

August Newsletter 1983

LET THOSE WHO RIDE DECIDE.....

DEDICATED TO FREEDOM OF THE ROAD.....

Legislative Report by Teresa Hepker

By the time you get this issue, the 1983 legislative session should be just about finished. HB 2880, our motorcycle rider education bill, passed House Transportation and Joint Ways and Means Committees, and was expected to pass House and Senate floors without much more difficulty. Just at the last minute, some snags came up in the form of proposed amendments to the bill that would have altered it drastically. Rogue River Community College asked for \$100,000 to start—are you ready for this?—a motorcycle mechanics course. The Committee decided that was not the kind of motorcycle education that the money was meant for. Another amendment was discussed that would have transferred all the money in the fund to a Community College based program for motorcycle safety. We fought that one strongly, because we felt that Community Colleges would not be able to establish the kind of statewide rider training network that we envision, and that they would only be able to reach a limited number of motorcyclists. The bill in its original form provides an avenue for Community Colleges to apply for funds to conduct motorcycle safety programs, anyway...One reason behind this proposal was that the legislative fiscal office (money managers) thought that maybe we didn't realize that hiring an administrator with clerical staff will cost about \$50,000 a year. We managed to convince them that we believe it is necessary to make an investment if we want a successful program. It will take a great deal of work to bring together the instructors, equipment, and training sites, organize courses, publicize and promote programs, coordinate with state agencies and volunteer groups, and administer the money besides. If the bill passes, as we expect, we can look for Oregon to take its place among the states that are improving their motorcycle safety records through education!! (As of this writing, HB 2880 is now on its way to the Governor. All you ABATE members write to him at the State Capitol, Salem, Oregon 97310, asking him to pass this bill... We need it passed so write those letters now!!)

In other areas, SB 282 passed. This bill requires moped operators under 18 to wear helmets, allows no passengers on a moped, and removes the requirement for pedals from the definition of a moped (now a moped is just a motorcycle with a top speed of 30 MPH and no more than 50 ccs).

The helmet bill and the Personal Injury Protection Insurance bill both were defeated due to the joint efforts of ABATE, AMA, OMRA, and individual Oregon riders. Don't be surprised if they show up again in 1985, though!

One bill that slipped by our notice (how did that happen?) was the "lemon" bill: consumer protection for people who buy lemon vehicles. The version that passed the House included protection for people buying motorcycles, but when it came out of the Senate, that part had been dropped. (Funny, I always thought that motorcycles were subject to the same kinds of defects and problems as cars and trucks, and cost about as much!).

Since the House and Senate versions of the bill were different, it was required to go to a joint committee to try to reach a compromise version. Unfortunately, we didn't find out the results in time for this issue. Our Lobbyist Dave Ruby was going to find out if it was too late for us to affect the outcome.

Speaking of Dave Ruby, shake his hand the next time you see him. He always came through in the nick of time, and rattled all the right cages to get results. A few voices of doom from down in Salem only served to make him all the more determined to get the job done right! He and Roger put in a lot of last-minute hours and miles, and deserve credit..Anybody got a good recipe for rasin pie??

-Teresa

THE FOLLOWING ARTICLES ARE TAKEN FROM THE HILLSBORO ARGUS JUNE 30, 1983. I WANT TO APOLOGIZE TO EVERYBODY THAT THESE ARTICLES ARE IN SIDWAYS, BUT THERE WAS NO WAY THEY WOULD FIT RIGHT SIDE UP ON A PAGE!!

HEY, WITH ALL THE COVERAGE ABATE HAS BEEN GETTING ON TV AND THE NEWSPAPERS, WE OUGHT TO START OUR OWN MOVIE COMPANY!! INSTEAD OF THE MGM LION, WE CAN USE THE ABATE EAGLE!!

CONGRATULATIONS TO EVERYONE FOR A JOB WELL DONE.....

Story by
Debbie McKinney
photos by
Michal Thompson



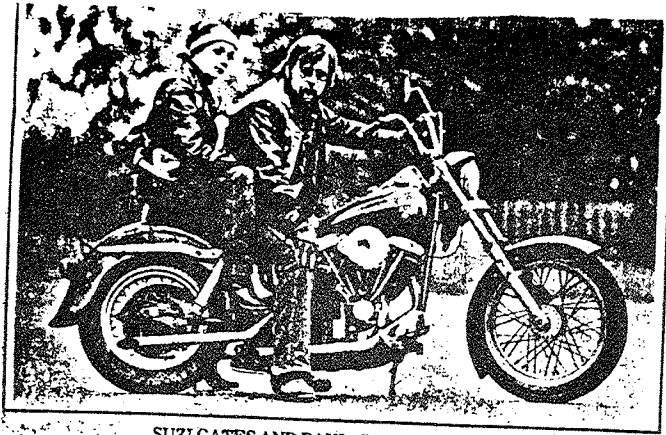
MELINDA AND JACOB (PREACHER) MORGAN

'You have a core of people being rejected by society—the same society they feel so patriotic to. They need their friends, they need their families, and the brotherhood is formed.'

—Preacher

Home on the range on horses of steel

BIKERS



SUZI GATES AND PAUL (DOC) CLIFFORD

Friday night at a local tavern, the roar of bored-out Harley-Davidsons approaches sounding like thunder. The bikers pull in, anchor their scools in a row, unzip their leathers and saunter inside. The pageantry has begun.

Outside, a "God rides a Harley" sticker decks the gas tank of a lustrous black-and-chrome machine. The bikes gleam under the street lights and seem to growl. They call them sleds or hogs, but actually they resemble fierce guard dogs staking their territory.

It's beginning to look a lot like Hollywood. But something blows the whole scene. Slipped on the windshield of one of the bikes is: "Ask me about my grandchild."

Cut! That's not macho. But then the real world isn't Hollywood. Beneath that rough, greasy exterior, you'll often find human beings with hearts the same as anyone else. Bikers really aren't so different from any other group with a passion for beautiful machines, be it motorcycles, sports cars or pogo sticks. They're just a little more obvious.

What may not be obvious is that a Harley is

more than an image. It's a lifestyle—a philosophy encompassing a robust perception of brotherhood, freedom and mom's apple pie. And according to several local bikers, that culture is terribly misunderstood.

Simplicity put, stereotyping has cast the biker as the ultimate all-American thug.

"I'm not saying all motorcyclists ride down the road with halos over their heads," said Geovanni (Barber) Sureino, a Cornelius biker who has ridden Harleys for about 40 years. "There are some bad people among us, but aren't there bad people in every group?"

As the American Motorcycle Assn. (AMA) put it back in the '50s while denouncing any affiliation with California's Hell's Angels, 99 percent of the bikers you meet on the street are decent folks who won't do you any harm. It's that one percent you have to watch out for.

The Angels figured if that was the way the AMA felt about them, so be it. They adopted the logo, "We're the people our parents warned us about."

They call those types of bikers "one percenters." They are a whole different story. But their flagrance has tainted the image of all the rest.

"You have your James Gang, and you have your good old cowboys," explained Mike Suttles, a Hillsboro-area biker who goes by the road name Zipper. "The James Gang are the one percenters, only their horses have been put to steel. I'm a cowboy, not a James Ganger, and I don't want people to look at me as though I am."

"There's been a lot of negative publicity through the motion picture industry," said Barber, who recently helped organize the Hillsboro chapter of ABATE, a legislative group devoted to motorcycle education and "freedom of the road" (see related story page 5A). In the movies, bikers are always up to some kind of mischief, he said. "Motorcyclists have a little saying: When we do good, nobody notices, and when we do bad, everyone remembers."

