

NEWSLETTER



EDITOR: Gary Thompson
Co-EDITOR: Vicky Peterson

— APRIL 1984 —

* A MESSAGE FROM YOUR STATE COORDINATOR *

Well, another year for ABATE and its officers is almost over again. So I believe it's time for you to start thinking about new officers. It's never too early to start planning. ABATE is going places and we need people who can see the importance of our organization. It requires commitment, lots of time and a lot of hard work. We've made it work before and will continue to make it work. The officers we have are great and work hard, but it's time to look into our troops and see who can do the job. If you are concerned with the outlook for personal freedom, get involved! Speak out! When ABATE of Oregon talks, they listen, and the bigger and stronger our organization gets the louder we sound. We could be at the beginning of a new age of speaking for our personal rights. We CAN do it if we try - if it's important enough to you!

RIDE SAFE! -Mike

"PAY ATTENTION - YOUR LIFE MAY DEPEND ON IT!"

Ever hear that old cliché before? Well, it's true! Lincoln County had two of its former members go down here in Portland about a year ago. Zip and his wife Chris went down when their bike became an unwitting passenger on a box spring mattress that some careless person lost while moving - it wasn't tied down! The car ahead of Zip swerved and left him on top of the springs. Chris has satisfactorily recovered from her injuries; Zip was given a VERY slim-to-none chance for recovery, due to the severity and extent of his injuries.

I'm very happy to report that Zip has recovered enough to attend one of our (N.E. Portland) meetings; he partied and shot pool at the Loading Zone Tavern afterwards. He still has a lot of work ahead of him on his road to recovery, but your prayers and brotherhood will make it easier.

The riding season is on us NOW!! And the cagers haven't had to put up with us all winter - in fact, they've become blind to us! We all need to ride with a lot of extra caution now. I see statistics happen daily in my job. Please don't let me have to meet YOU "professionally"!

- Dr. Dave

(Nothing personal, but I for one don't want to meet Dr. Dave professionally. Also, I understand that Zip and Chris have parts for sale, maybe even a motorcycle. If so Chris, let me know so I can put your stuff on the ad page. - GT)

--* MARCH STATE BOARD MEETING HIGHLIGHTS *--

First of all, if you chapter treasurers have NOT turned in your 1st quarter report (for JAN., FEB., & MAR.), YOU ARE LATE! IT'S DUE THE SECOND OF APRIL!! According to the records, there's a few of you out there that still haven't filed a 4th quarter 1983 report - it's becoming increasingly important for us to keep proper financial records, as the IRS gets tougher with tax-exempt organizations like ours.

Secondly, memberships. As of the first of March, we lost twenty-four members to non-renewals. As of the 1st of April, WE'RE DUE TO LOSE EIGHTY-TWO MEMBERS!!! I can't begin to over-emphasize the importance of each chapter's membership secretary getting in touch with these people and encouraging them to renew - if they refuse, find out why - we need to know what it is we're doing (or not doing) that makes people content to just drop out of our organization without bothering to renew. Those of you who are not sure about your expiration date, simply check the mailing label on this newsletter - your membership expires on the first day of the month shown. Renew early, while you're thinking about it. The higher our numbers, the stronger we are!

For those of you who didn't hear, a grant application committee was elected, consisting of Dave Ruby, Teresa Hepker from The Dalles, and Dr. Dave. Rat-Bike John and Brian Stovall will serve as consultants. We're supposed to turn in our grant applications by April 6th - there'll be two applications - one for a permanent school, and one for a mobile school to teach the advanced classes. What we need now is for the chapters to start signing up members to take the classes. Cost of the course will be \$10 for the advanced "better biking" class, and \$20 for the "beginning motorcycling" class - the state of Oregon picks up 75% of the tab for these courses - the money comes from the increased endorsement fee we all have to pay. We also need parking lots, empty on a Saturday, where the advanced class can be taught - the lot should be about 150' X 300' (roughly football field size). We'd like to see twelve classes taught thru the summer - the course lasts about six-and-a-half hours, and includes films (which means that, along with the parking lots, we need buildings close by to show films to small groups of people). I hope to have more info for you by the next newsletter.

(continued on next page)

Dedicated to Freedom of the Road.

ABATE OF OREGON, INC.

(STATE BOARD REPORT CONTINUES)

The prices for Fossil have been set - hopefully, a flyer appears elsewhere in this issue. Cut-off date for advance ticket sales is SATURDAY, MAY 5th! Advance prices are \$10 solo, \$15 a couple. Gate prices are \$12 solo and \$18 a couple. This year we will not be selling advance tickets for children - children's tickets may be purchased at the gate for \$3.00. If you can't make a chapter meeting between now and Memorial Day weekend, you may order your advance tickets by mail - send a MONEY ORDER ONLY, in the correct amount for the number of tickets you wish to buy, along with your name and address, to ABATE of OREGON, INC., P.O. BOX 4504, PORTLAND, OREGON 97208. Better hurry - there's less than a month to go!! While I'm on the subject, I want you all to know that we've sent invitations to five motorcycle publications - we're offering free admission to us to four staff members from each of the following magazines: EASYRIDERS, IRON HORSE, BIKER LIFESTYLE, ROAD RIDER, and FREE WHEELING WEST. We did not send the invitations "RSVP", so it's anybody's guess whether or not anyone from the California based magazines will show, but we may see some response from FREEWHEELING WEST, since they're locally based. I might just mention that there will be lots of people taking photographs at this event - for you shutterbugs, if you're planning on taking a picture of a scene that would include a person or persons you don't know personally, ask them if they mind - some folks, believe it or not, just don't want their picture taken, and they can get rather hostile about it. Use discretion. For all you pretty faces out there, if you don't want your picture taken, say so, or turn your back, whatever - You're attending a function that IS open to the public. There'll be discussion on this subject at Camp Westwind.

Each chapter is going to donate a door prize to be given away at Fossil, so make sure you hold on to your ticket stubs! Each chapter is also going to provide security for the campgrounds (4 people) and the gate (2 people) - to be rotated on 4 hour shifts - this should help prevent burnout on the part of those pulling the duty.

That's about it for this month. Remember, as the time draws down to Memorial Day, we all need to work together for a successful run - it won't come together by itself! NEXT BOARD MEETING IS AT CAMP WESTWIND, APRIL 21st!!!

***** RUN CALENDAR for 1984 *****

- APR 21 - STATE BOARD MEETING, CAMP WESTWIND
- MAY 12 - STATE BOARD MEETING, EUGENE
- MAY 12 - SOUTHERN OREGON H-D DEALERS MDA RUN
- MAY 26 - THRU the 28th!! FOSSIL STATE RUN!
- JUN 9 - STATE BOARD MEETING
- JUN 16 - and 17th, BEND RUN
- JUN 23 - and 24th, WEST PORTLAND CANAL CREEK RUN
- JUL 7 - and 8th, WASHINGTON COUNTY RUN
- JUL 14 - STATE BOARD MEETING
- JUL 14 - and 15th, LINCOLN COUNTY RUN
- JUL 21 - and 22nd, DOUGLAS COUNTY WINDY CREEK RUN
- JUL 28 - and 29th, JACKSON COUNTY RUN, ABBOTT CAMPGROUNDS
- AUG 4 - and 5th, KLAMATH FALLS RUN
- AUG 11 - STATE BOARD MEETING
- AUG 18 - and 19th, EAST PORTLAND McNEIL RUN
- AUG 25 - and 26th, EMERALD VALLEY RUN
- SEP 8 - STATE BOARD MEETING
- SEP 15 - and 16th, CENTRAL OREGON RUN
- OCT 13, NOV 10, and DEC 8, STATE BOARD MEETING

PREFETTO'S PIZZA

\$2.00 OFF on
GIANT COMBO DELUXE

\$1.50 OFF on
LARGE COMBO DELUXE

4857 North Lombard

285-0368

WE DELIVER!



