

A.B.A.T.E. of
*Dedicated to
Freedom of the Road!*



Oregon, Inc.
*Let Those Who
Ride Decide!*

November 1989 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

COORDINATOR'S CORNER

FREEDOM OF CHOICE. Depends on how active you are today (now) not tomorrow ...



EXCUSES!



EXCUSES!



EXCUSES!



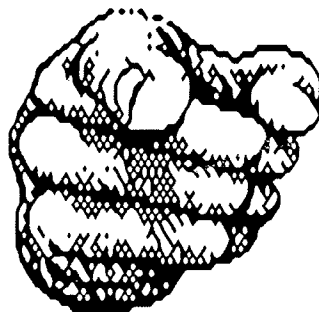
I have heard them all. Why people don't want to go out and gather signatures or can't. Guess what people, if you don't do it, nobody is going to do it for you. You will never know if you even had a chance to turn legislation around. However, there is a few of you out there who still believe that only through hard work we are going to achieve our triumph.

Onward fellow Oregonians. Don't roll over. Where is your dignity and your pride. Don't cheat yourselves out of your **FREEDOM OF CHOICE!**

*Join the Fight to **FREEDOM!***

Rotten Roger

*Have you written
your federal and
state legislators
about S.1007*



*Do it now! Save
Oregon State
Rights!*

*If not, **WHY** not*

AMA GOVERNMENT RELATIONS NEWS

Press Release, October 18, 1989

CONCERNED MOTORCYCLISTS TESTIFY AGAINST NATIONWIDE HELMET BILL

Westerville, Ohio -- On October 17, the American Motorcyclists Association (AMA) led a delegation of motorcyclists from 15 states to Capitol Hill to oppose legislation which would require all states to pass mandatory helmet laws covering all riders, or lose up to 10 percent of their federal highway construction funds after 1992.

Those concerned motorcyclists, represented by the AMA, Motorcycle Riders Foundation (MRF), ABATE groups and other rider organizations, were in Washington, D.C. to attend a hearing on S.1007, sponsored by Sen. John H. Chafee (R-Rhode Island).

The hearing, which was conducted by the Senate Subcommittee on Water Resources, Transportation and Infrastructure, gave Robert Rasor, AMA Vice President of Government Relations, and Mike Farabaugh, Chairman of the MRF, an opportunity to present testimony in opposition to the bill on behalf of motorcyclists across the nation.

In his testimony, Rasor challenged the credibility of a study cited frequently by bill supporters. "The Public Cost of Motorcycle Trauma," better known as the Harborview Study, attempts to substantiate that motorcycle accident victims contribute a disproportionate burden to society because of medical costs that are subsidized by taxpayers. Citing congressional testimony by Harborview Medical Center's administrator, Rasor was able to demonstrate that motorcycle trauma patients actually relied less on public funds than did the hospital's general patient population.

Farabaugh's comments stressed the value of rider education as opposed to legislation requiring mandatory helmet use. "Rider education is not only a viable alternative to a national helmet law, we have proof that it is working," said Farabaugh.

Thirteen years ago motorcyclists overcame a similar law passed in 1966 by supporting an amendment to the Federal Aid Highway Act of 1975 which withdrew the federal government's power to blackmail states with threats of withholding highway funds. Sherm Packard, Legislative Director for the New Hampshire Motorcyclists Rights Organization, worked with the AMA in getting that amendment approved. Packard, along with MRF lobbyist Wayne Curtin, was again on hand at the hearing and lent his support to the opponents of Chafee's bill.

Since this was the first time a hearing has been held to consider Chafee's bill, it's unclear if the Senate will give this issue much priority. But according to Rasor, riders need to continue writing in opposition of S.1007 to ensure that the bill is not attached to another measure that could be given more priority. You can express your views by contacting The Honorable John H. Chafee, 567 Senate Dirksen Building, Washington, D.C. 20510.

U.S. Senate Committee Members on Environment and Public Works whom you can write to concerning S.1007 Legislation.

DEMOCRATS:

Quentin N. Burdick (ND)
511 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-2551

Joseph I. Lieberman (CT)
502 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4041

Daniel P. Moynihan (NY)
464 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-4451

George J. Mitchell (ME)
176 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-5344

Max Baucus (MT)
706 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-2651

Frank R. Lautenberg (NJ)
717 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4744

John B. Breaux (LA)
516 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4623

Harry Reid (NV)
324 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-3542

Bob Graham (FL)
241 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-3041

REPUBLICANS:

John H. Chafee (RI)
567 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-2921

Alan K. Simpson (WY)
261 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-3424

Steve Symms (ID)
509 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-6142

Dave Durenberger (MN)
154 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-3244

John Warner (VA)
225 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-2023

James M. Jeffords (VT)
530 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-5141

Gordon J. Humphrey (NH)
532 Hart Senate Bldg.
Washington, DC 20510
(202) 224-2841

OREGON SENATORS:

U.S. Senator Bob Packwood
- Oregon
259 Russell Building
Washington, DC 20510

U.S. Senator Mark Hatfield
- Oregon
711 Hart Building
Washington, DC 20510

Don't delay in writing and calling the Senators on the above list and our own Senators. Be courteous and brief, but be firm in asking them to vote NO on S.1007. Remember, it's YOUR rights that are at stake!

A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING

Minutes for October 14, 1989

Chapter sign-up was done before the meeting was called to order. The meeting was called to order by Coordinator Rotten Roger at Sundown Station in Creswell, OR.

The minutes were approved as read

Carolyn reported that we have a new computer that is much more efficient and is making her job a little easier. She also reports that our membership is way down. MEMBERSHIP as of October 1, 1989:

Central Oregon	- 35
Clatsop County	- 57
Columbia County	- 39
Coos County	- 31
Douglas County	- 63
Indian Creek	- 56
Jackson County	- 91
Josephine County	- 78
Klamath Falls	- 11
Lane County	- 34
Lincoln County	- 68
Mt. Hood	- 43
N.E. Portland	- 129
Salem	- 81
S.E. Portland	- 77
Team Totem	- 35
Washington County	- 36
Yamhill County	- 48

Total - 1,012

NEWSLETTER EDITOR: We need all chapters to go out and get people to advertise in our newsletter so that it will pay for itself. Also all chapters need to get their monthly reports in to the editor by the 15th of each month or they will not be published.

Rusty would like all chapters to turn in dates for their state runs by November board meeting so that he can get the list started. Fossil: All chapter reps need to find out how their chapters feel about selling beer at Fossil instead of giving it away. We stand to make a considerably larger profit if we handle the beer in this way. Most all other states handle the beer this way as they can double their money on it. This will be voted on at the November board meeting. A motion was made and passed to allow a 2,000.00 budget for

bands at Fossil so that we can afford better bands. We also discussed charging chapters the same 15% for their concessions, but charging outside vendors a flat fee of \$150.00. Angie is in charge of organizing concessions for Fossil and the deadline is the March state board meeting.

WAYS AND MEANS: We took in \$110.00 last month in coloring book sales. We still owe the state \$1379.00 on printing costs. All chapters were supposed to donate what money they could to help, and several have not as yet. Those of you who can donate money, please do so. A motion was made and passed to send a complimentary copy of the book to all states on our complimentary mailing list to try to increase our sales.

EDUCATION DIRECTOR: A report of the last Governor's Advisory Board Meeting will be in the next newsletter. The next meeting is scheduled for Thursday, November 9, at 6:30 in Woodburn at Bracks Restaurant.

LEGISLATIVE DIRECTOR: S1007 goes to committee on October 17. Everyone needs to get busy on this as it is for national seat belt and helmet laws. Everyone should be very busy gathering signatures for our petition. Roger suggests that you go to the library and get a copy of the Oregon Constitution, so that you are aware of your rights when it comes to petitioning.

TREASURER:

Checking	\$1,740.69
Savings	\$ 57.63
Postal Fund	<u>\$ 198.70</u>

Total \$1,997.02

Several chapters have not turned in their quarterly reports and need to do so.

OLD BUSINESS: Roger is just back from the Meeting of the Minds and has a lot of useful information. We are trying to plan a regional Northwest meeting at this time, for sometime after the first of the year.

NEW BUSINESS: New Rules of Operation are finished and one of the changes is that all reports must be in to the state on time or that chapter goes on automatic 90 day probation. Also, elections for state board offices are now open to all members of ABATE, not just State Reps.

Nominations will be held in November and December and elections will be at the December meeting. You have to be at the December State Board Meeting to be elected. A motion was made and passed for the state to buy 100 tri-fold displays that we can use to promote ABATE in businesses.

Chapter Highlights were given.

Announcements were made.

A motion was made and passed that the proceeds of the 50/50 drawing be donated to BikePAC.

There being no further announcements or business, the meeting was adjourned.

Respectfully submitted;

State Secretary, Judy Leehmann Jones

CHAPTER REPORTS

CENTRAL OREGON

(No Report, First Time)

CLATSOP COUNTY

(No Report, Third Time)

COLUMBIA COUNTY

(No Report, Fourth Time. This chapter is in the process of reorganizing. We hope to hear from them next month!)

COOS COUNTY

Not too much to report from the South Coast. We're concentrating wholeheartedly on our Food Drive-n-Ride for November 4. Hope to have seen some of you there. The only other news is we're reorganizing the organization over here. All of you, please get out and get those signatures. Before we know it, time will run out.

Keep the Shiny side up.
Maria

DOUGLAS COUNTY

Just a short note to let everybody know about our December 3rd Toy Run. Last year was a great success and a lot of fun.

By now our Casino Night will be over. Unfortunately, I was unable to get the info into the newsletter. We combined it with a Food Drive to give Food Boxes to our senior citizens in the area.

Everybody have a great Thanksgiving. Remember we have lots to be thankful for. If you don't think so just look at some of

those around us.

Ride Easy
Marty

JACKSON COUNTY

Hello from the South.

Well the weather is cooling off and we are aware of winter. We are gearing up for our big finale. Elderly dinner on November 18th, then our annual Toy Run on December 2nd.

We have been working on a Celebrity Item Auction. We are going to combine this project with our Toy Run. This will have a twofold effect. One being in toys for those that need them. Two - bring out some of the populous to bid on items for Christmas and let them see that we don't all just Rape, Pilferage and Plunder.

Elections are coming up so I guess I'll only be doing this one more time. It's been great and I hope to be able to see a lot of you folks before (and of course after) the end of the year. Remember, the fight continues for all of our rights, as well as the rights of others.

Coordinator, Jackson County
Fuzz #2

JOSEPHINE COUNTY

Our Dunk Tank was a great success. We raised \$330.00 total. We got our County Sheriff, Bill Arnado and local Radio Personality Guy Kemp to sit in the tank. We donated \$110.00 to the Sheriff's K-9 Unit, \$110.00 to Lovejoy Hospice and \$110.00 to State for the coloring books. We also passed out a lot of literature and

spoke to a lot of citizens and changed a few minds. Unfortunately, we were not allowed to pass out any petitions.

A few of the women in our chapter have joined a gleaning network. We pick fruit and vegies from local gardens and orchards, then donate 1/2 of our pickings to the local senior citizens center in the name of A.B.A.T.E.

We were asked to participate in half-time activities at one of the local high school football games - their show was the 50's theme. We brought the cheerleaders to center field on the bikes and dropped them off, then stood against the fence looking cool. The crowd enjoyed it, the cheerleaders were scared to death. The News media and the local paper were present, but we received NO coverage!

We have a new radio station in town that has been giving us major publicity. We have been on the air, and he mentions A.B.A.T.E. daily on the air. He is a controversial personality and some may say he is not the best mouth to use for P.R., but he has helped us to raise money and is giving us some great P.R., so we'll take it where we can get it.

Later on,
Trike Terri

KLAMATH FALLS

(No Report, Third Time)

LANE COUNTY

We just want to say that we're going to work hard to fill the petition sheets to get the helmets off our heads and we hope everyone else does too!

We have sent out questionnaires to all our members to help us plan better and to make every members part a little easier to re-establish our rights.

We are organizing another Casino Night in the town of Notl, so stay tuned and join us!!

Harley
Newsletter Editor and
Sergeant-at-Arms #1

LINCOLN COUNTY

Things are getting busier in Lincoln County. It seems like either we are just sitting around not doing much or we have more than we can handle.

The Thanksgiving Dinner for our seniors in Lincoln County will be held on November 19th this year. We are planning our Toy Run for Mrs. Santa Claus on Sunday, December 3rd. These two projects will keep us busy ... we thought.

The Newport Lions group then came to us to ask for help building a permanent home for Mrs. Santa. This is all in the planning stages. We attended one of their meetings and feel that we are sure a lot more organized than they are.

We are finally discovering that winter is coming. It looks like it is finally going to start to rain in our area.