A lot of bikers feel their image is stuck in a rut left over from the '60s. "Adult motorcycle enthusiasts," a generic term they sometimes resort to, are growing weary of being written off as outlaws.

The true definition of "outlaw biker" is a motorcyclist who

doesn't belong to the AMA, explained Barber's son, Jacob (Preacher) Morgan of Forest Grove, whose first ride on a Harley was long before he could walk. "He doesn't abide by the bylaws of the AMA, which makes him outside the law of the organization. Now, you take people who don't know that, and you say, "outlaw" and they think he's a con. It's like it's misconstrued.

"People don't understand our culture as bikers," Preacher continued, "just like they don't understand the cultures and rituals of other countries."

One percenters aside, there are three basic groups of bikers, he said. "First, there's your dirt bikers. Then there's your AMA bikers. They're your three-piece-suit-type riders... your weekend bikers—very prohelmet. The third group is just called 'bikers.' They are people, like myself, whose motorcycles are 90 percent of their transportation. They're the people who ride Harleys."

Zipper had one more group to add to that. "We call them Sidewalk Commandos," he said. "They walk around in leathers, and put on more of the Hollywood air than any respectable biker would ever do—and they've never even been on a bike."

Perhaps devotion is what makes Harley bikers different from all the rest. "But it's not the machine where the devotion comes in," Preacher said. "The machine provides the medium. The devotion comes from the feeling of freedom, which is what America is all about. If you have true control of the motorcycle, then it does not exist. You become one, and you fly. There are no words to really express it."

Bikers seem to talk about their Harleys as though no other motorcycles exist.

"What is it about Jaguars that put them in a class by themselves? Or Mercedes? Or Rolls-Royces?" Zipper said.

Personalizing a Harley can range from sticking Corvair pistons in a 1945 Flathead motor to dipping the whole thing in gold. And there are some bikers who feel that strongly about their Harleys.

"A Harley's got a personality," Zipper said. "They're an individual machine. I'd say 90 percent of the Harleys in Washington County

are built by their owners. If someone's coming up the road, I can just about tell by the sound of the Harley who it is."

His bike is a "sweet"-sounding conglomeration of 1942-74 parts. "It's got a nice baritone."

"The sound of a Harley just sounds good," he continued. "Just go to a dirt track and listen to all those running chain saws go around and around, and then stand on a freeway and listen to the sound of a Harley coming up the road. Then tell me which one sounds like the shriek of a banshee. It sounds a little hokey, but it stirs my blood hearing a Harley come up the road."

"I like to equate the Japanese bikes with butane lighters—you use them up and throw them away. A Harley's a lifelong machine. And the older they get, the prettier they get."

"Harley-Davidson is the only surviving American-made motorcycle," Preacher said. That makes one out of some 150 U.S. manufacturers that didn't make it. "You'll find your basic Harley-Davidson bikers are more patriotic than most citizens. They believe in America."

"Most of us were in the service," said Barber, who himself was a sergeant in the military. "We have a sense of justice that is very strong. We believe the law and order of the United States are to be followed. I've been around the world, and there's no other place to live but America. This is it."

Bikers like to compare themselves with the American cowboy. "The difference is our horses are made of steel," Barber said. Like the cowboy, the biker thrives on riding through the countryside as free as the wind and sleeping under the stars. "We love the outdoors. We love America. We love the lure of the machine."

"Most people spend their lives in a closed

car," Zipper said. "They spend very little time outside."

"A car is a confined space built to get you from point A to point B in relative comfort," he continued. "We call them cages."

Zipper doesn't even own one. "I ride 365 days a year. I don't care if it's snowing outside. I just love to ride my motorcycle. Period."

Bikers insist the components making up their image are nothing more than functional. The black leathers are worn for protection. Bikers don't have a layer of steel between their skin and the pavement. The buck knives on their hips are handy tools. Not only do they cut pizza, but they're indispensable for impromptu, on-the-road repairs. The emblems sewn to their jackets are mementos of their adventures.

"Have you ever seen the patches all over the Jaycees' coats?" Barber wondered.

"The beard is even functional," he said. "At 80 miles per hour even rain drops feel like machine gun bullets." He thought a moment. "Okay, let's face it. It's nice to hide behind. Nobody knows what I'm thinking."

"And if you've ever been driving behind a city bus, you'll find out why we get all dirty and greasy. It's merely a by-product of our environment. You can look me over. I like to be clean. I don't think I smell bad."

The road names bikers go by are no different from any other nickname. The name "Preacher" wasn't picked from a hat. Preacher is an ordained minister—"an eclectic"—who has studied every philosophy from Christianity to the rites of the Hopi Indians. His spiritual voyages once took him to live with a Buddhist monk.

Many of the other road names have stories behind them, as well. Barber comes from Rossini's comical opera, "Barber of Seville."

"I'm Sicilian," he explained, "and nobody

By DEBBIE MCKINNEY
Argus Staff Writer

Every other Tuesday night, the roar of Harleys pulling into a Hillsboro restaurant parking lot draws quizzical stares from pizza-eating patrons inside.

In leathers and bandanas, the bikers head toward the back room with notebooks under their arms and pencils poking out from behind their ears.

Once the bikers have congregated, an effective combination of buck knife handle tapping Formica and Robert's Rules of Parliamentary Procedures calls a meeting to order. The group isn't here to make trouble. It's here to talk politics.

They call themselves ABATE, an acronym for "a brotherhood against totalitarian enactments." The

As explained by State Coordinator Roger Hendricks, ABATE was formed in 1975 as a motorcyclists' rights organization to repeal the helmet law, and watch for motorcycle legislation. ABATE sponsors a full-time lobbyist, and has several coordinators making sure the local chapters stay informed of what's going on in Salem.

One thing the group wants to make clear is that it's neither for or against helmets. It simply believes in freedom of choice. Educate, rather than legislate, is what ABATE is all about.

"I'm alive today because I was wearing a helmet when I was dirt racing, and I've wrecked a hundred times racing," Preacher said. "At the same time, in 1977 I broke my neck. If I had been wearing a helmet at that time, it would have ripped my head off. But as it is I survived. I am not

students, government employees, a bartender, a retired Air Force officer, as well as, what Zipper termed, "riffraff, which are the people out of work who are just doing their own thing."

ABATE in an informative group, Barber explained. "We want to promote law and order, and participation in state government. If you don't go out there and vote, then you really don't have any complaints coming."

Aside from helping repeal the helmet law, ABATE's biggest accomplishment involves motorcycle education legislation designed to set up a motorcycle safety program patterned after the regular driver training courses offered in the high schools. Although the bill was passed, still no program has been established. According to ABATE, the funds are just collecting dust in the budget of the state superintendent of public instruction.

"It isn't the schools' fault it hasn't happened," Roger said. "It's just a lot of red tape."

In order to get things rollings, ABATE has pushed through House Bill 2880, which transfers the program over to the Oregon Traffic Safety Commission.

