



JUNE 1992 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

"Destiny is not a matter of chance, it is a matter of choice; it is not a thing to be waited for, it is a thing to be achieved."

— William Jennings Bryan

Items to check out ...

A.B.A.T.E. Questionnaire
Take the time to fill one out
Pages 5 & 6

GRASS ROOTS
– Radical Thoughts and the Scheme of Things
by Rich Benson
page 3

... and much, much more!
Open it up, and read a while.

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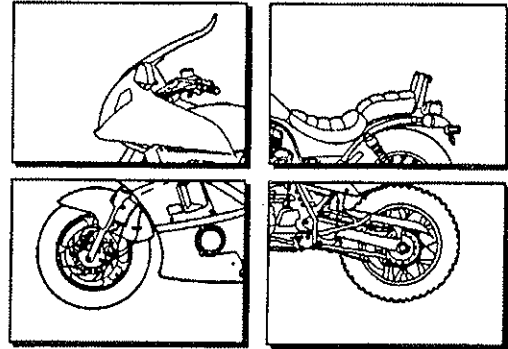
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No matter how you put it together



They're STILL motorcycles.

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GRASS ROOTS

— RADICAL THOUGHTS AND THE SCHEME OF THINGS

by Rich Benson, Public Relations Director

While riding home from the May state board meeting, I had time to reflect on the subjects that were discussed that day. Aside from the usual officer reports, some of the new was sad. Tripper's death in particular. My condolences to his loved ones. Also sad and very disturbing was the news from Lane County that there was some embezzlement from Lana Little's liver fund. I won't go into detail at this time but would like to let everyone know that charges have been filed and the good folks down there have everything under control. And I would like to thank the state reps from that chapter for being open and honest with the rest of the board members about the situation.

So what does any of this have to do with the title of this article? You've all heard of A.B.A.T.E. referred to as a grass roots organization. That means that we, the general membership, have some say so in how our organization works. It means that A.B.A.T.E. is you, and me, and all members.

And even more so it means that we can let our board members know what we want and need from the organization. I know that maybe you don't want to take the time to go to a state board meeting or don't know exactly what to say. So to help you help us understand your needs and expectations there is a questionnaire included in this issue (pages 5 and 6). Just fill it out and send it in. This way we'll be able to act in the members best interest.

On the radical thoughts, I've explained to many people, just in conversation, that maybe we need to demand certain things from our legislators. For instance, they say that by making us wear more and more protective apparel that we won't have as many deaths when cars and other vehicles hit us. But how about a motorcycle only lane or a law that says motorcycles have the right of way. Either way what I'm leading up to is that we need to have a full time lobbyist at the state capitol. Someone to express the concerns of motorcyclists to our government officials. And what about an accountant to keep track of all monies and property. Just as a safeguard so things like what happened to Lana's fund won't!

Finally the scheme of things all comes down to this. You the membership, need to keep us, the board members, in check. It's your organization, tell us what you expect of it. I urge you all to fill out the questionnaire and let your opinions be known. Also, for all of the membership - summertime is Roving State Board Meeting time. I invite you all to come to a Board Meeting when it's in your area. Come on out and meet your State Board. I look forward to meeting as many of you as possible. Until next time, enjoy the wind and keep the rubber side down.
END

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.

ABATE OF OREGON **STATE OFFICERS AS OF FEBRUARY 3, 1992**

COORDINATOR

Rotten Roger Hendricks
285-4329

MEMBERSHIP SECRETARY

Carolyn "Mother" Meerzo
255-7793

ABATE PRODUCTS DIRECTOR

Angie Jensen
285-4329

FIRST VICE COORDINATOR

Tony Franklin
774-7076

LEGISLATIVE DIRECTOR

Steve Dodds
472-8885

PUBLIC RELATIONS

Rich Benson
232-9277

SECOND VICE COORDINATOR

Captain Guy Putman
648-9311

EDUCATION DIRECTOR

Mel Yeager
363-1697

STATE RUN COORDINATOR

Rotten Roger Hendricks
285-4329

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775-4593

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673-2807

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Larry Burrows
735-0265

TREASURER

Joy Hoover
672-5415

SERGEANT-AT-ARMS II

Open

WAYS & MEANS DIRECTOR

Kraig Markusen
876-5135

NEWSLETTER EDITOR

Donna Adkins
256-2713

1992 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

RUN DATE	EVENT & CHAPTER(s)	CONTACT NAME & NUMBER	
June 18-21	Spring Opener ABATE of Washington		
June 20-21	Iron Horse Rodeo Lane County Chapter		
June 27-28	Run To The Sun Columbia River Chapter	Angie Jensen	285-4329
July 18-19	Beaver Creek Run Lincoln County	Vicki or Gary	563-3520
July 24-26	S.O.S. Run Jackson & Josephine Counties	Jackson - Ron Kyler Jo. Co. - Benita Coleman	476-2049 779-2910
August 1-2	Fox Creek Run Salem Chapter	Crickette	362-1891
August 15-16	Summer Run N.E. & S.E. Portland Chapters	Gordon Marty	249-8548 835-9863
August 29-30	Windy Creek Run Douglas County	Tim Maley	673-2807
September 5-7	Labor Day Run Lane County Chapter		
September 18-20	Last Chance Run Josephine County	Ron Kyler	476-2049
September 26-27	End Of Summer Run North Coast, Washington Co. & Yamhill County Chapters	Kraig Captain Debbie	876-5135 648-9311 738-7156
November 21	Toy Run Washington County	Captain Dave Gary	648-9311 648-4103 288-1346
December 5	Anniversary Party Salem Chapter	Mel Yeager	363-1697
December 5	Shriner's Toy Run Portland ABATE Chapters	Sarge	639-0873
December 19	"The Girl Scout Tree Of Giving" Toy Run and "Santa's Run" Yamhill County	Kraig Dave Jim	876-5135 876-6962 876-2900
December 20	Toy Run Salem Chapter	Julie	371-8219

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LETTER'S TO THE EDITOR

April 10, 1992

Hey People,

This is the latest update from Japan. Well, it was bound to happen. I was sitting at a little store and this guy pulls up on a 50CC Honda which looked just like a baby Harley. We got to talking and, I now have met the Harley-Davidson club of Himeji. Actually, they are "Motorcyclists" and in the group there are 2 or 3 with Harley's. It was really neat.

He spoke no English, and my Japanese is still coming along, but when we were talking about "Shovelheads", "Evolutions", "Pan-heads", "Fat Bobs", "S and S", and "Andrews", we were communicating without any problem! It was like a universal language.

My friend has a 1989 Low Rider, the prized possession of his life (nothing new here!). I ended up giving him all the old magazines that some of you had sent and showed him pictures of me and Kyler's trip last summer, pictures of the bikes, the bike I rode at Bonneville last year and he was really jazzed.

The Japanese Harley riders just don't get "Hogtales", "Easyriders" and "American Iron" or any other Biker mags for that matter. So, I am going to go riding with these guys this coming Sunday. I get to even ride his Evo if I want, but I think that most of the time I will be tagging along on the 250 I have. He really understood when I told him that I wouldn't get to ride my Harley with my friends for two years! I'll say one thing, these guys keep there Harley's in absolute perfect shape.

I am going to find out about their "club" and I told them about ABATE and what it stood for and everything we do and they were very impressed. To do political things within the framework of government was simply amazing to him. To actually "fight" for something like not wearing a helmet was just such a radical idea that explaining it was difficult.

We Americans have got the power to make change. The Japanese Bikers do not! Well, even though there is a real big language barrier, when we talk bikes and riding, language doesn't matter at all! Well, if anyone wants to send old magazines to these guys, they would love to get them. It should be the cleaner versions and if you mail them as "Printed Matter, No Value", it's a lot cheaper. If every fifth person in ABATE sent one, these guys would have enough to dream about for years! Spread the word! I am! Anyway, if anyone wants it, mail them to:

Pete Karpa
2-8 Goken Yashiki
Himeji, Japan 670

Pictures, videos and maybe run posters, etc., would go over well, also.

Well, I'll keep you informed! Later, from the land of the rising sun, where American Iron is King!

Pete Karpa

P.S. Hi to the Board!

**Those who reap the blessings of
freedom must undergo the
fatigue of supporting it.**

May 7, 1992

Greetings to all the Organizers and Teachers;

My daughter, Codie, and I would like to thank all of you for the excellence of the S.T.E.A.M. conference. We both learned a lot of worthwhile information which can be applied to areas of our involvement other than A.B.A.T.E. We also met some very talented and gifted people.

We hope to participate again next time.

Once again, thank you.

Sincerely,
Codie Lindi
Jennie M. Lindi
376 NW Wide
Roseburg, OR 97470

"THUNDER"

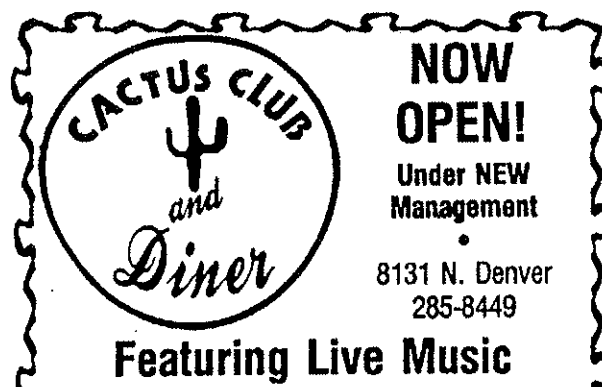
I've got the Harley Blues,
And it's all because of you.
I hear your thunder in my sleep,
Into my daymares you dare to creep!
I love you so ... or don't you know?
I pray to God our love will grow!
If it doesn't, we will see...
Just exactly what will be of me!
The one thing I keep in mind,
A tied down biker you'll never find!
They ride with the wind,
Their love they will send ...
But ...

THEY FLY ALONE!

G.A.S.
April 1992

"We owe almost all our knowledge not to those who have agreed but to those who have differed."

- Charles Caleb Colton



BIKER'S LEGAL FORUM

by Russell Brown, Jr.

Attorney for Motorcyclists

BASIC ACCIDENT INFORMATION:

Although the laws in the United States vary from State to State there are more similarities than there are differences. The following answers to the proposed questions are generally consistent with the laws in your State.

QUESTION: If I am in an accident, do I have to stop?

