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Actress serves up 'Eaten Alive'

By Lucy Baugh
Valencia Voice

Broadway actress Eva Van Dok brought her performance of the critically acclaimed play "Eaten Alive" to Valencia's West campus Tuesday, in an event arranged and hosted by the Valencia peer educators.

"Eaten Alive" is a 55 minute, one-woman show that directly deals with eating disorders and weight obsession. Van Dok portrays five different women, all at different stages in their lives, and all struggling with serious eating issues.

West campus coordinator for the peer educators, Meagan Dickson, introduced Van Dok's performance and said that she felt it was "very important for students to be aware of issues like these, particularly at Valencia, where there is no health center."

The play begins with a stressed out working mother, who looks in the mirror and feels disgusted by her reflection. She then vows to dedicate even more time to her already strict regimen of exercise and diet, and attempts to reschedule her already hectic life. After this, the character binges on abnormal amounts of food and tells herself it would be the last time.

Van Dok then moves on to depict the life of a young college student struggling with bulimia. The student talks on the phone to a friend, saying, "gaining weight is worse than



Kyle Beard, Valencia Voice

Van Dok's own experience with bulimia and anorexia helped her bring the show to life.

dying." According to the character, eating and throwing up is the only way to control weight gain, and in turn her own stress.

The performance moves on to deal with other kinds of disordered eating, including an obese woman struggling to lose weight for her health, and an anorexic girl who's ideal size is

"a negative three." The hard hitting performance ultimately returns to the stressed out career woman, who comes to realize that weight obsession has taken over her life. The play ends with the character saying, "Get some help."

After the show, the audience had the op-

portunity to take part in an informal question and answer session with Van Dok, in which she opened up about her own experiences with anorexia and bulimia. After the death of her father when she was 12, Van Dok saw eating as a way of getting control back into her life. She said, "eating disorders have nothing to do with food. It's all about control."

Also on hand to answer questions was Valencia counsellor Gloria Hines, who told the audience that seeking professional help was the first and most positive step to take in order to recover from an eating disorder.

Valencia student Melissa Davis felt particularly moved by the performance, saying, "It was relevant to my own personal experience. I'm glad I came today." The play was also relevant to student Peter Mirck, who said, "It was inspiring because I know somebody that has been through it."

Van Dok plans to continue her performances and hopes to reach out to many more college students in the USA, and across the world. "Realization that there is a problem needs to come before help can be sought. Raising awareness is something that I am very passionate about."

For more information about eating disorders and how to get help, visit www.nationaleatingdisordersassociation.org

U.S. automakers build case for piece of bailouts

By Justin Hyde and Todd Spangler
Detroit Free Press

WASHINGTON — For the first time in their century of existence, Detroit's automakers and their union joined together to plead to Congress for help to survive an economic crisis. Congress made a request in return: Prove you're worth risking \$25 billion in federal money.

"You're asking an awful lot, and I suspect (this \$25 billion) . . . is not the end of it. I would like to tell you that this is going to happen in the next couple of days. I don't think it is," said Sen. Christopher Dodd, D-Conn., who chaired the Senate committee hearing on a bill to help the automakers and is supportive of the industry's needs.

The chiefs of General Motors Corp., Ford Motor Co., Chrysler LLC and the UAW mounted their most public appeal for aid since the industry plunged into crisis just over a month ago. They emphasized the cuts they've made, plans for future models and the sacrifices great and small designed to keep their doors open.



Chuck Kennedy / MCT Campus

Chrysler chairman and CEO Robert Nardelli testifies at a hearing held by the Senate Banking, Housing and Urban Affairs Committee on Capitol Hill in Washington, Nov. 18.

"Our industry, which represents America's real economy, needs a bridge to span the financial chasm that has opened before us," said GM Chairman Rick Wagoner during the Senate committee hearing Tuesday.

