



Newsletter



MARCH, 1983

ABATE of OREGON, Inc.

*Let Those Who
Ride Decide*



*Dedicated to
Freedom of the Road*

AN OPEN LETTER TO ALL ABATE MEMBERS OF OREGON FROM
THE STATE COORDINATOR

All of you are motorcycle enthusiasts that have become members of a non-profit organization known as ABATE of OREGON that has dedicated itself to fighting against unfair motorcycle legislation, and working toward putting together safety education, public awareness, and rider training programs to prevent severe road accidents and injuries.

In 1983, with the legislative session upon us, we MUST all work together to get these programs initiated, and suppress the laws that are against us. We must fight hard to keep our rights and to ride free. If you don't speak up, write letters to your public officials, work toward keeping your freedom and work toward getting these safety programs passed, you will not have accomplished all that we represent as ABATE. We STAND together, we FIGHT together!! Abate of Oregon has continued to grow 13 chapters, and still more to come! We all need to sign up more new members, attend our meetings, renew our memberships, help in all chapter and state functions, write letters to our state officials in Salem-let them KNOW how we feel about the issues that arise, and always be sincere and honest in all that we do. Remember, this is a free country and we are all fighting to keep that freedom! We've done it before, we can do it again!

It is very important that we are ACTIVE in Abate. An inactive person just sits around and stagnates. The legislation won't know what we're thinking, unless we tell them. If we keep quiet, then we are allowing our freedom to be taken away. So please, let's all work together. Fight for that freedom, get those safety programs passed, speak out! Write those letters! Take a stand on the issues! Remember, we are a Brotherhood Against Totalitarian Enactments, dedicated to the freedom of the road. Let's always keep it that way. If you have a problem, a gripe, a question, or a concern about something, keep in touch with your chapter, or call me. We're here to help you at all times. Let's make 1983 a great year and strive to make 1984 even better.

Thank you all for keeping Abate of Oregon together. We can still do it!!

Roger Hendricks
State Coordinator for Oregon

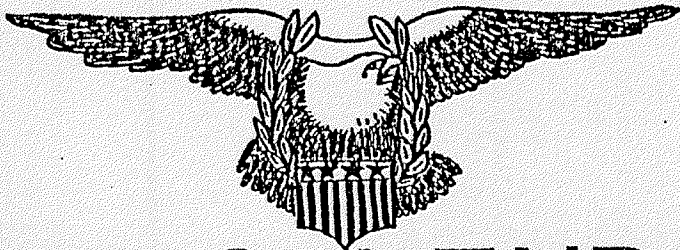
TIPS & TECHNIQUES

"Estimating Following Distances"

Probably the most critical and most frequent distance a motorcyclist must judge accurately is following distance. For example, if you are following a car at 20 mph your following distance should be 40 feet or more, 80 feet or more at 40 mph. Remember when you change speed, you must change your following distance accordingly. The Two-Second-Count method is a simple way to establish your minimum following distance. Do this: Pick a fixed point ahead of you; when the rear of the vehicle you are following passes the reference point, start counting off 2 seconds ("one thousand one-one thousand two"); when you have finished counting, the front of your motorcycle should not be beyond the reference point. The reference point can be a shadow, a pavement marking, or any fixed object close to the roadway. The method will work at any speed as long as both vehicles are traveling at the same speed. The distance will automatically be greater for higher speeds and less for the lower speeds, allowing the proper distance for the speed you are traveling.

Now is the time to start drawing for the

1984 ABATE



ART CALENDAR CONTEST

sponsored by **ABATE of DOUGLAS COUNTY**, Roseburg, Oregon
CONTEST RULES

WINNERS WILL RECEIVE A ONE YEAR MEMBERSHIP IN ABATE OF OREGON, A FREE COPY OF THE 1984 ABATE ART CALENDAR PLUS EXPOSURE FOR YOUR DRAWING TALENT. ENTER NOW!

- SUBJECT:** MOTORCYCLE RELATED: people, places or things
- MEDIA:** PEN, PENCIL OR PEN & INK- dark enough for reproduction
- SIZE:** MUST BE 8 1/2" x 11" DRAWN HORIZONTALLY-
(Entries which are not the correct size may be used but will be cut to fit calendar.)

ALL ENTRIES MUST BE POSTMARKED BY SEPTEMBER 1, 1983. YOU NEED NOT BE A MEMBER OF ABATE TO ENTER. YOU MAY ENTER AS MANY SELECTIONS AS YOU WISH. ALL ENTRIES MUST BE MAILED FLAT OR IN A MAILING TUBE. ANY FOLDED ENTRIES WILL BE DISQUALIFIED. ALL ENTRIES BECOME THE PROPERTY OF ABATE OF DOUGLAS COUNTY. EVERY EFFORT WILL BE MADE TO RETURN UNSELECTED ENTRIES PROVIDED THEY ARE ACCOMPANIED BY ADEQUATE POSTAGE AND ADDRESS. PLEASE BE SURE TO INCLUDE YOUR NAME & ADDRESS ON THE BACK OF EACH ENTRY. THE SELECTION COMMITTEE WILL SELECT FOURTEEN ENTRIES - THIRTEEN FOR THE CALENDAR AND ONE FOR THE COVER- PROVIDED ENOUGH ACCEPTABLE ENTRIES ARE RECEIVED. SELECTIONS WILL BE MADE BETWEEN SEPTEMBER 15 AND SEPTEMBER 30, 1983.

