



Greetings My Fellow WaCos!!

The 2010 End of Summer Run is upon us. By the time you receive this in your mailbox, you'll have about 3 weeks before the gates of EOS are before you. And I do honestly hope to see you ALL there. The End of Summer Run, or EOS, is the Washington County Chapter weekend campout on September 17th, 18th & 19th. We are shakin' things up a little this year and we want you to shake it up with us! A few new things to look forward to this year: an INDOOR STAGE & PLUMBING, Saturday Day Passes, Tailgater's Swap Meet, Biker Wedding, and MUCH MORE! We will be in St Helens Oregon this year at the Columbia County Fair Complex (58892 Saulser Road). That's just 25 miles northwest from Downtown Portland. It's sure to be a good time. There is some important information and a run flyer on the next page; be sure to check it out.

Also in this edition of 'The Greasy Rag', be sure to read Allan Nichols' N.C.O.M report. The chapter sent our State Board Rep, Allan Nichols, to the National Coalition of Motorcyclists convention earlier this year. Read about his experience and the information he brought back to the chapter. Towards the end of this edition, find an article written by Bobbi Hartman of Arizona. Bobbi is the dedicated lobbyist for ABATE of Arizona. Her article about Photo Radar and Red Light traffic cameras is definitely worth the read. Thanks again to Bobbi for allowing us to re-run the article.

Lastly, but most certainly not the least, check out the article by our own Rich Virchow titled "The Great American Road Trip...or...How to test the Limits of a Marriage!" Rich and his wife Margo took off on their Harleys for an 11 day, multi-state, tour of the western United States. Read about their adventures and perhaps be inspired to plan a road tip of your own. If you do, we want to hear about it upon your safe return!

A couple more things to cover here before I let you get to the meat of the newsletter. It's recently come to the attention of our chapter officers that some of the motorcycle events ABATE sponsors/hosts are being posted to internet websites with improper information. Please folks, if you know of a website that lists motorcycle events and you would like to include Washington County Chapter or other ABATE events to the site, contact myself (503.502.4229 -or-pr@wacoabate.info) or our Run & Vice Coordinator, Jim Henderson (503.750.6047 -or-vicecoord@wacoabate,.info). We can post the events on these sites for you, or ensure that your information is correct before posting. More specifically some of our events are being posted with the words "NO COLORS ALLOWED". ABATE of Oregon, Inc. does not now, has not in the past, and will never support this position at any ABATE event, nor will we support or promote any organization or event which does. ABATE of Oregon exists to promote the rights and interests of all motorcyclists, both patch holders and independents alike. If you come across one of these postings, please contact us so we can have it removed.

The last thing I want to mention here is... we miss you. If you are a current member please come out to a meeting and say HI! If you are an expired member...come out and say HI anyway (and renew). Our meetings are held the 2nd and 4th Monday at the Prime Time Sports Bar & Restaurant - 4202 Pacific Ave, Forest Grove. If you can't make a meeting and would like to renew, call our Membership Secretary, Connie Kintz @ 503.431.0897.



## End of Summer Run - Important Information

### NO Thursday Night Camping

In years past at the End of Summer Run we have allowed early entry on Thursday night. Because of the change in venue to the Columbia County Fairgrounds, there will be absolutely no early entrance. The grounds do not get turned over to ABATE until Friday morning. Please, do not show up on Thursday unless you plan on sleeping in the Parking Lot.

### NO Off-Road Motor Bikes

Also in years past, out in Birkenfeld, there has been areas to play with off-road motorcycles. With the change in venue this year, there is no suitable place to ride these dirt bikes and ATVs. It would probably suit you best and save you some disappointment if you just left them at home.

# EOS

## ALL NEW LOCATION!!

COLUMBIA COUNTY FAIRGROUNDS - ST. HELENS, OR  
INDOOR STAGE & ENTERTAINMENT



WASHINGTON COUNTY CHAPTER - ABATE OF OREGON PRESENTS

# END OF SUMMER RUN

SEPTEMBER 17TH-19TH  
COLUMBIA COUNTY FAIRGROUNDS - ST. HELENS, OR

\* GATE OPEN @ NOON FRIDAY  
NO EARLY ADMITTANCE \*

LIVE MUSIC  
INDOOR STAGE  
& PLUMBING!!