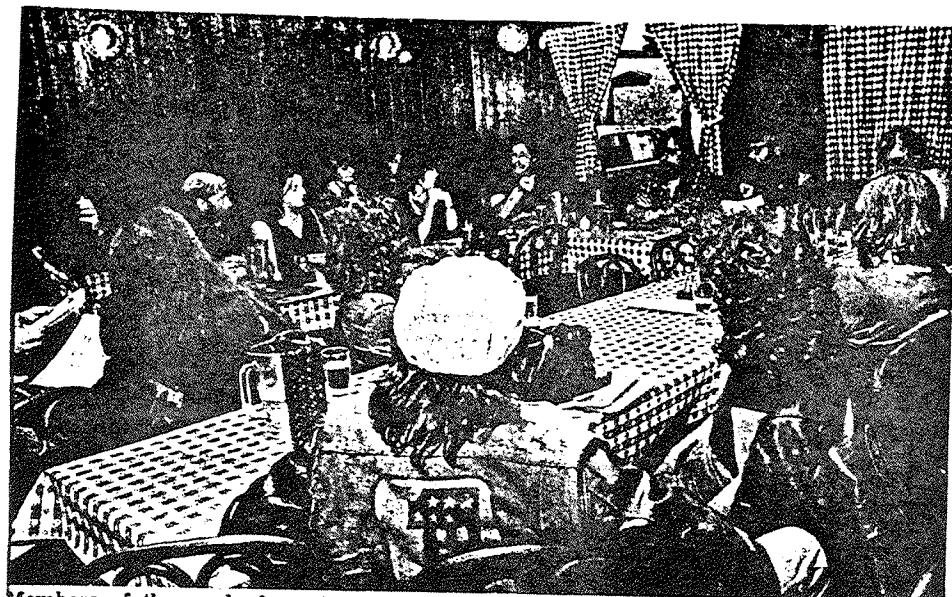
"The sooner we get this thing enacted, the sooner we start saving lives," Roger said.

And, the sooner drivers realize motorcyclists are entitled to the same rights and rules of the road as they are, the sooner the confrontations between the two will cease to exist, he added.

Bikers don't take too kindly to discourteous car drivers. "For example," Preacher said, "the person who changes lanes and cuts a motorcyclist off, causing him to slam on his brakes."

Until that motorcycle education bill gets put into action, impromptu scoldings on the street are the only recourse bikers have. All the biker has for a podium is the next traffic light.

"You know you almost ran me over



Members of the newly formed Washington County ABATE chapter meet in Hillsboro to discuss motorcycle legislation. (Hillsboro Argus photo by Michael Thompson)

back there," Preacher will inform them. "And they don't understand why the biker is yelling. The reason that biker is so angry is, that to him, what that driver did was the same as taking a gun, pointing it at his head and saying, 'Maybe I will, and maybe I won't.'"

"That verbal contact out in the street is the only education they're getting," Melinda Morgan added. "There's no other way of communicating right now."

"The bikers are letting them be aware that they screwed up. The driver won't know unless you tell him," Preacher said.

Members of ABATE hope that through their efforts, car drivers and motorcycle riders will gain a better understanding of each other, and learn to share the road.

"We want them to see our side of the

story," Barber said. "We could learn to live and function a lot better together."

But there's another aspect to ABATE besides education and legislation—philanthropy.

"This isn't anything new at all," Barber said. "Motorcycle groups have been doing charity work since there were motorcycles. I've lived in just about every state in this country, and I've seen this type of movement everywhere."

Throughout the year, ABATE sponsors a series of "Runs" to raise funds for benevolent causes. Perhaps the most publicized ABATE function is its annual toy run for the Shriners Hospital for Crippled Children in Portland. "Envision 250 people on motorcycles riding down the road, two-by-two in traffic," Barber said. Toy donations are the admission price

for this run.

"What a run is in vernacular is an event," Barber explained. "The idea is you're having a good time, and raising funds for a good cause. When it's in sports cars, they call it a rally."

Various runs take groups of bikers to reserved campgrounds throughout the state for a day or a weekend of partying, with the proceeds from tickets going to the Heart Fund, the Kidney Foundation and similar organizations. According to Roger, many a kid has been sent to camp through ABATE funds.

The local chapter plans to carry on that ABATE tradition in Washington County as well. "We are investigating a number of charity organizations in the Hillsboro area," Barber said. "We'll do whatever we can to help out."

"The government is trying to take our way of motorcycling away from us."

statewide organization claims some 1,000 members ranging from the hardcore Harley bikers to some who don't even own motorcycles. It's a diverse group, with one common goal—seeing to it that bikers never make the endangered-species list.

The group's dedication is to freedom of the road. "Let those who ride decide."

"The government is trying to take our way of motorcycling away from us," said member Jacob (Preacher) Morgan of Forest Grove, who rides a Harley. "It means enough to me that I'm going to fight it."

What that fight entails are such thorns in bikers' sides as the helmet law, insurance rates and noise pollution restrictions. "Unfair legislation may force all of us to hang up riding our scooters," the local newsletter says. "While we work to enjoy the finest sport on wheels, lawmakers plot to make motorcycles as obsolete as the Pony Express."

against helmets. I am against being told I have to wear a helmet. That's a totalitarian act.

"I could get killed walking over to the Dairy Queen. People do a lot more dangerous things than ride bikes."

The Washington County chapter is Oregon's 14th, and has gained some 40 members since its incorporation in March. "Our doors are open," said coordinator of the local chapter, Geovanni (Barber) Sureino of Cornelius. "You don't have to be a biker to belong to our organization."

The local ABATE members are a diverse group. Barber is a retired electronics engineer, his wife, Melody, has a master's in education, Mike (Zipper) Suttles designs computer hardware, Preacher is a mechanic and a "Jack-of-all-trades," and Melinda Morgan is an licensed disc jockey with a degree in public communications.

Other professions include a schoolteacher, machinists, college

His wife, Jude, is called Melody. "She laughs in a very melodious tone, and I love it. So I call her Melody."

But more than the road names, the greasy leather pants or the thunder of the Harleys, the most intriguing aspect of biker culture is what they refer to as the brotherhood.

"You have a core of people being rejected by society—the same society they feel so patriotic to," Preacher explained. "They need their friends, they need their families, and the brotherhood is formed."

"Those who are my brothers, I feel are like my family," Barber said. "We're talking about human psychology. We like to be with our own kind. We just flock together because of a common bond."

According to Preacher, the bond between the men and women within that brotherhood also is misunderstood. Yet, the traditional image of the woman biker is enough to make a feminist's skin crawl.

"There are certain roles the men and women play with each other, but really there's a feeling of equality between them," Preacher said. "In general, the image is that women are property. It's etiquette, it's tradition, but it's not serious. Amongst themselves, bikers talk about my old lady. That sounds very macho, but really, women are very highly respected. In the bikers' code, one of the biggest mistakes you can make is to beat up a woman."

"What I feel is a mutual respect," said Melinda Morgan, who rides with Preacher. "I'm dealt with as an individual, not as Jacob's woman."

"I really have never felt so accepted by such a diverse group of people," she added. "The biker community appeals to the small-town girl in me. It provides the combination and the quality of relationship I had when I was growing up. When I moved into the city, I found that people would lie to me and steal from me. The members of the biker community take care of one another."

"Everything we're saying here can be summed up in one word—brotherhood," Preacher said.

Society's distaste for bikers is not exclusive to the Harley riders. Judi Owens of Forest Grove rides with the Western Washington County Christian Motorcycle Assn., a family-oriented, "evangelical" group claiming 10,000 members nationwide. According to Owens, motorcyclists in general feel the effects of the outlaw-biker image.

"I went into a church one time, and when the people found out I rode a bike, they got up and moved over to the other side of the room," she said. "We're squeaky clean, and yet we fall under the same prejudice—because we're bikers. It doesn't matter what kind of bike you ride... you're reduced to second class."

"It really kind of boils down to one thing," Barber said. "People's intolerance toward other human beings."

"Do not judge all of us by the negative actions of a few," he continued. "Judge us as individuals. Get to know us. You'll find we really are rather jovial. We're kind of extroverts. We're more outgoing, but we almost have to be."