ANSWER: Yes. Whether you are in an accident that involves a pedestrian, moving vehicle or parked car or someone else's property - **YOU MUST STOP!** If you drive away you are guilty of "hit and run" even if the accident is not your fault and even if the damage is a small dent in a parked car or your neighbor's fence. Hit and run penalties are usually severe, even if the accident causes only property damage, you can go to jail. Additionally, your driver's license may be taken away. If you hit a parked car try to find the driver. If you can't, the laws allow you to drive away only after you have left behind your name and address. If you are driving someone else's vehicle, leave the owner's name and address too. Write the information on any paper that is handy and put it where the other person whose property has been damaged can easily find it.

QUESTION: What should I do if someone is injured?

ANSWER: The law generally requires you to seek medical assistance for the injured person. This is true whether you are at fault or not. In some situations you may even transport that person to a hospital or doctor, however, caution is advised. If that person appears to have neck or back injuries, don't move them. Also, if someone is badly hurt it is best not to move them. Also, if someone is badly hurt it is best not to move him or her - you might make the injuries worse. However, on the other hand if the injured person is in danger of being killed, i.e., being run over by oncoming traffic or being burned to death in a vehicle which is on fire, you would be justified in moving that person even if you make the injury worse. Most states have the "Good Samaritan Laws" that afford protection against lawsuits brought by injured persons who claim that your conduct after the accident made them worse.

QUESTION: What should I do next?

ANSWER: After you have stopped and rendered aid, if possible it is extremely important that you do the following, not only to comply with the law but to protect yourself. All laws say that you must identify yourself at the scene of the accident, that is, give your name, address, phone number, driver's license number and car license number. You also should give the year and make of your car and the name and address of your insurance company if you have insurance (and you should have insurance). If the car isn't yours, give the name and address of the owner as well. Be sure to get the same information from the other driver - ask to see the other person's driver's license, then copy down the information from both the front and back of the driver's license. Obtain the names and addresses of any passengers in the car. If there are any witnesses to the accident obtain their names, addresses and phone numbers - ask them to tell you what they saw and write down what they say. Even if the people at the scene of the accident claim they saw nothing, try to obtain their identity even if they won't give their names. For example, if a man is mowing a lawn across the street from the accident write down the address. If a person gets into a car and drives away and you think he might have seen the accident write the license number down. Frequently, people simply don't want to "get involved". Later after they have been contacted and encouraged to lend a helping hand they change their minds. Also you should write down the name and badge number of the police officer who comes to investigate the accident. Then ask the officer where you can go to get a copy of the accident report and when it will be ready. As soon as you can, preferably at the scene of the accident, make a simple diagram of the accident. Draw the positions of both the vehicles before, during and after the accident. If there are skid marks on the road, pace them off. Draw them on the

diagram noting the distance they cover. Mark the positions of any crosswalks, stop sign, traffic lights or street lights. Make notes too on road conditions.

I realize that all of the foregoing is asking a lot and it is frequently impossible, particularly when you have been involved in a motorcycle accident. However, more of the things that can be accomplished, the better off you will be after the accident. If you can't accomplish them because of your injuries, it is strongly recommended that you ask someone else to do it. For example, if someone else at the scene of the accident appears interested and concerned about your injuries - ask them to do you a favor and obtain the necessary information for you and ask them to obtain the names of the witnesses. It is also very important that if you believe the other party was exceeding the speed limits and there are skid marks that would indicate said speed, ask the other person to pace them off.

Recently a biker was injured in a construction area because the construction company had failed to place signs and other markers along the roadway. The biker was traveling down a road very late at night and did not realize that there was a four inch drop off existing between the number 1 and 2 lanes in the direction he was traveling. When he attempted to move to the right to make room for a car that was approaching him from the rear, he lost control of his motorcycle because of the "drop off" and he was thrown to the ground and sustained a skull fracture. Fortunately, his father early the next morning had the presence of mind to take a camera to the scene of the accident and photograph the area before it was changed. Had his father not acted promptly, we might never have known what caused his accident. **END**



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BIKERS GEAR UP FOR AWARENESS MONTH

About 250 motorcyclists rally at the Capitol and hear a call for education of riders and motorists.

by Kimberly Griffin

They donned their helmets, hopped on their Harleys, and shook the Capitol grounds with their exit.

About 250 motorcyclists formally kicked off Motorcycle Awareness Month with Sunday's rally of A Brotherhood Against Totalitarian Enactments of Oregon.

Dave Nault, a spokesman for A.B.A.T.E., said educating both motorcyclists and automobile drivers was essential.

"You need to drive defensively - you need to be aware," he said.

Mei Yeager, the education officer for A.B.A.T.E. of Oregon, said May was a good time to raise that awareness.

"We know that our very lives depend on whether we can get through this summer safely or not," he said.

Tony Franklin, the vice coordinator for A.B.A.T.E., suggested that riders take every opportunity to wave and smile at children to help dispel stereotypes.

"We just might not be as bad as they were raised to believe," he said.

A.B.A.T.E., a not-for-profit group, promotes motorcycle safety but also advocates freedom of choice - especially when it comes to helmets.

"We believe helmets do assist, but then again it should be the motorcyclists' choice," Nault said.

Here are some safety tips A.B.A.T.E. suggests to motorcyclists:

- Make sure all lights are working and use turn signals.
- Always carry your drivers license.
- Leave an escape route.

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THE INVESTMENT OF A MOTORCYCLE

by Lady A, Chapter H, Dixie Wings

Have any of you realized what the investment of a motorcycle really is? Well, think about it. It is not necessarily the kind you have, or what the monetary value is, sure that is important, but to me, one of the most important things is the people you meet. They say you meet the nicest people on a motorcycle, well, to me that is true.

My husband jokes with me sometimes about my big head since I have this motorcycle. He says he is to blame and who am I to argue. Well maybe he is right, but I have every reason to be. The pride and pleasure I get every time I get ion it. The excitement you feel when you hit the start button, the knowledge you will be riding down a road that will lead you to who knows where. There is one thing for sure, that somewhere along that by-way, there will be another motorcyclist like yourself and another friend to add to the long list you already have.

We, as Tennesseans, are very fortunate to live in such a beautiful state. What with the grandeur of the Great Smoky Mountains to the east, the breath taking beauty of the Cumberland Plateau overlooking a beautiful valley in the middle part of the state, to the western area that borders the might Mississippi. In retrospect, to me, Tennessee can very well be known as America the Beautiful. This makes for some of the best riding in this part of the country.

When most of you make an investment, one question you ask is, "What will the return be?" In this case, it will be the new people you meet, the pleasure of riding, and the comradery we share with this elite group of fellow enthusiasts. Where else could you find such a big return on an investment?

The returns that I have gotten out of my investment, or should I say "Steve's", has been very rewarding. Such as driving a beautiful bike, the wonderful and vast number of people and friends that I have met, not to forget the awe inspiring scenery we have to ride through. I ask myself, "What more could a person want?" My answer is: "I already have it all." My wish to you is, that someday you will have it all too.

Well, time to mount my fiery steed and put a few more miles on before the sunset. See ya on the road somewhere.

Remember it is not wise to let them sit too long. They were meant to be ridden. So how about it folks. Mount that fiery steed you have and make the most of what motorcycling has to offer. It is a whirlwind of fun, riding, and most of all, great friends.

Many wonderful, happy, and safe miles ahead. *END*

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PENNSYLVANIA'S "OPERATION SAVE-A-LIFE" IS A CLASS ACT B.A.M. BECOMES "OFFICIAL SPONSOR"

"Let's Not Meet By Accident" is the theme for Operation Save-A-Life, a program designed by ABATE of Pennsylvania to take motorcycle awareness into the school system and teach students how to share the road with motorcyclists.

Less than a year old, Operation Save-A-Life has already been presented at several high schools and instructors are currently being trained statewide. The program, usually given during school assemblies, consists of a slide presentation and information on motorcycle awareness and safety.

"We have a pretty good program we can offer the schools," said John Andrews, director of Operation Save-A-Life. "Understanding the problems and hazards of motorcyclists will ensure the safety of all drivers on the road. The primary purpose of this program is to make all motorists aware of the presence of motorcyclists on our streets and highways, with the ultimate goal of saving a life, which could be yours or could be my own."

In May, 1992, Bikers Against Manslaughter (B.A.M.) recognized "Motorcycle Awareness Month" by becoming an official sponsor of Operation Save-A-Life and agreed to help spread the word to other states that may want to adopt such a program.

According to B.A.M. National Director Bill Bish, "It's a shame that many states have cut back on driver education courses, with motorcycle awareness being the first section to get axed. Operation Save-A-Life can fill that void, and B.A.M. is proud to help expand this already successful program."

"If Operation Save-A-Life succeeds in getting ONE driver to check twice before pulling out in front of a motorcycle, thus saving the life of ONE motorcyclist, then it's well worth the effort," said B.A.M. Founder Russ Brown, who personally donated \$250 towards the acquisition of program materials and travel expenses.

For more information, call (717) 234-3777, or write ABATE of Pennsylvania, P.O. Box 15226, Harrisburg, PA 17105-5226. *END*

ARKANSAS BIKERS ATTEMPT REFERENDUM ON HELMET AND SEAT BELT LAWS

A statewide petition drive has been launched in Arkansas in an effort to allow the voters of that state to decide the issue of mandatory helmet and seat belt laws.

The petition drive is being coordinated by V.O.T.E.R. (Voters Organized To Establish Reform), a group formed by ABATE of Arkansas' M-PAC (Motorcyclists' Political Action Committee). V.O.T.E.R. has until July 3rd to collect 56,000 signatures of registered voters.

If they succeed, the November General Election ballot will provide Arkansas voters the opportunity to repeal the state's helmet and seat belt laws.

"Our petition combines seat belt use and helmet use on the same ballot," explained Eddie Bunch of V.O.T.E.R. "The press, legislature and doctors, lawyers, insurance groups, etc., keep tying both issues together when we are fighting the mandatory helmet law here in Arkansas, so we thought that we would tie them together on a petition since we know that a helmet-only measure would fail."

Indeed, according to Bill Bish, national director of Bikers Against Manslaughter, "The only time a helmet law was put to public vote, in Oregon, the law passed overwhelmingly. On the other hand, 4 states have rejected seat belt laws at the ballot box, while only 2 states have approved seat belt referendums. Ironically, Oregonians voted down a seat belt measure at the same time they approved their helmet law."