MOTORCYCLE GAMES  
TAILGATER'S SWAP MEET  
ADULT ENTERTAINMENT

TICKETS  
ABATE Members:  
\$25  
Non-Members:  
\$30  
Get \$5 off for advance  
ticket purchase!

\$10 DAY PASSES ON  
SATURDAY!!!

DOOR PRIZES  
RAFFLE PRIZES & 50/50

VENDOR INFO  
Vendor space available.  
Some spots with power  
and water onsite.

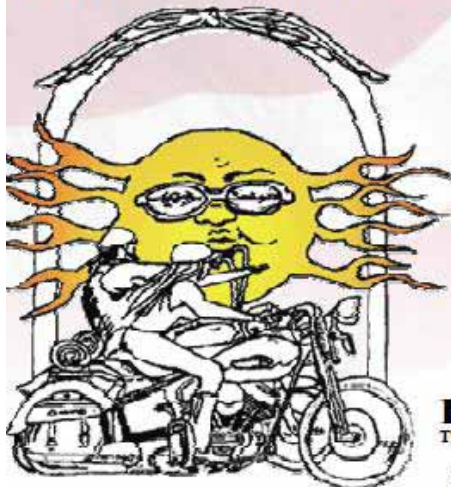
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503.750.6047

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For more info contact:  
Tina Stocker  
503.341.2563  
Ed Vaughn  
503.459.7912



[HTTP://EOS.WACOABATE.INFO](http://EOS.WACOABATE.INFO)

This event is sanctioned by A.B.A.T.E. of Oregon Inc. A.B.A.T.E. of Oregon, Inc. promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action. Proceeds from this event benefit motorcycle rights and education. Contributions or gifts to A.B.A.T.E. of Oregon, Inc. are NOT deductible as charitable contributions for federal income tax purposes.

# 2010 N.C.O.M Report

By Allan Nichols

I have been riding motorcycles of some sort for over twenty years and had never belonged to any type of group. I joined A.B.A.T.E. a few years ago and it opened up a whole new world that I had never realized existed. I got to meet people who not only loved riding and having fun as much as I do, but were also dedicated to the legislative side of motorcycling and community outreach as well. So when the chance to go to an N.C.O.M. convention presented itself, I decided to look further into what motorcycling was all about. Having my own preconceived notions of what happens when a bunch of bikers get together, I felt a little nervous. Well let me say that within the first couple of hours I was proven very wrong. Not only were the people I met very easy to talk with, but very informative. I realized that everyone there was attending for the very same reason I was — education and information, what is going on in the motorcycling world around us, and how to defend against the efforts of some politicians putting restrictions on how and what we ride.

Now I know that some of you are thinking, “N.C.O.M. is a patch holder convention. What does that have to do with me?” In the government’s eyes, it has everything to do with us. Some of the new regulations, especially the “gang legislations”, coming in front of our legislators will affect us all. The legislation states that if we are dressed alike (patches or not) and are in a group of three or more, we are a gang and fall under the regulations and are subject to such. (i.e. Search of our motorcycles and possessions simply because they had suspicion.) Ridiculous? I agree, but that is only the tip of the iceberg. Legislation going in front of city councils and state governments around this country should really concern all of us.

If there is one thing that I learned at this conference, it’s that we need to open our eyes a bit more. We need to become a unified group. The people in Washington D.C. and in Salem don’t care if we ride a cruiser, a sport bike, or even a scooter. And neither should we. The first seminar I attended was on the U.S. Defenders program. I suggest we find out all we can about this program and how we can get involved. Although this program was founded by club riders, if you do not belong to a club there are still ways to support this program. One way is the Coalition of Independent Riders or C.O.I.R. (Pronounced core’.) These programs focus on our rights as motorcyclists, whether its letting a business know that it is illegal to not open for a certain group of people, or letting our legislators know that we don’t like a bill or legislation that will be coming up for a vote. Lets face it, one or two hundred e-mails or letters will probably get noticed, but a few thousand e-mails literally shutting down their e-mail server, or letters that stack up on top of their desks will definitely get their attention.