SPRING IS HERE! HAVE YOU HAD YOUR CLOSE CALL YET?
 (a long note from your Editor)

It happened so fast, I really can't say for sure exactly what I did that enabled me to miss, by the thickness of the leather on my leg, center-punching the left side of a blue Chevette that seemed to have appeared from thin air.

I was on my way home from work, enjoying the brief respite from our normally wet early March; not being in any hurry, I was at the end of a line of several cars, with a van immediately in front of me. We were moving eastbound on Marine Drive at 45 to 50 MPH when the van signaled and began slowing for a right turn onto 122nd Avenue (southbound) - as he slowed, so did I, though not as much, with the result that my following distance lessened. As the left corner of the van's rear bumper moved out of my path, I started to speed up, and there she was! A young woman who hadn't taken the time for a second look to her left had decided she could safely turn from 122nd Avenue to Marine Drive westbound, before the van completed it's turn. **B R A K E S ! ! FRONT HARD! REAR HARD! REAR TIRE LOCKED AND SLIDING! REAR OF BIKE DRIFTING LEFT - COUNTERSTEER! BODY ENGLISH! LEAN TO RIGHT! HOPE TO CLEAR REAR OF CAR - WHAT IF SHE PANICS AND STOPS? EASE OFF ON REAR BRAKE! NO TIME TO DOWNSHIFT! TIRE STOPS SLIDING - START STRAIGHTENING UP! FRONT TIRE JUST MISSES REAR BUMPER! WILL REST OF BIKE CLEAR!? I FEEL THE "SNICK" OF LEATHER ON MY LEFT LEG SLAPPING THE LEFT CORNER OF HER BUMPER! SPEED ABOUT 20! NOTHING ELSE TOUCHES! I MADE IT!**

I pulled over to the shoulder and looked back; the blue Chevette, having narrowly missed acquiring a 600 pound rear seat passenger, was continuing west on Marine Drive. DAMMIT, she didn't even stop to see if I was alright!! I took a quick look both ways, gunned the engine, did a quick U-turn, and set out after her. A tractor-trailer was pulling out in front of me, so I passed him on the right. There was a car ahead of the truck; it too was passed on the right. Seeing me overtaking her so fast, the driver of the blue car slowed and began pulling onto the shoulder of the road. I passed close by her left, braking hard and downshifting fast, and parked about 20 feet ahead of where she'd stopped, then dismounted and walked back towards her. As I walked, I thought briefly about what I was going to do or say to impress on the moron behind the wheel just how nearly she had caused me a possibly fatal collision.

As I stepped up to the driver's door, her right hand appeared thru her half-lowered side window - a conciliatory gesture to an angry, possibly violent, leather-clad giant. Ignoring her hand and her "I'm sorry", I leaned over and politely inquired, "Why did you try to kill me back there?" Now she was confused. She kept apologizing and saying she knew she had done the wrong thing; since her English was not the best, I tried to explain in as simple a way as I could that just because I was on two wheels didn't mean I had any less right to the road than she did. I told her I'd brushed her bumper in passing, and with a stern admonishment to take a second look next time, I turned on my heel and stalked back to my scooter.

Now there's a number of things I could have done when I first walked up to her car - I could have kicked in her doors, or smashed all her windows; I could even have pulled out my Buck and slashed a tire or two. I might have dragged her thru the window, given her the thrashing I felt she deserved, then tossed her in the river. Any of these actions, justifiable as they may seem, would have been wrong, not only from a legal standpoint (I really don't want to do jail time on account of some broad who doesn't know how to drive!), but from an image standpoint as well. If I had done any of the things I have listed above, I would have only succeeded in re-inforcing the stereotypical idea of bikers as mad-dog sociopathic cretins. I feel that what I did was so totally out of character, so unexpected, I'm sure that she was all the more shook up by the experience (she was, in effect, waiting for the other boot to drop, and it never did.) I know there are many of you who will disagree, but I think I did the right thing. Besides, it wasn't entirely her fault (I didn't tell her that!)

You may remember the van I mentioned, and how it was slowing to make a turn. My close-to-fatal mistake was in allowing my following distance to decrease to the point that I couldn't be seen from 122nd - the bulk of the van was blocking me from view. I neglected one very basic tenet of safe motorcycle riding - BE SEEN! By allowing myself to be hidden by that van, I left myself open to an accident with possibly fatal consequences. Fortunately, I had enough skill as a rider (not to mention a lot of luck!) to avoid hitting that car, and I'm still here to assemble this here little ol' newsletter. Which brings me to the point of all this . . .

You may have noticed that this newsletter doesn't run an "OBITUARY" column. As long as I'm Editor, I don't want to have to run the names of ANY of my brothers or sisters under the heading "KILLED BY A CAGE" or "INJURED IN A LEFT TURN ACCIDENT!" in the words of the late Sgt. Phil Esterhaus of "HILL STREET BLUES", ". . . Let's be CAREFUL out there!" Cagers haven't had to look out for us much this past winter (since there's fewer bikes on the road in the rain and snow), and now that Spring is here and there's more of us out there on the road, THEY'RE STILL NOT LOOKING!! While I have your attention, be wary when following pick-up trucks with loose or un-secured loads! Remember Zip? I asked Dr. Dave to write a brief report on how he's doing - it appears elsewhere in this issue. Also, check the spare hanging under that pickup - is it loose? I've had to avoid a suddenly dropped wheel in the road while following a pick-up! RIDE AWARE!! I am (now)! - Gary

For those of you who did not see last month's newsletter, I've re-printed at right the letter that appeared in Ann Landers column on Sunday, Feb. 19th. The letter below is our "OFFICIAL" response, written by Teresa on our letter head. (I've covered it up with all this jabbering and the copy at right.) -GMT

RIVER CITY CHAPTER 5224 CHERRY HEIGHTS ROAD WEST

February 22, 1984

Dear Ann Landers,

I hope you will print this reply to "Monmouth, Oregon" who wrote recently about Oregon's repeal of its motorcycle helmet law.

As an officer of ABATE of Oregon, Inc. I was involved, along with numerous other individuals and groups, in the campaign to repeal Oregon's helmet law for persons 18 years of age and older. We have been instrumental as well in the development of the state's new rider education program which just went into effect as a result of 1981 and 1983 legislation. The program is completely funded by a portion of motorcycle operator license fees, and administered by the Oregon Traffic Safety Commission. Its purpose is to train motorcycle operators to correctly control the machine, recognize and avoid hazardous traffic situations, and choose appropriate safety gear including eye protection, boots, gloves, long pants, and long sleeves, as well as a helmet.