Added Bish, "Arkansas has a unique opportunity. Never before have both issues been placed on the same ballot measure. Given the track record of seat belt laws failing at the polls, perhaps Arkansas bikers have discovered a new battleground for Freedom of Choice."

For further information, or to request petitions, contact V.O.T.E.R., P.O. Box 190666, Little Rock, AR 72219. *END*

***"History teaches us that men and nations
behave wisely only after they have ex-
hausted all other alternatives."***

- Abba Eban

GROUP SEEKING TO LIMIT OFFICIALS' TERMS GETS 95,000 SIGNATURES ON ITS PETITION

Backers of a measure to limit the terms of Oregon's elected officials have gathered 95,000 signatures so far. 6,000 more than needed to place the measure on the Nov. 3 ballot, organizer Frank Eisenzimmer said Saturday.

The group Limits, the acronym for Let Incumbents Mosey Into The Sunset, wants to collect 115,000 to make sure it qualifies for the ballot. Group members expect to have them by the July 2 deadline.

Eisenzimmer made the remarks in an address to a workshop Saturday at the Libertarian Party of Oregon convention being held this weekend at the Red Lion Inn/Coliseum.

He thinks limiting terms of elected officials would refresh the political process by bringing in new blood and forcing out entrenched incumbents.

"It's not the people who are turned over," he said. "It's the people who stay there too long. They're the ones who set the agenda."

The seniority system is partly to blame for congressional inaction, he said, because newcomers, the ones with the most enthusiasm, are invariably told to shut up and sit in the corner until they obtain some seniority.

Limiting terms, he said, is the first step in rejuvenating America's political system.

"I see America going into a steep decline, and I think that's the consensus of everyone," he said. "It's just a matter of time until this country is a Third World country unless we turn things around."

The Limits proposal would restrict state House members to three two-year terms; state senators to two four-year terms; members of the U.S. House to three two-year terms; and members of the U.S. Senate to two six-year terms.

To qualify for the ballot, the proposal needs 89,028 valid signatures.

On Sunday, Libertarian Party members will nominate candidates for statewide offices. *END*

IN THE "CAUSE OF CAUSES", IT'S TIME TO STOP AND THINK

We have a contract, you and I. It is called the Constitution of the United States. It establishes us each as equal partners and owners of our government. That includes its assets and its liabilities.

The Constitution also gives us the freedom to believe in what we think is right, but it does not require us to agree. The bulk of the document outlines a representative form of government with decision making power divided between three bodies - the legislative, the executive and the judicial.

by Larry Hennings, Special to COUNTERPOINT

It was known at the time of its adoption that this Constitution was a cumbersome structure, which could not satisfy all the people all the time. More than that, this government was not expected to satisfy "anybody" all the time.

It was done this way for one specific reason - to keep the power of government under the control of the mainstream population. No potential dictator or extremist group was to be able to overcome the sluggish inertia of the middling masses. In this are found both the strength and weaknesses of the United States of America.

The entire human race is at an epoch as the 20th Century counts down. The cold war is sputtering out, and perhaps there is a chance to put the nuclear genie back in the bottle. Medical science is astounding us all with its cures and potential, but world population is growing beyond control. "Space, the final frontier" is beckoning, the ozone hold is threatening, fossil fuels are dwindling; and so it goes on and on.

Challenges and opportunities abound, and we Americans are in a funk. We wring our hands and worry. We have no plan. We seem to be losing faith in ourselves. But, we are the same people we have always been and have more knowledge and technical resources than ever before. So what is the problem?

Suppose we ask:

- What is really going on?
- Why are we doing what we do?
- Who is leading us where?

And, then stop and think about this:

The Press, The Politicians and the Ecology of the Moral High Ground.

The Press

The Press and the Politicians together have taken full possession for themselves of the Ecology of the Moral High Ground and they are loving it to death. As a result, an extraordinary role shift has taken place in American government.

The Press has assumed the role of leadership for itself.

- It sets the agenda.
- It decides on behalf of the "informed electorate" which issues are newsworthy and which are not.
- It now decides who is eligible for public "sensitivity" and who is not.

- It establishes the preferred candidates for re-election but finds it politic to decry the 97% return of incumbents. We are given to understand that it is those voters in the other states that keep getting 'suckered'.

The Judiciary

The Judicial Branch has moved in to the legislative role and has routinely stretched the word of law according to the philosophy of the presiding individuals. "The letter of the law" is cited when it suits them, but they have little trouble justifying their decision on the basis of "intent" when the letter of the law does not conform to their own personal perspective.

The word "constitutional" is employed now and then, but exactly which words of the Constitution directly apply to the case are seldom quoted.

The Congress

The Congress is now populated by "mini-presidents" of remarkable capacity; expert on the best design for a space shuttle, military weapons systems and the number of hulls needed for oil tankers. At the same time they know all they need to know about food stamps, management of the CIA, winning a war in the Middle East, and interstate transportation.

They would be able to solve the federal deficit problem too, if only the real President would quit dropping by and outvoting them when the budget is approved.

So, when the real Mr. President does stand up all he has to do now is take care of public relations. Complaining about congress is always good, and of course a thousand points of light has been inspirational for all of us.

What is really going on?

Not much. We have no leaders who are able to step up and set the agenda.

We can have no leaders because the journalists will brook no rivals.

The politicians in power are there because they are the ambitious achievers who are willing to play by The Press Rule:

"Do not tread on the approved cause."

Once the candidate has convincingly demonstrated sensitivity for the approved cause, "healthy skepticism" will be suspended.

That particular politician does not need to develop a plan that actually works for the public. Someone else will be found to blame if it doesn't.

Why are we doing what we do?

We do what we do on the basis of information we have and our perceptions about that information. The quality of our decisions can be no better than the accuracy of the information we receive and the perceptions that follow from it.

Mostly we do good things for good reason for a good cause. Even when we have valid information it is a struggle though.

Things get more complicated if the information we have been given is biased before we start.

When journalists select and deselect causes in the newsroom for favored treatment we often realize that the information is distorted. When they cheat we feel we have to cheat too, just to keep even.

Alternatively, when we find out too late that we have been misinformed we wind up making mistakes that are not even our own fault. That is not good for attitudes either.

Who is leading us where?

The press is leading us down that road paved with good intentions. They always want to do something nice for someone who is eligible for sensitivity. Those who must pay for, and those who may get hurt by it can be safely ignored because they just aren't newsworthy.

In the short run journalists get the win and can be quite pleased, but at the same time they are poisoning the democratic process with distrust.

Many of the articles which appear in COUNTERPOINT are howls of protest by individuals who are not being treated fairly by the system.

They know their own views cannot get a fair shake in the commercial media. So, they run to this paper and other publications where they can at least get their words out to a few of their fellow Americans.

This same frustration is also evident among many others who are simply silent and uninvolved. Little by little THEY ARE GIVING UP on the system because they feel it has given up on them.

This is a very dangerous road for all of us. America's problems can be solved, but to do so requires the involvement of ordinary people and a willingness to do their part. The power of the press and self serving campaign promises from politicians won't make that happen.

The time has come for us to recognize an important point. The ecology of the moral high ground is being destroyed by those who claim to love it most.

Originally, the "free press" was to provide a "level playing field" for all causes that would aspire to a position on the "moral high ground." We were taught in high school that it was to be obtained by merit. Today, it has become only a question of whose tactics work best.

For those of us who have been left out, restoration of the level playing field is the most important cause we can have.

If we believe we are being treated fairly we will be willing to make the extra effort it takes to improve and defend the system. We will even accept sacrifices on behalf of our own causes if we know we got an even break to start with. Not so, if we feel we were cheated. The bitterness from that experience never fades away.

We each have our causes; we believe in ours as deeply as the journalists believe in their own, but there is more to this than just our respective causes.

For both the journalists and ourselves it's time to stop and think.

What is most important - our causes or our principles? None of us can win if we do not pull together. The time to do it is now.
END

Reprinted from May/June 1992
Counterpoint

"TYRANNY OF CLERKS" GOVERN OREGON

**Nearly 13,000 new agency rules, 615 per
month anger citizens**

Once upon a time, when the constitution still protected civil and property rights, government employees worked for you. Now, whether you are an optometrist, vendor, or property owner, you are controlled by appointed rule makers, and the employees working for them make and enforce their rules. Every new rule they make affects "your civil and property rights."

POLITICAL SYSTEM BROKEN

Our political system is a mess. We are governed by a "Tyranny of Rule Making Clerks." The legislature created most of the following administrative agencies including, but not limited to: LCDC, WRC, DEQ, ODF&W, DOT, MVD, PUC, DP&R, etc., staffed by appointees and clerks. The problem is there are no "checks and balances" to limit the administrative rule makers. Oregon is the only state without legislative "oversight" of rule makers.

HOW DO THEY DO IT?

The legislature, urged by zealots, creates the agencies to allegedly protect the public. The agencies in turn draft new laws which the legislature passes. In the last biennium (2 years) your elected representatives and senators created less than 1,000 laws by statute. But hold it, that's not the end! The agencies "flesh them out" without legislative oversight

RULES, RULES WITH THE FORCE OF LAW

Your elected legislators go home, then the appointed administrative agencies make the rules. They created 12,777 new rules in the last biennium. In one year, 1990 they created 7,367 new rule! That's 30 per day ... 615 per month! All these rules have the force of law. Can you believe it? It's a recipe for economic disaster.

OREGON IS A LONER, NO CHECKS ON RULE MAKERS

According to the Secretary of State's office, Oregon appears to be the only state without legislative "oversight" of rule makers. As one state senator says "Government runs amok in Oregon." It's time to make government accountable to you! **END**

BENEFIT CONCERT

LANE COUNTY CHAPTER

A.B.A.T.E.

A BROTHERHOOD AGAINST TOTALITARIAN ENLIGHTENMENT

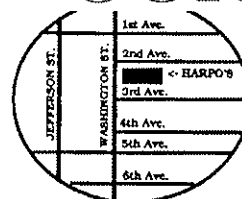
FUNDRAISER FOR LANA LITTLE'S
LIFE-SAVING ORGAN TRANSPLANT



THE NIGHTCRAWLERS

(LIVE BAND)

FRIDAY JUNE 26th



\$5.00 Admission
HARPO'S
BLUE NOTE
211 WASHINGTON STREET
SHOW STARTS AT 10:00pm

DEDICATED TO THE FREEDOM OF THE ROAD.

DEDICATED TO THE FREEDOM OF THE ROAD.