Not much else to let you know about. We are really pleased with what has been accomplished in the last year by our chapter. It's nice to be able to look around and see the fruits of your labor.

Have a dry one

Millie

MT. HOOD

Greetings from Mt. Hood once again. Nothing new is going on in our little corner of the world, except for our famous Care Run. Although on our fliers we forgot to mention two things. One is that all proceeds will go to help the Community Action Center in Sandy to help feed people less fortunate, and second, we didn't mention that the live music will be by none other than "The Continentals". Every thing else is coming along nicely. Well, remember to work hard on your petitions and enjoy all the holidays coming up. Happy Halloween and Happy Thanksgiving.

Stay Safe
Adios, Angie of Mt. Hood Chapter

N.E. PORTLAND

(No Report, First Time)

SALEM

We had a few mix-ups happen and our Family Fun Variety Show has been postponed until after the first of the year. Sorry for the inconvenience to anyone.

Also, we will be changing our meeting days and location starting in November. The days have moved to the 2nd and 4th "Fridays" of each month. However, the new location is still being sought. It's hard to find a location that accommodates all ages of our membership roster. But we are trying and taking all ideas. So let us hear from you.

Thanksgiving Dinner Boxes are getting underway. We will be putting together 15-20 boxes and will be giving most of them to the Women's Crisis Center in Salem. Plus a few low income families of the Salem Polk County area. We had our first Turkey Donation given by Doctor Bob. Thanks Bob! So, let's keep the donations happening.

Also, mark your calendars for the Anniversary Party and Toy Auction coming up on December 2nd. This is our 5th year, everyone. Let's pull together and put our differences aside long enough to pull this together for the kids at the State Hospital. What do ya say Salem! Can we at least try!!!

Ride Safe and Warm
The H.D. Girls, Barb and Blair

S.E. PORTLAND

Hello:

Down for the count of two but not out.
Some new officers - some not so new.

Coordinator - Edd Dahl

Vice Coordinator - John Bortorf

Sgt.-At-Arms - Norm Kelly

Secretary/Treasurer - Vicky
Wellbaum

Membership - Patti Dahl

Ways & Means - Doug Fors

States Reps. - Bill Hartmann &
Mark Gramlich

Coordinators first thoughts in office:
I now know why past and present officers
are hollering for help from this member-
ship.

Major fact: The helmet issue is still
alive. If you want out from under, get in
the fight. Petition signatures are of
prime concern. WE CAN DO IT!

Until further notice the S.E. meeting

has been changed to Sunday at Noon.
First and Third!

See you at the Last Chance Dance for
the Toy Run, River Road House, Nov. 25th.
Toy Run, Shriners, December 2nd. State
Board, December 9th.

Be careful out there.

Edd

TEAM TOTEM

Warriors rode out,
Warriors returned;
The flag was soiled,
But unburned.

They rode up on bikes,
all colors and makes;
They made quite a scene,
without paying high stakes.

They went to the Totem,
with victory on their minds;
They ate various foods,
and drank various wines.

Come one, come all,
See what we've done;
Held church in a tavern,
and had lots of fun.

We had quite a turnout,
which wasn't that bad;
We hope to get more,
and make it a fad.

We said all our prayers,
then got on our bikes;
We picked our destination,
Multnomah Falls came to our
likes.

The Jokers came forth,
with kindness and faith;
They let us have a party,
in their space.

We partied all night,
till the wee of the morn;
Charlie won gloves,
that were not even worn.

Another month,
another Newsletter;
They keep on coming,
newer and better.

Justin

WASHINGTON COUNTY

(No Report, First Time)

YAMHILL COUNTY

We are continuing the hard work at woodcutting, our primary fund-raiser. We have some very dedicated members organizing, coordinating, overseeing, and cutting wood. We owe them many thanks. They have been responsible for the majority of our chapter funds to date. Good work you guys. Lets see more of us out there, as the wood selling season is upon us.

We are planning a Halloween party for the 28th of October. Dan and Rita have generously volunteered their house. There will be a costume contest and a pumpkin

carving contest. Come one, come all and be original; don't dress up as a biker.

We are starting a membership drive through December 31. The person with the most new members gets a year's family membership.

We are continuing local petitioning on the helmet law, and plan to do some advertising in the "Oregon Cyclist" and "Freshwater News". Longshot was able to buy \$800.00 worth of advertising for \$50.00 at an auction.

We will be voting on changing our meeting days from the 1st and 3rd Sundays to the 2nd and 4th Sundays at the next October meeting. More news on that in the next report.

That's all for now folks. See you next time.

Cindy

ACCIDENT?? ATTORNEYS WHO RIDE

**RIDE FREE
RIDE
PROTECTED**



Local Oregon Offices
To Serve You

Law Offices of
Richard M. Lester

A Law Corporation

- **Free** legal consultation
- Founder of **Aid to Injured Motorcyclists**
- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
- Financial Sponsor of
National Coalition of Motorcyclists

24 Hours - Toll Free

CALIFORNIA

**(800) ON-A-BIKE
(800) 531-2424**

TEAM OREGON OFFERS ADDITIONAL MOTORCYCLE SAFETY COURSES TO HELP TEENS COMPLY WITH NEW MOTORCYCLE ENDORSEMENT LAW

A new law requiring 16, 17 and 18 year olds to show proof of completion of an approved motorcycle safety course prior to receiving a motorcycle endorsement went into effect October 3, 1989.

The TEAM OREGON Motorcycle Safety Program will be offering some additional courses this winter at a few locations to help out the 16, 17 and 18 year olds seeking motorcycle endorsements. (Motorcycles & helmets provided for use during courses. Course fee \$30.)

The dates, colleges, and registration numbers for courses are as follows: (Editor's Note: Most of the classes will have passed by the time your newsletter is received, so I have only shown the ones you can still attend at this point.)

Portland Community College, Sylvania Campus, Portland, 273-2810

November 2, 4

Chemeketa Community College, Salem, 399-5135

November 1, 4, 5, 15 & 18

All of the above courses will be the 19 hour Motorcycle Rider Course: Riding and Street Skills courses that are approved by the Oregon Traffic Commission and the Motor Vehicles Division and are the courses needed by 16, 17 and 18 year olds seeking motorcycle endorsements.

Completion of the TEAM OREGON Motorcycle Safety Course does not give you a motorcycle endorsement. You must go to a Motor Vehicles Office and go through the regular motorcycle endorsement written and riding tests to receive your endorsement. Some Motor Vehicle Offices do not give tests for motorcycle endorsements because they do not have on-cycle testing areas. Check with your local Motor Vehicles Office for information on motorcycle endorsement tests.

15 year olds with valid Oregon auto learner's permits are eligible to enroll in the TEAM OREGON courses, but will have to wait until age 16, earn their driver's license, and motorcycle endorsement before they can legally ride a motorcycle on the street.

All persons under age 18 will need a parent or guardian to sign a waiver form on the first evening of the course.

TEAM OREGON courses will be available monthly through Portland Community College - Sylvania Campus (Portland), and Lane Community College (Eugene) and every other month at Chemeketa Community College (Salem), and Linn-Benton Community College (Albany) during the 1990 training session. The 1990 season will run from March or April through October or November, weather permitting. TEAM OREGON will not operate safety courses in freezing or snowy conditions, however we will operate in the rain.

Courses will also be offered in 18 other Oregon communities during the 1990 training season. Courses will be offered twice to three times during the training season in the following communities:

Astoria	LaGrande
Baker	Lakeview
Bend	Medford
Brookings	Newport
Burns	Ontario
Coos Bay/North Bend	Pendleton
Florence	Roseburg
Grants Pass	The Dalles
Klamath Falls	Tillamook

Schedules for the courses in the above communities are being worked out at the present time and will be available in January or February of 1990. Motor Vehicles Offices, Schools, motorcycle dealerships, and local news media will be given the schedules when they are finalized.

For more information call 1-800-922-2022.

The TEAM OREGON Motorcycle Safety Program is nationally recognized by the Motorcycle Safety Foundation and is sponsored by the Oregon Traffic Safety Commission. TEAM OREGON's goal is to foster and promote safe motorcycle operation through quality rider education programs and public information campaigns. TEAM OREGON is funded by a fee on Oregon motorcycle license endorsements.

SUPPORT THE RIGHT TO PETITION

LABOR'S STAKE IN THE INITIATIVE PROCESS

"Beginning with 1892, a campaign for the adoption of the Initiative and Referendum (by the petition process) was carried on with tireless effort ... with the result that after 10 years the system was embodied in the State Constitution. Advocated by the Granges, the labor unions, and the Populist Party, it had finally been endorsed by the Republican and Democratic Parties."

The above is from a book published in 1915, "THE OPERATION OF THE INITIATIVE, REFERENDUM AND RECALL IN OREGON", by James D. Barnett, University of Oregon Political Science Professor.

It took 10 years of hard work and two sessions of the Oregon Legislature, before your "RIGHT TO PETITION" for ballot measures, OR against unfair acts of Legislature, was submitted to the people of our state, who adopted a constitutional amendment spelling out these rights at the November, 1902 election, by a vote of 11 to 1. In other words, the "Right to Petition" was NOT handed to the people of Oregon. Like all the rest of our democratic and LABOR RIGHTS, they were won by the efforts of labor and dirt farmers organizations and others.

In recent years the ABILITY to exercise the "Right to Petition" has been denied and interfered with in Malls and at various shopping centers. How this has happened, what's at stake, is clearly exposed in the following statement from the August 1988 OREGON GRANGE paper, published by the farmers organization which worked along side Oregon Labor Unions to win the Right to Petition.

Petition Rights Threatened

The issue we're concerned about is a very serious one. The ability to exercise the right to petition is in danger. Outside corporate interests have moved into Oregon and are in the process of fencing off market places where the great preponderance of Oregonians now congregate. The right to petition is not being denied, they blithely affirm. But, by denying access to the newly engineered market centers, they effectively diminish the ability to exercise that right.

Private property, as some maintain, is not the issue. Much public property, such as streets and other access areas, have been turned over in recent years to private businesses by over-zealous public officials, thus providing proprietors an excuse to deny entrance under rules prescribed by them. It is the contention of the Coalition For Petition Rights that the owners of centers to which the public is invited for commercial, educational, or entertainment purposes do not have the right to abrogate either the right of free speech or the right to petition, provided both are done within the law and conducted in a responsible manner observant of the rights of others.

Having helped father the Initiative and the Referendum, the Oregon State Grange is committed by its history to strenuously oppose any weakening of that right or of the capability to exercise that right.

Like the Oregon Grange - Oregon Labor, "Having helped Father the initiative and referendum, is committed by its history to strenuously oppose any weakening of the right or capability to exercise that right to petition."

That is why the Oregon AFL-CIO, at its 33rd Annual Convention in Portland, July 5-7, 1988, adopted resolution no. 81, which said, in part: "the right to petition (is held paramount) and the orderly solicitation of signatures within such common areas as the malls within shopping centers and the entrance ways should not be limited or restricted by property owners or by the courts."

The "Right to Petition" at malls and shopping centers is tied to the "Right to Free Speech", to picket and hand out leaflets in the same areas. That is why the AFL-CIO, the ILWU Columbia River District Councils, other Unions and groups have formed The Coalition For Petition Rights, which is now circulating an initiative petition on the November 1990 Ballot to write into the Oregon Constitution simple, straightforward language to protect the right and ability to petition, as called for in Oregon AFL-CIO resolution no. 81 ... Petitions can be obtained and donations can be made to: **Coalition For Petition Rights, 3144 N.E. 43rd, Avenue, Portland, Oregon 97213, Phone: 281-0827**

RIGHT TO PETITION BACKED BY OREGON UNIONS

The Thirty-Third Annual Convention of the Oregon AFL-CIO passed a resolution supporting the rights of Oregonians to permit the signing of petitions on premises open to the public stating:

"RESOLVED, that the Oregon AFL-CIO holds paramount the right to petition, and it declares that those who invite the public onto private property should not be allowed to discriminate against individuals who seek to use that opportunity to peacefully gather political support for their causes at such times and places, and that the orderly solicitation of signatures within such common areas as the malls within shopping centers and the entrance ways should not be limited or restricted by property owners or by the courts."

The Chief Petitioners for a petition to allow petition activity at malls and premises open to the public are:

Jlrvn H. Fletcher
Oregon AFL-CIO
1680 Rainier Road
Woodburn, Oregon 97071
585-6320

Gregory Kafoury
Don't Waste Oregon Comm.
2616 N.E. 14th Avenue
Portland, Oregon 97212
224-2647

Wayne H. Anderson
Democratic Party of Oregon
3083 N.W. Crest Loop
Albany, Oregon 97321
928-2526

Coalition For Petition Rights, 3144 N.E. 43rd Avenue, Portland, Oregon, 97213

NEWSLETTER EDITORS SOAPBOX

After all I have read lately, I didn't think anything would make me climb up on my soapbox after last month's flag burning, but I found something. On page 25 of this issue is an article that, for a change, is very well written by a reporter in Grants Pass, and hopefully quoted our member, Gil Revilla, honestly.