MAIL ENTRIES TO: ART CONTEST
ABATE OF DOUGLAS COUNTY
P.O. BOX 61
ROSEBURG, OREGON - 97470

MY HAT'S OFF TO ...

Fred Hill, a 73-year-old Englishman, has done 26 stints in jail for his protests against Britain's mandatory helmet law. His method of protest, riding helmetless and refusing to pay the resulting fines when cited, accounts for his record. His latest sentence: a week in prison. Look at it this way, at least it gives him fewer opportunities to crash.

Roger Hendricks has been made permanent State Coordinator - Congratulations Roger - and thanks for all the hard work you have already done - eliot.

QUALITY REPAIRS AT COMPETITIVE RATES

THE BERT

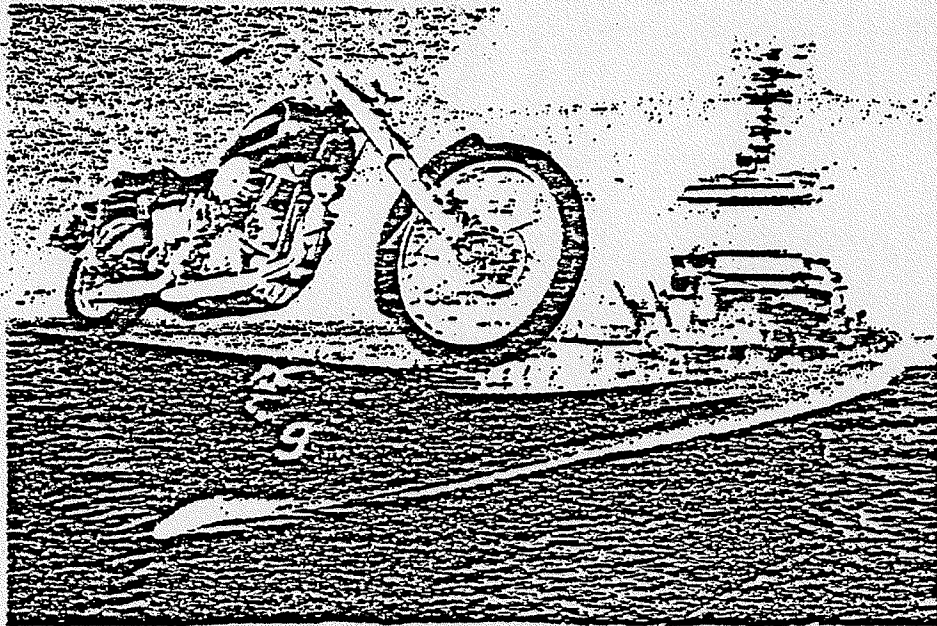
custom paint
graphics,
pinstriping,
murals &
body work.

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in Fine Car
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4507 S.E. Milwaukee, Portland

John Wangrzynek
Rick Karns
U.S. Navy



LANE
COUNTY
ABATE
MEMBERS

Do you need a full or part time job?
Check with John or Rick at 687-6498
About the U.S. Navy or the Naval Reserves.
RIDE ON!

ASSOCIATION MADNESS

Reprinted from **BIKER
LIFESTYLE APRIL 1962**

Have you ever wondered why so many folks who are into motorcycle rights associations get pissed off when they find someone who rides a bike and isn't involved in one themselves?

I mean, really. Some people get hostile as hell just because another biker isn't "involved" in motorcycling.

For fifteen years I have been a member of, been on the board of directors of, and even founded some legislative organizations. I have found that there are some people who will become involved in any cause because of the challenge, and there are other folks who wouldn't fight the government if they outlawed sex. It's just human nature.

The biggest problem is that the people who work so hard to keep motorcycling as a free way of life by busting their butts working with the AMA, ABATE, the MMA and the hundreds of other bike associations are so close to the problem they can't see it. They think because they work so hard, that all other bikers should at least do something to help, and when they don't, the workers get pissed off.

A NOTE TO THE WORKERS

For a second just sit back and disassociate yourself from your involvement with the association you have been working so hard for, and look back to when you first started riding bikes. Remember the ass kicking charge you got from the freedom of just getting on your scoot and throttling

wide open down the highway? Well, there are literally millions of bikers out there who love that feeling, but who are not the least bit interested in legislative bullshit. They just like to ride.

Now imagine being one of these people, who just likes to ride for the feel of it, and doesn't even want to be a "biker" as a way of life, and having an over eager association member start getting into his shit because he does not "get involved" in the legal battles. Not only does it bother a person to be badgered, but it can actually turn a person against the association because of the attitude shown.