Chrysler Chairman Bob Nardelli warned that his company was in danger of running short of cash before the end of the year, and that it had considered some forms of bankruptcy before deciding they were unworkable and the only option was government help.

"We are in a very fragile position," Nardelli said.

All four executives warned of grave damage to the U.S. economy and one another should one of Detroit's titans tumble into bankruptcy, saying a court reorganization would shatter consumer confidence and cost the government more than \$25 billion in lost taxes while triggering a domino effect throughout the auto industry.

"If any of these companies would go into bankruptcy, I would bet it would take another one with them or possibly all three," said UAW President Ron Gettelfinger.

But as much as the automakers talked about their future plans, lawmakers questioned their past mistakes and political stances, doubting whether the industry was ready to make enough tough cuts to keep the automakers from coming back for more help.

"Are we here in the Senate being asked to facilitate a stronger, more competitive auto manufacturing sector, or to perpetuate a market failure?" said Sen. Richard Shelby, R-Ala.

The antipathy toward automakers came from both parties. Even Dodd, who supports helping the automakers, said they had been "famously devoid of vision," adding that the executives deserved no more sympathy than the bankers responsible for spawning the crisis in subprime home mortgages.

Sen. Charles Schumer, D-N.Y. and a supporter of the proposal, said it was critical that the auto executives detail their plan.

"We need them to reassure us they won't come back again in six months in the same sinking boat asking us for \$50 billion to fix more holes," he said.

Several senators said if the financial industry was too important to fail, so were U.S. automakers.

"If it makes sense to give one bank \$25 billion, then we can certainly invest the same amount to save the entire domestic auto industry," said Sen. Sherrod Brown, D-Ohio.



Chuck Kennedy / MCT Campus

General Motors CEO G. Richard Wagoner testifies at a hearing held by the Senate Banking, Housing and Urban Affairs Committee on Capitol Hill in Washington, Nov. 18.

The automakers have said they need "immediate" aid, with GM potentially running short of cash as soon as January without government help. The three contend a collapse could pull hundreds of suppliers and dealers into bankruptcy and jeopardize up to 3 million jobs.

In a Web video released Monday, GM said the industry faces "imminent collapse," noting the Detroit automakers have 239,000 U.S. employees, 775,000 retirees and spouses

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Opinion

Should government bail out automakers?

Editorial:
Let them
go out of
business

The following editorial appeared in the Milwaukee Journal Sentinel on Nov. 16:

It looks less likely now that the Detroit Three will get that extra helping of pork that they want to go with their turkey of a bailout plan, but congressional Democrats still want to serve it up. The Senate took up a second \$25 billion bailout bill Monday.

Earlier this fall, Congress gave General Motors Corp., Chrysler Corp. and Ford Motor Co. \$25 billion in low-interest government loans aimed at helping them retool their plants to build more fuel-efficient cars. But the automakers are bleeding cash so fast, they may not survive long enough to retool. GM may not make it until President-elect Barack Obama is inaugurated on Jan. 20, according to GM Chief Executive Rick Wagoner.

The automakers want a trans-fusion from the \$700 billion fund established to shore up the credit markets or, failing that, a pot of their own money.

Unfortunately, congressional Democrats and Obama seem trapped by their political connections with the United Auto Workers and are voicing support for this misguided idea. A second bailout won't make up for

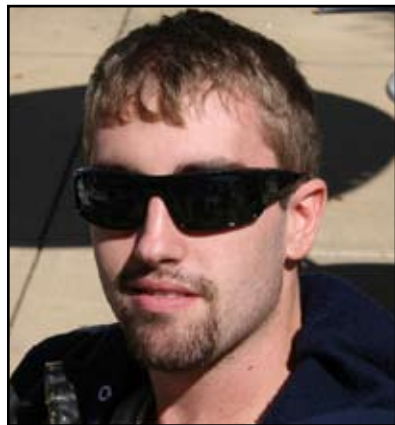
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"Yes, they should. Things happen sometimes."
—Emro Taha