If there is one thing that gets a politicians attention its votes, and we need to make them realize there are enough of us out here and that together we can and will make a difference. Another thing the U.S. Defenders and its other programs do is community relief in times of emergency. Anybody who has watched the news recently knows that emergencies are happening entirely too often. Hurricanes, tornadoes, earthquakes, and wildfires are occurring more often and getting closer to home with each event. Another seminar that I found very interesting was a group of riders that are working on a universal set of nationally recognized hand signals that bikers can use to communicate with one another. The ones we use differ from one group to another or from one state to the next. This plan would make one set of signals that everyone, including people in cars would recognize.

And lastly, the seminar that got me thinking really hard was how much knowledge do I have about the group I ride with? How well do I know the people I ride with? Or better yet, how well do they know me? Everyone reading this, at one time or another, has most likely ridden in a big group or at least with a few friends. My question to you is, if you have a medical condition, did anyone you rode with know about it? Do you have any kind of information about your condition with you or on your bike? Are you on medication, and is that information readily available if you are involved in a crash? How about the people you ride with? Do any of them have issues, or have medication they would need in the case of an emergency? Most people know about marking important people in your cell phone with “ICE” (in case of emergency) but lets face it folks, if we are involved in a crash so severe that we can not communicate this ourselves, chances are our cell phones will be in the same condition our bikes and bodies are. Very scary, but something we need to think about. A little 3 x 5 index card that has all this information on it can be laminated and tapped to the inside of our bags or handed to a road captain or sweep rider and could make all the difference. In short, we need to make it as easy as we can to the people trying to help us to give us the best chance of being able to survive.

In closing I want to just say that if you ever get a chance to go to this event, you should jump at the chance. Not only will you get a chance to meet interesting new people and learn information that you thought you knew already, it is an eye opening experience that will change the way you perceive the biking community as a whole.

I want to thank you for your time in reading this and hope you read something that will make a difference in your life as much as this convention will make a difference in mine.

See you on the road. Allan

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*“Those who desire to give up freedom in order to gain security will not have, nor do they deserve, either one.” - Benjamin Franklin*

# The Great American Road Trip ... Or

By Rich Virchow

What follows is not so much a "what we did on our vacation" travelogue, but more of what you may experience visiting the places we traveled to. My wife and I (Rich & Margo) recently completed an 11 day, 7 state tour of the great Northwest. Our plan was to combine camping with stays in motels sprinkled in between. We also wanted to avoid freeways as much as possible and try to include as many scenic highways as was practical.

The journey began early on the 1<sup>st</sup> of July with our 1<sup>st</sup> destination set for Grand Coulee Dam in the NE corner of Washington State. This is about a 400 mile day and was our longest mileage day of the trip. If you find yourself travelling east up the Columbia River Gorge, give Hwy 14 a try on the Washington side. The pace is much more relaxed and there are little towns along the way for gas and food stops. We took 14 east to the end and then headed north, going through Moses Lake, Soap Lake, and into Grand Coulee. Even though it was only Thursday with the 4<sup>th</sup> of July weekend approaching we found our targeted campground nearly full. We did however secure a spot and camped there for 2 nights. We stayed in Spring Canyon campground which is just a few miles from the town of Grand Coulee.

In preparation for this trip we decided early on not to take cooking appliances with us. Instead we opted to take our chances with restaurants along the way. I pull a trailer behind my bike and we decided to stuff it with other crap not related to food prep. We did find a restaurant in town called Pepper Jack's that had good food and good drinks for a fair price. In fact almost all places we stopped for food were good except for one which I will name a bit later.