Before you jump to that page, keep reading. What I meant by a good job, is that he printed two sides of the story to give it even balance and left his opinion out of it. My problem is with the person interviewed for the pro-helmet side, Gil Bellamy, Administrator for the State Traffic Safety Commission.

Now I thought we really had gotten the word out to people. But apparently this man didn't hear us and it's clear he doesn't need a helmet! His skull is thick enough and his you know what is waist deep!

After you read the article see if you feel the same way I do. This man deserves about 800 letters on his desk, a complimentary helmet with the latest warning label and a tour through a medical facility pointing out just how many people are there causing a social burden that have nothing to do with motorcycles or motorcycle accidents. And then about 20 riders should show up on his door step to take him for a ride! You think he might wake up then?

Unfortunately people, as much as I would like to believe that we really have reached people there, are a lot of Gil Bellamy's out there. We've only broke off the tip of the iceberg. There are so many people out there with the same arrogant and blinded attitude. They believe what the media dishes out! We've got to beat the media at their own game.

Three Two other articles that show us new ways to do this, new words to fight with are on pages 19-20 "MOTORCYCLISTS LEAD NATION IN CASUALTY REDUCTION," page 23 "A letter written by Gene Steele" and pages 26-27 "AMA, DOT DISCUSS FUTURE OF MOTORCYCLING."

If you have already read these articles, read them again and really think about what is being said.

We have a future if we really work at it!

Ride Safe and Free
Donna

BikePAC of Oregon MEMBERSHIP APPLICATION

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

If Business, Club or Organization,
please give name of contact person and phone number,
if different:

Name _____

Phone _____

BikePAC General Memberships
are available for the annual contribution shown below (left).
Obviously, if you send us more, we can be
even more effective.

BikePAC offers a seat on its
Membership Advisory Board (MAB)
to its members who contribute the amounts shown
below (right) for annual membership.

Check Type of Membership

General

- ☐ Individual (\$10+)
- ☐ Couple (\$15+)
- ☐ Business (\$100+)
- ☐ Club/Organization (\$200+)

Membership Advisory Board (MAB)

- ☐ MAB Individual (\$100+)
- ☐ MAB Couple (\$150+)
- ☐ MAB Business (\$200+)
- ☐ MAB Club/Organization (\$400+)

Do you own a motorcycle? ☐ Yes ☐ No

Make _____ Model _____

Size _____ Year _____

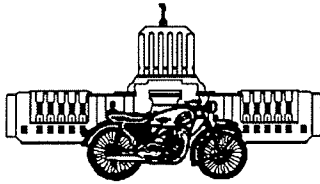
Are you a registered voter? ☐ Yes ☐ No

Do you wish to register? ☐ Yes ☐ No

Legislative District (if known) _____

Would you like to help with
"grass roots" legislative support? ☐ Yes ☐ No

SEND APPLICATION TO:
BikePAC of Oregon Membership Services
PO Box 5612
Salem, OR 97304



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 363-6106
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

Advisory Board Meeting Minutes 10/7/89, King's Table West, Salem

Meeting called to order at 11:17, 12 people present. Three executive board: Stovall, Harbaugh, Benson. Three advisory board members: Judy Leehman Jones, Jack Fassel, Teresa Hepker. Full board member Roger Hendricks of ABATE of Oregon.

Minutes of last meeting were read and approved. The treasurer's report was approved as read. Income for September was \$851.18 and expenses were \$785.14, leaving a balance of \$175.62. Membership totals through September were as follows: Individual, 53; Couples, 22 (44 persons); Business members, 1; Club/group members, 3; Total members, 101. Advisory Board members : 5.

OLD BUSINESS:

State Fair: Donations from Richard Lester, BAM, and Sam Hochberg were recognized, as well as the tremendous contribution of work from over 50 individuals in constructing and running the booth.

BikePAC provided 36 shirts which were worn by booth workers at the fair. Each person had an option to buy a shirt, and many people pre-paid for a shirt to be sent to them after the fair. Unfortunately, not all the shirts have been accounted for, and we may need to print more in order to fill the pre-paid orders. Teresa took the list and will contact those persons.

Initiative Petitions: Petition packets have been distributed to all ABATE chapters, AMO, Christ's Disciples and various individuals who have contacted us to request petitions. Steve has also sent out a list of Oregon festivals and events for the current month. He will mail additional lists monthly.

The Free Souls M/C of the Eugene area have been gathering signatures thanks to an initial contact made by Ed Halkyard. Ed has also arranged a booth at a car show in Roseburg November 18-19. (The booth is free if Indian Charlie will show his bike.)

At Saturday Market in Portland, area members have been getting a booth space regularly. Since available space is limited, lots are drawn daily to decide who gets whatever is open. As the Christmas season progresses the competition might get stiffer, and we may not get the space as often as we have so far. Fish of Northeast Portland ABATE has been very active in managing the Saturday Market booth, but *needs help!* Saturday Market is both Saturday and Sunday until Christmas.

DJ's Portland Swap Meet on October 28: need petitioners to work outside front gate.

Roger reported that a court decision was reached upholding petitioners' rights in a suit against Fred Meyer Corp. Fred Meyer still objects, and petitioners might still get arrested, but legal assistance is available through Greg Kafoury of the Coalition for Petition Rights. Be sure to report any arrests.

Comments: Maintain politeness, even if people want to argue, whether they sign or not. Experienced petitioners (from the fair) are needed to help the new workers learn good petitioning techniques, and we must help each other be sure all information is clear and accurate.

Judy agreed to research possible contacts in the Farm Bureau, and Steve will help. Butch and Brian are available to speak at any gatherings. It was suggested that we put up fliers in public places advertising availability of our petitions and speakers. We discussed how to use talk shows to our advantage; Butch recommended caution in order to avoid negative set-ups. Sam described ways to set it up in your favor instead. Completed petitions need to be sent in to BikePAC P.O. Box as soon as possible.

Membership: Need to expand contacts with other groups, in order to increase signature gathering and income for BikePAC. Roger is researching cost & availability of counter display boards for placement in bike shops and other businesses. Jack expressed desirability of developing close relationships with dealerships, make them recognize that BikePAC is important and useful to them. Special brochure aimed at potential business members was suggested. A suggestion was made to try to get insurance companies to distribute our cards supporting rider education through their vendor offices. Jack and Judy volunteered to work as membership committee.

NEW BUSINESS

Butch participated in a very positive TV interview in Bend which included Rep. Bev Clarno. Rep. Clarno continues to be very open to BikePAC participation in state government activities.

Meeting of the Minds, Indianapolis: Representing BikePAC as well as its constituent groups were: Butch Harbaugh, Brian Stovall, Roger Hendricks, Mel Shehorn, Bob Ingram, Verl Courtney, Teresa Hepker. Sue Gifford was also in attendance. Many states shared their ways of promoting motorcycle rights and the materials they used to do so. Our current methods are similar to other successful groups around the country. The various promotional materials will provide a wealth of information which we can integrate into our activities here.

Roger reported attending several excellent workshops on organizational skills. The Women in Motorcycling presentation pointed out the valuable work done by women in rights groups, and how both men and women need to overcome stereotypes of each other in order to work most effectively.

There was considerable discussion throughout the conference about S.1007, the national seat belt and helmet bill. Emphasis was placed on defeating this bill now, and there was agreement on using the "state's rights" argument in fighting this legislation.

A discussion of AIM/NCOM, which was on the agenda, was tabled until a later meeting, since some of the parties most interested in the discussion were not present at this meeting.

Teresa suggested that we find a way to fund printing of more T shirts, to fill old orders and raise more funds. Jack volunteered to sponsor the next printing with a \$150 loan. Various people will follow up contacts about missing shirts from the fair.

An initiative petition is in circulation to put the seat belt issue on the November 1990 ballot. Dr. John Tongue is the chief petitioner, in favor of a mandatory adult seat belt law. Teresa raised the question of offering to help circulate this petition and challenge its backers to help us with ours, so they will be on the same ballot. A lively discussion followed, with most participants expressing a lack of trust of the seat belt measure supporters, not to mention the difficulties it could create in dealing with our own supporters. It was decided to not take any action on the seat belt petition.

Roger is trying to get response from Dorothy Gage, head of the anti-seat belt forces. She is hard to get in touch with.

Steve wants to put together a questionnaire for candidates in next year's primary election. Questions should be sent to Steve.

We experienced some difficulty with today's meeting, since King's Table no longer has the lease on the meeting room down the hall, and two groups were scheduled at the same time. Since the DAR arrived first, they got the restaurant meeting room. The manager was so embarrassed, he arranged for us to use the room down the hall, but that won't be possible next time. Nevertheless, we have scheduled the next meeting for November 4, 11:00 a.m. at King's Table West, Salem.

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
October 9, 1989 Press Release

DEBATE OVER CALIFORNIA DESERT PROTECTION ACT HEATS UP IN SENATE — For the second time this year federal legislators have gathered to hear comments on the California Desert Protection Act of 1989, a measure that could close millions of acres in the California desert to off-highway motorcycles, as well as abandon a federal management plan that took four years and \$8 million to develop. END

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
October 9, 1989 Press Release

OFF-HIGHWAY VEHICLE USERS JOIN FORCES TO CONTEST WILDERNESS BILL — On October 4, the House Committee on Interior and Insular Affairs approved legislation which could designate a large tract of land as "Wilderness" in Southern California's Los Padres National Forest, which means that no access would be allowed to any users accept hikers and horseback riders.

The measure, better known as the Sespe Wilderness Bill, includes an area which encompasses the Johnson Ridge Trail. For over 20 years, the trail, has been enjoyed by off-highway motorcycle enthusiasts.
END

Excerpts reprinted from
AMA LEGISLATIVE UPDATE
October 1989

ILLINOIS OFF-ROAD LAW AMENDED, AGE RESTRICTIONS LIFTED ON PRIVATE LAND — After two years of behind-the-scenes lobbying with the Illinois Legislature, the AMA has succeeded in placing several key amendments onto an existing Illinois off-highway law. And when Illinois Gov. James Thompson signed HB 225 into law on August 30, off-highway motorcyclists in that state heaved a collective sigh of relief.

The law takes effect immediately and will require all off-highway motorcycles, which are not designed for competition or for street use, to be registered. The collected registration fees will be used to purchase and maintain off-highway motorcycle parks and riding areas. END

RESPECT FOR MOTORCYCLES IS THEME OF NEW SAFETY CAMPAIGN IN OHIO — The Ohio Department of Highway Safety recently introduced a new "Respect" campaign to highlight the state's Motorcyclist Enrichment Program. According to Lorrie Laing, coordinator of that program, the department has geared the new campaign toward an audience of non-motorcyclists. "We chose this topic, mutual respect and sharing the road, because motorcycle crashes have been and still are a big problem on today's highways," said Laing.

The "Respect" campaign kit, which contains pamphlets, posters, bumper stickers and flags, conveys the message that motorcyclists and other motorists must have respect for one another on the roadways. END

NATIONWIDE MANDATORY HELMET DEBATE HEATS UP, HEARINGS RESCHEDULED — According to a spokesman for Sen. Daniel P. Moynihan (D-NY), Chairman of the U.S. Senate Subcommittee on Water Resources, Transportation, and Infrastructure, Oct. 17 will be the rescheduling date for a hearing on a controversial nationwide helmet bill. That hearing will be conducted by the Subcommittee on Capitol Hill. The original hearing was planned for October 3 and 4, but was postponed. The bill's helmet provisions are nearly identical to the Highway Safety Act of 1966, which started a rush toward motorcycle helmet laws that did not end until Congress determined that the federal government could not blackmail states with threats of withholding highway funds. END

INTERNATIONAL STUDIES DIFFER ON EFFECTIVENESS OF LEG PROTECTORS — The effects of motorcycle leg protectors were the center of discussion as two separate studies were recently conducted by Japanese and British researchers. The researchers were prompted to conduct the tests subsequent to a move by the United Kingdom Department of Transport to draft leg protector specifications for motorcycles in 1987. The outcome of the two studies reflects a dramatically different set of findings.

The Japanese study concluded that the leg protectors, which complied with the British specifications, failed to reduce leg injury and increased the potential for severe impairments, such as serious head

injuries and neck and spinal cord damage. Conversely, the British test, found that the leg protectors offered a significant reduction in potential leg injuries, without any increase in head injuries.

