

AUTOMOTIVE

The Portland Observer

The Ports Of Portland And Vancouver Cooperate On Auto Dock

An intergovernmental agreement was approved this week by the ports of Portland and Vancouver (WA) that is directed at enhancing the market position of the Columbia River as a dominant West Coast automobile gateway and providing new opportunities to increase auto volumes.

The agreement, approved by the Port of Vancouver and the Port of Portland, allows Vancouver to acquire a surplus Portland floating dock and to modify it to handle Subaru auto imports at a new, 48-acre auto terminal to be built at the Port of Vancouver's Terminal 4.

The floating dock is one of five surplus Navy dry dock hulls acquired by the Port of Portland in 1990 in connection with the development of an auto terminal for Hyundai Motor

America. It was made available, to benefit Portland's economy, through the Oregon Department of General Services.

Portland retains conditional title to the auto dock, over the 15-year term of the agreement, and will share tariff dockage revenues with Vancouver on a 60 percent (Vancouver) 40 percent (Portland) basis.

Mike Thorne, Port of Portland executive director said, "The joint effort with Vancouver will benefit both communities, Subaru and Columbia River, without duplicating public capital expenditures. We are delighted to be implementing 'port cooperation' in such a visionary manner."

Byron Hanks, Port of Vancouver executive director, said, "We believe

this intergovernmental agreement is a win-win because it benefits both ports, our customers, and the regional economy."

Portland will provide one hull section to Vancouver on an as-is, where-is basis. Vancouver will be responsible for all towing modification, maintenance and insurance costs, although Portland will provide engineering assistance to Vancouver for modification and dock design.

Last fall, the Port of Portland assisted Subaru, a 'space-as-available' customer, in relocating to the Port of Vancouver. Portland needed expansion room at Terminal 6 for Honda, its long-term lease customer. The move to Vancouver saved the economic benefits generated by Subaru for the Columbia River--instead of

losing them to Puget Sound.

Since the Subaru move, Port of Portland import/export automobile volume is 9.6 percent ahead of 1992 for the first six months of this year. Portland is the fifth largest auto port in the U.S. Automobiles are distributed to 44 states from Portland, and Portland is the largest auto export port in the U.S. to Asian markets.

Automobile imports are a high value commodity of great importance to the regional economy. Each car landed at the ports of Portland and Vancouver generates \$358 in private business revenue.

The intergovernmental agreement is fully dependent on approval by the Oregon Department of General Services Administration and the Oregon Attorney General.

NASCAR

Legend Cale Yarborough To Appear At Portland Speedway

Three-time Winston Cup champion and four-time Daytona 500 winner Cale Yarborough will be the Grand Marshall for "Cale Yarborough's Winners Edge presents Fan Appreciation Night" featuring the NASCAR Winston Racing Series Late Model Stock Cars, Limited Sportsman, Street Stocks and "Bump-to-pass" Jalopies this Friday, August 20 on Portland Speedway's combined half and quarter-mile paved oval-track facility at 9727 North MLK Jr. Blvd.

The 53-year-old Yarborough, now the owner of the Bojangles NASCAR Winston Cup team that employs northwest driver Derrike

Cope of Spanaway, Wash, is the national spokesperson for the event's the sponsor, Cale Yarborough's Winners Edge Tobaccoless Chew, a company owned by three-time national boxing champion, Andrew Minsker, of Milwaukie, Oregon.

Yarborough, who recently stepped back into the national spotlight with his induction into the National Sports Hall of Fame, is stepping up a publicity campaign for his new tobaccoless chew product and will be appearing at the track as well as two area Fred Meyer stores, the products number one selling retailer.

Celebrate Diversity

Road Improvements

Multnomah County Transportation Division announces the construction of improvements to SE 242nd Drive between SE Hall Road (NE 23rd Street) and SE Division Street. Improvements to SE 242nd Drive include expanding the roadway from its current two-lane configuration to two travel lanes in either direction

and a center left turn lane. other improvements consist of sidewalks, bike lanes, drainage improvements and a new signal at the intersection of SE 242nd Drive and SE Division Street.

Construction is scheduled to begin August 9, 1993 and will last until the end of October 1993. Although the road is open, the travelling public

can expect delays during construction. Multnomah County is undertaking this improvement as part of its Capital Improvement Program and regrets any temporary inconvenience this may cause.

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NAFTA "Free" Trade Pact: A Free Ride For Corporations

WDC-The North American Free Trade Agreement (NAFTA), between the U.S., Canada and Mexico dramatically deregulates investment and commerce between the three countries in the name of "free trade." The pact was first put together by the Bush Administration and criticized by the Clinton election campaign. Now the Clinton White House wants to hand Congress Bush's rotten apple, slightly polished for popular consumption. Within days the Administration expects to complete negotiations on side agreements to NAFTA dealing with labor and the environment. The agreements are little more than public relations appeals to the three governments to police themselves, without the rigorous enforcement mechanism contained in NAFTA itself. We cannot Rebuild America under NAFTA. It will cost workers in all three countries, while giving a free ride to multinational corporations, large banks and wealthy investors.