Many of the places we rode through could be used as a travel destination and Grand Coulee is certainly one of those. The town itself is very nice and we recommend the dam tour which is free but conducted under heavy security with an armed guard nearby at all times. It's still worth the security hassle as it is the only way to get on the dam itself. Lake Roosevelt behind the dam is very scenic and stretches for many miles giving one the opportunity for ample day rides. One "don't miss" event is the laser light show at 10pm each night during the summer. Lasers shot from the visitor's center against water spilling from the dam along with a well appointed sound system make for a really cool 30 minute plus show.

After spending 2 nights at Spring Canyon we were off to Idaho and then Montana. We rode along the lake for a while and headed east through Loon Lake, Deer Park, and then up to Newport WA where we crossed into Idaho. Just across the border we stopped for lunch and found several establishments that were biker friendly. Old Town, ID is along the Pend Oreille River where they were holding boat races. Open header V-8 boat racing, woof woof, I had to be drug back to the bike. We continued north to Bonners Ferry, crossed into Montana and down into Kalispell. We lucked out and got the last motel room in town. We weren't sure where we were going to end up this night so we decided to risk it. If you know your destination ahead of time, plan it safe and make a reservation whether it is a campground or a motel.

The next day took us south down Hwy 83 along the western flank of the Rocky Mts., over through Helena, the state capitol, and southeast to Livingston. The entire western half of Montana is very beautiful and has hundreds of miles of great roads just begging for your motorcycle to be ridden on them. Western Montana is a destination of its own.

Because it was the 4<sup>th</sup> of July, we decided to plan ahead and make reservations in Livingston. Actually I went online and Googled "4<sup>th</sup> of July and Montana" and up popped Livingston. Besides a fireworks display, a parade, an arts and crafts fair downtown, there is a Pro Rodeo event all during the 4<sup>th</sup> of July weekend. There is plenty to do and see in and around the area. While looking online for lodging the usual motels clustered near the freeway appeared but one stood out away from the rest located in the heart of downtown Livingston. The Murray Hotel established in the 1800's is beautifully restored and is a must see even if you don't stay there. We did stay there and everything claimed on their website ([murrayhotel.com](http://murrayhotel.com)) was true. The bar attached to the hotel claims to be party central and everything we saw corroborated that claim. If you ever find yourself in Livingston MT., do yourself a favor and book a stay at the Murray Hotel.

Our next destination was Grand Teton National Park which is the southern border of Yellowstone National Park. Even though Livingston is only about 50 miles from Yellowstone I wanted to take the northeast entrance over Beartooth Pass which added at least another 100 miles to our day. This is where the testing the limits of a marriage part of the trip came in. For those who have never been over Beartooth Pass, it is a switchback filled, guardrail absent gut check ride up into the mountains where you summit at 10,947 ft. Now keep in mind, its summer, it's July 5<sup>th</sup>, it's supposed to be warm. It snowed. The wind was blowing about 30 mph and did I mention it was snowing? On July 5<sup>th</sup>?

We arrived at the summit where a kind gentleman took our picture so we could descend into Yellowstone where it was raining instead of snowing. Even though the weather warmed a bit, the mood remained a bit frosty.

Now I mentioned earlier that we were at the mercy of whatever diner or restaurant we chose along our route and we were for the most part very fortunate to find decent food and/or good service. Just prior to the Silver Gate entrance into Yellowstone is Cooke City MT. where we decided to warm up a bit after the Beartooth experience. We spotted an establishment, The Ore House, where several bikes were parked out front. Looked good on the outside but we were disappointed with the food, both in portions and quality, the service and the prices. Do yourself a favor and find somewhere else to eat.