A similar program in California has produced a significantly lower accident rate among riders who completed a training course, as compared to those who learned the traditional way (that is, taught by self or a friend or relative). In addition, most states are adopting improved operator testing programs in order to screen out applicants who do not demonstrate adequate skill to cope with traffic situations.

No helmet law will prevent an accident. It won't teach riders how to avoid hazards, nor will it teach car drivers to watch for motorcyclists and share the road safely with them. The majority of accidents involving a motorcycle and another vehicle are the fault of the operator of the other vehicle, and unskilled riders cannot avoid them.

The Motorcycle Safety Foundation of Chadds Ford, PA has pioneered development of motorcycle training courses and public education about sharing the road, motorcycling and alcohol, and wearing helmets. One of their films, "A Driver's View of Motorcycling", shows car drivers how to be alert to typical situations hazardous to motorcyclists. It is available to clubs, schools, theaters, TV stations, etc. If anyone really wants to save a motorcyclist's life, showing this film in your community can help.

The argument about whether helmets should be mandatory will continue for years. I believe that helmet laws are simplistic and ineffective solutions to what is really a problem of education. This does not make me a brainles hoodlum, as "Monmouth" implied, and on behalf of thousands of motorcyclists who have devoted time and money across the U.S. to participate in the democratic process, I protest that slur. Anyone who wants to know the facts about ABATE's legislative and social service activities, can contact us by writing ABATE of Oregon, INC., P.O. Box 4504, Portland, Oregon 97208. The Motorcycle Safety Foundation's toll-free phone number is 1-800-441-7676; they can refer a caller to the nearest motorcycle rider course.

Sincerely,
Teresa Hepker 
Former Legislative Director, ABATE of Oregon

Dear Ann Landers: A recent letter in your column from a nurse who has experienced some gruesome sights in hospital emergency rooms pleaded for motorcycle helmet laws.

Oregon had such a law until our bleeding-heart, liberal Legislature repealed it a few years ago. The state legislators caved in to pressure exerted by the Gypsy Jokers and other "enlightened" types who claimed the law violated their civil rights.

As a 16-year veteran ambulance driver, I have come to the conclusion that the law is unnecessary because anyone who would ride a motorcycle without wearing a helmet doesn't have anything in there to protect anyway. — Monmouth, Ore.

Dear Monmouth: You make a good point, but I happen to believe that the nitwits of the world need protection by those of us who have all our marbles.

** CHAPTER REPORTS **

* BEND CHAPTER *

- AN OPEN LETTER TO BEND CHAPTER MEMBERS AND OTHER MEMBERS OF ABATE -

Dear Brothers and Sisters: Where the Hell are you?! Our Chapter's last two meetings have been pitiful, to say the very least! An average of SIX people out of thirty-five members is a mighty poor showing for a chapter that put on a fine run, changed local laws and accomplished a fine standing in the community by its charity works - all in its FIRST YEAR of existence! This last month was extremely important for taking care of business. The Fossil Run, our local run, and the State Education program were matters that HAD TO BE TAKEN CARE OF, but weren't!

I've heard excuses for not coming to meetings and excuses for not renewing your memberships, such as "I'm working", or "I don't have the time"; "I sold my motorcycle", and "ABATE is too political" (Huh!?) - and the worst of all - "I forgot". Well, excuses are like assholes . . . everyone's got one and they all stink!

This organization is the only one in the state that will maintain and increase our rights to ride free. If this isn't worth a few hours of your time every month, then this letter is the LAST time you'll ever hear me call you "Brothers & Sisters". If you want to make this organization move forward and succeed and you make even a small effort towards our success, by God I'll ride to Hell and back at your side, my Brothers and Sisters!! - Patrick "Flatfish" Cunningham, Coordinator

* CENTRAL OREGON CHAPTER *

Hello from Central Oregon Chapter. I left my meeting notes down home and I can't remember their names, but we have two new members, bringing our chapter membership total to twenty-three. I'll get their names and hopefully the name of a prospective member into the next newsletter.

CONGRATULATIONS to Kerry (and me) on the arrival of a baby boy, born March 3rd. The little sucker already has his own Harley tee-shirt.

Next week we're having a fund raising poker game at Billy's. Sounds like fun and a good way to raise money. We're also still kicking around ideas for the Fossil run but haven't decided on anything yet. Hopefully next meeting.

One last thing before closing. I hope that everyone who saw the March Newsletter got off a letter to Ann Landers. It's people like her that we could use a lot less of! Watch out for the crazies! -Pete

RIVER CITY CHAPTER - THE DALLES

(no report received this month)

* DOUGLAS COUNTY CHAPTER *

Our calendar sales will be over with by the time this is read. We hope everyone will enjoy them throughout the year. At this time we do not have an official profit but we should have a good contribution to give the state.

Douglas County will be selling bisquits or hash browns with gravy at Fossil. We will also be selling ABATE of Oregon baseball caps - these will be a three-color design so if you want one bring your bucks. The proposed cost is \$5.00 each.

Jerry Seay has a bus he is offering as a charter bus for Fossil. We haven't decided what the cost will be as yet but we thought this might be a good way for people who don't have transportation or who wanted to save some money to get to Fossil fairly cheap. If anyone is interested please contact Jerry Seay at 679-4497. This will be available for anyone from Jackson County who could get up here to catch the bus and we could also pick up people in the Bend and Madras areas as we go through on the way to Fossil.

The chapter is continuing to have local fundraisers every month. We have lots of fun while making a profit for our chapter. Since the poker party in February was such a success, we are thinking about a Casino night - for a cover charge people would get a certain amount of 'funny money' to gamble with. Other ideas for future local fund-raisers are a pool tournament, a poker run, and an Artesian hunt.

Thanks to the St. Johns Chapter for a special note to our chapter in the last newsletter. It's nice to have someone give us a pat on the back for our efforts.

Washington County isn't the only place with great riding weather. (And I thought Douglas County was the banana belt of Oregon!) A bunch of Douglas County people had a super ride on New Year's Day. Are we the only two chapters who have weather nice enough to allow us to ride all year long???

For those of you who haven't heard, Milo Anderson was cut off by a cage making a left turn (from the right-hand lane). He spent a few days in the hospital and still has some pretty sore ribs. The worst damage was to his beloved cow skull - the other horn was broken off. At least now it matches the other side. GET WELL SOON MILO AND GET OL' RED BACK ON THE ROAD SOON!

Until next month - Joy

* EMERALD VALLEY CHAPTER - EUGENE *

We're still meeting at 5256 Main - the Guide Shack Tavern in Springfield. Everyone is welcome to attend and bring your friends. Every month sees a steady rise in our membership. We hold raffles at each meeting - people are winning some pretty nice things.

Right now we are planning for our summer run in August. It's going to be a chicken barbeque and a whole lot of fun. We are planning on making it an overnigher, so plan on staying and enjoying.

We are going to have a new person writing for the newsletter. I've taken on too many jobs and it's pretty heavy, so I've decided to get help with some of it. My sincere apology to Emerald Valley for my mistake. See you at the next meeting!

-Diana Porter, Secretary-Treasurer

* JACKSON COUNTY CHAPTER *

Our Valentine's bash in February was a great success. A special thanks to our chairman Kelli B. and her committee for a super job.