"No. In 2004 the airlines had no bailout plan, and they rebounded."
—Matthew Nabbid



"No. They got themselves into a pickle, they can get themselves out."
—Chris Neum



"Yes. It's the government's fault the economy got messed up."
—Kurt Rhodes



"No, not for the \$25 billion that they are asking for. It's never enough, they will ask for more."
—Victor Rodriguez



"I don't really know much about that, so I don't know."
—Kristina Gray



"No. They are the whole reason why we're in this situation."
—Shanice Eady



"No. I don't believe in bail-outs. America is a place you earn your right to own your business."
—Rachel Gibson

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Corrections

California blazes rage on



Firefighters spray water on the remains of the physics building on the Westmont College campus in Montecito, Calif., near Santa Barbara. Gov. Arnold Schwarzenegger declared a state of emergency in Santa Barbara County.

Santa Barbara County fires claim up to 200 homes

By Louis Sahagun, Steve Chawkins and Mitchell Landsberg
Los Angeles Times

MONTECITO, Calif. — A respite from fierce "sundowner" winds gave firefighters in Santa Barbara County a break last week in their fight against a wildfire that damaged or destroyed as many as 200 homes as it raged through hillside neighborhoods peppered with funky enclaves and multimillion-dollar estates with sweeping ocean views.

The Tea Fire was smaller than many of the wildfires that have ravaged Southern California in recent years, but its speed and ferocity exacted a huge toll in property damage and left residents stunned. After breaking out on the afternoon of Nov. 13, the fire raced unchecked through the populated slopes of the Santa Ynez Mountains, exacerbated by 70 mph winds, combustible brush and narrow roads that became clogged with incoming fire crews and outgoing evacuees.

"This thing came on so fast, you just couldn't believe it," actor and homeowner Rob Lowe said Friday. "Embers were raining down: They were in our hair; they were in our shirts."

"It was absolutely Armageddon."

Another resident said he was awed by the fire's destructive force.

"We watched probably about \$60 million dollars of houses just burning out on Mountain Valley, a real posh area," said Paul Morison, who defended and saved his own home in the Riviera area of Montecito. "This morning they're gone. . . . The big house we used to look at, probably over 10,000 square-feet, there's nothing. There were probably five of those things burning last night when we were here."

Morison estimated that 50 houses had burned around his. He and two friends had defied the flames with garden hoses until 3:30 a.m. Friday.

Among the celebrities with homes in the area are Lowe, Oprah Winfrey and Michael Douglas. Lowe and Winfrey, talking by phone on Winfrey's television program, said their homes escaped damage. An estate owned by actor Christopher Lloyd and valued last year at \$11.3 million sustained major damage. Lloyd was filming in Vancouver, but his caretaker "fled for his life," said Lisa Loiacono of Sotheby's International Realty.

At a news conference Nov. 14 at Santa

Barbara City Hall, Mayor Marty Blum said at least 100 homes, and perhaps as many as 200, had been damaged or destroyed by the 1,500 acre fire, which had not been contained. Blum said it could take days to determine the final tally.

A 98-year-old man who was evacuated to a hotel died, according to Santa Barbara County Sheriff Bill Brown. He said the man had multiple medical problems and his death was being treated as "potentially a fatality related to the fire."

Gov. Arnold Schwarzenegger declared a state of emergency for all of Santa Barbara County.

The wind tapered to near calm Nov. 14, providing firefighters with conditions that were much better than forecast. Predictions called for warm, dry weather but relatively mild winds heading into this week. About 5,500 people were displaced, according to Santa Barbara County Supervisor Salud Carbajal, and firefighters were taking no chances.

"It's still very unstable, and we're not by any means ready for people to get back into their homes," said Santa Barbara deputy police chief Richard Glaus.

As is often the case with Southern Califor-

nia wildfires, the wind caused the fire to hopscotch in places, sparing some homes while igniting others. Some homeowners enhanced their luck through foresight or sheer grit.