"We'd like to show that motorcyclists are human beings, too."

-continued from BIKERS- Hillsboro Argus

Hell's Angels nope Tim beats bum rap

By GLENN LOVELL
Knight-Ridder News Service

SAN JOSE, Calif. — The idea is so funny, one almost wishes that Woody Allen or Mel Brooks had happened upon it first.

The Hells Angels motorcycle gang thinks it has been taking a bum rap all these years. They're not just smelly, fascistic psychos, club members protest. They're smelly, fascistic psychos who really care about their "brothers" and are, in their own rabid way, more patriotic when it comes to this country than Richard Nixon, Barry Goldwater and Jerry Falwell put together.

To make its point, the gang decides to assault the biased media from within, to go legit briefly for "equal time." Using interviews, old newsreel footage and clips from movies like "The Wild One" and "Hells Angels on Wheels," they put together an "official" Hells Angels documentary. It's conceived and produced by New York chapter president Sandy Alexander and is titled "Hells Angels Forever."

To make sure that the film reaches a mainstream audience, the Angels hire a Madison Avenue outfit to whip up a catchy "Heroes or Rebels?" advertising campaign. A Beverly Hills publicity office is brought in to contact newspapers, TV stations, etc. Alexander goes on tour to promote his film.

But what about marquee clout? Obviously, names like Pippen, Snail, Monk and Cochise aren't going to mean much to your average Burt Reynolds fan. Hence, a few superstar "friends" of the Angels are shown in concert and added

to the credits. One can only imagine what casual participants Willie Nelson, Johnny Paycheck and Bo Diddley feel about "starring" in the Angels' opus. As for Jerry Garcia, he plays a more crucial role, actually singing the gang's praises in one scene — if the line "They're

"Hells Angels Forever" is not so much a whitewash as it is a snarling apology for the Angels. "This time they were going to tell their own story their own way," says the Walter Winchell-urgent narrator. One by one, all the "outlaw gang" myths are wheeled out

ther as his 400-pound biker son looks on. — The Angels are savage killers. No, they're more like Greco-Roman warriors, "with a high code of morals." They only kill and maim when provoked.

— The Angels are anti-American. Now that's insulting. The Angels hark back to this country's first stirrings of individualism. The original Angels were World War II pilots who relished the thrill of bomber raids whenever they roared into a new, unsuspecting town. ("The Wild One" was based on a 1953 rally at Hollister.)

If anything, says the Angels' attorney, the boys are patriotic right-wingers. Not in the fascistic sense, though — in the Barry Goldwater sense.

At the heart of this amateurish 90-minute public relations job is a more serious counter-accusation. The Angels contend they are the victims of a government conspiracy to stereotype them as drug freaks and murderers. As proof, they introduce a former undercover policeman who "found religion" and decided to tell all. He talks about how the FBI have infiltrated the Angels and how they plan to stage motorcycle "accidents."

The policeman wasn't very convincing. He seemed to be reading cue cards. As for the Angels themselves, they appeared 100 percent convincing, 110 percent intimidating. Don't take any of the above seriously, guys. I'm all for brotherhood and the freedom of the open road.

They're not just smelly, fascistic psychos, they protest. They're smelly, fascistic psychos who really care about their 'brothers' and are, in their own way, more patriotic than Richard Nixon

scary, man" constitutes an endorsement.

To be fair to the Angels, they're not so much looking for a new image as they are suggesting that the public doesn't have the full story. What the public knows about the guys comes from exploitation films starring Peter Fonda and Bruce Dern and 6 o'clock news coverage of bloody rumbles. More recently there have been wild accusations about the Angels putting out a contract on Mick Jagger, who, to their everlasting regret, they "protected" at the 1969 Altamont Speedway concert (where a spectator was knifed to death by an Angel).

To suggest the Angels have an image problem, deserved or not, is about like saying Adolf Hitler was a naughty boy.

and addressed — well, sort of. Such as:

— The Angels are racist. Yes, some are, Alexander concedes. But just look at their clubhouses. They're usually located in the worst black neighborhoods.

— The Angels are sexist slobs. Not so, counters a gang member's wife. "They straighten us out. My old man only hit me once. I deserved all seven stitches."

— The Angels are anti-Semitic. Hogwash, says a Jewish gang member.

— The Angels bust up every neighborhood they settle in. They're so noisy they're actually missed when they leave town, reports a nice Puerto Rican couple.

— The Angels are drug racketeers. The neat thing about the Angels is that they "don't do drugs," stammers a fan-

Walter Mitty desires put multitude on motorcycles

Cyclists go with the breeze to get a closer look at the trees

By DENNIS MCCARTHY
The Oregonian Staff

Don't look now, folks, but Walter Mitty is alive and well and probably cruising down Interstate 84 on his Harley.

If Dale Allin can do it, why not of Walter? Allin doesn't exactly fit the Mitty mold, but most people are dumbfounded when the 36-year-old Portland tax attorney tells them he spends his weekends riding around on a 1,000-cubic-centimeter Honda Gold Wing motorcycle.

"We all have a hidden desire to do something out of character," said Allin, a clean-cut, short-haired, three-piece-suit type who drives his Lincoln Continental to his downtown office daily from his spacious Dunthorpe home.

Allin is typically atypical of modern motorcyclists who leave their 9-to-5 weekday pressures at work and their unpaid bills at home and head for the open road. A smorgasbord of personalities, white-collared and blue-collared alike, from attorneys and secretaries to longshoremen and truck drivers and their families, all sharing the same fascinations: Fun, freedom and fresh air.

Allin himself is no biker-come-lately. He delights in

telling those who will listen that he was "born and raised" on a motorcycle. "My father was a representative for Harley-Davidson when I was born, and by the time I was 2, he had me riding around town on a cushion on the gas tank."

Now Allin is president of the 30-member Rose City Motorcycle Club, one of a dozen or more recreational motorcycle touring clubs that have emerged in Oregon and Southwest Washington.

Like Allin, Bob Wood inherited his love of motorcycles from his father, who was one of the original members of the old Rose City Motorcycle Club, started in 1910.

"I developed an early passion for high-performance cars and motorcycles," said Wood, a 55-year-old truck driver.

He was 14 when he got his first bike, a 1937 Indian Scout. "I wasn't allowed to drive it at 14 — I had to sneak it home and hide it in the blackberry bushes," he said with a sly grin. "But I rode it anyway."

The appeal was overwhelming. "Total exhilaration," answered Wood when asked to describe his feeling when he first pumped the starter pedal of his old Scout. "The smell of hot oil, the raw machinery under you, the vibration, the noise — you were really a part of the machine."

Modern technology has taken out most of the rumble and odor that Wood loved. But the quieter, cleaner-burning engines have opened up new worlds to today's motorcyclists.

"You see more of the countryside, notice different smells, like fresh-cut hay — there's just another world out there you don't see from a car," said Carol McDonald, 43, a housewife. She, along with her husband, Charles, is an original member of the Washington County Roadrunners Motorcycle Club.

More and more women and children have become involved in what used to be the male-dominated sport of motorcycle touring. Most motorcycle clubs plan tours, campouts and bike runs as family affairs.

Her boss tells her she is "not the motorcycle type," and Penny Beinart certainly doesn't look the part. Five days a week, Beinart works as a secretary for a frozen-food company in Lake Oswego.

But come the weekend, she rides "two up" with her husband, Ed, aboard his sleek 1,200-cc Yamaha Vettura Royale and yearns for the day she will have one of her own.