Even without NAFTA, U.S. Corporations have moved 500,000 jobs south of the border to take advantage of Mexico's cheap labor supply. For Example: General Motors has already

shifted 50 plants to Mexico, while announcing plans to lay off 80,000 U.S. workers. One study estimates that 5 million additional U.S. Jobs are vulnerable under NAFTA. U.S. workers cannot compete with Mexico's \$4-a-day wages which keep Mexican workers impoverished. The ruinous plant closings of the Reagan-Bush years would be repeated, crippling communities, with losses in revenue and services. NAFTA will drive down environmental, health and safety standards. U.S. agribusiness will ship produce from Mexico grown with pesticides forbidden in the U.S. NAFTA is "trickle-down" deception, promising that jobs will flow to the U.S. by allowing U.S. plants and investment to flow to Mexico. The agenda: extend NAFTA from Canada to Chile, with workers in each country racing to the bottom of the wage barrel.

Is NAFTA good for Canada? After five years of a Canadian-U.S. "free trade" pact, Canada now has its highest unemployment rates since the 1930's. Is NAFTA good for Mexico? Not for its farmers and workers who will be dislocated, increasing immigration to the U.S. Nafta will lower

standards in all three countries. After a decade of U.S. multinationals relocating to the Mexican side of the border, Mexican real wages have already dripped 50 percent. Rainbow must not tolerate anti-Mexican racism, a certain by-product of NAFTA. U.S. corporations, not Mexican workers, are taking our jobs across the border.

Watch out: The NAFTA lobby has a war chest, with \$5 million from the Mexican government and \$20 million more from the U.S. multinationals. We need a trade policy that binds our countries together on jobs, trade, energy, agriculture, the environment and economic development. We must raise the standard of living for Mexican workers and not lower our own.

The first step is to defeat NAFTA. Congressional opposition is fierce. An impressive coalition of labor, environmental, consumer and civil rights groups is gearing up. Lobbying efforts will increase during this congressional recess. Tell your elected representatives now "NAFTA is a Shafta." Secondly, call The White House. The Prexy is watching polls and counting calls (202) 456-1111.

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Financial Aid Requests Up At PCC

More and more students at Portland Community College are requesting financial help with their education. The number of applicants for financial aid at college has increased 100 percent in a two-year period. The rate of applicants in early July this year is up 44 percent over the same time last year.

"We have had 12,161 applicants as of July 9," said Corbett Gottfried, director of PCC Financial Aid. "The numbers this July were higher than all of last year." Applications were 11,205 for the '92-93 academic year, he noted.

Applicants who have not yet received award letters, but applied before last March and appear to be qualified, will be able to register for fall term classes with a deferred note from PCC with just \$50 down.

The increase in requests for financial aid has put greater demands on PCC staff to provide help for everyone. "I was expecting an increase, but not of that magnitude," said Gottfried.

Any applications received now will be considered for winter term classes. In addition to the increase in

applications, a change in federal guidelines has also delayed the process by two months. "Schools across the country are facing these problems" said Gottfried.

The Financial Aid offices at PCC will be closed on Tuesdays and Fridays in August and September in order to try and send out as many award letters as possible. The phone number and extension for Portland Community Financial Aid offices are 244-6111: Sylvania Campus, x4934; Cascade Campus, x5278; Rock Creek Campus x7216 and South Center, x6254.

Ombudsman Training Scheduled

Volunteers advocates for the residents of nursing homes, adult foster care homes and residential care facilities will begin their training program to become Certified Ombudsmen on September 11 in Portland. The Certified Ombudsmen work to enhance the quality of life and improve the level of care for the citizens living in long term care facilities. They protect the rights, safety and dignity of the residents.

Volunteers need to be good communicators and objective investigators. "We are looking for individuals who care about the elderly and are ready to speak out on their behalf," according to Wayne Nelson, Deputy

State Ombudsman. "It is not enough just to visit--our volunteers identify and investigate issues, then advocate on behalf of the resident for changes that best serve the resident." Certified Ombudsmen spend a minimum of four hours each week at assigned nursing homes and residential care facilities. Adult foster care homes require at least one hour weekly in each assigned home. A one-year minimum commitment is required.

The training program includes information on conflict resolution, advocacy skills and problem-solving techniques, as well as specific information on the regulations guiding long term care facilities and the rights

of the residents of the facilities. This course is being offered on Saturdays to accommodate volunteers who work weekdays and is scheduled on September 11, 18 and 25 and October 2, 9 and 16. Volunteers from Multnomah, Clackamas, Washington, Linn, Benton, Marion, Polk, Yamhill, Hood River and Columbia Counties are encouraged to participate in this training, especially if the special Saturday sessions are convenient.

Interested volunteers may contact Sara Karlin at 288-4264 or Kathy Walter at the Office of the Long Term Care Ombudsman at 1-800-522-2602 to receive additional information and an application.