We now have a new Alternate State Representative and Westwind Rep - Sudy Storm. She has headed our committee on suggestions for the conference, and was voted the most qualified. Congratulations Sudy!

BANDANAS FOR SALE!! - RED, BLUE, ORANGE, & BLACK, with "SHARE THE ROAD", "EDUCATION, NOT LEGISLATION", or "LET THOSE WHO RIDE DECIDE". If you want one or several, check with your chapter rep, or see us at Fossil.

Our next State-sanctioned run is April 28th - the Pat Graham Memorial Run. This mellow T to T run in Northern California ends at Weed. Everyone is welcome to attend.

Spring is here! Lets make sure our bikes are in good shape, and RIDE SAFE!

- Liz

* KLAMATH FALLS CHAPTER *

(no report received)

* LINCOLN COUNTY CHAPTER *

Our first Anniversary Dance will be on March 3rd. It's going to be a super night. In retrospect, we have accomplished so much and there is so much more to do. It doesn't seem like it could have all been completed.

At this point I think a few atta-boys are due. To Rich, our coordinator, without whom none of this would have been possible. He is always there to answer questions and to give a helping hand. He also passes out pats on the back for jobs well done. There is Laurie, Rich's lovely wife, who never complains when he is needed. Thanks Laurie! Atta-boys to the general membership; without them none of our accomplishments would have been possible. If it sounds like I'm bragging, I am! You have to know us to realize what a special group we are. It'd be nice to be able to name everyone, but space doesn't permit.

When this is in print the 8th annual Newport Wine & Seafood Festival will be history. We have a booth in the festival this year, so hopefully if you came to enjoy, a few of our membership there made you feel welcome.

We have a new prospective member; Donna, our membership secretary, is the proud mother of a 9lb 3oz baby girl. None of it would have been possible without the proud Poppa, Perry. Congratulations to the new parents!

At our last meeting we knew that the residents of our area knew about us and had accepted us as a caring group who try to help their community. We are now being asked to assist in several community efforts.

I guess that I have been windy enough. It just seems to me that enough is not said about those who give so much and never seem to be recognized for it.

Until next month . . . - Millie

* NORTHEAST PORTLAND CHAPTER *

Hello from N.E. Not much going on this month. The swap meet at the National Guard Armory is week-end after next; there is supposed to be five or so chapters represented there - if you attend, stop by and say "HI!"

I know it's a non-legislative year, but we STILL need you to attend our meetings. Fossil is coming up, then the "Great Porta-Potty Re-build Contest", then McNeil, and the Toy Run. There's lots to do, and we need you to help lighten the load! So, attend our meetings, and be sure to keep your membership current - it's easy to find out your expiration date - just check the mailing label on this newsletter, and renew early!

Ride Free! - Leslie

* SALEM CHAPTER *

A few words from Salem. We've been doing really good - our membership has grown to twenty-four. Our Legislative Officer has been to the Capitol Building twice collecting information on passed bills and studying organizational structure by going to the Governor's Motorcycle Safety Advisory Committee and to the Oregon Traffic Safety Commission meeting on the 13th. The O.T.S.C. approved the outline on grants and the draft for the program to teach motorcycle safety.

Our chapter also went to the Special Olympics. The four members who participated had six children each and received ribbons - they were Dean & Jannett Sandefur and Joe & Barb Calderwood.

See you state reps at Westwind! In the meantime, we want to welcome everyone to our meetings the second and fourth Mondays of each month, at Pietros Pizza, 1527 Hawthorn N.E., just off the I-5 Market Street exit at 8am.

- Marge

* SOUTHEAST PORTLAND CHAPTER *

We simply gotta get someone in this chapter to do newsletter reports! I think I'm in a conflict of interest, since I'm the person who has to hold a whip up to myself and say "You get that Newsletter report done and on my desk by the 15th, or it'll be yer ass!!" As it is, I'm composing this as I'm typing, all the while glancing at my copyholder, which remains bare, since I don't rough out a copy by hand. Oh well, since I AM wearing two hats, I may as well tell you the latest from S.E. -

Our chapter voted to donate a couple's ticket (admission for two adults) to McNeil as a door (gate?) prize to be given away at Fossil. Speaking of Fossil, we now have tickets for sale! BUY NOW AND SAVE MONEY! CUT-OFF DATE FOR ADVANCE SALES IS MAY 5th!!! Morris will be one of the bands playing this year (we're hoping for two) - we may be able to save some money if someone can help haul their equipment up and back.

We now have a new Treasurer - Scott Hardy had to resign because of his job, so we elected Dan Abbott to fill Scott's term. Dan B. informed us that we have two members whose memberships have expired - they're Tim & Laura Carter. On the bright side, we have one new member. Welcome, John!

That's about all from me this time. Those of you who have been staying home on first and third Mondays should know by heart what I'm going to say - I'll say it anyway! GET OFF YER DUFFS AND ATTEND OUR MEETINGS! WE NEED TO SEE YER FACES! - GMT

ST. JOHNS CHAPTER #
(no report received!)

WEST PORTLAND CHAPTER #
(nothing from them either!)

* WASHINGTON COUNTY CHAPTER *
(AHA! I knew I could count on Barber!!)

SPRING HAS SPRUNG! Well at least here in the banana belt it's nice and warm. It's sure nice to ride in shirtsleeves again. Here in the Washington County Chapter we've been busy getting our open house ready to happen. By the time you all read this it will already have happened. Did you all have fun?! We are expecting several political types there - we have received confirmation from the State Representative from this district and hope to get more. We are planning some fund raisers in the immediate future as well as some more fun and games.

Those of you out there that aren't planning to renew your memberships, what's the problem? Are you going to stop riding motorcycles? Don't you care what happens to riders all over the state? Well, that's what goes through my mind when I hear of someone that is dropping out of ABATE. We are the only thing that stands between you as a motorcyclist, and the politicians! If you have to start wearing a helmet after laying out big bucks to cover a whopping increase in your insurance premium, not to mention all the other hassles they like to try to lay on us, who do you have to blame? Think about it. That's the trouble with apathy - nobody gives a damn! I know you think this is just another pep talk that can just be skipped over with a few choice words about Barber; well brothers and sisters, all I can say is "IF YOU SNOOZE. YOU LOSE!"

Hope to see you all at Fossil. Ride safe! See ya!

- Barber

Looks as if I have a bit of space to add a few words here. Barber's right about the apathy - judging from some of the things that've been written, we have a problem keeping people interested in ABATE. I don't think there's anything I can add here that'll solve the problem - wish there were. I see we've slipped back to only TEN chapter reports. Hell, if I had to type fourteen chapter reports, I'd probably faint from the strain! Listen people, we NEED to hear from you EVERY month. You may notice I had a report from Emerald Valley this month - they even sent it by certified mail!! I appreciate your desire to "get it in on time", but really, all that's necessary is to have it in the mailbox by the 12th or so - don't forget to allow for weekends, holidays and such. We're fast approaching my first anniversary as "official chapter report typist". To date, I have NOT HAD TO TYPE REPORTS FROM 100% OF THE CHAPTERS IN THE STATE!!! Now we have Fossil in May, and elections for State & Chapter officers in June. I would think that, with the two major events of vital interest to the organization so close at hand, I'd be getting thirteen chapter reports each and every month! (I write for my own chapter, so I don't include "me" in this diatribe) I'll be looking forward to seeing the mail out of the box next month!