When Maurizio Barattucci pulled up on the morning of Nov. 14 to the Santa Barbara home he had evacuated the night before, he saw the following scene: To the left, six houses burned to the ground. To the right, four more.

In all, 15 homes in his immediate neighborhood were destroyed.

In front of him, still standing, was his house, covered in ash. Water was running everywhere.

Barattucci, 69, and his wife Rochelle Barattucci, 70, had left their old-fashioned "big bird" sprinkler running when they evacuated Thursday evening. The pipes had melted during the fire, but the sprinkler had done its job. The 1924 house on Camino Alto Street came with the sprinkler system, and it had saved them once before, in the Coyote fire of 1977.

"We were actually the only ones on the street that survived that fire, and it just happened again," Barattucci said.

—LATWP News Service



Automakers look to share bailout pie

Chrysler, Ford, GM leaders make case to legislators

Continued from Page 1
and 2 million people covered by company-sponsored health care.

Michigan Sen. Debbie Stabenow told the hearing that Detroit had been on track to meet fuel economy goals and make itself competitive with foreign makes before the credit crisis hit, and that Michigan had lost 400,000 jobs to automaker restructuring so far.

“We can debate previous decisions, but we can all agree the global financial crisis was not caused by the American auto industry,” Stabenow said.

“We need this industry as a basic part of the fabric of our economy. Somebody has to make something in America.”

The public pitch may have come too late, as senators had several doubts as to whether the industry could survive even with government backing.

“We’ve gone to 10 million sales a year in this country. We may not need three automakers,” said Sen. Bob Corker, R-Tenn.

In making their case, the companies had to answer questions they had avoided so far. From the \$25 billion in government loans, Wagoner said GM was expecting to ask for \$10 billion to \$12 billion. Ford Chief Executive Alan Mulally and Nardelli said Ford and Chrysler would seek \$7 billion each.

The amounts are based on the company’s market shares.

Nardelli released new data about Chrysler’s performance, saying it consumed \$3 billion of its cash in the third quarter and had \$6.1 billion left. He said the company was ready to pay back a government loan, and that Chrysler’s private owners would forego profits if government aid spurred its revival.

“We wouldn’t be here today asking for this if we didn’t have a high confidence level that we could weather this economic trough,” Nardelli said.

Mulally said Ford was making tough decisions and had prepared for the future, noting the company would begin converting the Michigan Truck Plant in Wayne on Friday from full-size sport-utility vehicles to small cars.

“This is really an important industry. This is a pillar of the economy,” he said.

The automakers and the UAW will get another chance to make their case to lawmakers today in front of a House committee, which has proposed a tougher rescue plan that would give the government veto power over the automakers’ business decisions.

But if Tuesday’s hearing was any guide, the uncertain future that drove executives to Washington will follow them back to Detroit.

“Our responsibility as stewards is to decide whether the cost to the country would be greater if we did nothing,” said Sen. Bob Bennett, R-Utah. “At the moment, everybody’s guessing.”



Orlando’s ‘The Shoreline’ brings mix of pop punk/hardcore sound to Valencia’s East Campus.

Mangopalooza rocks East Campus

By Ashley Gonzalez and Chantal Vouziers
Valencia Voice

Valencia students held an event inspired by a youth who need that “last chance” to be someone. The event took place in front of the East Campus library of Valencia Community College on November 13th.

There was food, a raffle to win a special prize, guest speakers, and music. Several bands played at the event where students gathered to listen to them and the guest speakers. Funds raised at the event were donated to the Orlando Marine Institute.

The Orlando Marine Institute is a non-profit organization and school located in Apopka. The school takes in kids from disadvantaged households ranging from 13-19 years old and offers them a unique culture, an essential learning environment and character enhancing activities to help them become productive citizens. The average child from the organization

has been charged with at least three felonies. The institute has about 65 students enrolled who stay for about a six-month period with a 75% success rate.