Kinda like being approached by a Jesus Freak. Now I ain't going to start anything about religion, but how many of you know the feeling of having some asshole who follows The Maharishi Gunga Din, or a born again Christian, or the fellowship of the Frog Worshipers, etc, start badgering you to "join." You want to punch the "overzealous" nerd in the fact just to get away.

Some bikers feel the same way about overzealous bikers representing associations. They ride because they want to get away and have freedom, and they resent being pressured into anything. If you were to back off a little, use less pressure, you might make a friend instead of an enemy.

A NOTE TO NON-ACTIVE MEMBERS

In order to maintain any freedom in America today you have to voice your opinion. In order to keep up with the

hundreds of thousands of laws coming down, that effect you, personally, you have to be informed that these laws are happening. No one says that you have to go to meetings or become chairman of the entertainment committee, but to find out what laws affect you, you should spend the \$5-\$25 a year to belong to these associations that are watching the government for you.

I know how annoying it is to go to an event sponsored by some association only to be rated for not "participating," but you have to keep in mind that the people work very hard for the association, and they feel everyone should do the same thing. Don't worry about it. Your membership fee itself shows you are doing something, and if you aren't a "joiner" and would rather not participate in the functions, simply remind the person approaching you that you have paid your dues, and that is more than 99% of the other bikers in America have done, and that you would prefer not to get further involved.

A NOTE TO THE 99% WHO DON'T EVEN PAY THEIR DUES

It takes about 10 minutes and only a few dollars a year to belong to and support one of the many biker legislative organizations. Even if you don't want to be an active member, you should pitch in the few bucks to help keep an eye on what the government is doing to you.

If you don't even do that little bit, when the law is passed that says "no motorcycles over 150cc's", it will be on *your* ass and no one elses.

By the way, in China, there are no bikes allowed over 150cc's.

Editor: **Mike Blair**
Staff: **Betty Blair**
John Howze
Jean Howze

NOW THAT I'VE GOTTEN YOUR ATTENTION!!



HAVE YOU PAID YOUR DUES LATELY
AND/OR RENEWED YOUR MEMBERSHIP?

DOUGLAS COUNTY NEWS

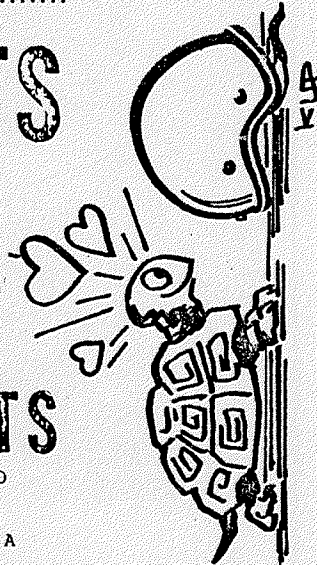
Over the weekend of February 12th and 13th our chapter helped distribute surplus cheese to people in the Roseburg area. The cheese came from the federal government and was given out free to anyone who came in and signed up. According to our calculations, we handed out approximately 3000 5 lb. boxes. We were able to get some publicity in our local newspaper (a front page picture with Ed Halkyard and Muriel Pettit) as well as mention on the local radio stations. Ed and Muriel worked with the Umpqua Community Action Network who was responsible for getting the cheese. Some of our members have also been helping out with the distribution in other areas of Douglas County. We hope to continue this project since UCAN hopes to received more cheese as well as butter, powdered milk and other surplus food. This is a great public service project for all chapters to consider doing. Why not check with your local assistance agencies to see if your area will be receiving surplus food that your chapter can help hand out.

FOSSIL RUN - This year Douglas County will not only be organizing the games at Fossil but our concession this year will be selling year bars that will attach to the Fossil Run pin people received last year. We will have year bars for 1982 for sale for \$1.00 each. We will also be taking orders from people who would like to purchase bars for the years prior to 1982. Any bars ordered must be paid for at the run when you order. We will mail them to you as soon as we receive them.

WINDY CREEK RUN- For all of you who haven't heard, Douglas County's Windy Creek Run has been moved up to July 9th and 10th. Hopefully this will give us a chance for a nice, dry run.

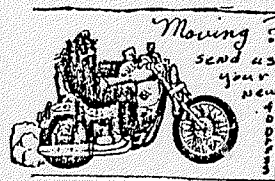
REMINDER TO DOUGLAS COUNTY MEMBERS - DON'T FORGET!!! ELECTIONS FOR NEW OFFICERS WILL BE AT THE MEETING ON MARCH 6th AT MR. PIZZA AT 1:00. BE THERE !!!!!!!