The next 3 days we camped in Grand Teton and doubled up on my bike for day tours of both Yellowstone and Grand Teton Parks. Yellowstone is teeming with astonishing natural wonders and amazing scenery at almost every turn. If you have never visited there you need to give yourself lots of time. You will need some of the time to see everything there is to

## ... How to test the Limits of a Marriage

see and the rest of the time is to deal with the relentless traffic backups. Yellowstone is one of the most popular tourist destinations in the US with visitors from all over the world descending on Wyoming for their turn communing with nature. In 2009 there were 3.29 million visitors to the park. I believe the week we were there about half that amount were in the park. The animals we often see in and around our great state of Oregon; deer, elk, and yes even buffalo scattered around small farms in our area are rarely seen by the average visitor to Yellowstone. This would explain why slack-jawed tourists stomp on their brakes and abandon their vehicles in the middle of the roadway to take pictures and yes, even to pose next to that buffalo. The result is numerous traffic backups at any given moment. The park service is very diligent about warning individuals against approaching wildlife for good reason.

Just recently a woman was trampled and seriously injured because she got too close to a grazing buffalo. We did park safely and got some nice pictures of lots of animals and basically followed the rules but we did see those fools who tried to get too close to buffalo. We saw one particular bull that apparently was having a bad day, become very agitated and actually charge cars that were slowly crawling by. Now this may seem trivial when you're safely enclosed in your SUV but we were on bikes. The bull seemed to charge at any vehicle passing by so we waited until the car in front of us was waaaaay down the road before we did our drive by. The portion of the park where the largest herds seem to congregate is in the Hayden Valley area. On our 2<sup>nd</sup> day we encountered a herd of around 500 that had traffic backed up for several miles. They sauntered back and forth across the road and often stopping in the middle of the road just to mess with people. There is nothing you can do but wait. We were doing exactly that when one young bull started oogling us with a glint in his eye. I think he thought my silver Road Glide was his new girlfriend. I really don't care to see another buffalo again unless it's in a hamburger bun on a plate in front of me. With all that, Yellowstone is just too beautiful to miss even with all of the people. It's important to pre-plan your visit and steel your self for the masses. With a little patience it's still a good ride.

Just to the south of Yellowstone is Grand Teton National Park which is where we stayed while in the area. Situated along Jackson Lake it offers a stunning panorama of the Grand Teton mountain range. Just to the south of Jackson Lake are Leigh Lake, String Lake and Jenny Lake. These lakes offer hiking, boating and back country camping if you are really ambitious. We did a short hike from the Laurence S. Rockefeller Preserve to Phelps Lake. It was slightly over 1 mile and once you arrive there you have the choice to hike more or just chill by the water. We chose the latter. When you enter either Yellowstone or Grand Teton, you are given an official newspaper of each park. There is a ton of information in the paper plus rangers at the various visitors' centers situated throughout both parks can recommend where to go and what to see. Remember, pre-plan as much as possible to avoid not having a place to stay. Most park reservations can be made online.

After our three day stay in the Yellowstone/Teton area we ventured south to Jackson Wyoming. Jackson is a ski resort destination in the winter and a tourist destination in the summer. There are lots of shopping opportunities but be prepared for sticker shock. There are a few bargains but you really have to hunt for them.

We continued south along Hwy 89 and headed for Utah. Hwy 89 is very scenic all the way into Logan UT where we stayed for the night. The next day we headed west from Logan over to I-84 for a short while and onto Hwy 30. Here is where the countryside transitions from mountains and forests to desert and long stretches of straight boring highways. Hwy 30 cuts across the northern part of the state and offers a view of the Great Salt Lake. We continued on into Nevada where we stayed at a casino/hotel in Elko. Our cheapest lodging of the entire trip was in Elko, where like the rest of Nevada, the gaming industry is hurting. Cheap hotel rooms are plentiful if you book online. There are bargains galore in all Nevada cities.

A great day ride out of Elko is Lamoille Canyon. It is only about a 30 minute ride to the town of Lamoille where you ascend the western slopes of the Ruby Mts. Desert scenery transforms in to rugged snow topped peaks in a matter of minutes. You will swear you just rode into Colorado. The road continues up to about 8000 ft in elevation where it ends at a trailhead. Be sure to bring binoculars to glass the mountainsides for animals. Back down in Lamoille there is a bar & grill that serves up burgers and sandwiches for a decent price.