You Could Become A Common Criminal If The Oregon Gun Ban Initiative Passes.



Reprinted from May 1992, American Rifleman

ONE RIGHT - DIFFERENT LAWS.

- Committing a crime just by owning a firearm?
- Laws that discriminate against honest gun owners who *live in or visit* urban areas?
- Repealing uniform laws that treat all citizens equally and fairly?

Your right to keep and bear arms as guaranteed by the Oregon Constitution could depend upon where you happened to be at the time. It's a frightening thought - but it could easily become reality.

HERE'S HOW

THE THREAT.

Portland City Commissioner Earl Blumenauer is currently pushing an initiative to amend the Oregon Constitution. If passed, it would allow cities of over 40,000 persons to regulate, restrict or prohibit firearms and ammunition in *any way*. And it could be on the ballot as soon as November.

How serious is the threat? Cities enacting and enforcing gun control ordinances would not only have the power to erase your right to bear arms, they could suspend other constitutional rights, too. Even your right to legal counsel or your right to privacy!

YOUR RIGHTS

ARE TARGETED FOR TERMINATION.

Don't be fooled. This initiative is aimed at all firearms. **YOUR** firearms. From Remington 1100s and Browning BARs to Colt 45s and Ruger 10-22s. Even your state-issued Concealed Carry Permit could be void within city limits.

It won't be long until *your* city or town is targeted by the gun prohibitionists. This firestorm will spread unless you act now.

OREGON GUN OWNERS MUST UNITE NOW.

Don't let California-style gun laws gain a foothold in Oregon. To keep your rights, here's what you must do:

- Refuse to sign the Gun Ban Initiative petition
- Register to vote
- Encourage friends and family to register to vote
- Encourage your friends to join the NRA

Join the NRA and the fight to preserve your guaranteed freedoms in Oregon.

CALL NOW — 1-800-368-5714

**To obtain a TEAM OREGON brochure or additional information, call
1-800-545-9944 (This is a new number)**

1992 TEAM OREGON MOBILE CLASS SCHEDULE

MONTH	EASTERN OREGON	CENTRAL OREGON	SOUTHERN OREGON	COASTAL OREGON
June	5, 6, 7 LaGrande	26, 27, 28 The Dalles	12, 13, 14 Klamath Falls	19, 20, 21 Astoria
July	10, 11, 12 Ontario 25, 25, 26 Baker City 31, 8/1, 2 Pendleton	16, 18, 19 Bend	9-19 Medford 17, 18, 19 Roseburg	10, 11, 12 Coos Bay 17, 18, 19 Newport 24, 25, 26 Tillamook 31, 8/1, 2 Brookings
August	7, 8, 9 LaGrande	14, 15, 16 Burns 28, 29, 30 The Dalles	7, 8, 9 Klamath Falls 13-23 Medford	14, 15, 16 Astoria
September	11, 12, 13 Ontario 25, 26, 27 Baker City	10, 12, 13 Bend	17-27 Medford 18, 19, 20 Roseburg	11, 12, 13 Coos Bay 25, 26, 27 Newport
October	2, 3, 4 Pendleton 9, 10, 11 LaGrande	23, 24, 25 The Dalles	9, 10, 11 Klamath Falls 22-25 Medford	2, 3, 4 Tillamook 23, 24, 25 Astoria
November	13, 14, 15 Ontario 20, 21, 22 Pendleton	6, 7, 8 Bend	20, 21, 22 Roseburg	6, 7, 8 Coos Bay
December			11, 12, 13 Medford	

1992 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

MONTH	CHEMEKETA C.C.	LANE C.C.	LINN-BENTON C.C.	PORTLAND C.C.
June	4, 6, 7, 11, 13, 14 MRC 27 ERC	4, 6, 7, 11, 13, 14 MRC 20 ERC		13 ERC 17, 20, 21, 24, 27, 28 MRC 18, 20, 21, 25, 27, 28 MRC
July	9, 11, 12, 16, 18, 19 MRC 25 ERC	9, 11, 12, 16, 18, 19 MRC 26 ERC	23, 25, 26, 30, 8/1, 2 MRC	8, 11, 12, 15, 18, 19 MRC 9, 11, 12, 16, 18, 19 MRC 26 ERC 29, 8/1, 2, 5, 8, 9 MRC 30, 8/1, 2, 6, 8, 9 MRC
August	6, 8, 9, 13, 15, 16 MRC	6, 8, 9, 13, 15, 16 MRC 23 ERC	9 ERC	15 ERC 19, 22, 23, 26, 29, 30 MRC 20, 22, 23, 27, 29, 30 MRC
September	10, 12, 13, 17, 19, 20 MRC 26 ERC	17, 19, 20, 24, 26, 27 MRC 27 ERC	17, 19, 20, 24, 26, 27 MRC	10, 12, 13, 17, 19, 20 MRC 13 ERC 24, 26, 27, 10/1, 3, 4 MRC
October	1, 3, 4, 8, 10, 11 MRC	15, 17, 18, 22, 24, 25 MRC		17 ERC 22, 24, 25, 29, 31, 11/1 MRC
November	13, 14, 15 MRC	13, 14, 15 MRC	6, 7, 8 MRC	
December				4, 5, 6 MRC



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FROM THE OREGON STATE SHOOTERS ASSOCIATION (O.S.S.A.) AND ERIC DICKMAN

MAY 19th PRIMARY RESULTS: "GOOD-BYE, RICK!"

On May 19th, Voters in Multnomah Co. District 3 completed the work begun two years ago to recall County Commissioner Rick Bauman. In a lopsided victory, Tanya Collier beat the arrogant former commissar who had boasted just a month earlier, "I don't think I'm going to lose. I don't think it's going to be close, to be candid. I just don't think you can beat me." The recall may have started over unnecessary firearms laws, but it was this attitude that helped fuel the discontent. Building on the base of recall petition signers, Tanya beat Rick with a well organized campaign, including volunteers from the recall effort. Typically, little credit was given by the "media" to the reasons for his ouster.

OREGONIANS REJECT ANTI-GUN RICK ROLF:

Another anti-gun would-be politician, Rick Rolf, who attempted to energize his tepid primary campaign by bashing so-called "Assault rifles" went down to defeat at the hands of a solid pro-gun candidate, Tony Meeker. As you will recall, Rick attempted to create sensational news by purchasing an legal AR-15 from a store front dealer and waiving it around at a news conference. Tony will be the Republican candidate for the U.S. Representative from District 1, replacing Les AuCoin.

LES AUCOIN FOR SENATE?

As this is being written, the race for the Democratic candidate for U.S. Senate is still undecided. Harry Lonsdale and Les AuCoin are separated by less than 300 votes. The results of a recount should be known by the time you read this. While Harry is not our friend, a loss for Les would underline the point that you don't mess with citizens' firearms and expect to get re-elected. More importantly, as a turn-coat who made a media conversion to "H.C.I." by supporting the "Brady Bill", his elimination at this level would make the point even more emphatic.

PORTLAND MAYORAL RACE:

Thanks in part to a large field of candidates, the Portland Mayoral race is not yet over. While the two media-designated "front-runners," Earl Blumenauer and Vera Katz, did end up in the first two spots, no one received over 50% + 1 votes. The November runoff election will be interesting.

CIVIL RIGHTS REPEAL INITIATIVE:

Meanwhile, Earl Blumenauer continues tout his amendment of the Oregon Constitution through the "Civil Rights Repeal" initiative as the centerpiece of his campaign. As described before, this would allow cities of over 40,000 population to pass whatever form of gun control they chose, regardless of the provisions of the State Constitution.

We encourage you NOT to sign this petition and to let us know anytime you see someone gathering signatures in a public place (778-7171).

HOWEVER!!! You should also be aware that the Multnomah County Citizen's Safety Committee has manned a table at the Saturday Market on several weekends and the Blumenauer forces have NOT shown up! When challenged, the opposition cannot stand the light of reason, depending entirely on emotion to argue their feelings. This petition can be stopped and you can help by calling 778-7171 and leaving your name and number.

FOLKS, WE ARE WINNING! IT MAY NOT APPEAR THAT WAY FROM WHAT YOU READ IN THE NEWSPAPER OR HEAR ON "NEWS", BUT WE OUTNUMBER "THEM", AND WE VOTE! YOUR CONTINUED HELP IS NEEDED, BUT IT CAN BE DONE. BAD LAWS AND BAD POLITICIAN CAN BE CURED!

NEW "L.A. GEAR":

Just why waiting periods for firearms purchases are a BAD idea was explained in April when South Central L.A. turned into a riot zone. Californians are angry that while the police stood by watching the rioting they were prevented from purchasing firearms to defend themselves and their property by the state 15 day "waiting period". In the wake of the riots, firearm sales are reportedly up 50% and new memberships in the N.R.A. are running 1500 per day. In an area that has experienced earth quakes for decades and has been waiting for the "big one" to hit, it is ludicrous to expect the civil authorities to provide protection for civilians. Even the National Guard was unprepared, having to wait for ammunition to be shipped in from Fort Ord.

Meanwhile the situation was much better for those who were prepared. We saw how the Korean merchants held looters at bay with firearms and prevented their stores from being torched. Other sources tell of armed apartment dwellers merely displaying firearms and stopping the burning of their apartment house. Self defense and the deterrence of crime does not automatically mean death and injury: It means the saving of lives and property. END

Columbia River ABATE of Ore.
RUN TO THE SUN
June 27 & 28
Overnite
Poker Run Chip
Sign in 8 to 10:00 am
Cactus Club & Diner (Breakfast available)
8131 N. Denver, Portland
Maps will be distributed at sign in
PRIZES & PARTY GAMES
High Score Low prize
\$1500
Bring your swimsuit and go swimming
For information call:
Angie at 285-4329 or
Doug at 282-7821

A CHANCE TO COMMENT ON ... WINTERTIME OXYGENATED GASOLINE PROGRAM NOTICE OF PUBLIC HEARING

WHO IS AFFECTED:

Gasoline terminals, bulk plants, distributors, service stations, and consumers of gasoline in Clackamas, Jackson, Josephine, Klamath, Multnomah, Washington and Yamhill Counties.

WHAT IS PROPOSED:

The Department of Environmental Quality is proposing to amend OAR 340, Division 22.

WHAT ARE THE HIGHLIGHTS:

1) Automobiles emit carbon monoxide, with larger quantities emitted in cold weather. The proposed rules require oxygenated fuel to be sold in the control areas in the months of November through February to reduce these auto emissions.