A recent study was also conducted by Dynamic Research, a California-based research firm which has carried out crash studies for the U.S. Government for the past 20 years. Likewise, that program disputed the findings of the British Study calling them "flawed" and "incomplete". The move to make these types of so-called leg protectors standard equipment on all motorcycles has been roundly criticized by British and European motorcycle rider organizations. END

REDUCED INSURANCE RATES AVAILABLE TO DELAWARE AND TENNESSEE RIDERS — The Delaware General Assembly recently approved HB 250, which permits the state's insurance commissioner to require insurance companies to reduce rates for motorcyclists who successfully complete the existing motorcycle safety education course. Delaware's state-funded rider education course is required for motorcyclists under age 18 only. Earlier this year, Tennessee Gov. Ned McWerter approved an identical bill. That measure took effect in July. END

HONDA RECALLS ALL 1989 CBR 600F MOTORCYCLES — American Honda Motor Co., Inc. recently issued a safety recall for its entire lineup of 1989 CBR 600F motorcycles. The action comes as a result of a problem in the fuel system which could result in a fire. According to a company spokesman, no accidents or injuries have been reported, however, there has been one report of a fire which was attributed to the faulty routing of a fuel pump breather tube. Honda dealers will reroute the tube to eliminate the fire hazard at no cost to the owners. END

AMA RELEASES FREE GUIDE TO STATE MOTORCYCLE LAWS AND REGULATIONS — The AMA's Government Relations Department recently released a revised version of its law chart entitled "Guide to State Motorcycle Laws and Regulations in the U.S." The updated chart of laws contains

valuable information touring motorcyclists and represents laws in effect as of September 1, 1989. The new law charts were printed courtesy of the Anheuser-Busch Companies and now include pertinent alcohol-related information. As a result of frequent changes in laws pertaining to motorcycles, the law chart is revised at least twice per year. Anheuser-Busch has agreed to print the necessary revisions as recommended by the AMA. This handy brochure can be easily carried by motorcyclists and is free to all AMA members. All requests should be sent to: Law Chart, AMA Government Relations Department, PO Box 6114, Westerville, Ohio, 43081-6114. The law chart is also available to non-AMA members for 75 cents per guide. END

HARLEY-DAVIDSON PAC MAKES SIZEABLE DONATION TO AMPAC — The AMA Government Relations Department extends its sincere thanks to the Harley-Davidson Political Action Committee (HARLEYPAC) for its recent contribution to the American Motorcyclist Political Action Committee (AMPAC), a fund earmarked to support members of Congress who understand the views of motorcyclists. "If we hope to have our interests heard in Congress, it's imperative that we help elect legislators who understand our positions," said Robert Rasor, AMA Vice President of Government Relations. "We appreciate the willingness of the HARLEYPAC to contribute to that cause." END

IMPORTANT — AMA LEGISLATIVE UPDATE IS NOW PUBLISHED EVERY MONTH — In an effort to bring you the most comprehensive news coverage of the issues which affect the world of motorcycling, the American Motorcycle Association is proud to announce that LEGISLATIVE UPDATE will now be published every month. That's right, now you will be receiving this publication 12 times per year.

Every month, you can count on LEGISLATIVE UPDATE to provide you with enlightening articles concerning everything from motorcycle-related legislation on the national level to local issues just around the corner.

If you have still neglected to return the LEGISLATIVE UPDATE renewal notice (attached to the July Issue) and wish to continue receiving this publication, please mail the card immediately. END

Reprinted from, ABATE of Montana
by David Cramer

SMOKER'S RITES

I think the war between the smokers and nonsmokers is heating up a bit. I went into a restaurant down the peninsula for lunch the other day and, as is my practice, requested a table in the no-smoking section. They seated me and I went about the business of ordering and eating my food.

Somewhere between the clam chowder and a club sandwich I caught the smell of nearby burning tobacco. Upon looking around, I noticed the man in the booth next to me smoking a freshly lit cigarette.

Overcoming my natural reticence regarding confrontation, I spoke to the man. "Excuse me sir, but when you came in did you ask to be seated in the no-smoking section?"

"Yes, I don't like the smell of smoke when I am eating any more than anyone else."

I asked, "Then why are you smoking that cigarette?"

"I've finished eating".

Silly me; it was obvious to the most casual observer.

I called the server over and made her aware of the situation. She pointed out to the man that he was smoking in a no-smoking section, (I suspect this was not a startling revelation) and went away with his assurance that he was just leaving.

Of course he didn't leave until he had finished that cigarette and lit another. But at least he did finally go.

Apparently he had noticed the motorcycle helmet and jacket I was wearing when I came in, because in a minute or so I noticed him eyeing the Harley parked by the front door. He took out a small notebook, wrote something on a leaf from it, tore off the note, and placed it between the seat and the gas tank.

His next action took me completely off guard. He looked straight in the window at me, then put his foot against the gas tank and shoved the motorcycle over on its side. He then spun around and ran smack into a very large bearded fellow, who apparently owned the Harley.

That which ensued netted him at least

one broken bone and hopefully at least a little jail time. After the police had come and gone, I helped the bearded gentleman right his bike, and noticed the note the man had left. I unfolded it and read:

"This will teach you to mess with a smoker's rights."

I laughed and handed the note to the cigar-chewing biker. I then went around to the other side of the building, got on my Honda, and went back to work. END

Reprinted from Sept. 28-Oct. 4, 1989
Willamette Week

CONTROVERSIES

Love it or eat it: Angry bikers exercise their right to prevent you from burning the flag at the Blue Gallery.

What do Salman Rushdie and the owners of the Blue Gallery have in common? They've both learned it's dangerous to tamper with peoples' beliefs. Rushdie angered Moslems around the world with his book *The Satanic Verses*. On Saturday, a flag-burning ceremony organized by gallery co-owner Tim Brooks nearly erupted into violence. Brooks staged the event to celebrate freedom of speech (Art Choice, W.W., Sept. 21, 1989). But, according to news reports on KATU and other television stations, a number of Vietnam veterans came to the gallery and tried to prevent the flag from being burned. The vets - some of whom belonged to an unidentified motorcycle club - said they were personally outraged by the idea of anyone burning an American flag. After one flag was torched, arguments broke out between the self-proclaimed patriots and other members of the crowd. Portland police eventually had to disperse the gathering at the gallery, located at 222 NW 10th Avenue. Afterwards, Brooks declared the event a victory for free speech. END

(Editor's Note: Hope you caught the NEWSLETTER EDITOR'S SOAPBOX in the October 1989 Newsletter. That was a much more honest account of what really took place on that dreary night.)

**MOTORCYCLE ACCIDENTS,
TRAFFIC & LICENSE PROBLEMS**

You need JOEL GRAYSON of MAYLIE & GRAYSON

- ☐ A.B.A.T.E. Member
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You deserve help and \$ when you need it most.

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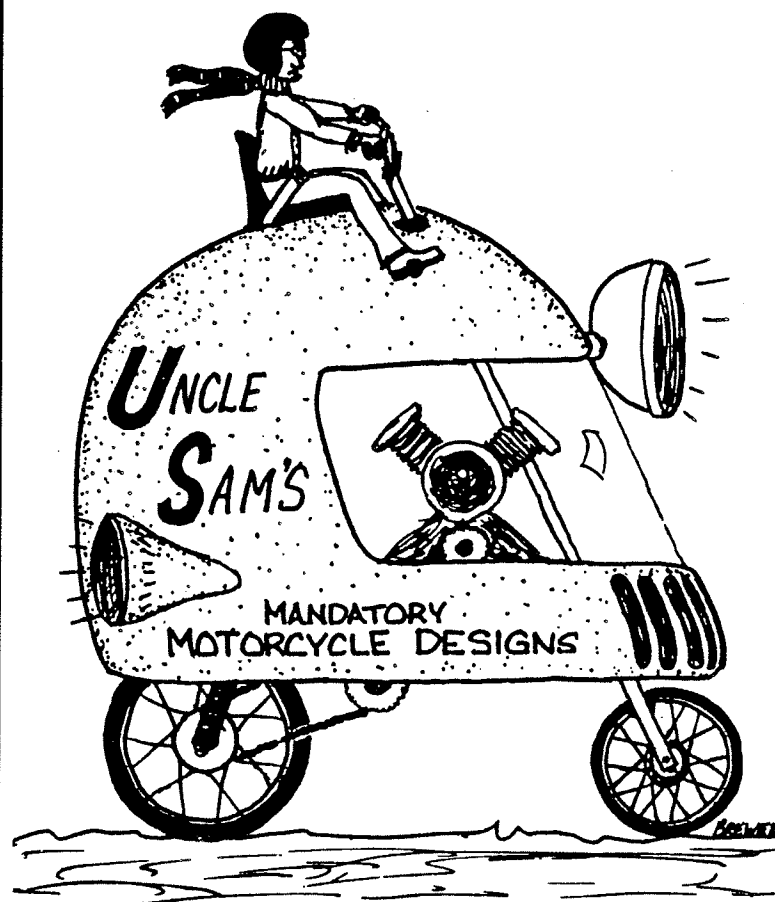
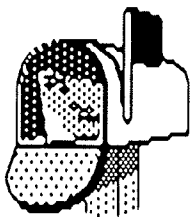
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URGENT!
**Completed petitions
laying around your
home are not doing
us any good! Please
mail them today to:**

***BikePAC of Oregon
P.O. Box 5612
Salem, OR 97304***

**Don't delay,
mail them
today!**



THE YEAR 2050, REFLECTIONS

by Shawn Muldoon,
V.P., ABATE of Idaho

The alarm awoke me at 6 a.m. sharp, the sound of soft music and the sight of soft lights filled my brain. A new day was about to begin. As I lay in bed waiting for the automatic safety bars and belts to release, I had a chance to reflect on the life of my father's father.

It must have been wild in those days; I mean really wild. All those things to do with one's self. All those things a person had control over. All those freedoms

My God, things have changed since the "National Safety Party" won control in the 20's. The whole meaning of life has changed in America since that man, Floyd Nateroberson, consolidated his power. Not only has our population grown to over 30 billion, but we're all living longer, too. I mean, I expect to reach 110 in good health.

My word, it must have been strange in those days, to eat food that could kill you, smoke strange plant material and drive your own vehicle

Since the "National Safety Party" took control, life has been made so much easier. A person doesn't have to worry about anything in life anymore. All is provided by the state. Working hours have been shortened to 2 hours a day. The work environment is so safe that accidental deaths have been reduced to less than

1/1000 of 1% per one billion people.

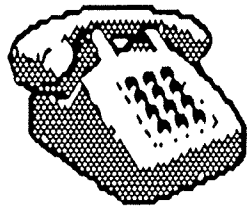
Just to think about riding one of those 2-wheeled vehicles my grandfather talks about must have been something else; total control over your own direction, total control over where you went

Boy, I'll tell you, life is so pleasant now that we're safe safe from crime, safe from ourselves, safe from all those unpleasant responsibilities my grandfather had to deal with. Can you imagine having to worry about getting run over by a car? Now that the "National Safety Party" is in control, none of these dangerous life threatening realities exists.

Living when my grandfather did must have been dangerous to one's health, I can't believe the government, the people, let themselves be that free with their lives. But you know, it must have been something else to be able to do something dangerous

Well, the safety straps and bars are down now. I guess its time to go to work. I'll tell you though, work at the euthanasia factory is not what it used to be. The folks coming through just don't seem as happy as the others have been. Perhaps the government needs to look into it. Perhaps the government, the people, need to do something about it. Perhaps people's lives are just too boring. Perhaps my grandfather is right. Perhaps something should have been done years ago. Perhaps gramp's was right Perhaps!
END

IMPORTANT TELEPHONE NUMBERS:



Map of Herbicide Spraying A map showing where herbicides were sprayed can be obtained by writing to:

MIA/POW 24 hour
hotline
1/202-659-0133
Former POW Crisis
Intervention
1/800-821-8139
Agent Orange Hotline
1/800-424-7275

National Technical
Information Center
5285 Port Royal Road
Springfield, VA 22161
Acquisition No.
ADA-090056
(Herbs Tape Printouts)

ATTENTION:

Maria has Toy Run
T-Shirts for sale at the
Totem Pole Tavern.
Contact her for infor-
mation on prices, styles
and sizes available.

JUDGE DECIDES PETITIONERS FREE TO CANVASS AT CENTERS

by Don Hamilton

An Oregon City judge broadened the right of petitioners to gather signatures around Fred Meyer stores this week, a move consistently resisted by the chain, a Portland attorney said Friday.

Municipal Judge Ronald Thom cited a recent Oregon Supreme Court ruling allowing petitioners in shopping centers Thursday when he acquitted a woman cited for trespassing at the Oregon City Fred Meyer store. It is believed to be the first application of the Supreme Court's ruling.