The next day we headed for Lakeview OR via I-80, Hwy 95, and Hwy 140. Rumor has it that Denio, NV is iffy for gas but we found that to not be true. We stopped for gas and liquid refreshment and after talking to the bartender the only time they don't have gas is after a rancher comes in and gets several thousand gallons for his equipment. For the most part, they are open, with gas but only take cash. About 75 miles west on Hwy 140 in Oregon, the small town of Adel has gas except on Tuesday when they are closed. Go figure. Our last night of the trip was in Lakeview. We were lucky to score the last room in town and were grateful for it. Another couple on bikes recommended a steakhouse a few blocks from where we staying. It was our anniversary and we were looking for a nice place to enjoy a good meal. What we found was a great place with very good food. If you are ever in Lakeview for the evening, give Mario's a try. The steaks are awesome and are cooked to perfection. They open at 5pm and if you get there right after they open they will squeeze you in as they do accept reservations.

The next day was taking us home. North out of Lakeview on Hwy 395 for 23 miles will bring you to Hwy 31. Hwy 31 is a very nice ride with minimal elevation change and outstanding views of Summer Lake and the Fremont National Forest. It is nicknamed the Oregon Outback Highway and it runs from Valley Falls on 395 to Hwy 97 just south of La Pine. If you have never ridden this road it's a must do and could be a great weekend getaway. Once we hit Hwy 97 we survived the Bend /Sisters gauntlet and we arrived home safe & sound.

Our trip was 11 days long and roughly 2700, not counting side trips. We were prepared for the road and the bikes were prepared as well. No major glitches or accidents and with a little planning anyone can have a smooth road trip. - **Rich Virchow**

# Photo Radar and Red Light Cameras

By Bobbi Hartman (ABATE of Arizona)

I know we're all familiar with Photo Radar and Red Light cameras. I've been reading up on some interesting stats and observations put out by various states, and would like to touch on these.

At last count, I believe its up to 18 states that have some kind of ban or another on photo radar, red light cameras or a combination of both. They vary from Attorney General Rulings, to state statutes and even Supreme Court rulings.

No big surprise, The Tennessee Center for Policy Research paper determined that red light cameras are more effective at increasing revenue than safety. Although the data did not demonstrate a safety benefit, it did show that what cities are doing is completely ignoring proven engineering alternatives such as increasing the duration of the yellow period beyond the ITE's bare minimum standard. And in fact many cities, including some in Arizona, have been caught shortening the yellow period, when many studies of an extended yellow period have resulted in as much as a 40% reduction in red light crashes.

How many of you think the answer is lengthening the yellow? Well I think you're right. Just about everything I read, points to that solution.

By increasing the yellow by 1 second over the minimum national standard, in Norcross GA, the accident and red light violations virtually disappeared.

The Texas Transportation Institute reasoned that this is so because red light cameras mostly issue tickets for violations by drivers that misjudge the light by less than a .25 of a second. They found that the vast majority of red light camera tickets are issued within the first second a light is red, and in fact the average ticket was issued within the first 1/2 second or less. Yet right-angle crashes, which account for the majority of red-light related crashes, with one exception, occur after 5 seconds or more of red. In other words, tickets are being issued primarily for split-second violations where crashes are not occurring, and as one communities police department concluded, that 90% of infractions at a trial camera were split-second violations visible only to the camera and would not have even resulted in a ticket from an officer.

I know our lobby team was considering going after an extended yellow, only to recently find out that one of our State Reps passed a bill this year that will cause ADOT to adopt a uniform system of traffic control devices that compares with the Federal standards and requires all devices in Arizona to have a yellow light duration of at least 3 seconds or tickets cannot be issued. I guess we'll see how this works out prior to asking that all yellows be extended. The length of yellow now goes from 3.0 seconds for 15mph-25mph areas up to 5.8 seconds for lights in 65 mph areas. I don't believe Arizona lights graduate accordingly, but we'll be doing some more research on this ourselves.