MOTORCYCLISTS



SUPPORT YOUR RIGHTS

MANY DECISIONS AFFECTING YOU ARE BEING MADE IN SALEM. DO YOU WANT TO KNOW ABOUT THEM BEFORE OR AFTER THEY BECOME LAW? IF YOUR ANSWER IS BEFORE, THERE'S ONLY ONE SOURCE FOR INFORMATION. ABATE OF OREGON IS A REGISTERED, NON-PROFIT ORGANIZATION, DEDICATED TO MOTORCYCLIST'S INTERESTS, SAFETY, RIGHTS AND EDUCATION. A NEW CHAPTER IS FORMING IN YOUR AREA AND NEEDS YOUR SUPPORT. ABATE OF OREGON HAS OVER 500 ACTIVE MEMBERS. BECOME INVOLVED IN DECISIONS THAT AFFECT YOU. MANY STATE AND LOCAL CHAPTER FUNCTIONS: BLOOD RUNS, TOYS FOR TOYS, MUSCULAR DYSTROPHY RUNS, SWAP MEETS, ETC. HAVE FUN WITH PEOPLE WHO SHARE YOUR INTEREST IN MOTORCYCLES.



DO'S AND DON'T'S OF LETTER WRITING:

Read these helpful hints carefully before you begin to compose your letters to your legislators. These hints will help you to write effective and persuasive letters.

- 1) Open with "Dear Senator" or "Dear Representative".
- 2) Close with "Sincerely".
- 3) Be brief, business like, and specific.
- 4) Be reasonable.
- 5) Support your arguments with examples from your riding, personal or business experience.
- 6) Be yourself.
- 7) Tell exactly where you stand on an issue.
- 8) Be polite (Be nice to him if you expect him to be nice to you).
- 9) Be appreciative of his efforts. ("Thank you for taking time to read my letter", or something of that nature)
- 10) Include your return address.
- 11) Make sure that you spelled all of the words correctly.

No legislator would be impressed by a sloppy letter. If you plan on making a phone call, do the following:

When he answers, give your name, town, and legislative district. State your opinions just as you would in a letter. You should prepare your comments according to the list above so that you get your point across in a convenient amount of time. You should start your letter writing campaign immediately. Don't put this off until tomorrow. Tomorrow may be too late, and all of the work we have done will be down the drain.

HOW TO CONTACT YOUR LEGISLATORS:

- 1) See who represents you first. Each district in Oregon has so many legislators, representatives and senators. These legislators know that you vote and you influence the votes of others around you.

REASONS FOR NOT CONTACTING YOUR REPRESENTATIVE AND SENATOR:

- 1) You don't care about helmet laws and rider education programs.
- 2) You're too lazy and would rather sit back and complain.
- 3) You're too busy and have more important things to do.
- 4) You can't afford a 20¢ stamp.
- 5) You're scared at the phone company because a call now costs 25¢ instead of 10¢.
- 6) You don't know who to write or what to say.
- 7) Other: Please write your excuse below.

Central Oregon ABATE

Hi, this is us again over here in Hootersville. We haven't been doing much since the last time. Our goal now is to find some portable shitters for the Fossil Run. They aint cheap to come by, so we are still looking. We had a report at our last meeting that an Easy Rider commercial was seen on our local t.v station. Our membership drive is doing fairly well. We have signed up three new members and two have come to our meetings. Keep up the good work members, you're doing good. Our members that can give blood are going to give February 10th when the blood mobile comes around. Until next time, take care.



Your congressman writes back — "you're not registered to vote, so he doesn't give a damn what!"

A pileup that may total Harley

Japanese motorcycle makers, competing fiercely for bigger shares of a market shrunken by the recession, have piled up huge inventories in the U. S. and are pushing price cuts and discounts on dealers to move the machines. With 1983 models beginning to flood showroom floors, the struggle could prove to be the death knell for Harley-Davidson Motor Co., the last U. S. producer, whose famous heavy-weight "hogs" have steadily been losing market shares to the cheaper, well-engineered Japanese motorcycles.

The U. S. International Trade Commission is scheduled this month to consider Harley's last-ditch bid for help—a petition asking for higher duties or quotas on Japanese imports for three to five years. Milwaukee-based Harley, operating at 50% of capacity, is expecting its second consecutive annual loss. And its share of the heavyweight niche—Harley's "bikes" have engine displacements of 1,000 cc and above—has decreased from 21% to 13% since 1978.

The glut of Japanese machines is partly the result of competition between Honda Motor Co. and Yamaha Motor Co., which has prodded both companies to run assembly lines at full tilt and, earlier this year, to cut prices in both the U. S. and Japan. An analyst at Nomura Securities Co. in Tokyo estimates that total Japanese motorcycle inventories in the U. S. are more than 20% higher than last year. Honda estimates its own U. S. inventory at 300,000, up 10% from a year ago. "There is a 1.5 million-unit inventory in this country," says Ed Lemco, an Albany (Ore.) consultant, or enough for two years of sales and the largest build up ever of Japanese motorcycles. During 1973, U. S. motorcycle registrations hit a record 1.2 million, but the 1982 number is expected to reach only 700,000 units.

Discontented dealers.

Harley's fear is that the accumulated inventories could lead to snowballing price cuts just when the company is strapped for revenues. Says Chairman Vaughn L. Beals: "Time is of the essence. We're surviving, but that's all." Harley officials

figure they have exhausted their tactics to save the company, which its executives acquired from AMF Inc. in March, 1981, in a leveraged buyout. They have cut employment by 40% in order to trim the breakeven point by one-third to 35,000 units annually.