On May 2, Kellie M. Petersen, 29, of N.E. Portland was gathering signatures for several antinuclear initiatives at the Company's store at 1839 Molalla Avenue in Oregon City. She was asked to leave by store officials and when she refused, police were summoned. She was arrested after store officials agreed to file a trespassing complaint, her attorney, Gregory Kafoury, said Friday.

In May the Supreme Court ruled in Lloyd Corp. vs Whiffen that the Lloyd Center shopping center in Portland may regulate but cannot bar petitioners from its property. The ruling was limited to Lloyd Center and did not address smaller shopping centers such as those operated by Fred Meyers.

On Thursday, Thom ordered an acquittal, citing the decision permitted petitioners in some public shopping areas.

Petersen, Thom said, was outside the store on a walkway next to the entrances to several other shops. There was no indication she was interfering with shoppers and wasn't blocking any entrances, Thom said Friday.

Thom's action was being examined by Fred Meyers attorneys Friday and the company had no comment on the matter, said Rob Boley, director of public relations for the company.

Kafoury held a news conference Friday morning and said Thom's ruling means

petitioners may now operate at Fred Meyer stores without threat of arrest. The ruling, he added, may one day extend to similar operations such as Safeway and Albertson's.

"Freddy's is the ball game when it comes to petition rights in Oregon", Kafoury said. "If they arrest anybody from here, they'll be really sticking their necks out. They would subject themselves to major lawsuits."

Petersen said petitioners are a crucial element in the democratic process.

"For some, participation in our initiative process means gathering signatures for a proposal," she said. "For many, the signing of a petition is as important as voting. With access to these shopping centers, signature-gathering can be efficient, effective, and rewarding to the petitioner and the voter." END

Reprinted from October, 1989
ABATE of KANSAS NEWSLETTER

STRANGERS IN BLACK

by Rocky

We rumbled on by them as they
motored along
The pipes on our Harleys were
singing their song.
Three wide-eyed young children stared
as we passed,
And we left an impression that
always will last.
But I can't help but wonder just
what did they see
Two strangers in black, or two souls
runnin' free.
We smiled and we waved as we went
by that car
And hoped that they saw us as
we really are.
If I could have talked to those
kids there that day,
I'd have told them to "Always live
life your own way."
Never let others make you less
than you'll be.
And no, we're not strangers,
just two souls runnin' "free".

END

MOTORCYCLISTS LEAD NATION IN CASUALTY REDUCTION

There are certain so-called safety experts in this country who have been waging a campaign against motorcycling in recent years. Through ill-conceived studies, misleading statistics and massive media blitzes, they have tried to convince people that motorcycles are outrageously dangerous vehicles ridden by irresponsible outlaws. Some have even gone so far as to label various motorcycles as "bullet bikes".

This story is bad news for them.

You see, while they've been spreading such propaganda, motorcycle riders have quietly established the best record of improved safety achieved by any group of vehicle operators during this decade.

That's right. The National Highway Traffic Safety Administration (NHTSA) has just published a report on traffic fatality trends in the 1980s. And it shows that, as a group, motorcyclists have made dramatically greater strides in safety than anyone else on the road. In fact, the NHTSA, an agency of the federal Department of Transportation which administers safety guidelines and compiles annual statistics, reports that the number of motorcyclist fatalities has plummeted 30 percent since 1980.

How does that compare to the safety improvement in cars and trucks during that period? According to NHTSA, automobile occupant fatalities have decreased about 7.4 percent during this decade, while truck occupant fatalities are actually up about 5.6 percent. In fact, you eliminate motorcycles from the overall statistics, traffic fatalities in this country have dropped by a scant 3.5 percent during the 80's. In other words, the safety improvement percentage for motorcyclists is nearly 10 times better than it is for all other vehicle operators.

By now you're probably wondering what caused motorcycle fatalities to take a turn for the better. Unfortunately, the report doesn't go into causes, but there are several clues.

It may be most significant that the downward trend in motorcycle fatalities started in 1980, which coincides with

the beginning of a movement toward greater opportunities for motorcycle rider education.

In 1979, Rhode Island adopted the first self-funded rider-education program in the country. In 1980, a second state, North Dakota, followed that lead. Two more states adopted programs in '81, and six in '82. Today, there are 32 states that offer rider education funded by motorcyclists themselves.

Such programs, which have been promoted by the AMA, the Motorcycle Safety Foundation and other motorcyclist groups, provide valuable skills and training to new motorcyclists either free or at reduced cost. To pay for those training programs, motorcyclists agree to accept higher fees for registering their motorcycles and getting a motorcycle license.

In other words, people already licensed to ride motorcycles started making an investment in the safety of new riders 10 years ago, and the NHTSA report indicates that investment is paying off.

Of course, rider-education programs probably haven't been responsible for the entire 30 percent drop in fatalities. Some of it can be attributed to other worthwhile safety programs, including campaigns warning of the dangers of drinking and riding, and stricter licensing laws. In a separate report, the NHTSA found that motorcyclist fatalities involving alcohol have dropped by 6 percent since the early 1980s. And the Motorcycle Safety Foundation reports that a number of states have adopted the MOST (Motorcycle Operator Skills Test) and Alternate MOST during this decade.

The NHTSA report is particularly bad news for those who have promoted mandatory helmet laws as a cure-all for what they call "the problem" of motorcycle safety. During the years covered by the report, only one state, Louisiana, instituted a new law requiring helmet use by all motorcyclists. Meanwhile, South Carolina rescinded its helmet law covering all motorcyclists and replaced it with a law that requires helmet use for riders under the age of 21. As a result, the number of states in which helmet use is mandatory for all motorcyclist stayed even while fatalities were falling 30 percent.

Although the AMA strongly encourages all motorcyclists to wear helmets, the Association has consistently argued that

the choice of personal safety equipment should be left up to the rider.

Finally, there are some who may try to argue that the reduction in fatalities simply reflects a reduction in motorcycle sales during the '80s. But the figures don't bear out the argument. Motorcycle registrations have declined about 20 percent during the period, but figures from the Motorcycle Industry Council (MIC) indicate that motorcyclists are using their machines more. In fact, the council's figures show that on-highway motorcycle use actually increased by about 25 percent during the period from 1980 through 1987.

At the start of the decade, MIC surveys put the total road miles traveled by motorcyclists at about 10 billion miles, while in 1987, that total was 12.6 billion miles. So we're traveling more than ever on our motorcycles, and we're doing it more safely than ever.

Now the only question is: Where do we go from here?

"Motorcyclists have established an enviable safety record during the 80's," notes Robert Rasor, AMA vice president of government relations, "but we can't afford to relax our efforts now. It appears that rider education programs, stricter licensing laws and campaigns against alcohol abuse - those programs that

motorcyclists support - have worked. But we still have a long way to go."

If your state is one of the 19 that doesn't currently have a self-funded rider-education program, this report should provide all the ammunition you need to get such a program going.

And if you live in a state that has such a program, you owe it to yourself to take advantage of it. Many states offer both the beginning and experienced riding courses, meaning that there's one just right for your skill level. You can find the course nearest you by contacting the Motorcycle Safety Foundation at (800) 447-4700.

But there's more to it than that. As experienced motorcyclists, AMA members can have a tremendous impact on newer riders.

"We urge all riders to set good examples for young motorcyclists and to use peer pressure to help them make intelligent decisions about motorcycle safety," said Rasor.

Recognizing the leadership position that the AMA holds, the NHTSA has awarded the AMA a grant to develop a public awareness campaign designed to promote safe riding practices. Jim Bensberg, AMA legislative affairs specialist, is in charge of this new program and says that it should be unveiled in January 1990. Watch for it next year. END

CHANGE OF ADDRESS?

If you or someone you know has moved and you haven't received your newsletter since. **DON'T BLAME US!** Just fill out this form and return it to:

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MY, my ...

by Greg Harrison, Executive Editor

My, my, what you can read in the press these days!

With 167,000 AMA members out there reading newspapers and magazines, we get inundated with press clippings from all over the country about motorcycles.

Still, after about the 30th ill-informed piece on killer super bikes, I'm ready for something fresh. Fortunately, somebody always comes through.

*

George Houghton, of Santa Rosa, California, was fed up with drunken drivers and decided to take it upon himself to find a solution.

Houghton spent \$500 to purchase a quarter-page advertisement in the Santa Rosa Press-Democrat. The headline read: "FINALLY, A SOLUTION TO THE DRUNK DRIVER PROBLEM: Give offenders a license to drive ONLY A MOTORCYCLE."

The ad continued: "Think about it! (the offender will - every time it rains) ... Convicted drivers could get to the job, shop for food and so forth. But the most damage they would likely do would be to themselves."

The newspaper, apparently figuring that Houghton might have something there, interviewed him for a story about the campaign.

"Houghton figures that a drunken driver on a motorcycle could do much less damage to others than a drunken driver in a car," they wrote.

"Calling his one-man organization 'We the People,' Houghton asks anyone who agrees with him to send \$50 to his address to help pay for more ads."

"Houghton says when he tells friends about his ad they smile and say it's a good idea, 'but they don't think I'm going to get any money for it.'"

One week after the ad appeared, Houghton's friends were proved right. He didn't get any donations.

In a follow up story in the newspaper, he said: "I've talked to friends who didn't think it was a good idea, but they're entitled to their opinions." END

BAD NEWS FROM AN INSURANCE COMPANY

"The insurance industry is at it again. This time it's the North Western National Life Insurance Company, which took out an advertisement in a recent issue of Business Insurance, a trade journal for the health/life insurance industry.

Under the picture of a pretty and slim mother was the headline, 'Even if your employees are Angels ...' The ad copy goes on, '... Insuring their dependents can be scary, because you never know what you're getting yourself into.' Who are these high-risk dependents? None other than long-haired, tattooed sons riding customized Harley-Davidsons. Not only does this ad take a ridiculously cheap shot at motorcyclists, it's also an outright attack on every wage-earner who has thought that health insurance for himself and his family were part of his employee benefit package. Why not drop a polite letter to Rick Naymark, c/o NWNL Group, Box 20, Minneapolis, MN, 55440, and tell him how you feel?" Later, Chas. END

Reprinted from March/April, 1989
GORGE AIR TIMES

WHATTA YA SAY?

Asked in Hood River and the Dalles:
"How do you like no longer being required to wear PFD's in Oregon?"

.... Against this wintry backdrop, we caught the following Gorge locals busy with their winter tasks and asked "What do you think about Oregon's new law ruling windsurfers are no longer required to carry PFD's (Personal Flotation Device or life jackets)? But, as you can see, most had anything but PFD's on their mind.

Gorge Bic team captain, Pete Menefee, closing yet another real estate deal - this time with big Canadian developer, Doug Sage. Menefee: "PFD's aside, what about the 500% increase in unimproved land sales over the summer of '87!" Sage: "I believe in freedom of choice." END

SEVEN SENSIBLE SIGNALS

Sometimes, a little communication can be a wonderful thing. Consider these examples:

* You're riding along the interstate and you see a family on vacation. On the roof of the family van is one of those luggage carriers packed with suitcases. The only problem is, one of the clasps holding the carrier shut has come undone and with every bump a suitcase is trying to make a fast exit through the opening.

* You make a left turn on a bright, sunny day and don't notice in the glare off your instruments that your turn signal is still on. For the next 2 miles, all the traffic around you slows down and gets out of the way every time you approach an intersection where you could turn left.

* Another motorist swings into your lane without looking and nearly cuts you off. You give a quick blast on the horn and the driver notices his mistake.

In each instance, the message you'd like to send is simple, but how do you clearly communicate your thoughts at highway speed? The only universally recognized signal on the highway is the single-digit salute, but it's hardly appropriate - especially when the receiver of the sign is in a vehicle that outweighs yours four to one!

That's why the Citizens for Rational Traffic Laws, Inc. (CRTL), a motorists' advocacy group based in Dane, Wisconsin, has developed a system called the Seven Sensible Signals. CRTL President James W. Baxter notes, "American motorists and motorcyclists have no systematic way to communicate with one another unless they use a CB radio. The only exception is our ability to express irritation or loss of patience. This, in turn, often leads to hostility, aggression and safety problems while diminishing the pleasures of personal travel."

The seven signals being promoted by CRTL for use on the highway include several that may be familiar to you, and others that may be brand new. Let's take the examples above to start with.

In the case of the vacationing family, the group suggests you pull up alongside

the vehicle that is developing a problem and point to the shoulder of the road, then use a thumbs-down signal. The message is: I've spotted a problem with your vehicle and you ought to pull over and check it. The driver's response would be to signal with a thumbs-up that he has understood your message.

In the second case, another motorist could warn you of your intentional turn signal by cupping his hand into the shape of a hand puppet and opening and closing it in rhythm with the turn signal.