2) Gasoline distributors would be required to supply oxygenated fuel to control areas during control periods at an average oxygen content of 2.7 percent and a minimum content of 2.0 percent.

3) The oxygenated gasoline program would begin November 1, 1992.

HOW TO COMMENT:

Copies of the complete proposed rule package may be obtained from: Vehicle Inspection Program, Department of Environmental Quality, 1301 SE Morrison, Portland, OR 97214 or the regional office nearest you. For further information contact Jerry Coffey at (503) 731-3049.

Public hearings will be held before a hearings officer at:

7:00 pm	7:00 pm
June 17, 1992	June 22, 1992
Portland Building	Jackson Co. Courthouse
Room A	Auditorium (Oakdale entrance)
1120 SW 5th	10 South Oakdale
Portland, Oregon	Medford, Oregon

1:00 pm
June 23, 1992
Courthouse Annex
Commissioner's Hearing Room
(2nd Floor)
305 Main Street
Klamath Falls, Oregon

Oral and written comments will be accepted at the public hearing. Written comments may be sent to the DEQ, but must be received by no later than June 30, 1992.

WHAT IS THE NEXT STEP:

After public hearing, the Environmental Quality Commission may adopt rule amendments identical to the proposed amendments, adopt modified rule amendments on the same subject matter, or decline to act. The adopted rules will be submitted to the U.S. Environmental Protection Agency as part of the revision to the State Implementation Plan. The Commission's deliberation should come in September 1992 as part of the agenda of a regularly scheduled Commission meeting. *END*

**YOUR HARD WORK IN ABATE IS
WORTH IT ...**

July 3-4-5, 1992



8th ANNUAL INDEPENDENCE DAY CELEBRATION

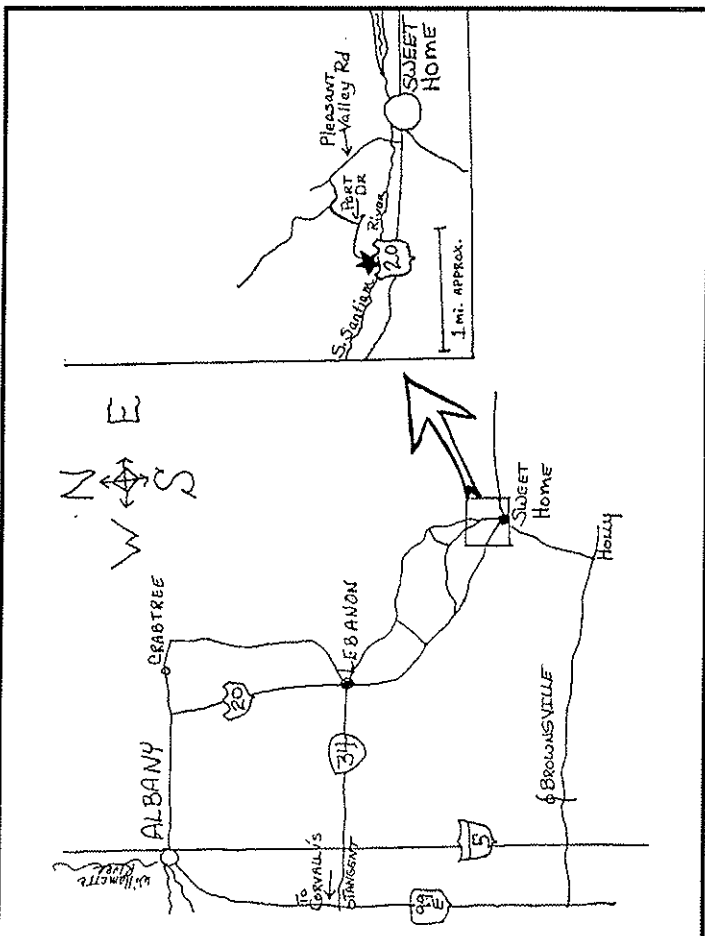
AMO Members - Single \$10 Couple \$15
Non Members - Single \$15 Couple \$20
Children under 14 free

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INFO: TL 327-3564
Bob 633-2910

A.M.O.
Box 1298
Albany, OR
97321





A.B.A.T.E. of Oregon

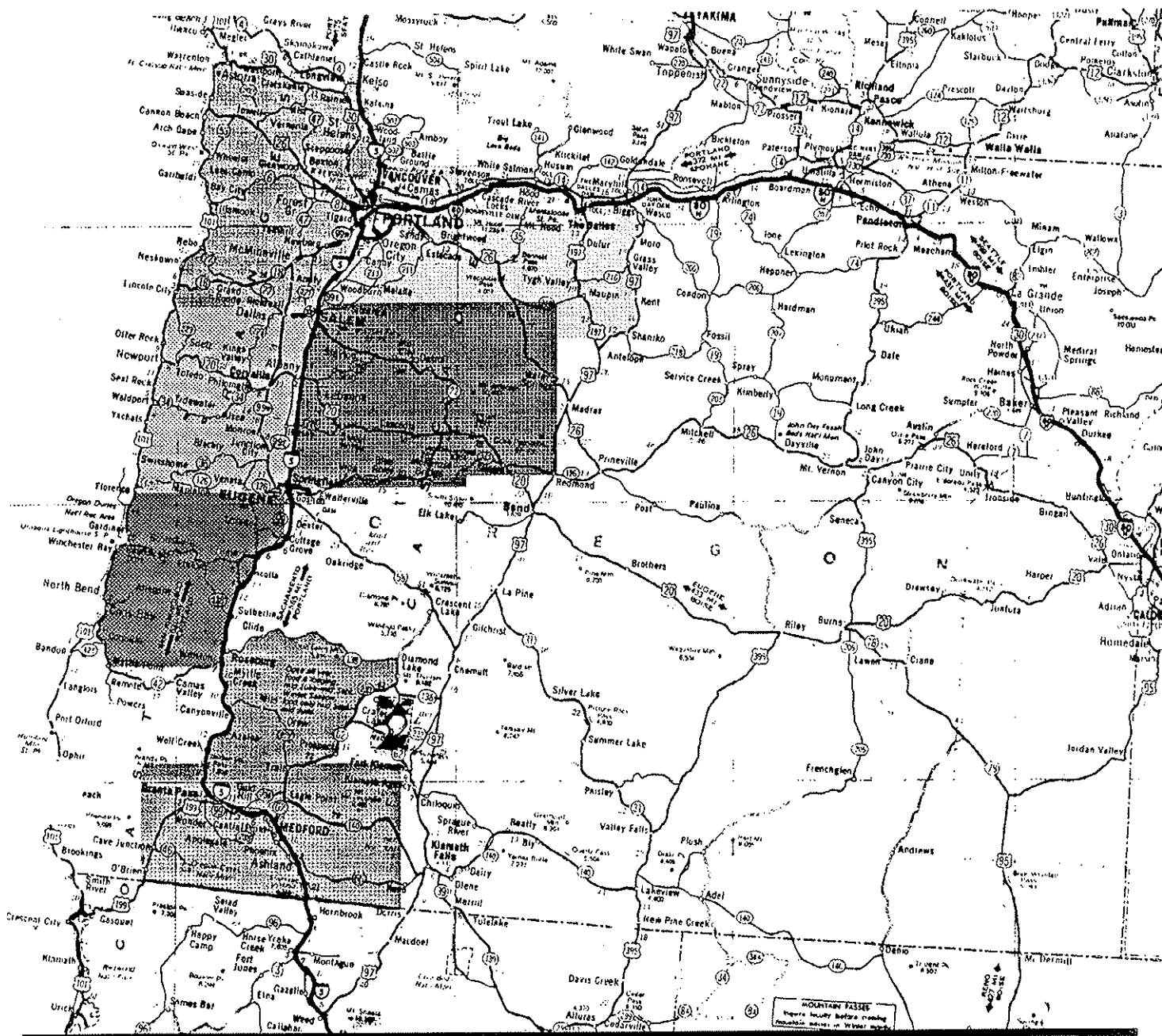
ROAD LIST

LEGEND

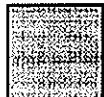
- | | |
|------------------|---------------|
| 1 Pickup | 5 Information |
| 2 Tools/Gas | 6 Meal |
| 3 Garage/Shelter | 7 Location |
| 4 Photo-Accident | |

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside 738-8850 H	738-0723 W	X	X	X	X	X	X	A
Dave - V-Twin Eng.	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W	X	X	X	X	X	X	A
	206-665-6513 H							
Mike - Warrenton	861-3419	X	X	X	X	X	X	A
Steve	472-8885	X	X		X	X		A
Pat Gleason	775-4593	X	X		X	X		A & B
Angie	285-4329	X		X		X	X	B
Bob & Terry Moore	286-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985	X	X	X	X	X		B
Mac McKinster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbam	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Randle Domico	281-0439			X		X	X	B
Rick & Carol	238-5921	X	X	X				B
Russ & Donna Adkins	631-8581		X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
B. Harbaugh	623-4848	X	X	X	X	X		C & D
Walt Allegar	363-4727	X	X	X	X	X		C & D
Nic & Alice	769-3368	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Jinx Magby	267-0172	X	X	X	X	X	X	D
Sheril Aldridge	447-3673	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen & Joy	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Allen & Joy	672-1415	X	X	X	X	X		E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-2807	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

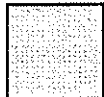
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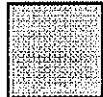
Location A



Location B



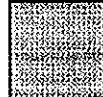
Location C



Location D



Location E



Location F



Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:
Donna Adkins, Newsletter Editor, P.O. Box 4504, Portland, OR 97208
or call 631-8581



A.B.A.T.E. of Oregon ROAD LIST

List and corresponding
legend on
reverse side.

NCOM CONVENTION - MAY 1992

by Teresa Hepker

ATLANTIC CITY, NJ - Images of glitter and fast bucks dance before our eyes, and the jangle of coins pouring from the slot machines seems to echo in the air. A gambler's destination resort is just down the street, but - what's this? Smoke-filled meeting rooms seem to hold a greater attraction for the bikers and AIM attorneys gathered in a hotel, seven miles distant from the nearest casino.