To ensure long-term survival, however, the company has invested \$25 million in capital improvements—and now it wants to develop a new line of smaller motorcycles, of about 800 cc in displacement. That will take an additional \$18 million, but Harley is not likely to be able to raise the money without temporary protection from imports, given its heavy debt service from the buyout. Says Joe Parkhurst, publisher of *Motorcycle Business*, a newsletter. "If they tool for an 800 cc, they'll be as strung out financially as John De Lorean."

In its campaign for import protection, Harley may find allies among U. S. dealers. To move the huge inventory of 1982 machines, Japan's producers are asking dealers to offer discounts at the same time they are pushing dealers to stock 1983 models. "Dealers are unable to turn a profit at the [discounted] prices," says consultant Lemco. "More dealers than ever are going broke."

Industrial Production

I want to thank John & Jean Howze for their help with the newsletter. They were forced to move out of state to find work. Ride Free Brothers.

Judge rules wife can keep hubby off his motorcycle



Kevin and Bonnie Rocks with the offending motorcycle. A judge has put Bonnie in charge of Kevin for 12 months.

MOTORCYCLE mechanic Kevin Rocks has been put into the custody of his wife by a judge who gave her the power to stop him from riding his bike.

"I don't dare risk an argument with her—she might turn me in," said Rocks.

"It's lucky we get along OK, otherwise it could be difficult living with my probation officer."

The amazing court decision happened after father-of-two Kevin rode into trouble on his way to take a school bus driving test.

He had an accident on the way and was booked by police for driving dangerously.

"I've been riding a motorbike since I was 10 years old, and it was the first time I've got into any trouble," said Rocks.

"It wasn't my fault, and that's what I said when I came to court."

But Berkshire County Court Judge Benjamin A. Apkin took a

strong line in passing judgment on Rocks, and after fining him \$100 for failing to stay in marked lanes, he officially remanded him into the care of his wife, Bonnie, 31, for one year, telling her: "Now, you wouldn't want to be a young widow and you wouldn't want to have two fatherless children, would you?"

"I was flabbergasted," said Rocks. "I'm a motorcycle mechanic, so I'll have to ask her permission before I can even move a bike around the garage."

"I never liked him having a motorbike," she said.

"He bought it three years ago while I was in the hospital having a baby, but now it will be up to me if he can ride it."

"In a way, it shocks me being my husband's probation officer, and it's all officially there in the court records. He's in my custody, so he better be good."

When the topic of regulation for powered hang gliders came up recently, a government spokesman (FAA, we presume) opined that government should not intervene inasmuch as the only person endangered would be the pilot. Our question: What does that do to the reasoning of motorcycle helmet law advocates who have used the exact opposite logic all these years?

This kinda gives us some idea of the mentality of our legislators

Advance tickets are \$8.00 per person \$15.00 per couple and \$3.00 for kids under 12. There is a \$1.00 discount on the tickets for all A.B.A.T.E. members. Gate prices are \$10.00 per person and \$17.00 per couple and \$3.00 for kids under 12.

The admission includes--camping, live music, drinks, field games, and year bar., run pins will be for sale. This is all happening on May 7th, & 8th at Shelton Wayside (10 miles S. of Fossil, Ore.)

This is going to be one great party and "I" hope to see everyone there!!!! So get those tickets now because the deadline for advance tickets is April 9th. All food will be provided by the chapters only.

DEFINITION OF A.B.A.T.E.

Please forgive all the hand written notes in the last few pages of this issue if you could a THANK YOU.

Contact your chapter Fossil com-mite people for further info. About 6th Annual Fossil Run

LEGISLATIVE PAGE

ALL CURRENT BILLS: Senate Bill # 37

- 1.. Extra and unnecessary cost of P.I.P. insurance for motorcyclists.
- 2.. State control and possible loss of drivers license due to accidents on private property.
- 3.. State being able to use "electronic means" to check on your vehicle insurance.
- 4.. Increase driving record time to 10 years.
- 5.. Increase offences that could result in suspended drivers license.

These laws would apply to all Oregon Drivers. Work on this Bill starts February 11, 1983.

Senate Bill # 282

This Bill makes helmets manditory for moped riders under the age of 18 and defines what a mo ped is. Moped is defined as under 50 cc's and does not have to have pedels and has a maximum speed of 30 m.p.h.

H.B. # 2158

This Bill deals with the suspension of an operators license for habitual offenders.

H.B.# 2880

This is the Education Bill that A.B.A.T.E. is working on in order to have money put into the Department of Transpertation to provide motorcycle education through out the state.

IT IS NOW PERMISSABLE TO OPERATE MODULATEING HEADLIGHTS IN OREGON.

If a nation values anything more than freedom, it will lose that freedom; and the irony of it is that if it is comfort or money it values more, it will lose that too.

"A MAN WHO GIVES UP PERSONAL LIBERTY FOR A LITTLE SAFETY DESERVES NEITHER LIBERTY NOR SAFETY."

BENJAMIN FRANKLIN

W. Sommerset Maugham

We have to write letters and make ourselves heard if we want the laws to be fair.