And in the last case, the car driver could certainly help smooth things over by flashing you a "V" signal like the old peace sign from the '60s as a way of saying, "I'm sorry."

That covers four of the seven signals. The others are equally simple to learn.

If you suffer a breakdown and have to pull off the road, you can ask for help from passing motorists by forming both hands into a "T", like a football player calling time out.

To warn oncoming traffic of danger on the road ahead, you flash your high beam on and off (car drivers can just flash their headlights during the day). That signal is already accepted as a warning on the road.

The final CRTL signal is designed to deal with those annoying drivers who stay in the passing lane of the interstate even though faster traffic is trying to get by. Adopting the custom on the autobahns of Europe, the group suggests that you try tailing the slower vehicle at a safe distance and flash your left turn signal as a sign that you want to pass.

Obviously, these signals will only work if everybody on the highway becomes familiar with them. That may be unlikely in the case of somebody who's not smart enough to pull out of the left lane when somebody wants to pass, but all of the other signals should be logical enough that people will pick them up on their own. To reinforce the message, the group is sending out brochures describing the Seven Sensible Signals to corporations, public agencies, safety organizations, automobile clubs and any other group that contains large numbers of highway users.

If you would like to get a copy of the brochure for your own use, write to Citizens for Rational Traffic Laws, 6678 Pertzborn Road, Dane, WI 53529. END

The following is a letter submitted by a gentleman with a few interesting thoughts on the national helmet bill.

Dear Vice President Quayle:

I have some thoughts and opinions on my mind, hopefully your busy schedule will permit you the opportunity to give them full consideration.

When President Harding took office, he gave V.P. Coolidge a seat at the Cabinet table. Prior to that the Vice President had been nearly insulated from the executive affairs of the nation. His burden being with the Legislative Department, as the constitutional presiding officer of the Senate.

I view this cabinet position move as an odious mistake. Net results being (a) dilution of the duties to protect the citizens from an overbearing government, and (b) causing the Vice President's job description to alter from valid protector to little more than ceremonial celebrity. Leaving the citizens at the mercy of a mega force of special interest supported politicians.

Currently there is a Senate Bill in committee, sponsored by Sen. Chafee (S-1007). His reply to defend this bill is "Insurance company's loss of money." His vague and distorted reasoning is unaccept-

able to me. Senator Chafee's attempt to blackmail the states is a direct violation of the Constitution.

Using the choice logic shared with terrorists blowing up airplanes, Sen. Chafee feels the "higher cause" supersedes our Constitution! I'm sure the true backers of this bill are highly educated people with impressive credentials. Not to mention a portfolio stuffed with insurance company stocks. Indeed ... there is a lot of clout behind this bill.

As you are well aware, once a bill becomes law, the requirements to challenge its validity are enormous. Nearly to the extent as to be labeled impossible by the average citizen. Sir ... I haven't got much, I've something much better; pen, paper and the Constitution of the United States of America to back me up.

I could send you a wheelbarrow full of boring statistics supporting pro or con issues concerning S-1007. However, one only need to read the Constitution, apply an open eye to the legislation, to reach the conclusion of constitutionality.

Although I speak only for myself, I can assure you that my thoughts are shared by many. As a U.S. Army veteran, I fought to protect our Constitution, not any "special interest". I pray my correspondence to you expresses the emotion I feel over this constitutional issue.

Sincerely,
Gene Steele



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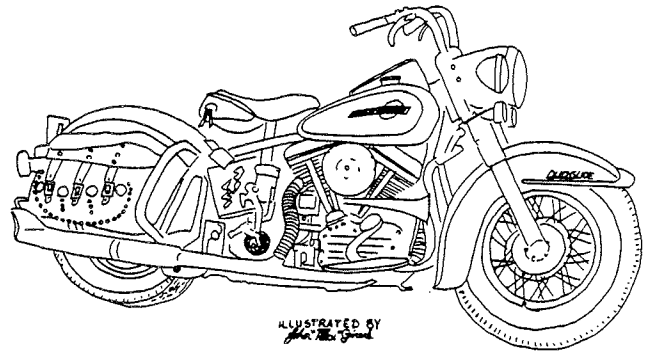
by Jim Rowlette, C.B.A. 9/10/89

Have you ever been a hero? Of course
not, nor have I.
I've just sorta hung out while life
has pass me by.
But I've always wanted to be the envy
of every man,
To fight alone on some battlefield, to
make a final stand.
I've never really been the one that
women found so fair,
Or looked into their eyes and saw the
lovelight shinning there.
Children at my heels, my name ringing
like a hymn,
And shouting as they follow me, I want
to be like Jim.
But, how to do it, there's the rub, I
haven't got a clue,
I've never really done these things,
but Lord, I've wanted to.

To be the one remembered, the name in
every heart,
Among those famous heroes the world
has set apart.
To stand my ground where others fled
and left me all alone,
Staunch and true and brave at heart
not minding that they've flown.
But time goes on and I grow old and
these feelings fill me up,
And I drink the dregs of loneliness
from life's too bitter cup.

But I've a son who's tall and strong
and women find him fair,
For God and Country and love that's
true, perhaps one day he'll dare.
To stand alone where I fell down and
raise his sword on high,
To smile for truth and honor, for
justice he will vie.
And I'll be there within his heart, a
heart that's brave and true,
And share with the purity that fills
him through and through.
My brain does swim, my heart is full
of the things that he might do,
I've never really done these things,
but Lord, I've wanted to. END

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Reprinted from The DAILY COURIER
Grants Pass, Oregon, October 16, 1989

GROUP SAYS HELMET LAW RESTRICTS FREEDOM

by Paul Fattig

When Gil Revilla swings astride his black Shadow 1100 Honda motorcycle and heads toward the open road, the wind on his face gives him a strong sense of independence.

"We're the last of the frontiersmen," he said. "Only today we're on iron horses. We're still outside with the elements."

A patch over his Levi jacket vest reads, "Dedicated to freedom of the road."

But the Grants Pass resident, a state representative of A Brotherhood Against Totalitarian Enactments, believes freedom is jeopardized by a law approved by voters in the 1988 primary that requires motorcycle riders to wear helmets.

"We just want to keep it free choice," Revilla said. "We're not against helmets. We just want free choice."

The group has kicked off a petition drive, seeking to restrict the motorcycle helmet law to those under 18 years old. Petitions seeking to change a statute must have the signatures of at least 63,578, six percent of the registered voters, to place the issue on the 1990 general election ballot.

However, ABATE hopes to gather about 120,000 to ensure it has ample signatures to place the issue once more before the electorate.

"The voters weren't educated the last time," Revilla said.

Revilla, 33, a motorcycle rider for 18 years, beginning as a youngster in Southern California, said education, not helmets, should be stressed.

"Educate, don't legislate," he said. "That's what we're saying. A lot of these accidents involve people who don't know how to ride. We need better education."

That education should focus on motorists as well, he said. Those who oppose the mandatory helmet law argue that nearly 75 percent of the accidents involving motorcycles and larger vehicles on the road are caused by the other vehicle, often when the larger vehicle turns in front of an oncoming motorcycle.

What's more, they argue, helmets rarely save lives, but often limit vision and mobility, contributing to the cause of accidents while giving the motorcyclist a false sense of security.

One person who doesn't plan to sign the petition is Gil Bellamy, administrator for the state Traffic Safety Commission.

"Helmets do save lives," he countered. "We can prove it. In the first year of the helmet law, motorcycle fatalities went down 31 percent. Statistically they can go 10 to 15 percent either way, but 31 percent, you don't get that (with yearly fluctuations)."

A properly fitted helmet receives the brunt of a blow which would otherwise injure the head, he said.

"You can get really busted up and heal," he said of body injuries. "But not the head. Your brain is not going to repair itself. Head injuries are some of the most devastating injuries. You can be impaired for life."

"The majority of motorcycle crashed are paid for by the general public," he added. "Nobody has enough resources to pay for a head injury or permanent paralysis."

Bellamy argues that a license to drive does not give the person unlimited freedom.

"One of the most regulated things you do everyday is drive," he said. "Once you are on a public street, everything you do is everybody's business. If you have a problem, we have a problem."

"There are some terrible repercussions," he added. "If there is a fatality, the public often takes care of their dependents. So what you do on a public street is everybody's business."

But those opposed to mandatory helmet laws disagree, citing statistics that show no more lives are saved by helmets.

"We figure education and requiring helmets only for those under 18, that is what should be done," Revilla reiterated. "We should make sure these kids are put to the test so they understand what they are riding."

The vast majority of motorcyclists are law-abiding citizens, said Revilla, who wears a helmet while riding to conform to the law. "Most of them do prefer to wear helmets, even if there were no law," he said.

It is a matter of freedom, something that most motorcycle riders hold dear, Revilla said.

"People we talk to will sometimes argue the point regarding helmets, but, when you bring up freedom of choice, even doctors and nurses are ready to sign," he said. "Freedom, that's a big word."

END

AMA, DOT DISCUSS FUTURE OF MOTORCYCLING

If you can, try to imagine what motorcycling will be like in the year 2000. The change in the millennium is only a little more than 10 years away, but it's still as hard to imagine what types of motorcycles the 21st century will bring as it would have been for a rider in 1979 to envision oval pistons, carbon-fiber frames, hub-center steering and programmable computer chips that control fuel injection. Yet all of those innovations have appeared on race bikes this decade, and may well be commonplace on street machinery within a few years.

But predicting the future of motorcycling involves much more than speculation about the types of bikes we might be riding. It also involves the uses of those machines and the way motorcycles will fit into the overall transportation picture.

Those are concerns that traditionally fall under the control of governmental agencies, which means they're usually out of the hands of motorcyclists. But from time to time, we get a chance to make our voices heard.

Recently, Department of Transportation (DOT) Secretary Samuel Skinner asked the AMA to participate in a special series of public forums designed to establish a national transportation policy for the future. Those forums proved particularly valuable because they provided the opportunity for motorcyclists, through AMA representatives, to help define our own role in the transportation of the 21st century.

Jim Bensberg, AMA legislative affairs specialist, took part in two forums over the summer, one concerning transportation problems in urban areas and the other dealing with rural transportation needs. As a result, motorcycles were showcased during each of the forums, moderated by acting National Highway Traffic Safety Administration (NHTSA) Administrator Jerry Curry.

The primary focus of the urban transportation forum concerned the growing problem of traffic congestion and gridlock in large metropolitan areas. This problem

has received wide coverage in the press as one of the major challenges confronting U.S. cities.

During that forum, Bensberg said that motorcycles, which are more space-efficient than cars, could play a role in helping alleviate congestion. In particular, Bensberg noted that federal officials, recognizing the space advantages of motorcycles, have repeatedly favored plans that would open so-called high-occupancy vehicle (HOV) lanes, or "commuter" lanes, on urban expressways to motorcycles.

The theory behind HOV lanes is simple. In an effort to avoid needless clogging of expressways during rush hour, a state can designate special lanes that are open only to vehicles that transport more people in less space. These lanes are open to commuters who participate in car pools or ride on buses, since both those modes of transportation cut down on the number of vehicles on the road during these peak periods. Drivers traveling alone in cars, meanwhile, are restricted to the congested regular lanes.

An amendment to the Surface Transportation Assistance Act of 1982 directed states to open HOV lanes to motorcycles. However, several states, most notably Virginia, have continued to block the use of motorcycles on their HOV lanes by taking advantage of a loophole in the law that allows states to ban motorcycles from HOV lanes if they think motorcycles might constitute a safety hazard.

"We want to be part of the solution to the increasing problem of traffic gridlock," said Bensberg. "We believe that the actions of Virginia officials are intended to circumvent a federal statute and only serve to frustrate people who are trying to help solve inner-city traffic problems."

The debate over motorcycles and HOV lanes is likely to continue for some time, but one thing is certain: As our urban expressways become more congested, the need for space-efficient vehicles isn't going to go away.

On the other hand, the rural transportation forum included discussion of a topic that is near and dear to road motorcyclists.

One of many issues discussed during that forum was the formation of a nationwide scenic byways system to highlight

roads not because they represent the most direct route between two places, but because they are interesting and enjoyable for travelers.

Initiated by the American Recreation Coalition, a national organization made up of recreation groups including the AMA, the scenic byways system is well on its way to becoming an extensive network of well-marked, scenic rural highways all across the nation.

"These are exactly the kinds of roads that motorcyclists have sought out and shared with friends for decades," said Bensberg. "Now it appears that others are discovering the value of scenic byways."

The scenic byways program is gaining momentum and has received the support of several key congressmen. Recently, Congress proposed a \$1 million study to examine America's less-traveled scenic and historic roads to uncover ways to enhance their use. That legislation was introduced by Sen. Jay Rockefeller (D-WV) and Congressmen James Oberstar (D-MN) and Peter DeFazio (D-OR). So far, two hearings have been held on the Scenic Byways Study Act and President Bush has publicly expressed support for the concept.