The smoke gets even thicker (somebody turn on the ventilators!) but it doesn't stop the succession of speakers and workshops. The subject matter ranges far: a panel discussion on discrimination and harassment includes lawyers (our own Sam Hochberg among them), leaders of Motorcycle Rights Organizations (MRO's) and one percenters; speakers address federal legislation and MRO organizational needs and techniques; we get pointers on how to stage town hall-type gatherings to bring bikers together with legislators and candidates; and Sherm Packard of New Hampshire shares insights on what it means to campaign for a public office - and win.

Discussion of the states' work to find cosponsors for the federal bills brought out that we have only about three more weeks to convince our congressmen to sign on (of Oregon's 7 congressional reps, only Mike Kopetski has signed). If we don't get more sponsors, there is little likelihood this bill will move, and that means even more states will lose their freedom to choose during the next two years. If we can convince more to sign on, there is hope. **THIS IS A BATTLE THAT CONCERNS ALL OF US, REGARDLESS OF STATES LINES.** Write those letters now!

Three New Jersey Department of Transportation employees tell how Jersey bikers have led their agency to greater understanding of bikers issues and needs, and talk about the programs that have been developed as a result. One of these programs will bring Slider Gilmour and his Two-Wheel Trauma workshop to train South Jersey EMT's in the skills they need to handle motorcycle crash victims. A speaker from Europe (whose name I'm sorry I can't remember) describes the challenges faced by motorcyclists in dealing with the European Community, which is working on plans designed to drop the borders between countries in certain areas including traffic regulations. Some of the hot subjects there include leg protectors and strict licensing procedures.

Pepper Massey and Debbie Lough of NCOM conduct the first-ever "Women in Motorcycling" workshop to be led by WOMEN not men. It is an eye-opener for all who take part, male and female. The sexes share many experiences, but tend to have different problems, viewpoints and solutions. Women have always carried their share of the workload in the motorcycle rights movement, but mostly in areas where they have been "in the background". Recently many women have been moving into leadership roles that are more visible; they talk about how this affects them: their self-image, their personal relationships, and how others, both male and female, respond to them.

The Butch and Teresa show goes on again, and once more everyone learns as much from each other as from the actual presentation. Participants in the group are highly motivated and very experienced; but while the collective knowledge in the room is impressive, the amount we still learn from each other points out that in the world of politics, we are mostly still very green. (Butch and I have been conducting workshops like this now for a couple of years, and we find that no two groups are ever the same. The outline for the workshop serves as a guide to direct discussion into certain areas, but it's the participants who determine how deep into the subject the discussion goes. It's a wonderful feeling to be a part of the process, and a total gas every time!)

The Saturday night banquet and awards ceremony is highlighted by the annual AIM/NCOM Silver Spokes Awards. This year, one is presented to U.S. Sen. Dave Durenberger of Minnesota, the

author and sponsor of S.2204, the bill to repeal the penalty portions of the 1991 Transportation Efficiency Act, and a long-time friend of motorcyclists. A second award is presented to Jim Vance, anchor-man with WRC-TV NBC, for his help in presenting fair media reporting on motorcycle issues.

Additionally, Bob Illingworth, a longtime motorcycle rights leader in Minnesota, is presented the Ron Roloff Lifetime Achievement Award for his work in building a strong and effective grassroots motorcycling organization in his home state, and for being an outstanding spokesperson for motorcyclists' rights.

After the banquet I begin to reflect on what I've seen here so far. Atlantic City impresses me as a city of contrasts. My impression of the NCOM gathering is the same. It is a totally different experience than I've had at the conferences sponsored by the MRF, even though many of the participants are the same.

Much of the money that paid for this conference came from NCOM itself, and a good share of the rest of it from individual AIM attorneys such as Sam, who help pay the way for some of the guests. This is important because the costs are higher than I've encountered at other places: rooms run about \$65 a night and the hotel charges even more outrageous prices for food (try \$8.50 for a small breakfast buffet). Most MRO's would balk at sending representatives at these prices. Because the MRF has less money available to spend, and I think a greater proportion of the cost of sending participants is borne by state organizations and individual participants, emphasis is placed on finding facilities priced as low as possible (BEST of the West rooms were \$45 a night).

The NCOM approach has some advantages that can't be ignored. It's easier to get a wide range of attendance from all over the country, if there is financial help for individuals and groups to participate. There were representatives from Alaska and Hawaii, as well as 36 other states. It's a long way from Hawaii to Atlantic City (and I thought I had jet lag!)

The way the two groups organize conferences is also different. The NCOM approach this weekend seems to be a shotgun approach to fitting as much information as possible into the time available. Butch tells me that in response to requests from participants in past conferences, several two-hour-long workshops were scheduled for this weekend, which is a departure from past agendas. The MRF conferences tend to schedule a larger selection of shorter sessions in an afternoon, with some of the more popular ones repeated. Both approaches have advantages. It was nice to have a whole two hours for a workshop, because we didn't have to move through the material so fast. On the flip side, this is almost too long to hold an audience's attention.

NCOM and the MRF are both involved in building a structure for themselves. The MRF is working this year on structuring itself to be responsive to the needs of member groups and individuals, to be an effective political action force, and to stabilize its funding. NCOM seems to be moving toward defining goals for its advisory board and its legislative task force to help guide NCOM to an effective use of its resources. There are a number of very talented and knowledgeable individuals working with NCOM, and it was exciting to listen to them and interact with them. Their skills, coupled with NCOM's financial and organizational resources (including its extensive mailing list) should combine with those of the MRF and AMA to produce a powerful support system for our lobbying needs in Washington, DC.

With these thoughts floating through my head, I see it's 11:30, time to go to the room and try to settle down. After all the clock says it's after midnight, and this girl always falls out by eleven. But the body says, no, it's really only nine or so back home, it's too early to go to sleep. About 1:30, Sam Hochberg and wife Susan show up, asking if we want to go for a spin downtown in the rental heap. Hey,

it's still early even if it is late, and here's the chance to see the fabled Atlantic City after dark. So we cruise downtown in a car that locks its own doors automatically (is that a hint?) driven by an ex-New York City cabbie.

The first impression is that there sure are a lot of once-fine buildings boarded up, falling down, or just generally scabby, right in the same neighborhood as Trump's Taj Mahal and Caesar's and Bally's casinos. These casinos are not little places, nor do they reflect moderation in any meaning of the term. Even the car-parks are high rises, decorated with bigger-than-lifesize statues of Julius himself pointing nobly off into the distance - the same statue repeated every thirty feet or so, just in case you didn't notice the first one. Down below, on every corner, are the late-night ladies of the street. We notice that one of the many pawn shops in the area has its "OPEN" sign painted directly on the glass of the front door. In contrast, many other businesses are locked up tight (bars or sheet metal shutters) or just plain boarded up.

We decide we've seen enough, and go back to the hotel for a good night's sleep. Sunday is relaxed. Brian and I hop on the bus downtown to see the boardwalk by daylight. We check out the shops, wonder in and out of the casinos, pass an old woman playing a kazoo for spare change, walk on the beach and pick up Atlantic Ocean sea shells. After noticing the big sewer pipes that lead into the sea at intervals along the beach (they ARE only storm drains, right?!) we decide we'll wash the shells off before they go into the suitcase. We eat wurst and sauerkraut, wash it down with German beer, and head back to the hotel.

Next morning we are treated to a clear day for our first leg of the flight home, into and out of New York City. The Statue of Liberty is green, the city is tall, and the suburbs go on forever. Hours later, the plane passes over our home territory in Eastern Oregon, and within minutes we look down on Mount Hood, Crown Point, Sandy and the Columbia River, then we're back on the ground in good old Oregon.

It sure is nice to be back home. And it sure is daunting at times to consider the distance we have to go before we can regain our freedom of the road. **PLEASE - WRITE THOSE LETTERS.** Don't let the opportunity slip-slide away. **END**

JULY 10TH, 11TH, 12TH
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COWLITZ COUNTY CHAPTER
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5TH ANNUAL
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ABSOLUTELY NO PETS
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MUST BE 18 TO ATTEND

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ABATE MEMBERS \$10.00

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206/426-2042

NON MEMBERS \$12.00

300 AT GATE

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A.B.A.T.E. of Washington

Present a

MOTORCYCLE SAFETY EDUCATION CONVENTION

14th Annual Spring Opener

JUNE 18, 19, 20 & 21, 1992

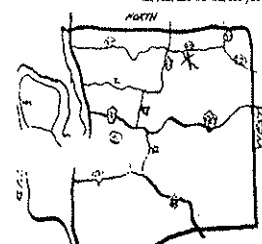
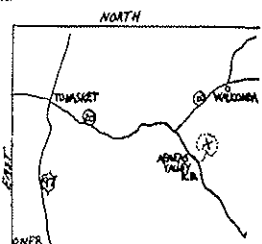
A.B.A.T.E. and A.M.A. Bike Games
 Bike Show, Night time Motorcycle Light Show
 Food Vendors, Leather Goods, Motorcycle Safety Products, Novelties
 Motorcycle Rider Info, Ice Cold Beer, LIVE MUSIC, Door Prizes
 Tattoo Vendors, Jewelry, T-shirts, Flags

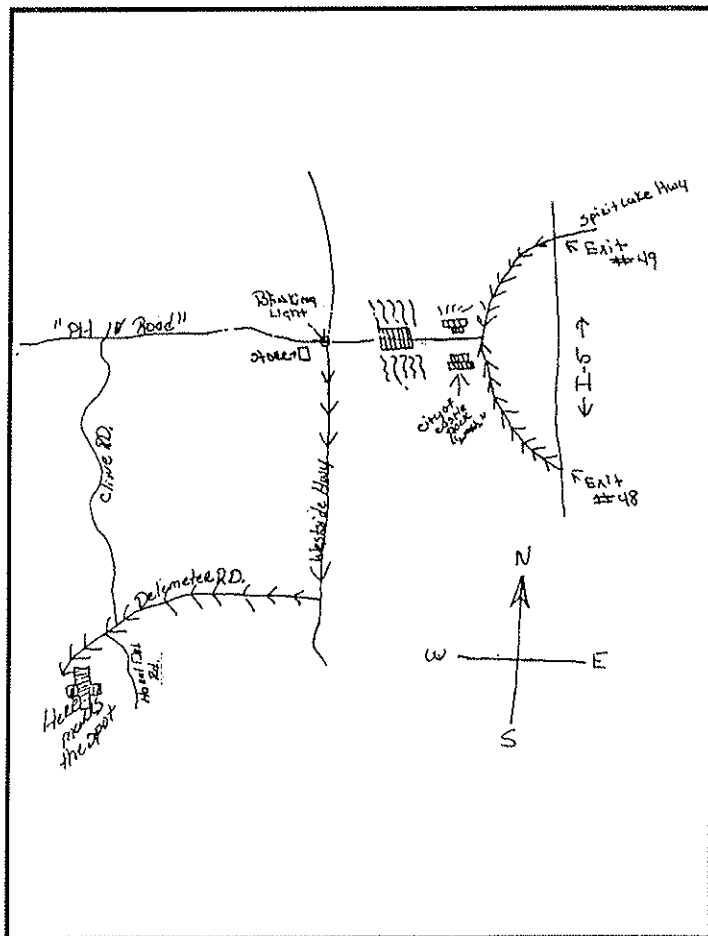
Admission: Advance Ticket Prices:
 Members, \$15
 Non-Members \$25

Gate Price:
 Member, \$20
 Non-member, \$30

For advance tickets, send check or money order to:
 ABATE of Washington
 c/o Spring Opener
 P.O. Box 36, Olympia, WA 98507
 2412 East 4th Ave., Olympia, WA 98507
 (206) 357 4170

The real site is located in the Northeast corner of Washington State. Go to Hwy. 97 and turn East on to Hwy. 20. Go Hwy. 20 go 13.4 miles to the Astoria Valley road turn off. On Astoria Valley road follow the A.B.A.T.E. signs 5 miles to the real site. Have a safe ride to the real site, and we will see you there.