Speaking out on helmet laws

Helmet laws. Over the years, there have been some questions about where Harley-Davidson stands on this most controversial of issues. So I want to clarify our position.

Plain and simple, Harley-Davidson Motor Company opposes mandatory helmet use regulation. But we support efforts that encourage riders to wear helmets voluntarily. The word voluntary is the key.

We feel helmets provide an extra measure of safety in an accident, and efforts which encourage their use are entirely appropriate. But we also strongly believe in an individual's right to decide for himself whether or not to wear a helmet. The government has no business trying to protect us from ourselves, and helmet laws, unfortunately, John A Davidson represent just one of many such attempts to infringe upon the liberties of all citizens.



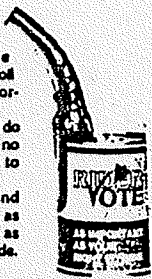
The helmet law issue has been with us for more than a decade now and still the controversy continues. The laws have proven unpopular, yet many people in government continue to stress them as the sole method for improving the motorcycling safety record.

It's time for the government to stop beating the dead-horse helmet issue and get on with meaningful programs, such as rider and driver education that will reduce injuries by preventing accidents in the first place.

John A. Davidson
John A. Davidson
Chairman

AT LEAST MR. DAVIDSON BELIEVES IN OUR RIGHT TO DECIDE. THANKS H-D.

Voting in a democracy is like changing the oil in your motor-cycle. If you don't do it, you've got no one else to blame. Register and VOTE. It's as important as your right to ride.



NEWS FROM NE PORTLAND

Our primary concerns are gettin down on some serious abatement of some current restrictions being imposed on our ridin freedoms...again!
 No. 1 is the helmet issue - we need letters - lots of letters! We have an updated list of recently-elected Representatives and their addresses for we pen pushers (we ALL are, aren't we?)
 No. 2 is the Bill #2034 allowing the use of a modulating headlight; we need to support this Bill.
 No. 3 is our decision to attempt to amend the penalty of a burnt-out headlight from a moving violation to an equipment failure violation. The statistics that more accidents occur with lights on can be to our benefit.
 No. 4 is getting our Education Bill passed; the House Transportation Department and the Governors Advisory Council will support this Bill.

Let's show our stripes by writing our approval of the imposed import tax on Japanese heavy-duty motorcycles; the current 4% tax may be raised to 49%. RIDE ON, AMERICANS!!!

Of personal importance to each of us is this P.I.P. Insurance presenting a Bill this month requiring we have personal medical insurance. We urge YOU to become aware of what this could mean to YOU - to ABATE! Be a-ler!t! Americans needs more lerts, ya'kno...

A HEARTY WELCOME to the new St. Johns and to the Lincoln City chapters!! Also, we recognize the efforts of people in the Cornelius/Forest Grove area who are working on forming another new chapter which would mean a total of 14 chapters of ABATE in Oregon!

All of our Portland ABATE chapters are busy developing fund-raising projects to support our lobbists for legislative sessions. The opening get-acquainted party of the newly-formed St. Johns Chapter donated a percentage of their profits from a pizza feed for lobby expenses. EXCELLENT!

Even in the rain, we ARE going places - Camp Westwind at the coast is providing meals and lodging for us to donate our services for a work weekend 2/12 & 13. At least 40 webfeet are expected to show up for this project.

hoppin the puddles
 NE Secretary, Jan

5740 S.E. 82nd
 Portland, OR
 771-3788

DAVE'S TATTOO STUDIO

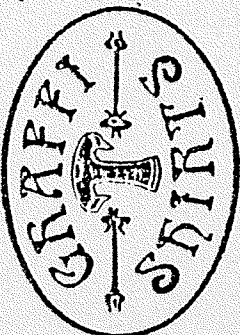
\$5.00 OFF
 ANY TATTOO OVER \$20.00

COUPON EXPIRES JUNE 1982

ADVERTISING RATES
 per 12 ISSUES.

- Business Card Size \$75.00
- 1/4 Page Ad \$100.00
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UNLESS IT'S TRUE, DON'T REPEAT IT!!!

It topples governments, wrecks marriages, ruins careers, breaks up organizations, causes heartbreak, nightmares, indigestion, spawns suspicion, generates grief, and dispatches innocent people to cry in their pillows. It's called GOSSIP. Office gossip, shop gossip, party gossip. It makes headlines and headaches. Before you repeat a story, ask yourself: Is it true? It is fair? Is it necessary? If not, SHUT UP!!!

BIKERS REMEMBER

No State shall make or enforce any law which shall abridge the privileges or immunities of the citizens of the United States....
 14th Amendment

Arneson, Wales & Bernier
 LAWYERS

(503) 673-0696

Emphasizing:	Also Concentrating in:
Criminal Law	Adultery
Child Rights	Bankruptcy
Domestic Relations	Consumer Law
Personal Injury	Guardianship
	Wills
	Probate
	Business
	Real Estate

346 SE Rose Roseburg, Oregon 97470

JACKSON COUNTY NEWSLETTER

Wedding at Abbott; Dennis and Jeri have decided to tie the knot at Abbott Campout this year. The chapter voted to give them their gate fee as a wedding present. Congrats to you two!