"You forget all your troubles, bills that have to be paid, your job," she said. "You meet a lot of neat people. People

in motor homes, travel trailers will stop and ask how far you've traveled."

Carol Smith, treasurer of the Portland Black Jacks, the first full-dress Harley-Davidson club in Oregon, said she talked her husband back into riding after he quit motorcycling for about 10 years.

Like many motorcycle-camping enthusiasts, the Smiths have attached trailer hitches to their two Harleys to take their small tent trailer with them on campouts.

By simply riding a motorcycle, added Larry Ekberg, "you're doing something unique, something that the average person doesn't do. They have those Walter Mitty desires — they wish they could (ride motorcycles), but they don't."

Ekberg, the 42-year-old battalion chief for Washington County Fire District 1, founded the Portland chapter of the International Gold Wing Road Riders Association in 1981. It has 110 members.

The association has grown from 1,750 members internationally in 1980 to 18,000 today," Ekberg said.

"When you're closed in the cocoon of a car, all you hear is the sound of the wind rushing by the window," he said. "On a motorcycle, you can feel if it's wet or dry, feel the wind in your face. You get the feeling you're part of the area you're traveling through."

THESE ARTICLES WERE TAKEN FROM THE SUNDAY OREGONIAN, JULY 17. AGAIN, MY APOLOGIES FOR MAKING YOU LAY ON YOUR SIDES

THIS ARTICLE WAS ALSO
 TAKEN FROM THE JULY 17
 SUNDAY OREGONIAN. I PROMISE,
 NO MORE LAYING ON YOUR SIDES
 TO READ IT!!!!

* * * * *

Yea, though I ride through
 the valley of the shadow of
 death,
 I will fear no evil,
 for Big Brother with lights
 on and helmet laws protects
 me....
 He destroyth my bike's
 efficiency with noise and
 emission controls while
 comforting the oil
 companies....
 My gas tank runneth empty!

Amen.....

* * * * *

TECH TIP FOR FEBRUARY - Billy Stevens

Well, after much brain-searching, staring at the 80 inch, and MANY cans of Budweizer, here folks, is the February TECH TIP. Have you been experiencing too much top-end noise lately??? Here is something to check on your Shovel before you go tearing into heads and valves to look for a problem that does not exist. Oil is fed from the pump through a screen located under a screw-cap in the case next to the rear exhaust push-rod tube. (For you lightweighters that's the one closest the rear exhaust pipe.) From there it feeds oil up to the rocker-shafts, etc. This screen requires cleaning from time to time, or the oil will be restricted to the heads. By the way, this is also an excellent place for an oil pressure gage. Simply remove the spring and insert the gage. (May have to shorten screen, depending upon gage.) This is the high pressure side of the system and will give you the best reading. Be sure to use a gage with a small scale (like 0-60 lbs.) because when warm, pressure is low and a large scale gage will be harder to read at low pressure. Well, that's it folks...clean you screen and keep you plumbin' a hummin'. -Till next month--Billy

ABATE of Florida - daytona beach chapter

Concern for safety unites riders of diverse backgrounds

Dave Ruby and Gary Scott really don't have very much in common.

Ruby, 27, rides around Portland on his Harley-Davidson "street bike," his long red hair flying in the wind, wearing a sleeveless denim jacket, Levi pants and black leather boots.

Scott, 41, tours Oregon on his Yamaha touring bike, usually with his wife, 20-year-old son and 15-year-old daughter, always wearing a safety helmet, jacket, gloves and boots.

But they do share one goal: Motorcycle safety.

And both were instrumental in developing House Bill 2880, which would establish a motorcycle safety program under the Oregon Traffic Safety Commission, designed for novice as well as veteran motorcyclists. Ruby serves as legislative lobbyist for ABATE (A Brotherhood Against Totalitarian Enactments) of Oregon. Scott serves on the Governor's Advisory Council on Motorcycle Safety.

The bill has passed both houses of the Oregon Legislature virtually intact and now awaits Gov. Vic Atiyeh's signature.

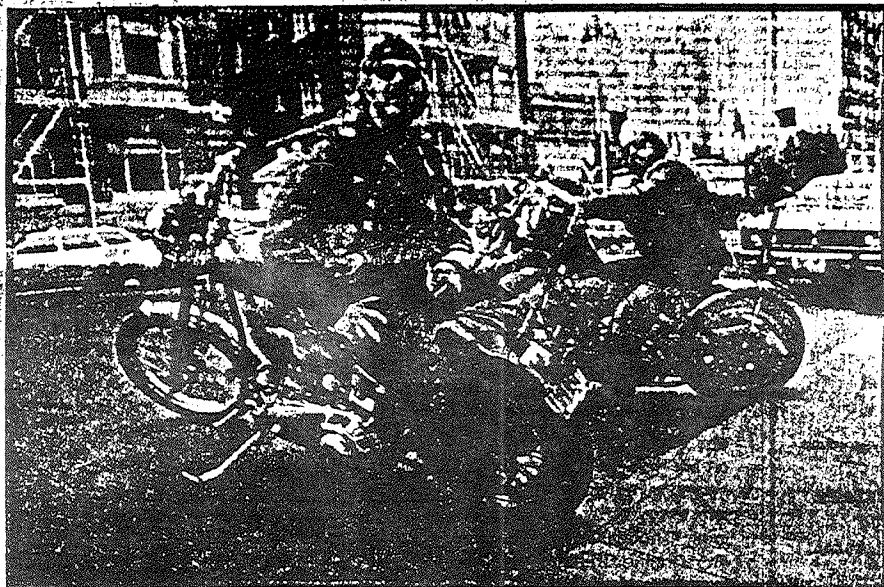
"This is the first time we've got together on something we feel is really good," said Ruby, speaking for ABATE and the governor's council, as well as virtually all the so-called "outlaw" motorcycle clubs in Oregon.

Spokesmen for all recreational motorcycle touring clubs contacted by The Oregonian echoed unanimous support for the safety program, even though motorcyclists will pay the entire cost through registration and renewal fees.

"Almost all club motorcyclists are happy to see their money go into something for motorcyclists, rather than into the general fund, because that's our way of life," added "Goose" Guzman, president of the Outsiders Motorcycle Club of Portland. Ask him his first name, and he replies, "Goose," period. Ask him how many motorcyclists are members of the Outsiders, and he responds, "A few."

Ruby, an independent biker, and Guzman recently completed a motorcycle safety course at Oregon State University. Each paid \$200 "out of pocket cash" to take the course, but each is convinced it was worth the investment. Both are now certified motorcycle safety instructors.

"We are very much pro education and pro safety," said Ruby. "If we can get the younger riders — 16 to 24 — educated, we can get the accidents and fatalities down so



Staff photo by ROGER JENSEN

PASS TEST — Dave Ruby (left) of ABATE, and "Goose" Guzman, of Outsiders Motorcycle Club,

passed motorcycle safety instructor course at Oregon State University and are certified instructors.

we won't get the Legislature to pass unfair laws."

Ruby said ABATE is not the rabble-rousing, outlaw motorcycle gang that most people think it is. ABATE is a non-profit "corporation" governed by its own board of directors with 13 chapters and about 660 members statewide. Last Christmas, he said, about 250 motorcyclists escorted an ambulance loaded with toys from Eastport Plaza shopping center to the Shriners Hospital for Crippled Children. ABATE sponsored the toy run.

But most people probably remember ABATE as the biker group that fought for repeal of the motorcycle hel-

met law, one of the major "unfair laws" Ruby talks about.