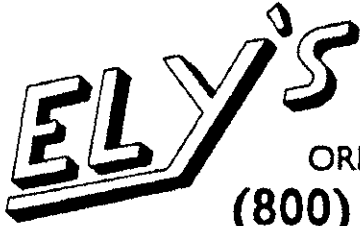





ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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.


<p>Next time you have something to sell advertise it with us!</p>	<p>FOR SALE - '83 Eldorado. Very nice, very clean, very straight, 4100 digital engine. \$4,000. Call Bob at 286-3139. (7-92)</p>	<p>FOR SALE - 1975 Ford Crew Cab. 460 Engine, dual tanks, runs strong. \$3,500 or best offer. Call Kurt Little at 484-6418. (7-92)</p>
<p>HELP WANTED Positions Sought: Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. Work Conditions: Wilderness like, Lakeside Island, serene mountains. Contact: Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)</p>	<p>FOR SALE - 18 1/2 ft. Hondo/Cobra 455 Olds w/cam, Offenhauser power port, Holley carb, Bassett headers, Jacuzzi jet drive, trim lever, seats 4, rated over 70mph, nice trailer, trades considered. \$4,000. Call Bob at 286-3139. (7-92)</p>	<p>DUE TO DEATH FOR SALE - 4 tires. 14' low profile tires with rims. Rims are to a RX-7. \$350 or best offer. Call Kurt Little at 484-6418. (7-92)</p>
<p>Call Donna at 631-8581 to place your classified with us today!</p>	<p>WANTING TO TRADE - Professional quality carpenter work for a chopper frame for 750 Honda or will buy outright. Call Ron at 257-8308. (7-92)</p>	<p>HOME PARTY SALES - Sensual Lingerie Loving Promises. Call Lana Little at 484-6418. (7-92)</p>
<p>FOR SALE OR TRADE - 1966 Dodge 2 Ton, 361 Ind. V-8, 10 speed. 1950 Ford 1 1/2 T 392 International (Rebuilt), 5 speed overdrive. Call 592-3663, ask for Scott (6-92)</p>	<p>Classifieds that work for you. FOR SALE - '71 Ford Station Wagon. Runs, needs distributor soon. \$500. Call Gordon at 249-8548. (7-92)</p>	<p>FOR SALE - Set of 5 tires, Corsas 185-70R13 on Toyota Rims. \$100 firm. Call Larry at 735-0265. (7-92)</p>
<p>FOR SALE OR TRADE - 1974 20' Travel Trailer F.S.C. Sleeps 6, stand up shower, 4 burner stove, oven, hot/cold water, new toilet, heat, refer, lots of storage. \$2,800 or trade for 4x4 Pickup or 74 cu. Harley. Have cash, will go up or down. Call Randy at 743-2459. (6-92)</p>	<p>FOR SALE - 1946 Indian Chief Basket. No front end, rear fender, and only have half the engine. Rebuilt frame. Make offer. Call 585-6518. (7-92)</p>	<p>FOR SALE - 1966 FLH first year out. Pan Shovel, 500 miles in new rebuilt engine and transmission (\$3,200 in parts). \$6,000. Call Art at 368-5586. (7-92)</p> <p>FOR SALE - '63 Chevy Longbed, 350, 4 speed, needs carb work. Call Ken at 693-1114. \$400. (8-92)</p>



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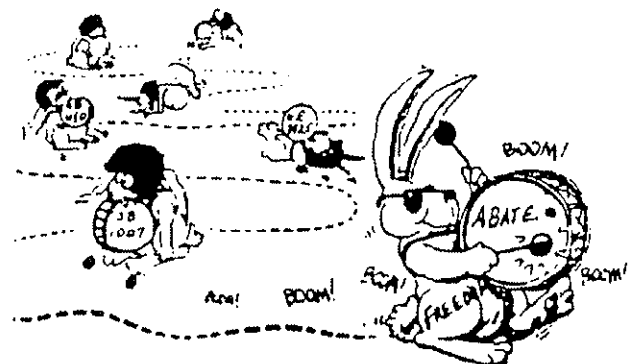
• ATTENTION MEMBERS •

If you or someone you know is having trouble getting insurance for Motorcycles or Trikes with assembled titles or you are finding the insurance is very costly, please do the following:

- Get the name of the insurance company
- a quote
- the name of the person you talked to
- Give them my name and phone number and have them call me or write me:

Roger Hendricks
 ABATE of Oregon, Inc.
 P.O. Box 4504
 Portland, Oregon 97208
 285-4329

I need this information and would like to know the outcome.



ABATE, WE KEEP GOING... AND GOING...

HOW NCOM'S WASHINGTON D.C. HEADQUARTERS WORK

When Richard Lester first presented the idea of running the new Washington, D.C. office I was proud to have been the person selected. However, after having accepted the position, I came down from the clouds and realized what a big job lay ahead. Not just for me but for the entire NCOM organization.

While this step is natural in the evolution of our organization, the implications are enormous. No longer are we trying to impact Washington from thousands of miles away. We are here watching and perhaps making history happen in person.

The motorcyclists of this country have applauded our decision to set up housekeeping in our nation's capital. Initially I felt overwhelmed and a little alone here in Washington, but true to form the motorcyclists of the country have gone to great lengths to help me get my foot in the door.

For example, the Modified Motorcycle Association of Massachusetts sent me a Certificate of Appreciation to be presented to Congressman Frank's aid. This allowed me to meet the staff of a motorcycle supporter in a positive situation. Contributions such as this and the biking community's faith in NCOM have made the transition much easier.

I am proud to say the others have been equally receptive to our presence. I cannot thank Wayne Curtin of the Motorcycle Riders Foundation and Jim Bensberg of the American Motorcycle Association enough for all the support and guidance they have given me over the past few months. When a person is responsible for reporting timely information to as many people as I am, it has been invaluable to be able to share material and bounce ideas off of two

people who are so legislatively astute. I look forward to being able to assist them as much in the future.

In the not too distant future this office will have the additional support of the Congressional Quarterly, the legislative data bank for Capitol Hill. All the information from the Hill is updated three times a day. By subscribing to the Congressional Quarterly we will be able to track and pass on information with speed and accuracy that has been lacking in the past.

Sherman Packard, Head of NCOM's Legislative Task Force, and I have been working closely to determine how we can provide attendees with the information and assistance required at the upcoming NCOM Convention, as well as in your state legislatures. We are working diligently to make sure that your legislative needs are met. Butch Harbaugh, also part of the Legislative Task Force, is working on updating our workbook on Polling Political Candidates. This is a big election year and we hope to inspire everyone who attends the Convention to become involved in the election process in one way or another. We would welcome any suggestions you might have.

The D.C. office phone has been ringing off the hook from Motorcycle Rights Groups and individual motorcyclists. Many of the individual motorcyclists are calling to see how they can become involved in the rights movement. In these cases, I have been referring them back to the individual rights group in the particular state in which they are from. I am also getting a great deal of response on the Durenberger and Snowe Bills. It has been exciting explaining the history of these bills and the legislative process to so many people. I had forgotten how many people truly care about their Freedom and believe me, they are out there.

Debbie Lough, Federal Legislative Liaison
National Coalition of Motorcyclists
(800) 238-0080

ACCIDENT??

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

A VOICE FOR FREEDOM OF CHOICE

from an Opinion by Justice Brandeis, U.S. Supreme Court

The difficulty is that if the obliteration of individual rights is permissible whenever there is any possibility, even indirect or remote, of injury to the public, then the line of demarcation as to the permissible intrusions of law, and its implementing functionaries, into conduct which should be one's private and personal concern becomes blurred almost to the vanishing point...

The statute here under consideration joins the onward march of the ever-increasing volumes of regulatory laws concerning which it is extremely questionable whether the benefits outweigh the burdens in the loss of personal freedoms and the expanding bureaucracy involved in their enforcement. I have interposed this dissent as an objection to what appears to be a limitless process of spreading tentacles of control into what ought to be matters of personal and private conduct. There ought to be a halt somewhere, and in my judgement, this law reaches that point.

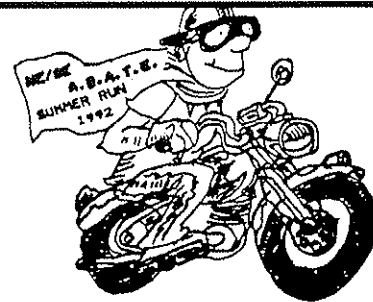
Experience should teach us to be most on our guard to protect liberty when the government's purposes are beneficent, the greatest dangers to liberty lurk in insidious encroachment by men of zeal, well-meaning, but without understanding. *END*

The Stop Inn
HOLDEM or STUD
\$10.00 Limit - 3 - Raises Per
\$10.00 - 20.00 - 30.00 - 40.00
BLACK JACK DAILY! \$10.00 LIMIT
Rainier, Oregon (503) 556-9908
DAILY FOOD - STEAKS DAILY



THE MOTORCYCLIST'S POST - (Jan.-Feb. 1992 issue)
- THE VOICE OF THE NEW ENGLAND'S MOTORCYCLE RIDERS -

NE/SE
PORTLAND
CHAPTERS



ABATE
OF
OREGON

SUMMER RUN '92'

FREE:
40 kegs (while they last)
SODA POP
KIDS UNDER 15
WATER SPORTS

AUGUST
14-15-16

NO:
FIRES
FIREARMS
FIREWORKS
PETS
ATTITUDES

SEE OTHER SIDE FOR MAP TO
McCUBBINS GULCH

INFO
GORDON 503-249-8548
ED 503-771-0188

SATURDAY:
BIKE SHOW/GAMES
TROPHIES

2 BANDS
HARDTALES
VOLATILE MEMORIES

CAMPING/FAMILIES/FRIENDS

LIMITED T-SHIRTS & PINS

RULES OF CAMPGROUND WILL BE FOLLOWED OR YOU WILL BE ASKED TO LEAVE!