Guest speaker and student at the Orlando Marine Institute, Julio Alonso, told Valencia Voice that “...the program usually takes 4-6 months to complete. It’s just like a normal school. We use buses for transportation and learn academics as well.”

When asked if he would give a word of advice to others, Alonso simply said “Motivation means a lot.”

Another student by the name of Antonio McLaughin told the Valencia Voice this simple phrase of inspiration- “Don’t let your influences around you make you who you are.”

The event was themed after Jan Mangos and her marketing class, who organized and ran the event.

Information on the Orlando Marine Institute can be found on www.orlandomarineinstitute.com.

Big 3 ‘day of reckoning’ delayed for far too long

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decades of mismanagement and union intransigence, and we can count on the automakers coming back for more once they burn through their second installment.

When the banks foundered, the life of the entire economy was at stake. That is not the case if the automakers fail. The government should let them go into bankruptcy if it comes to that.

Under federal bankruptcy protection, they could overhaul their operations to compete with Toyota, Honda and other foreign-based automakers, which now employ more than 100,000 people in the United States. The overhaul should include severe cost reductions and the end of onerous union rules that hamper productivity.

Once in bankruptcy, Congress could spend that additional \$25 billion — more, if needed — to retrain and support displaced workers and communities most at risk. Places such as Detroit, Janesville, Wis., and Lordstown, Ohio.

Wagoner claims “the consequences of bankruptcy would be dire and extend far beyond” the company. There are specious claims that job losses could total 3 million or more. There are claims that consumers would shy away from bankrupt companies.

Second claim first: Consumers might be hesitant, but they could be persuaded to buy cars if the prices were right and if automakers guaranteed warranty work by escrowing money to ensure that dealers could make repairs.

As for that job-loss prediction? The Center for Automotive Research in Ann

Arbor, Mich., says “nearly 3 million jobs would be lost in the first year if there is a 100 percent reduction in Detroit 3 U.S. operations.”

But bankruptcy is a system for reorganization — companies continue to operate in Chapter 11. Jobs would be lost, lots of jobs, and a bankruptcy for any of the three companies would be painful. But all 3 million jobs tied to the industry would not vanish. Other companies have emerged from bankruptcy stronger. The airlines repeatedly have foundered only to re-emerge.

A major reorganization is needed, unless the government wants to nationalize the auto industry. And if that’s what the Democrats want, then the obvious question is who is next? Linens-N-Things?

The truth is, the government has delayed this day of reckoning for years. It bailed out Chrysler in the late 1970s, imposed quotas on Japanese imports in the 1980s, and for decades let the Detroit automakers build gas guzzlers under sham federal fuel-efficiency standards. For its part, the UAW kept fighting for expensive benefits and embracing a 1950s worldview even as the automakers were crashing.

Congress should not subsidize Detroit’s restructuring. It should not open the bailout window for other industries. It should, instead, allow any bankruptcy process to proceed and be ready to assist workers and communities generously. Because, painful as it is, sometimes companies simply have to fail.

— MCT Campus

‘Twilight’ has fans begging for a bite

By Robert K. Elder
Chicago Tribune

ORLAND PARK, Ill. — “Bite me.” It’s a request British actor Robert Pattinson gets almost daily as star of the new vampire film “Twilight” (opening Nov. 21).

“It’s crazy,” said Pattinson, 22, waiting inside the Hot Topic store in the Orland Square shopping center. He has to laugh, pretend he hasn’t heard it before.

“Even if you say, ‘No,’ they just wait,” he says. “They just stand there.”

Wednesday night, more than 500 fans waited outside — some since the night before — to ask him the same question or something in that vein. One fan, Orland Park’s Abby Johnson, wore a self-made T-shirt that read: “Edward Cullen Make Me Immortal” (Edward is Pattinson’s fanged alter ego.)

As the clock reached 6 p.m., the time he’d

start signing autographs, the crowd started screaming, counting down, “Three ... two ... one ...” Chaos.