"The helmet doesn't make you a safer driver," said Ruby. "We want to keep drivers away from those situations where they would need it (helmet) and to instruct the driving public to share the road with motorcycle riders."

"I learned to ride on my own and had several close calls," said Scott, a design consultant for Omak Industries who has been riding motorcycles for 20 years. Then he became aware of some eye-opening statistics compiled by the Motorcycle Safety Foundation that revealed that 70 percent of the accidents to motorcyclists occur the first

year they have the machines. "The Motorcycle Safety Foundation came up with a program that really works."

In the first year of operation, Scott said, the safety program helped reduce accidents in Washington state and New Mexico. The program, among other things, points out techniques such as counter-steering — turning the handlebars left when the driver wishes to go right and vice versa — which many novice motorcyclists are reluctant to try for fear of overturning the machine. It also stresses the importance of using the front and rear brakes in unison when pulling to a stop.

Scott calls the Oregon bill a "breakthrough on motorcycle safety." The program would transfer the \$250,000 previously set aside for motorcycle driver training programs from the state Department of Education to the state Traffic Safety Commission. It would require applicants for motorcycle license endorsements to pay an additional \$2 fee and motorcyclists renewing their licenses to pay an additional \$3, with the money going into a special motorcycle safety account. That money in turn would be used to set up safety schools and to pay the cost of instruction.

The only motorcycle safety school in operation in the Portland metropolitan area is the Four Seasons Motorcycle Riders School, founded six years ago by Sandy Galloway, which has been conducted the last five years at Clackamas Community College in Oregon City.

Galloway, who served with Scott and David Lawson, the Oregon State University professor who taught the safety course at the Corvallis campus, has learned from a few near accidents that motorcyclists also must be defensive drivers — perhaps more than drivers of other motor vehicles.

Four Seasons offers two courses — a Better Biking Program, designed to teach experienced riders accident-avoidance skills through proper braking and cornering techniques; and two three-day-weekend Motorcycle Rider classes for beginning and novice riders, which cover the range from riding apparel to the different types of motorcycles and their proper operation.

The beginners' course has become so popular that Galloway said she has a waiting list for the August classes, although she has had some trouble filling the more advanced course.

"A lot of people out there are riding around who don't feel the program can teach them anything," Galloway said. "They don't realize it's a lifesaving program."

(THEIR DIRECTOR KENNETH E BROWN, SENT A LETTER TO OUR MAIN MAN IN THE WHITE HOUSE-THIS IS WHAT IT SAVS: - Vicky)

"Japans Revenge"

Dear. Mr. President:

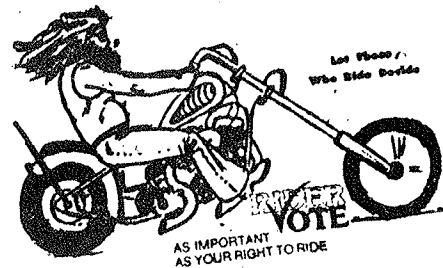
"We'll Bury You" was the caption on the front page of Life Magazine. Pictured was a mass cemetery with freshly dug graves. The memory is very vivid, although I was but 9 years old. It was a statement made by communist China and was directed at the United States. China's motive behind the statement was to surpass the U.S. by economic strategy rather than what the picture implied. That was some 20 years ago. Now it is not China that is burying us, but a present day Ally that we were at war with not 40 years ago. Japan. And Japan is using a strategy which, if allowed to continue, will surely lead to the death of the last American motorcycle manufacturer, Harley Davidson. That strategy is the stockpiling of heavyweight motorcycles on the American market, a move which is neither unrrerented nor fair to other motorcycle manufacturers. It gives Japan an unfair marketing advantage in pricing of their products. There's not much that the American People have left to cling onto these days, especially with such a large part of the market being Foreign dominated or owned. Harley Davidson Motor Co., is a part of the 20th Century Heritage that mllions of Americans take pride in acknowledging. Should Harley Davidson ever fall, especially because of unfair marketing practice by Japan, it would be a serious blow to an already low American Morale. Therefore, Mr. President, I urge YOU to rule in favor of Harley Davidson Motor Co., and place the temporary tariffs on imported heavyweight motorcycles. It's time we started looking out for No. One, don't You agree?

Very Respectfully yours,
KENNETH E. BROWN

I have just one question Kenneth, did the Big Man ever answer you? (Vicky, Editor) If so, I know we'd all like to see it in the paper!!

Kenneth also added this note: ABATE is not a Harley Davidson organization. We believe in freedom of choice so we are certainly not gonna try to tell people what to spend their hard earned money on. However, we are Americans and we will look out for ourselves first. The motive of the Japanese is to obvious and the financial downfall of H.D. is so demoralizing to American bikers, that I felt compelled to take this action, and write a letter to Ronny. I hope you all stand behind me on this. I welcome all comments.

(You all out there can write to Ken c/o ABATE of Maryland, Inc. PO Box 1733, Annapolis, MD 21404 if you want. Vicky)



A couple of months ago, I put the above in the newsletter, that was a letter written to the President from Kenneth Brown of ABATE of Maryland. He so graciously answered us in his newsletter, thanking me for the write up. Here is his answer:

"DEAR MR. PRESIDENT"

WELL, THE LETTER THAT I WROTE TO THE PRES URGING HIM TO IMPOSE THE TARRIFF ON THE HEAVYWEIGHT IMPORTS FROM JAPAN HAS BROUGHT ME SOME GREIF. A COPY OF THE LETTER WAS PUT IN THE MAY NEWSLETTER. A FEW PEOPLE DID SUPPORT ME, THOUGH. THE TARRIFF ITSELF WAS MORE OF A MORALE BOOSTER THAN ANYTHING. THE MARKET IS SO SATURATED WITH HEAVYWEIGHT JAPANESE MOTORS THAT THE TARRIFF SHOULDN'T EFFECT THAT THE TARRIFF WILL NOT BRING HARLEY DAVIDSON BACK TO THE TOP IN SALES. BUT YOU KNOW, IF YOU DO SOME CHECKING YOU'LL FIND THAT THIS 49.4% TARRIFF THAT WAS UNJUSTLY PUT ON JAPAN IS A JOKE COMPARED TO WHAT JAPAN HAS BEEN PUTTING ON OUR PRODUCT GOING INTO THEIR COUNTRY. WELL, THOSE JAPS, THEY KNOW HOW TO PROTECT THEIR OWN. THERE MAY HAVE BEEN SOME QUESTION AS TO MY MISUSING MY POSITION IN ABATE TO WRITE THAT LETTER. THAT I MAY HAVE OVERSTEPPED MY AUTHORITY. THAT WHAT WAS IN THE LETTER DOES NOT REFLECT THE FEELINGS OF THE GENERAL MEMBERSHIP. I THINK IT'S TIME FOR SOME OF YOU TO WRITE A REBUTTEL TO THE PRES TELLING HIM YOU FEEL DIFFERENTLY.

AS FOR HOW I STAND NOW, IF I WERE TO DO IT OVER AGAIN, I'D DO THE SAME DAMNED THING.

Kenneth Brown

THANKS FOR THE WRITE UP, ABATE OF OREGON-

ABATE OF OREGON CHAPTER REPORTS:

(EDITOR'S NOTE: THIS IS BAD. REALLY BAD. THIS IS THE LEAST WE HAVE HAD SINCE I BECAME EDITOR. IF YOU GUYS OUT THERE ARE NOT GOING TO SEND ME YOUR REPORTS, AT LEAST CALL ME AND LET ME KNOW THAT YOU WON'T BE SENDING THEM IN BY THE 15TH SO THAT I KNOW. I HAVE MENTIONED THIS AT THE BOARD MEETINGS, BUT APPARENTLY THERE IS A LACK OF COMMUNICATION. SO IF YOUR REPORT ISNT HERE, YOU KNOW WHO YOU ARE. I WOULD REALLY LIKE TO SEE ALL 13 OF US IN HERE, BUT IT DOESN'T LOOK LIKE IT WILL BE THIS MONTH!!!)