I want to personally congratulate the new parents from Central Oregon and Lincoln County Chapters. As the father of a 5 month old, I share in your happiness, and wish you and your new additions all the best of everything!

Elsewhere in this issue you read that I will not do an obituary column, nor will I start a column listing the falls of members. I wrote that before I received the chapter reports - Douglas County's report of Milo going down was most unwelcome news. Milo, I also wish you and "Ol Red" a speedy recovery. While I'm in this paragraph, I'll take the opportunity to lay another bit of unpleasant news on you - Don Miller of N.E. Portland Chapter layed a bike down while leaving Motorsports parking lot. I hear he caught the side of a car that was going by the driveway entrance - I didn't see the car afterwards. The bike didn't suffer too much damage (although any is too much), and Don has nine stitches in his foot, the result of getting in the way of a shift lever being bent with a lot of force. The bike had just been washed at the East Portland Chapters Bike Wash, and the disks were still wet - disk brakes have to be dry to function well! When they're wet, allow yourself more distance to stop in. Don had taken the MSF safety course last summer, and believes it helped him survive the mishap, but it is really better to not have these things happen at all. So I repeat, LET'S BE CAREFUL OUT THERE!!

Finally, I want to make a comment about a clipping that appears elsewhere in this issue. Kate from Lincoln County sent it to me; it's from the NEWPORT NEWS-TIMES, and it describes the incident that happened at Lincoln County's 1st anniversary party, in which a drunk cager mowed down a line of parked scooters. What it doesn't say is that several of the bikes were not covered by comprehensive insurance, and the cager (you guessed it!) didn't have any liability insurance. I'm sure we'll have a report in the next newsletter about how bad these bikes were damaged - I expect a couple may be down for some time. The Chief-of-Police was supposed to appear at a chapter meeting to explain why the cager wasn't charged with hit and run - more about that next month.

Ride Safe until May! - Gary

I'm going to take this opportunity to mention the Screaming Eagles Motorcycle Workshop. As you are all aware, they are sponsoring a Bike Show and Toy Run on July 14th. They are also trying to put together a show bike and a drag bike (which they plan on racing). None of this comes cheap, and their estimated budget for the 1984 racing season is quite high, considering they have to depend on outside donations to make things happen. I've also mentioned before that they are going to raffle off one of their hand-built hardtail frames, a pair of saddlebags, and a tool bag. All this stuff is made "inside", without ANY tax dollars. As of March, they've sold ONLY FOUR RAFFLE TICKETS!! Proceeds from the raffle will go to support their racing effort - without the money, they're going to have a show bike and a drag bike sitting inside the walls not doing anything. They need our help. Raffle tickets are five dollars each. You can order them direct from the S.E.M/C W. by sending them your name, address, and phone number, along with a money order for the amount you wish to purchase. The address is: 2605 State Street, Salem, OR 97310. You can also (I believe) buy raffle tickets direct from Marge Woodruff of Salem Chapter.

Screaming Eagles also still needs parts to finish their two project motorcycles. They still have the two NSU's (baskets) they'd be willing to trade for parts, some of which include: rocker asm. for Shovel Head; rockr. arm covers for Shovel Head; push rods and covers, Sportster clutch asm., less discs. For the WL, needed parts include: transmission gears and bearings; 45 cams and bearings; head and tail lights; both fenders. ANYTHING you donate is deductible from your taxes. I've heard the Screaming Eagles is an honorary chapter of ABATE of Oregon. Let's show these guys that they haven't been forgotten. If you can, give 'em a hand.

Registered to vote yet? The May Primary is only a few weeks away. If you want to change party affiliation, NOW is the time to do so!

We need some more ads! Most of the ones running currently are due to expire. The cost of printing this thing is more than we want to pay for by ourselves - paid advertising helps ease the financial burden of putting this thing in your hands each month. I keep running the ad forms - pull 'em out and use 'em!

The newspaper clipping at right is the one I mentioned elsewhere. I haven't heard from Kate, so you'll just have to wait with anticipation until the May Newsletter appears in your mailbox. Until then, keep your face in the wind and stay dry! - Gary

Motorcycles Damaged

A Newport woman was arrested March 4 in connection with a hit-and-run accident in which several motorcycles received extensive damage.

Kenna Lou Taylor, 39, of Newport was arrested early last Sunday morning by Newport Police and charged with driving under the influence of intoxicants.

According to police reports, Taylor allegedly struck the motorcycles which were parked outside Moby Dick's Restaurant and Lounge.

The vehicles belonged to members of A Brotherhood Against Totalitarian Enactments (ABATE), a motorcycle safety awareness and social service group, which was holding a fund raiser for the Lincoln County Tote Our Tots Safety (TOTS) program.

Damages to the five Harley Davidson motorcycles, all belonging to local ABATE members, was estimated at between \$6,000 and \$7,000, said Richard Rau, coordinator of the Newport chapter of the group.

RIDER VOTE



AFTER YOUR BIKE,

IT'S YOUR
BEST INVESTMENT

The Thief of Time

Crawling along in front of me was an 18-wheeler that kept slowing down. Snorting along behind me was an 18-wheeler that kept speeding up. The road was a broken, narrow, two-lane relic permanently bisected by an inviolate double yellow line. There was no shoulder, limited visibility and plenty of oncoming traffic so I had no urge to cross

CYCLE WORLD UP FRONT

the lines. Instead I flinched and soldered on, until...

Freedom! The good ol' Interstate, six gleaming, empty lanes of smooth, dry, flat pavement. I dropped down two gears. Soon as I'd cleared the no-passing lane I zoomed around the truck and into the middle distance, singing the tourist's hymn, "So Long, Traffic Jams."

Awk. Out from behind the bridge came a distinctly painted sedan. So sure was I that I'd been seen and recorded that I was parked on the shoulder, engine off, helmet off, license at the ready before the trooper even had time to turn on his light.

He was a big, friendly trooper. "Well," he drawled, "c'mon back to the car and I'll show you what the machine says you were doing, then we'll see how much of that you can talk me out of."

The machine said 75. But he'd settle for 64. He explained that would allow him not to report the incident to my home state or my insurance company. He gave me a citation, a form by which I could compute my own fine, and an envelope addressed to the local judge. All I had to do was write a check, affix a stamp, pop the envelope into the slot and the incident was closed.

What a nice man. What a quick, easy, polite way to do business.

What a farce.

How we made a mockery of our traffic and law enforcement system is easily explained. In January, 1974, close on the heels of the first gas crunch and in the echo of shouts from the safety lobby, we motorists got a national speed limit, hereafter referred to as the NSL, of 55 mph, on all public roads, all the time. This was classic politics. Congress got to proclaim itself as Taking Action, while the individual members of Congress are themselves exempt from the results of the action.

Their ostensible reason was concern

for us. This limit, they said and perhaps even believed, would save fuel and lives.

The NSL has done neither. There is no space here for the evidence of that bald statement. I refer skeptics to our companion publication, *Road & Track*, the May 1980 issue, where the governmental and safety lobby claims are demolished.