Among those who have led the way in promoting the scenic byways concept is Harley-Davidson, which teamed up with the U.S. Forest Service this year to make a contribution to the scenic byways program. That partnership is already helping to spark interest in preserving the nation's natural beauty by promoting motorcycle touring through our national forests.

"Recreational touring is a favorite pastime of many motorcyclists and we're excited about the progress that has been made on the scenic byways system," said Bensberg.

The AMA's involvement in the DOT forums was important for a number of reasons. First and foremost, it meant that the needs of motorcyclists will be considered when shaping future transportation policy. In addition, the ideas presented on behalf of all motorcyclists by the AMA could play a role in discussions that go far beyond traditional motorcycling issues. Finally, the fact that the AMA was specifically invited to participate in these forums means that the Department of Transportation recognizes motorcyclists as a legitimate interest group when it comes to shaping transportation policy.

And that improves the chances that motorcyclists will still be enjoying two-wheeled travel on the nation's highways well into the 21st century.
END

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PROPOSED NATIONAL MOTORCYCLE LAW OPPOSED AT CONGRESSIONAL HEARING

The National Coalition of Motorcyclists charged today that pending federal legislation is the most significant assault on states rights in more than a decade. The Organization backed up its comment by sending a legislative "swat team" to Washington, D.C. to lobby against the bill.

The legislation in question, sponsored by Senator John Chafee (R-RI), would withhold federal highway funds from states that fail to mandate seatbelt and motorcycle helmet use.

"The Federal Government has no business trying to coerce the states by imposing national seatbelt and motorcycle helmet laws," said Ron Roloff, Chairman of NCOM's Legislative Task Force. Roloff said, "The bill is unwarranted because highway safety issues can best be approached at the state level."

The Legislative Task Force was in Washington, D.C. working with the MRF and AMA to prepare testimony for an October 17th hearing on the Chafee bill.

Opponents testified that education and training programs are more effective than mandatory laws in saving lives.

Virginia State Senator Charles Waddel, representing the National Conference of State Legislatures, urged Congress to give states the flexibility to find "the most effective combination of laws, regulations and educational efforts."

The National Coalition of Motorcyclists is made up of 400,000 members in 297 organizations from 37 states, 9 provinces and 7 countries. END

HEALTH CARE NEWS

HEALTH SERVICES COMMISSION ADOPTS FAIR SHARE PROPOSAL

The Health Services Commission was created through legislation this year to develop a list of health services priorities which will be used to redefine Medicaid covered services and provide the foundation for employer provided health insurance. This has been called a rationing process, by some, and indeed could turn out that way, if we, as consumers, are not active in guiding the Commission's final recommendations.

The Commission, however, has demonstrated a genuine concern for consumer involvement and request input on how the public hearings process should work. Fair Share responded with a detailed proposal at the Commission's September 28th meeting, which the Commission unanimously adopted. Included in the proposal:

- * Six regional public hearings will be conducted: Medford - November 3; Pendleton - November 17; Portland - December 1; Salem - December 15; Eugene - January 12; and Portland II - January 26.

- * The Commission will employ extraordinary measures to ensure that all affected consumers are aware of the Commission's work and their opportunity to provide input. Notification will include mailings to all people currently receiving Medicaid, food stamp recipients, posters and fliers in all public agency offices, and a concerted media blitz.

- * Fair Share, the Oregon Health Action Campaign and the Oregon Human Rights Coalition have committed themselves to aiding notification, conducting prehearing informational sessions and assisting in the mechanics of the hearings process. Our concern is that all health care consumers have an opportunity to provide input in the reform of the health care delivery system. END

Helmet law getting you down? Having trouble finding insurance for your new ride?
Has your employer told you yet that your health insurance won't cover you if you get hurt on a motorcycle?
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Attn: Members

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T-S - Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

WASHINGTON COUNTY CHAPTER
Stan Johnson
P.O. Box 1353
Hillsboro, OR 97123

Independence Run Patches	\$ 3.00
Washington County Toy Run Patches	\$ 3.00

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The following are toll free numbers you may call to receive special information or to request help.

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Alzheimer's Disease	1-800-621-0379	Income Tax Forms/Publications	1-800-424-3676
Cancer Information	1-800-422-6237	Medicare Coverage	1-800-888-1770
Child Runaway and Suicide	1-800-621-4000	Missing Children Hotline	1-800-843-5678
Consumer Product Complaints	1-800-638-2772	USDA Meat and Poultry Hotline	1-800-535-4555
Domestic Violence Help	1-800-333-7233	Radon Environment Testing	1-800-545-7378
Drug Abuse Treatment Referral	1-800-COCAINE	Social Security Earnings	1-800-937-2000
Energy Conservation Information	1-800-428-2525	Small Business Administration	1-800-368-5855
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ABATE of Oregon has over 1,000 members across the State to which newsletters are mailed the first week of every month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

Our advertising rates are set to allow you the maximum amount of flexibility in purchasing advertising space in our newsletter, and we sell space on a quarterly, half-yearly or yearly basis. Our rates are listed as follows:

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Please make checks payable to ABATE of Oregon, Inc.

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NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one week of the meeting. This is your Chapter's monthly communication.

**Please send to: State Coordinator, Roger Hendricks
P.O. Box 4504
Portland, OR 97208**

WASHINGTON COUNTY A.B.A.T.E. PRESENTS

7TH ANNUAL

TOY RUN 1989 FOR TOYS FOR TOTS

BRING
\$5.00 DONATION OR A NEW TOY AND JOIN IN

NOVEMBER 25TH
12 NOON

MEET AT
POYNTER JR HIGH
CORNER OF CORNELL
AND GRANT AT
11:00 AM.

Need Info: Terry
or Paul: 693-0938 640-2858

PLEASE HELP US TO MAKE THIS OUR MOST
SUCCESSFUL TOY RUN EVER! THANKS

Fund
RAISING
PARTY
Awards
at Joe's
Postime Tavern
main st
Hillsboro
LOTS OF
DOOR
PRIZES
RAFFLES



November 18, 1989
Troutdale Grange Hall
5p.m. — Midnight
Beverages
Dancing
Door Prizes

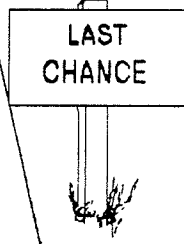
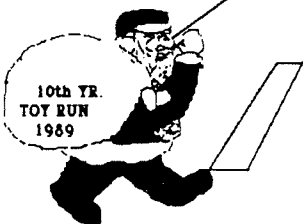
T-shirts
Live Music
Food
Admission: \$1.00
Plus 3 Cans of Food

For more information call
George & Mary Alice 667-1078

LAST CHANCE DANCE A.B.A.T.E.

SHRINER'S TOY RUN BENEFIT
DRAWINGS DOOR PRIZES LIVE MUSIC

SATURDAY, NOVEMBER 25TH
8:00P.M. UNTIL 2:30A.M.



BAND - "LONGSHOT"

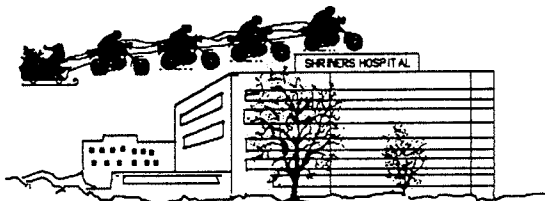
RIVER ROAD HOUSE TAVERN
11921 S.E. 22nd MILWAUKIE, OR.
(CORNER OF RIVER ROAD AND McLAUGHLIN)
\$5.00 DONATION AT DOOR

FOR MORE INFORMATION CALL:
MIKEY--659-9205
or RIVER ROAD HOUSE TAVERN--654-6471

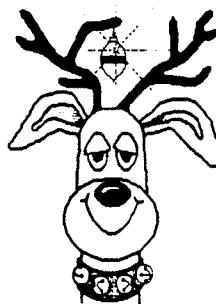
EAST PORTLAND A.B.A.T.E. PRESENTS 10th ANNUAL TOY RUN '89

TO BENEFIT THE SHRINERS HOSPITAL
DECEMBER 2, 1989

MEET AT CLIFF LAMB'S - A&J CYCLE — 10th & WOODWARD
FORM UP AT 11:00am — LEAVE AT 12:45pm



BRING A NEW TOY
T-SHIRTS AVAILABLE ----- COFFEE AND DONUTS



BIKE SHOW
TROPHIES
\$1.00 ENTRY FEE
PROCEEDS TO GO TO
SHRINERS HOSPITAL

FOR MORE INFORMATION CALL
SARGE--693-0873
MIKE--659-9205
CINDY MILLARD--287-5031

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

NOTE: All ABATE of Oregon Members may run their ads FREE for 3 months. The Date in Parenthesis () is the last month it will run in the newsletter.

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

\$50. per cord/Cottonwood

\$80. per cord/Ash

U-PICK UP.

Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pickup time contact: Boyd or Sandy Sharrar, 835-9201 - Evenings, After 5 pm
(12-89)

CHAPTER ADDRESS AND CONTACT PERSON(S)

CENTRAL OREGON
J.W. Garrett, 546-3632

CLATSOP COUNTY
332 Pleasant Avenue
Astoria, OR 97103

For info:
Squirrel and Kelley, 325-0993
Don and Teresa Nothem, 325-8723

COLUMBIA COUNTY
P.O. Box 725
Rainier, OR 97048

For info:
Larry Kennan, 556-1070
Lee Hildebrand, 556-2451

COOS COUNTY
P.O. Box 217
Allegany, OR 97407

For info:
Bob or Maria, 269-5419
(days until noon, eve. after 6)

DOUGLAS COUNTY
P.O. Box 61
Roseburg, OR 97470

For info: Joy Hoover

JACKSON COUNTY
P.O. Box 1184
Medford, OR 97501

For info:
Peter Karpa, 776-4558 or
Paul Warrender, 772-7344

JOSEPHINE COUNTY
P.O. Box 1385
Merlin, OR 97532

KLAMATH FALLS
2521 Link Street
Klamath Falls, OR 97601

LANE COUNTY
34215 Meyer Road
Cottage Grove, OR 97424

For info: 942-1380

LINCOLN COUNTY
P.O. Box 665
Newport, OR 97365

For info:
Vicki Lechner, 563-3520

MT. HOOD
P.O. Box 13021
Portland, OR 97218

N.E. PORTLAND
P.O. Box 5792
Portland, OR 97228

For info:
Mike Ritchey, 1-206-256-2321

SALEM
P.O. Box 13957
Salem, OR 97309

For info:
Kurt and Shirley, 585-3897
Russ and Cyndi, 585-6518

S.E. PORTLAND
P.O. Box 06027
Portland, OR 97206

For info:
Ed Dahl, 771-0188

TEAM TOTEM
Portland, OR

WASHINGTON COUNTY
P.O. Box 1353
Hillsboro, OR 97124

For info:
Paul, 640-2858 or
Tom, 662-4742

YAMHILL COUNTY
P.O. Box 1179
McMinnville, OR 97128

For info:
Cindy Butman, 472-0114

1989 ABATE OF OREGON RUN CALENDAR

NOVEMBER 25

TOYS FOR TOTS TOY RUN

Terry 1-640-2858
Paul 1-693-0938

DECEMBER 2

PORTLAND TOY RUN

Martin 1-639-0873
Mike 1-659-9205

LET'S NOT FORGET - FREEDOM ISN'T FREE !!!

"YOU'VE HAD A MOTORCYCLE ACCIDENT."

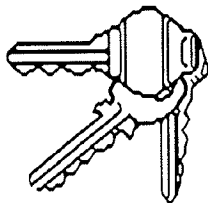
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To Motorcycle Safety

The Rural Oregon Biker

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the freedom to continue to ride.

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The Dalles, OR 97058

Brian Stovall, Editor

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sanctioned runs.
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RIDING WITH CONTROL THROUGH A BETTER UNDERSTANDING OF TRACTION

by Michael Farabaugh

Traction - What is traction? How can you control traction so that your machine is performing to your advantage 100 percent of the time you're riding? How often does the average rider blast into a curve or corner way too hot and totally misuse his or her traction reserve and side force resulting in disaster? Unfortunately, statistics and raw data available to the motorcycle industry council through state police reports indicate these circumstances are nearly 45% of all accidents. Simply put, motorcyclists involved in single vehicle accidents literally run off the road for no reason except for what is called a major case of the "dumb ass" attack.

Understanding a better use of centrifugal force and traction would obviously prevent large numbers of these accidents and fatalities. Obviously, that is the reasoning behind the Motorcycle Safety Foundation's (MSF) New Experienced Rider Course. I strongly recommend taking a minute out of your day to dial 1-800-225-7303 and look into the M.S.F. Rider Course nearest you.