WASHINGTON COUNTY: Washington County had a page and 1/2 coverage in the Hillsboro Argus June 30th. We find more people smiling and/or waving at members of our chapter. Preacher was asked for his autograph by a girl working at the concession counter at a local movie theatre. Because of the newspaper coverage, the radio station KIXY did a short phone interview with Barber July 6th.

We have two new members, our projects of late are Banner design and McNeil run concession booth.

Our newly elected officers plan to go to the July state board meeting in Portland.

We want to publicly thank Mike Jones and Stan Johnson for donating \$111 from a swap meet they put on.

ST JOHNS: Finally after three tries, we have a full compliment of officers. They are:

COORDINATOR:	DOWL MASON
SECRETARY:	ANNE BRADWELL
TREASURER/MEMBERSHIP SECRETARY:	CHRIS "MRS. SANTA" DODSON
STATE REPS:	JIM "SANTA" DODSON
	VINCE RADCLIFF
ALTERNATE REP:	ANITA MCDOWELL
LEGISLATIVE DIRECTOR:	JIM DODSON
SGT. AT ARMS:	"FAST EDDIE" KOLB

Even though we continue to grow, participation is still low. Come to the meetings people, we need your help, ideas, and input. With all the riders in the St. Johns area, we should be the largest, and strongest chapter in the state.

At the present time, we are workinghard on a concession for the McNeil run in August.

We hope to have a real gastronomical delight. A note to Dr. Dave, stock up on plenty of Tums!!

Hope to see you all at McNeil. Until next month, ride safe.....Anne Bradwell

NE PORTLAND: Our Eagles are eatin their Wheaties or somethin, cuz we've won 8 outa 8 games to date. Now that ain't bad! Diesel's even gettin serious about this and says we're accepting challenges to play any of you out there who think you're good 'nuff....

One of our chapter ladies is in the September Easyriders ol'lady contest, under the name of Kat, and she sure would appreciate your votes.

Our Summer Run to McNeil Campground is gettin planned and it's really generatin enthusiasm and participation so we know it's gonna be one great time-engage it in your things-to-do headspace now!! Five games are lined up and at least a half a dozen food concessions.

We are writing to the City of Portland inquiring about the traffic sensors at left-turn traffic light lanes; we're gettin tired of over heatin our bikes waitin for the light to turn green and we wanna know what we can or they can do about it.

How many of you plan to attend the Sturgis gathering this year? A few of us are struggling to stuff enuff bills into our pockets to putt the 3,000 mile haul and by the time you read this, we'll be there doin it, doin it, and missin ya'll who chose other routes this year.

Invitin all you brothers and sisters out there to ride out to visit our meeting and party with us soon-any 1st or 3rd Wednesday night at Gino's Pizza at NE 108th and Halsey in Portland, 7PM during the summer.

I'm glidin' off for a month next week so you'll get a break from my lines next newsletter but hang in there cuz when I return, I'll have a juicy report of our trip to Sturgis fer ya. In the wind.....Dr. Dave and Jan.....

9.

S.E. PORTLAND: Our new officers are now active and there's a lot of ambition and pride coming in with them as we all get to work and do the jobs that have to be done so the chapter runs smoothly. New officers are:

COORDINATOR:	MARV BLOCKER
SECRETARY:	MARGE WOODRUFF
TREASURER:	SCOTT
MEMBERSHIP SECRETARY:	DAN BADARACCO
SGT. AT ARMS:	BOB BINNS
STATE REPS:	DAVE RUBY
	MARV
ALTERNATE STATE REPS:	SCOTT
	E.J.

Most of these people ran unopposed, so if you weren't there to make nominations or vote, it's too late, until next June!!
I'm sure the chapter joins me in giving outgoing Coordinator Dave Ruby a hearty "THANKS BRO" for all his hard work on behalf of S.E. Portland. Hey Dave, you really looked great on Channel 6 while speaking for all of us on the education bill #2880--thanks are in order for all those who rode to Salem in support of this bill.
Everyone looking forward to McNeil? There'll be concessions open for other chapters, but S.E. plans to move the Fossil-burger stand to McNeil. See you there August 20 and 21, East Portland loves a good run!
Come to our meetings and keep up with whats going on--including our softball team. Meetings are held on the 1st and 3rd Mondays of each month, 8PM at the Pizza Baron, 122nd and Division....See you there! Marge

EMERALD VALLEY: Despite summer vacations & the irregular appearance and disappearance of our members, we have managed to keep the old ball rolling. A good time was had by all at our 4th of July bash. Not too many members showed up, but sometimes it doesn't take a lot of people to make a good party.
I hear that the Windy Creek River run was "outrageous fun". Thanks to the brothers in Roseburg for their fine fare. We're now looking forward to the Prairie Creek run that's coming up soon.
I made a trip back East a bit ago, and I just thought I'd mention the fact that our brothers there are mighty proud of us here in Oregon and our success with the helmet law, and the PIP bill. I was even prouder....Thanks, Rosemary.

JACKSON COUNTY: Since you got 2 reports last month, this one will be short! There are a couple of important changes to note. Because of logistics and communication difficulties, we had to replace our newsletter editor. Newsletter-Kitty Chenowith, Beth Parrish, Asst. Also, people were having trouble getting out at 9 on Sunday mornings (oh, those Saturday night parties!) so we're back to 11 AM, still 1st and 3rd Sundays at the Knight Spot. We're looking forward to hosting the State Board meeting down here on August 13th.
Ride safe, Liz

DOUGLAS COUNTY: Once again Windy Creek has come and gone..Everything came off really well. We would like to send our special thanks to Patti and Crash for the beautiful trophies and also to the people who donated the prizes. Also a special thanks to Judy for making it so successful. Although we didn't have as big a turn-out as what was expected, everything went great. Crash made a success of the games and the winners were:

Richard Cremer-Best Custom Bike, Jon Bell-Best Stock Bike, Milo-Rat Bike and Slo Race, Tripper-Blind Navigation, Rick & Sharon Birchfield-Clothes Pin Race, Mike Evans and Debbie-Weinee Bite, Jerry Seay and Kris-Ping Pong Ball and Spoon Race.

This year the weather also held out for us, raining nothing but sunshine on Saturday and Sunday, altho the early Friday nighters said they goat a little soaked. We didn't hear complaints on the food, so it must have been preaty successful too. Once again, a special thanks to all run committee members. You did a great job.

We have received many entries for the Art Calendar Contest, but can always use more. Please remember to have your entries in by September 1st. There have to be artists a bunch in the organization.

Another short reminder, please send in orders for any year bars you may want. An order blank is below. DOUGLAS COUNTY REMINDER: Remember the second meeting of the month changes locations. Be sure to be there at the first meeting so you will know what is going on. (Editor's note: I didn't get any info on the location, so I can only put in what is already there.)