Other ideas for legislation in your states, might be gotten from another bill that passed in Arizona this year, that dictates, among other things, that:

- \* Photo enforcement NOT be placed within 600 feet of a posted speed limit change (exceptions schools)
- \* That a sign clearly stating the posted speed limit shall be placed between the two photo enforcement notifications signs
- \* Prohibits a complaint from being filed in court before the person is served with the complaint
- \* Extends the time limit for filing such cases from 60 to 120 days after the violation

Good news as of late. Governor Brewer will NOT be re-negotiating the contract for the Speed Cameras on State Roads, Highways and Interstates. According to the latest report, all of those cameras and the state photo radar cars will be gone as of the middle of July. I've seen some were already taken down by the first week of June. This does not include the red light cameras in the individual cities or the city photo radar cars.

But, there is an Initiative in AZ to put the banning of ALL photo radar on the November ballot for public vote. If that gets on the ballot and the public votes YES to ban photo radar, it will include ALL photo radar within the cities as well.

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## We're on FaceBook!

**D**id you know that Washington County Chapter, ABATE of Oregon has a FaceBook.com profile? We do, and if you do also, we should be friends! It sure would be an easy way to get information out to our members. You wouldn't have to go searching for dates and updated info on chapter happenings. We could just make announcements that would appear on your profile newsfeed. You'd get an email alert from FaceBook that there has been a comment on your page or you would just see it next time you popped into your FaceBook account. Go on, check it out! Search for 'Washington County ABATE' the next time you are on. I can imagine quite a few of you don't already have a FaceBook profile set up. So, now is it a good time to join and create your own FaceBook page. It's pretty straight forward and is a great way to keep in touch with family, friends and ABATE!

## Stan Johnston Memorial Toy Run

**T**he 'Stan Johnston Memorial Toy Run' falls on November 20th this year. This is our annual toy run and fundraiser that benefits the Hillsboro Fire Department's Toy & Joy Program. 100% of the donated toys go straight to the Toy & Joy Program. Not only the toys, but 100% of all raffle ticket sales also go straight to the Toy & Joy Program. This is one of those events that you just can't help but feel GREAT about being a part of. Mark your calendars and plan on coming out, even if you don't/can't ride... come out and help us brighten the holidays for families in need.

**Stan Johnston Memorial TOY RUN**  
**Washington County**  
 AMAZING RAFFLE PRIZES  
 DOOR PRIZES  
**ABATE of Oregon**  
**NOVEMBER 20TH, 2010**  
 Proceeds benefit the Hillsboro Fire Department's TOY & JOY PROGRAM  
 \$5 - Cash Donations Accepted - \$5  
**BRING A NEW, UNWRAPPED TOY**  
 Begins @ Hillsboro Fire Dept. - Station #3, 4455 NW 229th (corner of 229th & Evergreen Rd, Hillsboro)  
 Group Ride - Leaves @ 12 Noon Sharp!  
 Ends @ Hillsboro Elks Lodge, 21865 NW Quatama Rd  
 For more information - Jim Henderson: 503.750.6047  
 ABATE of Oregon, Inc. promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.  
 This event is sanctioned by ABATE of Oregon Inc. Contributions or gifts to ABATE of Oregon, Inc. are NOT deductible as charitable contributions for federal income tax purposes.

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 This office is independently owned and operated

Have an idea for a newsletter article? What about some information you'd like to pass on to your fellow Washington County Chapter members? Perhaps just an announcement? Heck, even if you just want to call to tell me the newsletter stinks, I want to hear from you. Reach out and say howdy.

Goat - 503.502.4229  
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## 2010 Notable Dates

ABATE Swap Meet	April 25 <sup>th</sup>
BikePAC May Awareness	May 1 <sup>st</sup>
Spring Road Clean-Up	June 6 <sup>th</sup>
Roll-n-Ride	June 13 <sup>th</sup>
Mid-Summer Poker Run	July 31 <sup>st</sup>
End of Summer Run	September 17 <sup>th</sup> -19 <sup>th</sup>
WaCo Toy Run	November 20 <sup>th</sup>

If you need any information on these runs or others  
feel free to contact your WaCo Run Coordinator  
**Jim Henderson, at (503) 750-6047**