Once again we will offer a CPR course. There will be a fee of 5.00 dollars, and Mike Whites Mom has volunteered her services to give us an opportunity to save a life. Could be a Brother.

Tom McDonough is looking into a Forest Service program that lets an individual or a group 'adopt' a section of the backpack trails and keep it safe and clean. more later.

So everyone will know who the Jackson County officers are.

Chairman - Mike White
Vice Chairman- Marv Eastman
Treasurer- Gerry Eastman
Secretary- Robin Dockery
Public Relations- Don Meertz

State Reps-Willie Storms, Mike,
Marv.
Sgt. at Arms-Doc Dockery and
Vern Van Riper.
Legislative Comm.-Tom McDonough
Liz Reed.
Alternate- Joe Grooms.

Jackson County now has 75 members. Of those 75 people 22 show for meetings regularly and only 11 actively participate in work. It's amazing how many show up when the words party and beer are mentioned.

ROBIN

My appologies for no news from S.E. last month.

Things are looking up for the Fossile run. The State Budget has been set, the go-ahead for the use of Shelton way-side has been established. S.E. chapter is going to be in charge of band & stage security. We are trying to put together a hamburger concession as we did last year, we still need more volunteers to help. We are getting I.D. patches for members of S.E. The patches will identify us as S.E. Portland Chapter Members & will be sold at meetings for \$3.00 each.

We now have letters of our appreciation to stores & individuals who donated toys for Shriners. If you know of someone who contributed to the toy run please obtain one of these letters & deliver it in person. Personal contact makes an everlasting impression & possibly a bigger donation next year.

The Camp Westwind work party was a great success. Forty members of A.B.A.T.E. from different chapters around the state were there. The work was hard, blisters & sore muscles were common with all. The Camp Westwind staff did an all out job feeding us all. The food was excellent. We cut, split & stacked around 10 cords of wood, installed 2 wood stoves, stained cabin bunk beds, put in new flooring & new linoleum in one cabin. We cleaned trails & moved about 2 tons of brush. Our accomplishments were so great the camp staff decided theres no need for another work party scheduled for April.

To all who were there, Job well done and our THANKS.

Dan, S.E. Sec.

EMERALD VALLEY ABATE

Emerald Valley Abate has drawn increasing interest in the surrounding area and is pleased to see new people at each meeting.

We would like to extend our appreciation to Rotten Roger, our State Coordinator, for coming to our Feb. 3rd meeting and for his helpful tips on organization, and his information on Abate as a whole.

Remaining officers as elected at that meeting are:

Road Captain- Tom Quarry

Historian- Rose Devine

Run Coordinator- Bob Skolaski

Local Fossil Coordinator- Rosemary Moorehouse

Old business taken care of was, we gave Jimmy Reynolds, a local youth who recently underwent reconstructive surgery to the face and head area, a gift of \$250.00 and a years honorary membership at a recent community welcome home party. The money had been raised last summer at a pig roast for that purpose.

Saturday Feb. 10th we had a potluck with a keg donated by Tom Quarry and Tom Pierce and a pony keg by Skip Porter. It gave us all a chance to party together and with potential new members.

It also helped us raise \$83.00 for our chapter. Not earth-shattering but a start. Even the weather cooperated-Good Sign.

Our new chapter address is: P.O. Box 224, Veneta, Ore. 97487

Meetings are open to any interested people the 1st and 3rd Thursday of each month: For information call: Diana Porter 935-3164, Sheila Pierce 935-3011, Al Cole 687-0307.

Emerald Valley Correspondent Secretary,

Sheila Pierce

COOS COUNTY MONTHLY REPORT

At the February 6th meeting we held elections for new officers. The new officers are as follows:

- Co-ordinator ----- Neal Lawson
- Vice Co-ordinator ----- Bo Bowman
- Secretary ----- Birgit Rice
- Membership Secretary ----- Valarie Larson
- Treasurer ----- Paula Ludlow
- Sargent of Arms ----- Dave Mauldin
- Vice Sargent of Arms ----- Randy Harless
- State Representatives ----- Neal Lawson
Bo Bowman
Mac Murray
Susan Walter
- Alternate State Representatives -----

It's time for some of our members to renew their memberships if they are to expire soon. Please contact the membership secretary and she will help you.

Our meetings are held every other Sunday. The next meeting is Sunday, February 20th at 2 o'clock at the Gypsy Joker's Club House on South 8th Street in Coos Bay. The change in meeting place is due to pool tournaments at the Manatee.

A special Thank-you to Rick Shibler for taking over the Co-ordinator position in the time of need and for doing an excellent job. THANK-YOU Rick from all of us.