CENTRAL OREGON: (Editor note: They did not send in a report this month, but they did send a list of their new officers, so I will list them here for all of us)

ORDER FORM FOR FOSSIL YEAR BARS

NAME _____

ADDRESS _____

<u>YEAR</u>	<u>HOW MANY</u>	<u>AMOUNT DUE</u>
1978	_____ @ \$1.00 each=	_____
1979	_____ @ \$1.00 each=	_____
1980	_____ @ \$1.00 each=	_____
1981	_____ @ \$1.00 each=	_____
1982	_____ @ \$1.00 each=	_____
TOTAL AMOUNT DUE		_____

- COORDINATOR: DAVE WOLLAM
- MEMBERSHIP SEC: FLORENCE WOLLAM
- VICE COORDINATOR: RUSS BENDER
- SGT. AT ARMS: RICK NICHOLAS
- TREASURER: NORM NICHOLAS
- STATE REP: DALE BAILEY
- STATE REP: JOY HARVEY
- ALTERNATE STATE REP: MARK MILLER
- LEGISLATIVE REP: PETE DROESCH

A special thanks goes to Jackson County for raising money in June by having a garage sale, poker run, and selling Share the Road Pins. They turned over 25% of their profits to support ABATE of Oregon. Thanks for the good work!!

Below is a letter written from the Jerry Graham family thanking ABATE for their contribution when Jerry had his accident.

Dear Members of ABATE:

We want to say thank you for the financial assistance (\$71) we received. The money

came at a very critical time and helped pay our utility bills. Our family is very grateful and will never forget it. Since the crash (April 16th) I have been slowly recovering. Considering the damage done to me the doctors have performed some pretty outrageous miracles putting me back together. I lost some teeth and one eye but it will take a lot more than a traffic sign to punch me out entirely. Every person goes through bad times...the trick on the other end is not to lose your faith in your cause. The cause of ABATE is a just one and we still stand firmly behind it. Sorry this letter is slow in getting to you all...we have been seeing a lot of doctors lately and finally got a chance to say thank you. My wife and I would like to attend a meeting in the near future and again express our appreciation. We'll be seeing you later, brothers and sisters.

Jerry Graham and family

P.O. Putting chopper back to ride. Helmet laws suck. LET THOSE WHO RIDE DECIDE!!!!!!

(Editor note: Anyone who wants to write to Jerry can write to this address:

Jerry Graham and family
Rt 1 Box 203B
Gaston Or 97119

WANT ADS SECTION: I GOT A COUPLE A MORE NEW THINGS TO ADD. THINGS ARE LOOKING UP!!

FOR SALE: Hardtail frame for 350 Honda sissy bar and rear fender. \$50 all or offer. Call: Suzi 643-5218 West Portland chapter.

OVERWEIGHT? 100 overweight people wanted to try new herb product and share in company profits. Lose 10 to 29 pounds a month, 100% guaranteed or your money back. Call: Leslie Shields 253-0405 N.E. Portland chapter.

FOR SALE: Tall insulated Harley mugs, Harley "real steel" eagle mirrors, knucklehead T shirts, some ladies tops. Write to: Sugar Kane Taylor, 1930 Hampden Lane N.E., #7, Salem, Oregon 97305. (She doesn't have a phone. Tell her you read about it in the newsletter. She had written to Roger and I to let us know what she had, so mention our names.)

WANTED: 350 Chev engine or 396 Chev engine. Also 5 speed Chev truck transmission with small pilot shaft. Call 287-2795 after 5 at night or before 8 in the morning. Ask for Roger. N.E. Portland chapter.

FOR SALE: Smith Corona portable manual typewriter. Excellent condition. \$30 or offer. 287-2795. Ask for Roger. N.E. Portland chapter.

WANTED: Womans leather jacket, color flexible. Size 12-14. Phone 1-382-4811. Ask for Anna. Bend chapter.

Now is the time to start drawing for the Arneson, Wales & Bernier

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.)

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 ENTRY WILL BE MADE TO RETURN UNSELECTED ENTRIES PROVIDED THEY ARE ACCOMPANIED BY SUFFICIENT POSTAGE AND ADDRESS. PLEASE BE SURE TO INCLUDE YOUR NAME & ADDRESS ON THE BACK OF EACH ENTRY. THE SELECTION COMMITTEE WILL SELECT FOURTEEN ENTRIES 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

LAWYERS
(503) 673-0696

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

This is the last bit of advertising we have this month. Get out there and get us some more, please. Otherwise we won't be able to support this rag anymore!!

ADVERTISING RATES:

BUSINESS CARD SIZE:	\$ 75.00
1/4 PAGE AD:	\$100.00
1/2 PAGE AD:	\$150.00
FULL PAGE AD:	\$250.00

PRICES ARE FOR 1 YEAR.

CHAPTER MEETING PLACES:

1st and 3rd Sundays: DOUGLAS COUNTY: 1PM Mr Pizzas, Roseburg
 1st and 3rd Mondays: RIVER CITY: 8PM, Spookys Pizza, The Dalles
 1st and 3rd Tuesdays: SE PORTLAND: 8PM Pizza Baron, 122nd and Division
 1st and 3rd Wednesdays: CENTRAL OREGON: 7PM Meet Market, North of town-Madras
 1st and 3rd Fridays: NE PORTLAND: 7PM (Summer only time) Ginos Pizza, 108th and Halsey
 1st and 3rd Sundays: * LINCOLN COUNTY: 8PM Moby Dicks Tavern, Newport
 2nd and last Sundays: JACKSON COUNTY: 11AM (through September) Knights Spot in Phoenix
 2nd and 4th Tuesdays: K FALLS: Noon, Linkville Station Tavern
 2nd and 4th Tuesdays: BEND: call Pat for info 1-389-1388
 2nd and 4th Tuesdays: ST JOHNS: 8PM Prefettos Pizza, 4857 N Lombard, Portland
 2nd and 4th Wednesdays: WASHINGTON COUNTY: 8PM Pizza Hut, East end of Hillsboro
 2nd and 4th Thursdays: COOS BAY (no longer with us)
 1st Thursday, 3rd Sundays: WEST PORTLAND: 8PM Ginos Pizza, Cedar Hills Blvd, Portland
 * EMERALD VALLEY: 7PM Thursday, Vic Killians 23168 Warthen Rd-Elmira
 1PM Sunday, Willie Martins, 32989 Lynx Hollow Creawell

My apologies to Lincoln County for calling them LINCOLN CITY. Newport wasn't forgotten in there.

RUN CALENDAR FOR:

JULY AND AUGUST, SEPTEMBER AND OCTOBER

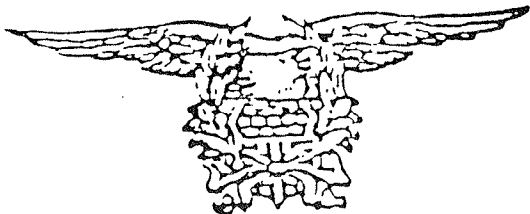
July 16 and 17-River City Run September 10 - State Board meeting
 July 23 - State board meeting-place to be established later. September 17 and 18-Central Ore.
 July 30 and 31-Jackson County-Abbott Campground September 24 and 25-K Falls Run run
 August 6 and 7-Emerald Valley Clay Creek Run October 8 and 9-Emerald Valley Swap Meet
 August 13-State board meeting October 8 - State board meeting-Eugene
 August 20 and 21-East Portland run-McNeil campground October 21 - Jackson County pumpkin run
 August 27 and 28-Coos Bay run? AMA National Road Riders

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ABATE

P.O. BOX 4504
 PORTLAND OREGON 97208

TERESA HEPKER
 5224 CHERRY HTS. RD. W.
 THE DALLES, OREGON
 97058

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HAS YOUR MEMBERSHIP EXPIRED??? RENEW IT!!