My purpose here is to worry about what the NSL has really done.

But first, I am concerned about re-



BY
ALLAN
GIRDLER

actions to my opposition. Last time we mentioned the NSL. (and to my great surprise) we got letters against our opposition. People acted as if we had endorsed mindless careening on public roads, the abolition of all limits.

I mean nothing of the kind. Speed limits, that is, a law or ordinance establishing a permitted speed for a given stretch of public road, are needed. They can serve the purpose of public safety and the public welfare.

There are three ways to set such limits. One, the professional way. Traffic engineers examine the road. They work out the width, the vision, the curves and grades, the oncoming and side traffic, the density of vehicles on the road. They can then determine how fast a prudent and qualified driver can go.

Two, the 85th percentile. This is also done by professionals. Traffic engineers clock traffic on the road in question. Most people travel at a pace that lets them feel comfortable. The engineers learn how fast 85 percent of the people go. That becomes the limit and the nonconformists obey or get cited.

Three, people with influence and no knowledge impose an arbitrary limit, a number seemingly picked because it's slower than most people go: making us do what we wouldn't otherwise do, is bound to be good for us.

Granted, I am an offender against the NSL. I have been caught and fined, therefore I am personally involved and have no trouble justifying myself.

Even so, the NLS is doing us all harm.

The collective we, riders and drivers, have become scofflaws. We all break the law several times each day.

Our state officials have become liars. The feds require compliance: because the people ignore the law, the states are threatened with loss of federal funds,

aka the money taken from us, if the states don't make us observe the federally-imposed limit. We don't, they can't, but all the states solemnly swear they're meeting their quotas.

We are eroding respect for the law. We are a society based on faith, on trust. Laws are supposed to be based on common sense and fair play. We proceed on the green because we can rely on the other guy to stop on the red. But now we have a law not based on common sense, but on political display. We don't obey the NLS, the law that most affects us most of the time. If 65 is okay in a 55 if nobody's watching, then 45 in a 35 is okay, and so it is okay to roll through the stop sign, and so forth. If dad has junior play chickee on the interstate, why can't junior ditch school?

We are damaging our police.

Due to years as a newspaper reporter, I am strongly pro-cop. They are the good guys. They do a thankless job and the vast majority do it well. Their motto used to be Serve and Protect.

Thanks to the NSL, it's become Observe and Collect. The thin blue line, the army against the truly bad, has become ticket takers.

Statisticians would call this anecdotal evidence. But what sticks in my mind was the time I rode across a western state and found myself in an armed camp. The cashier at the service station was barricaded behind steel bars and bulletproof glass. She took my money before I could get gas. The clerk at the convenience store was in a booth like those in prisons.

So there I am on the Interstate and I come over the hill. Herded together on the shoulder is a flock of captives. Motorists. There're the airplane and swarms of police cars. They've clocked the traffic and now the offenders will be taken in convoy to see the judge. The highway is safe from speeders, the city is left to the robbers.

Worse. Two kids from my area were killed. They were riding their minicycle down the street, a neighborhood street and a drunk rammed them from behind. You can imagine how drunk you'd have to be to go that fast and be that blind. But nobody noticed because the police don't patrol neighborhoods, not when they need to leap out of the bushes with radar along the parkway.

Unfair, of course. I can't prove the robbers would be deterred if the cops weren't on the highway. I can't prove a squad car in the neighborhood would have seen that drunk in time.

But the image remains.

When the trip from Los Angeles to San Francisco takes nine hours instead of eight, the NSL has taken an hour I could have spent with a book, or with the kids.

That's an hour I'll never have again. ☐



The column below was in the March 12th, 1984 edition of NEWSWEEK magazine. I think it is interesting to see what is essentially our viewpoint on personal choice expressed by someone who enjoys a different form of recreation that can be quite hazardous as well! -GMT

Reflections on a Hockey Helmet

MY TURN/GREGORY BAYAN

I was in the middle of a hockey game recently when I overheard two young spectators arguing about the way I play. I heard the words "very brave" and "very foolish," attributes I would never use to describe myself. Yet every year at this time I am besieged by ever-increasing numbers of well-meaning people who suggest or plead that I cease my sacrilege and start to play it safe. The cause of this concern is simple: I refuse to wear a protective helmet.

This expression of individuality does not come cheaply or frivolously. Bareheaded ice-hockey players are banned from all officially sanctioned amateur play, including school, college, junior and international competition. I am forever banished to the netherworld of semiprivate club hockey in men's amateur leagues, the only refuge where my vanishing species is still allowed to exist.

The decision not to wear a helmet involves intensely personal feelings that transcend safety. I find the helmet to be physically uncomfortable, but more important, it strikes me as being anti-individual and esthetically repellent. Look at film clips of the 1960 U.S. Olympic hockey team's gold-medal victory at Squaw Valley, when not even the Russians wore helmets. Now watch a clip of any of this year's hockey matches, where helmets are mandatory. There's something missing. The human element of daring independence is gone. As much as I love the sport, I can no longer watch televised hockey. I simply cannot relate to the players as human beings when they all resemble identical automatons.

Like a dorsal fin that breaks water and heralds the presence of a Leviathan, so the helmet is a metaphor for something deeply wrong in America.

Protection: Helmets are a sign we've entered the era of the Hardhead. A Hardhead is one who seeks to protect us not only from others, but from ourselves. He is creating a Huxley-like world where all irritating incongruities among individuals are being conveniently erased in the name of safety. Americans are afraid, afraid of risk. We want absolute personal safety, and we want it guaranteed and mandatory.

Perhaps it's because we now enjoy such an unprecedented degree of safety, com-

pared with the past, that previously disregarded risks stand out in such bold relief. The great population destroyers of rampant disease, impure food and unduly hazardous working conditions have been largely brought under control, reducing the average person's daily contact with death and injury to a level thought impossible only a few decades ago. This is obviously a good thing. I shed no tears for smallpox and polio. I feel better having the Food and Drug Administration monitor the presence of rodent hairs in my frozen pizza, rather than being forced to take up a microscope and do the job myself. Government should try to protect its citizens from external malice and negligence beyond the individual's

Americans are afraid of risk—we want absolute safety and we want it guaranteed and mandatory.

control, but there is a fine line between necessary protection and unwarranted interferences.

When the Hardheads go to work on dismantling freedom of choice, that's when I put my skate down. When the phrase *it's for your own good* determines every direction of personal initiative, then I know we've embraced the philosophy of the Pringle's potato chip—uniformity and monotony. Domed sports stadiums are springing up like mushrooms to protect us from the unpredictable. Speedometers read no faster than 85 mph to protect us from the temptations of curiosity. U.S. amateur boxers must now wear headgear for their own good. Our automobiles now buzz us to buckle up for our own good. CBS is even taking the scissors to *The Bugs Bunny/Road Runner* cartoon show, lest scenes of excessive "violence" feed our latent homicidal impulses. All for our own good.

America is being smothered by safety. Sometimes I think if Henry Hudson were to suddenly reappear in New York Bay, he would be arrested and placed under obser-

vation, and the leaky old Half Moon would be impounded for innumerable construction violations.