Back to traction. Simply defined, traction is the friction between your tires and whatever surface you happen to be motoring down on any given day. As I mentioned, that is the purest and simplest definition of traction. Quite obviously, traction has a tremendous amount of variables and conditions of tires, weather and surface along with the vast amount of maneuvers available to you on the wonderful world of two wheels. All equal many variables available to the rider with each set of circumstances.

It is the responsibility of each rider to learn traction management and to maximize traction that is available to you throughout the course of your ride. Wow!!! You say, how can anyone do that? Well, an analogy M.S.F. uses and really is not too bad, is traction is a lot like money, at anytime there is a fixed amount of it, and

traction must be shared by many users; therefore, traction used for one circumstance, can't be used for another. The Motorcycle Safety Foundation has provided some excellent supplementary information used by our instructors regarding traction formula for traction and how important a part the role of your tires play in our state of survival.

The formula is $F=CfN$. The subject of traction can be a confusing one, especially to those without a technical background. It really boils down to a simple basic relationship. $F=CfN$. This expression is engineer shorthand for saying that the maximum Friction (F) between any two materials is the product of two major factors: the first is what engineers call coefficient of friction (C); the second is the force pressing the materials together, which is called the normal force (N).

The relationship is a general one that could be used to talk about clutches and brakes as well as tires. To make it relevant to this material, all we need to do is substitute the words "traction" for "friction" and "tire loading" for "force". As with any relationship of this kind, it is not completely accurate for every situation, but it is correct over a broad range of normal street-riding conditions and provides a good starting point for any discussion involving traction.

Simple, right? Too technical, you say? Okay, let's see if we can figure out a way to explain this technical stuff in terms that make sense to non-technical people.

A coefficient of friction can be thought of as simple a measure of the potential for traction. It really describes the nature of the tire (its design, compound, temperature, and age) and the nature of the road surface (its material, roughness, condition, etc.). Let's look at a few of the more important factors to get a feel for how they affect the potential for traction.

The softer the rubber, the greater the potential for traction. However, there is another truth about rubber: the softer it is, the more rapidly it wears and the more it will flex under stress. So, to make a realistic street tire, there needs to be a compromise when it comes to traction. Modern motorcycle tires are really amazing

CONTINUED NEXT MONTH

OREGON EVENTS CALENDAR

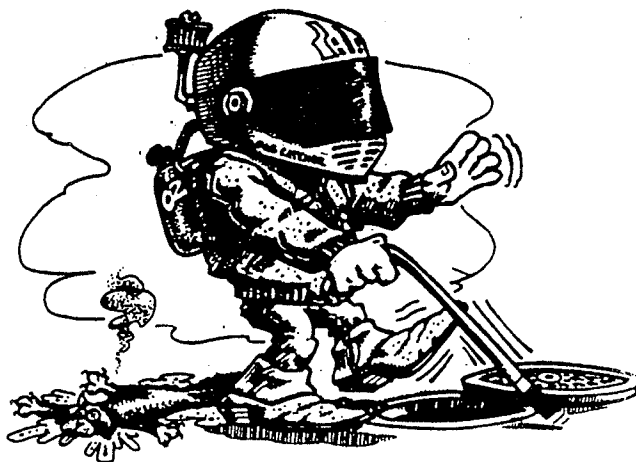
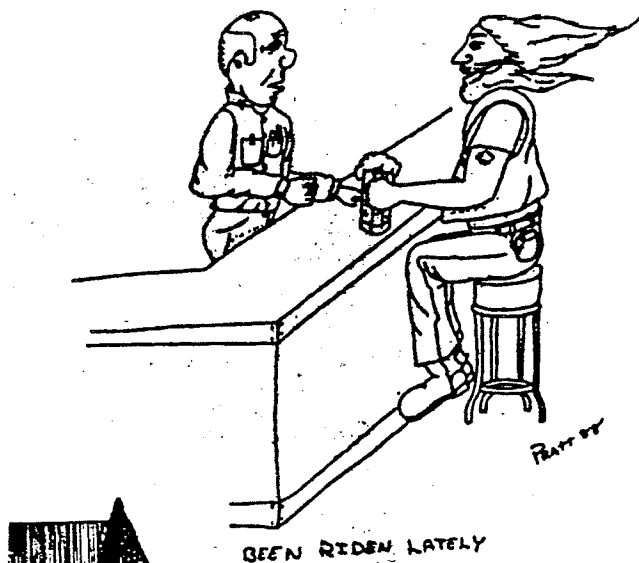
Following is a calendar of events taking place all over Oregon. The Calendar is reprinted from BikePAC of Oregon and is intended to give you area events where you can go to gather petitions. GOOD LUCK and get those signatures.

- NOV 1-30** **Watercolor Society Statewide Show**
One of the largest watercolor society's in the U.S. Pacific U, Forest Grove (503) 451-2805
- NOV 1-DEC** **Yuletide at Seaside**
The Christmas season is joyously celebrated with a Thanksgiving lighting ceremony and activities including caroling, open houses and window decorating contests. Seaside (503) 738-6391
- NOV-JAN** **Early Homesteaders Memorabilia Display**
Showing tools, clothing and Indian artifacts. Lincoln City (503) 996-3232
- NOV 3-DEC** **Hungry Artist Christmas Show**
"Art for people with more taste than money." Over 150 artists and fine crafts. Forest Grove (503) 357-7272
- NOV 9-DEC** **Holiday Show 1989**
Presenting it's annual Holiday Show of fine crafts from around the country. Oregon School of Arts and Crafts, Portland (503) 297-5544
- NOV 9-12** **Jr. League of Eugene Gift Gallery**
Over 30 merchants from Western U.S. displaying handcrafted specialty items. Lane Co. Fairgrounds, Eugene (503) 342-5316
- NOV 10-19** **17th Annual N.W. Film and Video Festival**
Includes annual survey of new film and video produced in the N.W. and is an invitational survey of new world cinema. Oregon Art Institute, Portland (503) 221-1156
- NOV 10-12** **P.A.C.T. Veterans Day Show**
Coos Bay (503) 269-0215
- NOV 11-FEB** **Patchwork of History**
The largest display of quilts and quilt blocks on the West Coast. The High Desert Museum. Bend (503) 382-4754
- NOV 11** **Veteran's Parade**
Roseburg (503) 672-5939
- NOV 11** **Quilt Show**
Burns (503) 493-2380
- NOV 11-12** **Veterans Day Volkswalk**
A 6.2 mile walk through Stewart Park and past historic houses. Roseburg (503) 673-8700

- NOV 12** **6th Annual "Rainy Day Film Festival"**
A spectacular winter event. Roseburg (503) 440-4507
- NOV 16** **Celebration of the traditional French release of the Beaujolais Nouveau Wine**
Amity Vineyards presents the Oregon Variety, Pinot Noir Nouveau, in a gala celebration at McCormick & Schmicks Restaurant, 235 SW First Avenue, Portland, Myron Redford (503) 835-2362
- NOV 16-19** **5th Annual Old Fashioned Christmas Store**
Country arts and crafts fair featuring work of thirsty Oregon artisans. Beautiful gift items and good food. Albany (503) 928-9077
- NOV 17-19** **Arts and Crafts Fair**
Flying M Ranch. Yamhill (503) 622-3222
- NOV 17-18** **Christmas Village Craft Show**
Coos Bay (503) 267-7232
- NOV 17-18** **Art & Craft Holiday Sugar Plum Festival**
Includes entertainment, music, and food served by Eastern Star members. Oakridge (503) 782-2703
- NOV 17-19** **Gem Faire '89**
Montgomery Park, Portland (702)356-0516
- NOV 17-18** **Turkey Carnival**
Newberg (503) 538-7441
- NOV 17** **Fish Fry**
Curry Co. Fairgrounds, Gold Beach (503) 247-7536
- NOV 18** **AFS Crafts Fair**
Cottage Grove (503) 942-3411
- NOV 18** **Holiday Tea**
20 hostesses coordinate strolling fashion shows and delectable desserts. Roseburg (503) 672-2532
- NOV 18** **3 Mile Run**
Runners predict their time on this hilly course, remove their watches, and go for it. Winner is the runner who comes closest to his-her prediction. Klamath Falls (503) 882-3888

- NOV 24-26 Annual Christmas Nature Show**
Features handmade Christmas decorations, jams, jellies, breads, cookies, cards and artwork.
The High Desert Museum, Bend (503) 382-4754
- NOV 24-26 "The Best of Times" Dinner Theatre**
North Bend (503) 756-3191
- NOV 24-25 Volkssporting**
Portland (503) 266-3747
- NOV 24 Annual Christmas Tree Lighting**
Lake Oswego (503) 636-3634
- NOV 24 4th Annual Community Christmas Tree Lighting**
Roseburg (503) 673-5939
- NOV 24 Santa Twilight Parade**
3rd annual Christmas parade featuring Santa floats, carols and open house.
St. Helens (503) 397-0685
- NOV 24 Christmas Kick-Off**
Pendleton (503) 276-7411
- NOV 24-25 Home for the Holidays**
Kick off the season at this annual Christmas bazaar. Nehalem (503) 368-5002
- NOV 25 Light Up the Gorge**
The Columbia Gorge Hotel sets the tone for Hood River's Christmas season by illuminating over 65,000 lights on their landscaped grounds.
Hood River (503) 386-5566

- NOV 24-DEC 3 America's Largest Christmas Show**
Featuring 900 booths. Multnomah Co. Expo Center.
Portland (503) 282-0974
- NOV 24-25 Ashland Hills Craft Faire**
Ashland (503) 482-8310
- NOV 24-26 10th Annual Village Peddlers Fair**
50 booths filled with handcrafted Christmas gifts and decorations. All Oregon made. Benton Co. Fairgrounds. Corvallis (503) 928-9077
- NOV 25 Harney Co. Arts & Crafts Christmas Bazaar**
Burns (503) 573-2776
- NOV 25 Siskiyou Woodcrafters Craft Faire**
Ashland (503) 482-4829
- NOV 25-April Mt. Ashland Opening**
Ashland (503) 482-2897
- NOV 25-DEC 1 The Holiday Show**
Bush Barn, Salem (503) 581-2228
- NOV 25 George Wilson Memorial Run**
Madras (503) 475-6818
- NOV 25-30 Santa Lucia Festival of Lights**
Astoria (503) 325-6311
- NOV 26-DEC 2 "Country Christmas"**
Quality handmade arts and crafts Christmas decorations, gift items, home decorations, gourmet foods, and baked goods. Clackamas County Fairgrounds, Canby (503) 266-4871



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and yourselves that
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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$ 15 FULL MEMBERSHIP: _____ \$6 EACH ADDITIONAL MEMBER: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

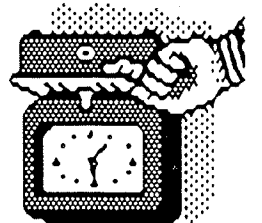
SEND TO:
MEMBERSHIP SECRETARY
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Renew your membership now!!

Chapter Meetings - Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene. 1 pm, Gino's Pizza, North Bend; Call Bob & Maria at 269-5419 or John & Patty at 759-3885. 11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg. 11 am, Angelo's Pizza, W. Main Street, Medford. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344. 12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland. 3 pm, Dominico Pizza, McMinnville. 11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass. 6 pm, Inga's Cheese Haus, 4023 South 6th. Call Preston at 882-7070. 7 pm, Casey's Pizza, 4500 S. Commercial. Call 585-6518 or 585-3897 for info. 7:30 pm, K.C. Pizza, Redmond. 7:30 pm, The Pizza Harbor, 15 N. Edgewood, downtown Astoria behind the Convention Center (in the back room). 7:30 pm, The Gun Club, Rainier (Spring). (Third Tuesdays only in the winter!)
1st & 3rd SUNDAYS	DOUGLAS COUNTY	
1st & 3rd SUNDAYS	JACKSON COUNTY	
2nd & 4th SUNDAYS	S.E. PORTLAND	
2nd & 4th SUNDAYS	YAMHILL COUNTY	
3rd MONDAYS	JOSEPHINE COUNTY	
2nd & 4th MONDAYS	SALEM	
1st & 3rd TUESDAYS	CENTRAL OREGON	
	CLATSOP COUNTY	
	COLUMBIA COUNTY	
2nd & 4th TUESDAYS	WASHINGTON COUNTY	
1st & 3rd WEDNESDAYS	N.E. PORTLAND	
3rd WEDNESDAYS	LANE COUNTY	
1st & 3rd THURSDAYS	MT. HOOD	
1st & 3rd FRIDAYS	LINCOLN COUNTY	
1st & 3rd SATURDAYS	TEAM TOTEM	

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