Party magazine

Willie and I were flappin' to people at Sturgis (somethin' he does a lot of) and came to the conclusion, most of the people from states with helmet laws and other bullshit bike laws, deserve 'em! Why, asks you? Arrgh, simple sez I. It's because most of the people that bitch about everything...in this case helmet laws, etc... do nothing about them! Ya hear 'em cryin' & raggin', but ya go up and ask 'em if they belong to any motorcycle rights organization in their state, and sure as shit the majority will say, no. Which blows me away, do you think the politicians are just gonna vote it out? They don't even know people don't like it! The Feds came by and told them it was good...and that's all they know. Ya gotta organize, stand together to get anything done. The majority does rule in this country, but ya gotta stand up and get in their faces, and let 'em know who the majority is and what they want! Politicians are whores for votes. So, make sure they know how you feel! Write 'em a letter, go to their office, or to the Capitol, and see 'em, talk to them! That's what they're there for, to be accessible for their constituents. Ya gotta use your head, don't go crazy, just be nice and tell them the way it is, that's all. Don't get frustrated, although that is easy to do. It takes a long time, but do something! A letter, a phone call, or a visit means a lot, so get organized and do it! There's no reason that ANY state has a mandatory helmet law in this country. Ya gotta get off your asses and do something!

by J.T.

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Eleven states enact rider ed

Connecticut and Michigan, in mid-June, became the 10th and 11th states to enact laws providing a self-funding mechanism for their motorcycle safety programs. And these actions came on the heels of a U.S. Department of Transportation announcement that funding would be decreased in the future for motorcycle-related projects.

The common feature of all 12 laws is that each attaches a small fee to motorcycle registrations or license renewals and deposits those funds in a special account intended only for projects related to motorcycle safety. According to 1982 registration statistics, the total funds generated in Connecticut would be approximately \$155,000, while Michigan should have more than \$760,000 available. Both figures far exceed federal expenditures in either of those states in

the past.
"We are truly at a turning point," said AMA Legislative Affairs Manager Gary Winn. "We are witnessing a substantial shift in the way motorcyclists think about themselves and their own safety by moving from federal intervention to state-operated, self-funded programs. And unlike highly unpopular mandatory helmet laws, these new laws are aimed at trying to prevent accidents from occurring."

Connecticut and Michigan join Arizona, Washington, South Dakota, North Dakota, Nebraska, Illinois, Minnesota, Kansas and Wisconsin in offering about 1.5 million riders the benefits of self-funding rider ed programs. Another five states have similar legislation pending.

*EDUCATION NOT HELMETS
is the real lifesaver*

"WE DO NOT QUESTION THEIR RIGHT TO PROTECT, BUT LET THEM PROTECT THEMSELVES, FOR NO PERSON HAS THE RIGHT TO DECIDE FOR ANOTHER"

MEMBERSHIP APPLICATION FORM NEW RENEWAL DATE _____

NAME _____ AGE _____

ADDRESS _____ PHONE _____

CITY _____ STATE _____ ZIP _____

- \$10 enclosed -- full membership (includes newsletter)
- \$5 enclosed for each additional member at same address, paid at same time as full membership (no newsletter)

Each member will receive membership card and patch.

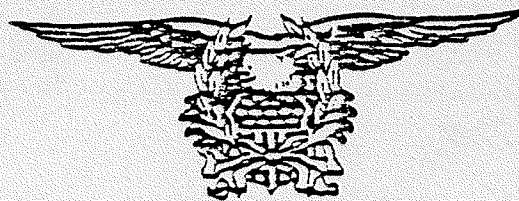
List full names of additional members:

Send to: ABATE of Oregon
P. O. Box 4504
Portland, Oregon 97208

... CHAPTER ...

March '83

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
FEBRUARY S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28	APRIL S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	1 <i>CENTRAL OREGON meeting</i>	2 <i>NE PORTLAND meeting</i>	3 <i>LINCOLN COUNTY meeting</i> <i>EMERALD VALLEY meetings</i>	4 <i>ST. John's chapter meeting</i>	5
6 <i>Douglas County meeting</i>	7 <i>SE PORTLAND meeting</i> <i>River City meeting</i>	8 <i>WEST PORTLAND meeting</i> <i>BEND Chapter meeting</i>	9 <i>COOS County Meeting</i>	10 <i>K. FALLS meeting</i>	11	12 <i>STATE MEETING</i> <i>1:00 P.M. GATEWAY PIZZA Eugene</i>
13 <i>JACKSON County meeting</i>	14	15 <i>CENTRAL OREGON meeting</i>	16 <i>N.E. PORTLAND meeting</i>	17 <i>LINCOLN COUNTY meeting</i> <i>EMERALD VALLEY meeting</i> <i>St. Patrick's Day!</i>	18	19
20 <i>Douglas County meeting</i>	21 <i>SE PORTLAND meeting</i> <i>River City meeting</i>	22 <i>WEST PORTLAND meeting</i> <i>BEND Chapter meeting</i>	23 <i>COOS County meeting</i>	24	25 <i>ST. John's chapter meeting</i>	26
27 <i>JACKSON County meeting</i> <i>K. FALLS meeting</i> <i>Palm Sunday</i>	28	29	30	31		



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HAS YOUR MEMBERSHIP EXPIRED???