“Oh my God,” said Pattinson, laughing nervously at the uproar. “Are they going to blow (the place) up?”

Mostly, they just filed in peacefully, gushing and smiling — though for the public Q&A session later, the crowd seemed to have swelled to a frenzied mass.

Pattinson talked about why 108-year-old Edward Cullen — the Chicago-born vampire he plays in the film — is attracted to teenage love interest Bella Swan.

“Initially, it’s just the smell of her blood,” said Pattinson. “She has a weird blood type. And he stopped killing people 50, 60 years ago. She breaks down all his discipline, immediately. He thinks, ‘I’m not going to let 50, 60 years of work get destroyed by this insignificant girl.’ So, he starts testing himself. And he starts to fall for her.”



Kristen Stewart (left) and Robert Pattinson star in the thriller “Twilight,” a Summit Entertainment release.



Robert Pattinson, center, performs alongside Nikki Reed and Kellan Lutz as members of a vampire clan in “Twilight,” the big-screen adaptation of the first of Stephenie Meyer’s young adult novels.

In the book, Edward is represented as a perfect gentleman and the ideal man. How difficult was it for Pattinson to play a perfect character?

“I just kind of ignored it,” Pattinson said. “I just tried to concentrate on his flaws. I can do the flaws and forget about the rest.”

“Twilight” the movie (opening Nov. 21) is based on author Stephenie Meyer’s teen vampire book quartet, which has sold more than 17 million copies. The story revolves around high schooler Bella Swan and the object of her desire, Edward Cullen, a vampire. “Jane Austen meets Bram Stoker,” one reviewer said.

The movie is directed by Catherine Hardwicke, who is well-practiced on the theme of teen love (and hormones); previous credits include “Thirteen” and “The Lords of Dogtown.”

Some fans initially protested the casting

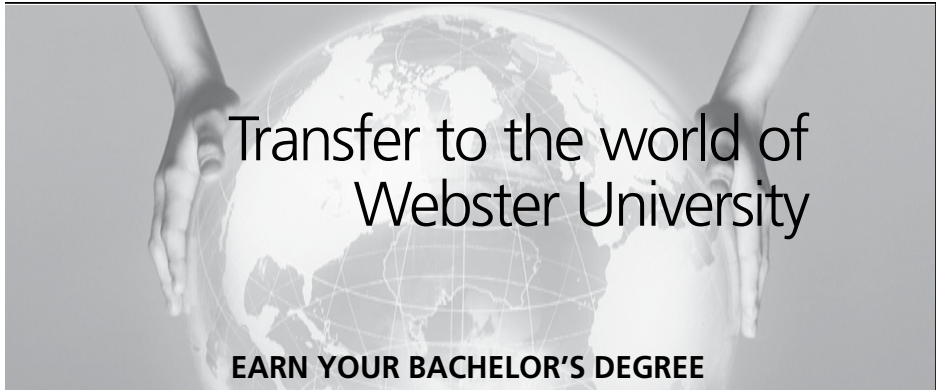
of Robert Pattinson, a relative unknown, as Edward. Who did the hardcore fans want? Tom Welling (“Smallville”) and James Franco (“Pineapple Express”), for instance.

Pattinson also plays artist Salvador Dali in the forthcoming film “Little Ashes.” But he’s best known for his role as the ill-fated teen wizard Cedric Diggory in “Harry Potter and the Goblet of Fire.”

In addition to acting, Pattinson plays guitar and piano, and one of his sisters, Lizzy, plays in a rock band. Despite some initial reluctance, Pattinson allowed one of his songs to be used on the “Twilight” soundtrack, the breathy, pensive “Never Think.”

The soundtrack for “Twilight,” also including songs by Linkin Park and Paramore, debuted on top of the Billboard 200 this week, becoming the third No. 1 soundtrack this year (“Juno,” “Mamma Mia!”).

—MCT Campus



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