, the older the car, the more maintenance it requires.

For just these three necessities alone, I pay an average of \$283 a month, just to drive. Luckily, I do not owe money on my truck. Still, for those who don't fully own their vehicles, this could take another good size chunk out of their income.

There is, though, a very viable alternative to driving to school.: It's called riding the bus. They can be found on almost every corner in the Portland and surrounding area.

It only costs \$43 for a whole month to go anywhere the bus runs. That would save someone like me about \$240. This money could be used to pay for half the tuition of a full time student.

So the next time you get into your car to drive to school, ask yourself, is it really worth it to drive?



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