There is no such thing as complete safety. When Astroturf first came out, its uniform surface was touted as a way to reduce injury. There now exists an entire lexicon of Astroturf-induced injuries, such as "Astro-burn" and "Astro-knee." There are examples of people who have been thrown from their cars and spared from death in terrible accidents because they were *not* wearing their seat belts. Motorcycle helmets have been known to cause whiplash. Government statistics tell us that the leading cause of personal injury in the United States is people falling down—in bathtubs, on stairs, off ladders, everywhere. Despite our best efforts to the contrary, the universe still appears to be firmly in the grip of Murphy's Law (if something can go wrong, it will).

Mandatory armor, worn at all times, and a life spent huddled in a bomb shelter may result in longevity—but what kind of life is that? To those who demand an utterly protected and predictable existence I say fine, good luck, but don't include me in your mandate.

Mavericks: Freedom of choice is the only thing that separates the living from the dead. We need it, with all of its inherent dangers. We need the risk taker, the maverick, the thorn in the side of conformity. We need Martin Luther, John Lennon, George Willig, Sir Thomas More, Jack Paar and Wile E. Coyote. And ice hockey's Hobey Baker. We need every last bit of individuality we can get. Without it, life loses the glorious zest of freedom and diversity, of fantasy and change.

Which brings me back to the helmet. I would never impose my personal preference on others. All I claim is the same consideration for myself.

I realize the risk involved in the simple act of playing ice hockey without wearing a helmet, and I accept it, the same as I accept the fact that I won't live forever. When the Hardheads change that fact, when they finally succeed in loading life's dice, that's when I'll hang up my skates.

For my own good.

Bayan, 29, takes his chances on the ice and at the typewriter in East Windsor, N.J.



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11

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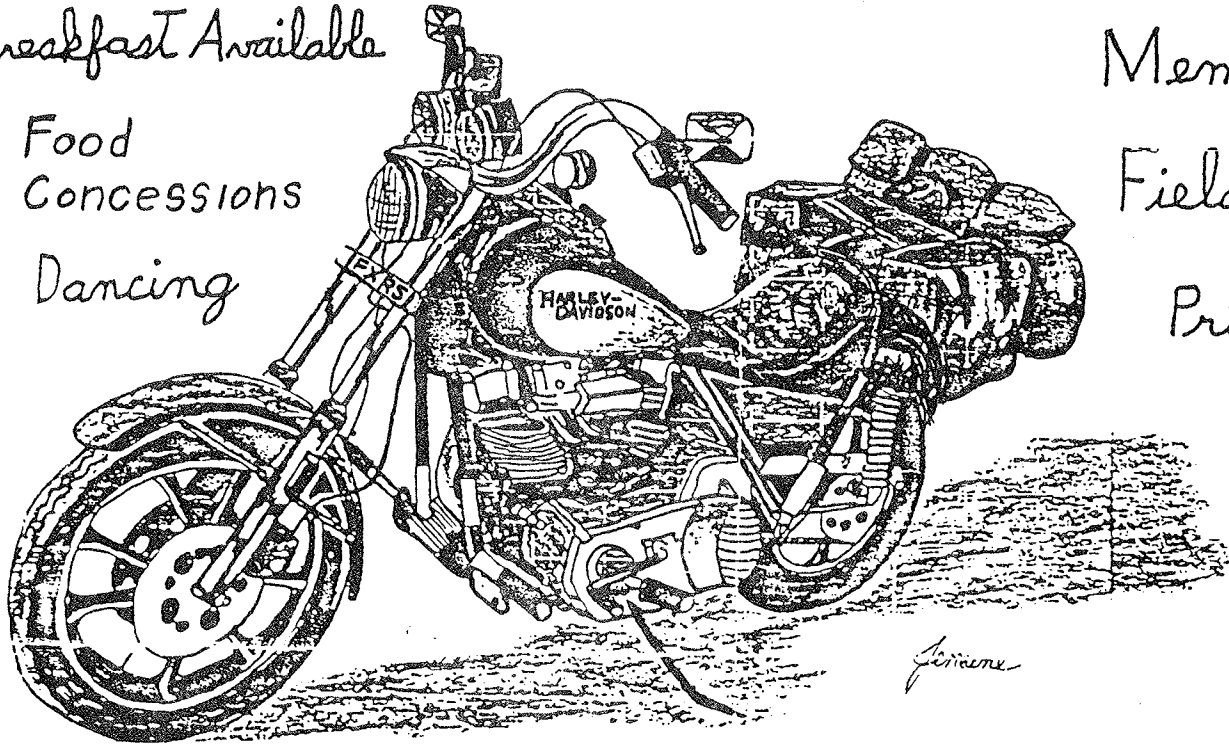
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206

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97

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Albany

20

Redmond

126

BEND

206

19

206

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58

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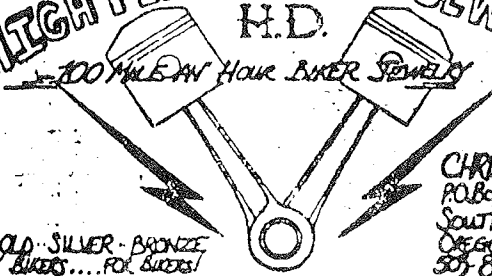
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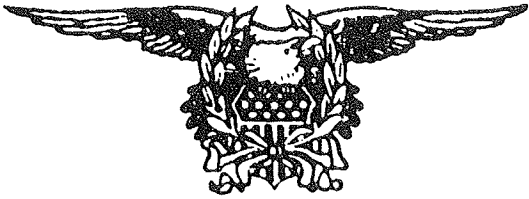
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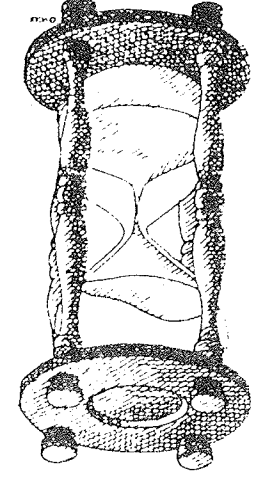
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- FOR SALE - 1970 HD 74" basket, wide glide, fat bobs, swing arm complete - \$1200; 1963 bus motor home w/carpet, TV, stereo, new motor - \$2000; 1972 Chev SW w/400 motor, 400 Turbo, good radials - \$500. JC, 679-4497
- FOR SALE - 1976 Sportster - rebuilt and clean. \$2500; H-D fiberglass saddlebags and trunk w/chrome railings - \$200. Man's black leather jacket - \$75. Lady's leather jackets - \$25. Call for info: 281-4811. Northeast
- FOR SALE - '75 Ford F-100 360 V-8 Super-Cab, short bed, custom canopy w/boat rack, tow hitch, 3-speed trans, PS, PB, A/C, AM/FM-Tape, spot light, good rubber, low milage. Minor body work needed, many other extras. \$2500 or trade for something smaller. Call Jim or Chris at 289-5220
- FOR SALE - '51 Pan cases for sale; also, lower-end parts. Call French @ 640-9267. Hillsboro (5-84)
- FOR SALE - 1980 Harley FXS Low Rider, 4000 miles - \$5000 cash. Call Mike @ 772-4880
- FOR SALE - Seeburg background music system (model LPU-1). This unit has a Seeburg jukebox head mechanism and holds 100 records (45rpm). It can be programmed to play one or both sides of any record or skip over it. Remote volume control and cancel, includes pre-amp and amplifier. Amplifier has a mike jack for PA system, 8-16 ohm and 70v. Constant voltage outputs. See and hear to appreciate. Barber @ 357-5822
- FOR SALE OR TRADE - Transmission gears - will fit '79 to present. 1st gear Andrews, 2nd, 3rd, 4th gears stock Mog; will trade for S&S Super Single Carb and manifold, or sell for \$250 (cost over \$400) or will trade S&S dual throat carb and manifold for S&S Super single throat carb & manifold w/aircleaner. Dual Throat has been ported and polished. Tiny, c/o Jackson County ABATE, Box 1184, Medford, Oregon.
- FOR SALE - Leather Jacket size 48 or 50 - \$100; wrap around chaps, 3/4 length - \$50; size 46 vest, lined - \$50. 223-5960
- FOR SALE - 1980 Shovel Head custom made Low Rider; new blue Iron paint, much chrome, drag pipes, belt drive, H-D drag bars, 18" custom alum. rear wheel, 21" matching front wheel, new leather solo seat w/springs, 3 GAL. Pauche tank, fiberglass fenders, new valve job, new bearings/seals in swing arm. Call Roger for price: 287-2795
- FOR SALE - 1957 45" rebuilt motor, like new, 600 miles - \$3800. Call Mitch @ 641-6581.
- FOR SALE - 1979 BMW 650cc w/10k miles. saddlebags, fairing. \$2700. Todd Lovell, Box 2015, Klamath Falls, OR 97601
- FOR SALE - 1968 Suzuki, re-built, runs great - \$350; 250 & 175cc NSU's, almost complete - \$400. Screaming Eagles M/C, DSP
- FOR SALE - 1982 Sportster w/1600 miles, like new; miscellaneous custom parts - \$3500. (206)892-2669.
- FOR SALE - 1979 Sportster - \$2750 or make offer. Call Tom Granger @ 1-389-4048
- FOR SALE - 1975 XLCH Sportster. Fresh engine and tranny, Mikuni, lots of chrome and extras. Dan Abbott @ 655-4310.
- FOR SALE - Men's Langlitz leather jacket, size 44 reg. - \$100. Call Gary @ 287-3960 or 283-1236. Portland.
- FOR SALE - Brown leather saddlebags - NEVER USED. Original 1938. \$250 FIRM. Call Darryl Maertz @ 826-2394.
- FOR SALE - 1970 IH Scout 4X4; Stereo, CB; clean, 10-miles - \$1800 or trade. Call Vince @ 289-8127.
- FOR SALE - Refrigerator - \$45. Call Chris @ 1-433-9600 (message phone)
- FOR SALE - Barber chair - early 1900's antique in good condition. Call 364-9120 (Salem)
- WANTED - 45 stock frame in good condition. Call Kraz Larry @ 289-8027.
- WANTED - Head & Tower for '69 750 Honda. Call Don @ 1-389-1388.
- WANTED - Luggage Rack - Flathead Harley and Indian. Steve L., Bend Chapter
- WANTED - Lady's chaps in brown, size 11-12. Please call Kristi @ 503-884-1310
- IN NEED OF- Many FLH parts, 1975 or thereabouts. Need speedo, dashboard, Bendix carb, intake, handgrips, front brake/brake cable, throttle linkage, fatbobs, almost any FLH parts. Mike Wiley (Ashland) 482-2434 or Mike White 772-4880.
- WANTED - Two roommates in North Portland. \$150 or \$175. Call Leslie @ 243-2001 or 281-7752.
- PERSONAL - TO RODNEY MARLER (ROWDY): Your old bro Gypsy is locked down until late '84. Would like your address/phone # so he can contact you regarding his relocation to the NW. If anyone knows Rowdy, please pass this ad on to him or send his address to Teresa, c/o ABATE of Oregon, P.O. Box 4504, Portland, OR 97208

(If any of the above ads can be dropped or changed, PLEASE let me know. As you can see, it's getting a bit crowded up there, and I've only had two people ask me to drop or modify ads, and one of those hadn't been run yet. As it is, I may have to limit the "run" time on ads to three months, unless they are resubmitted. Help me out. Thanks! -GMT)

Renew your membership now!
Check your address label
to see if you're due!



Is Your Time
RUNNING OUT?

ORATE of OREGON, INC
POST OFFICE BOX 4504
PORTLAND, ORE. 97209



APR 21-22th: STATE BOARD MEETING/CONVENTION, CAMP WEST
 APR 28th : JACKSON CO./PAT GRAHAM MEMORIAL RUN
 MAY 12th : STATE BOARD MEETING, EUGENE.
 SOUTHERN H-D DEALERS M.D.A. RUN
 MAY 15th : PRIMARY ELECTION DAY, STATE OF OREGON
 YOUR VOTE CAN MAKE A DIFFERENCE!
 MAY 26-28th: STATE RUN TO FOSSIL. (MEMORIAL DAY WEEKEND)
 (CHAPTER SECRETARIES, PLEASE NOTE!! If your chapter has an upcoming run that ISN'T listed in the run calendar elsewhere in this newsletter, please send me the date of your event so I can include it in this column! We can't attend your runs unless we have some advance notice - two newsletters ahead would be nice! -GMT)

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

LIFE

BULK RATE
U.S. POSTAGE
PAID
Portland, Oregon
Permit No. 638

APRIL 1984

SUN	MON	TUE	WED	THU	FRI	SAT
		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
		31				

APRIL 1984

SUN	MON	TUE	WED	THU	FRI	SAT
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					

* U P C O M I N G E V E N T S *

1st & 3rd SUNDAYS
 Douglas County: Noon, Mr. Pizzeria, Roseburg
 Jackson County: 11am, JCE's, Phoenix
 Emerald Valley - Eugene: The Guide Shack Tavern,
 52nd & Main, Springfield
 River City: 7:30pm, Spooky's Pizzeria, The Dalles
 S.E. Portland: 8pm, Pizzeria Baron, 122nd & Division
 Central Ore: 7pm, Pietro's, S. Hwy 97, Madras
 Salem Chapter: 8pm, Pietro's, Mkt. St. exit, I-5
 Bend: 7pm, Pietro's Call Pat for info 1-389-1088
 St. John's: 8pm on Tuesday, 2pm on Sunday,
 Prefetto's Pizzeria, 4807 N. Lombard, Portland
 Washington County: 8pm, Pizzeria Hut, East Hillsboro
 N.E. Portland: 8pm, Gino's Pizzeria, Martin & Halsey
 Klamath Falls: 8:00 pm, Linnville Station Tavern
 West Portland: 8 pm, Gino's Pizzeria, 4000 Southwest
 Cedar Hills Boulevard, Beaverton
 Lincoln County: 8 pm, Moby Dick's Tavern, Newport
 1st & 3rd SUNDAYS
 1st & 3rd MONDAYS
 2nd & 4th MONDAYS
 2nd & 4th TUESDAYS
 1st & 3rd WEDNESDAYS
 2nd & 4th WEDNESDAYS
 2nd & 4th THURSDAYS
 2nd TUE./4th SUNDAY

* C H A P T E R M E E T I N G P L A C E S *