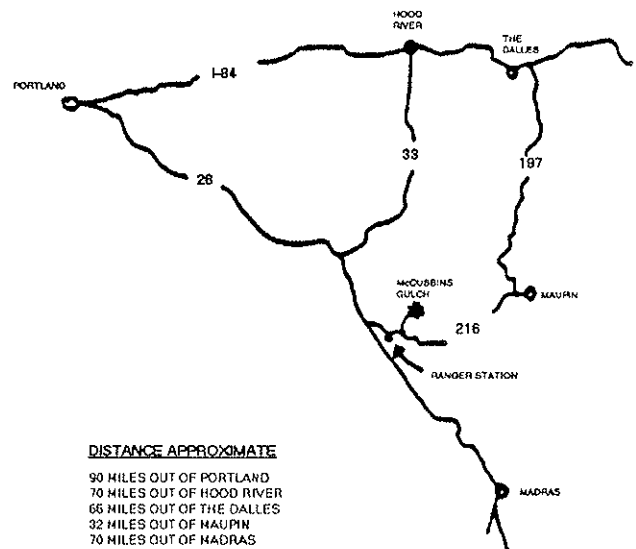
NO EXCEPTIONS

NO REFUNDS

ADMISSION:
ADVANCE TICKETS TILL JULY 21ST
A.B.A.T.E. MEMBERS \$10.00
NON-MEMBERS \$15.00

AFTER AND AT THE GATE
A.B.A.T.E. MEMBERS \$15.00
NON-MEMBERS \$20.00
(\$5.00 APPLICABLE TO MEMBERSHIP)

McCUBBINS GULCH ON MT. HOOD



INTO THE FIRE

by Madd Maxx

The next time you're sitting around the house just wasting time because there's no events to run to or because you just don't feel like a long ride; take a short ride. Call it a membership run. Get on your bike and ride around your town and look for the lone rider or that bunch of Ninjas you've noticed hang out near the local softball field. Practice your social skills on these guys and see if you can motivate them to join ABATE. You might be surprised to discover that the common thread we all have going for us is enough to get new member into this organization and find yourself some new friends in the bargain. Or get together with a few of the members and ride to some local diner for breakfast. You'll be amazed at the bikers you'll meet who you can turn into members and brothers. They are out there, riding alone or in small groups, just waiting to be recruited into the finest motorcycle rights organization in the state. Don't ever forget - we have an obligation to ourselves, our organization, our lifestyle, and to our country, to keep freedom of choice in the hands of the citizens, and remind the public servants WE elected them to do their jobs and serve the public, not rule us. We can make the difference; stick your face in the direction of some biker you just met and say "Are you an ABATE member?" If the reply is no, then Educate him/her. After all, isn't that what the "E" stands for? **END**

DREAM, NIGHTMARE, OR REALITY?

by Kim Maternowski

I was screaming at some guy in a suit and tie, telling him he can't DO this to me, to US! How DARE he take away ...

Then I was bolt upright in bed, staring at a very concerned look on my husband's face. "Honey, you were dreaming," he said. "Whew! What a relief!" I thought. Then he asked what my dream was about.

"Well, this political type came to the house, first he took the license off the bike, then he confiscated our lids and leathers, then he rolled that beautiful machine onto a truck and told me the fight was OVER. He said it was over because we bikers, no matter WHAT we rode, couldn't get our act together long enough to stop arguing among ourselves, let alone do anything to or about those that made the laws. And he was LAUGHING!

Laughing long and hard as he drove away with my heart and my freedom on the back of that truck. "Well, it was just a dream," I said. NO not a dream a damn NIGHTMARE! I can go back to sleep now, I thought. I work hard and so do my friends, brothers, and sisters, so this won't happen.

I awoke in the morning, got my coffee and headed out the door and down the drive to retrieve my newspaper. As I settled down to the table to read up on the events of the days before and ahead, the front page headline blared "CONFISCATING OF ALL CYCLES BEINGS TODAY" and I had thought all along it had only been a bad dream. **END**

MRF Application For Membership

MAIL TO:
Motorcycle Riders Foundation, Inc.
P.O. Box 1808
Washington, DC 20013-1808
202-944-4920

1 Year Membership is \$20/person
Please Print Clearly

Date _____
Renew _____ New _____ Card # _____
Signed up by _____
State _____ Rep # _____



Name _____

Address _____

City _____ State _____ Zip _____ Age _____

Phone () _____ Are you a registered voter? _____

Have you taken a M/C riders course? _____

Are you interested in taking a M/C rider course? _____

Occupation _____

What other freedom rights group do you belong to? _____

Motorcycle Riders Foundation, Inc.



P.O. Box 11153
Minneapolis, MN 55411
612-522-8024

P.O. Box 1808
Washington, D.C. 20013
202-944-4920

Date _____

Received from: _____

For: _____

1 year membership that expires _____

\$ _____ State _____

Taken by _____

Please Keep This Receipt

Motorcycling, as other sports, is coming under increasing fire from the insurance industry, government agencies and a well-meaning but misinformed public.

Needed now more than ever. Join BikePAC.

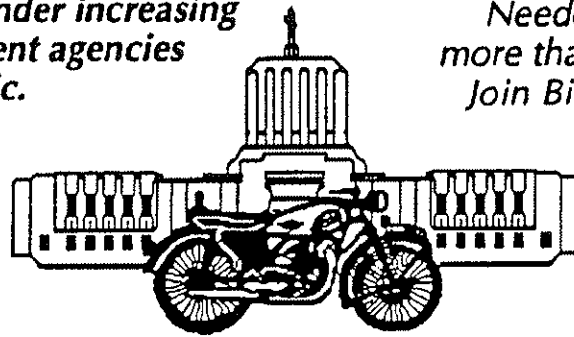
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

Whether you ride occasionally or as a way of life, on the street or in the dirt, on two, three or four wheels, BikePAC is your voice in the legislature. Together, we can make a difference.

YOUR FINANCIAL SUPPORT IS CRUCIAL.
Group/Business Memberships available.

PAC memberships/contributions (up to \$50 per person per year) are eligible for deduction from your Oregon State Tax Return as a Political Tax Credit.



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

☐ I'm ready to join! I enclose ☐ \$10 (single member) ☐ \$15 (couple).

☐ Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

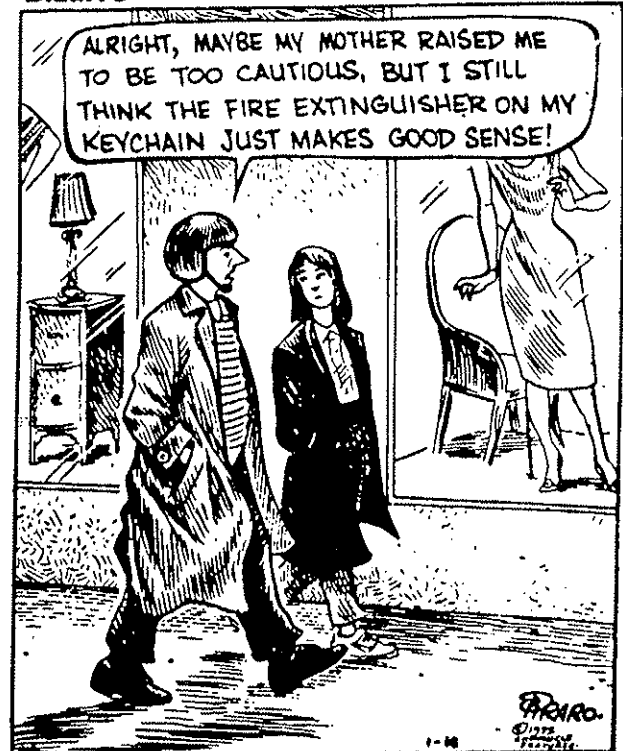
Address _____

City _____ State _____ Zip _____



"THE SENATOR FEELS BADLY ABOUT JOBLESSNESS, THE HOMELESS AND THE DEFICIT, BUT FEELS MUCH BETTER ABOUT HIMSELF SINCE HIS RAISE!"

Bizarro



EXAMPLE LETTER FOR H.B. 4207

(DATE)

The Honorable Ron Wyden
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Wyden:

Being a concerned citizen and motorcyclist in the state of Oregon, I would like to let you know that I support House Bill 4207. I feel that this is an excellent idea. This bill address only three paragraphs of Section 1031, Subsection 154, Paragraph H, the sanctions portion of the Highway Bill. The grants and all other aspects of the bill will remain intact. It would make me feel proud to know that you would cosponsor this bill.

Please write back to me at the enclosed address and let me know how you feel.

Sincerely;

(Signature)

Pat Gleason
9316 S.E. Woodstock Blvd.
Portland, OR 97266

At this point, Mike Kopetski is the only legislator from Oregon that has signed on to sponsor this bill. We need to write to Les Acoin, Robert F. Smith, and Peter Defazio. As far as I know, no Washington legislators have signed on either. You can write Jolene Unsoeld or Sid Morrison. The address for all of these reps is the same one on top. Write "Thank you" letters to Mike Kopetski.

You can also use the AMA's government phone #: 1-900-230-RIDE. This number will cost \$3.95 and will leave a personal Mailgram message to the representative you want to talk to.

U.S. SENATORS (Oregon)

U.S. Senator Mark O. Hatfield
711 Hart Building
Washington, D.C. 20510
202-224-3753

U.S. Senator Bob Packwood
259 Russell Building
Washington, D.C. 20510
202-224-5244

U.S. REPRESENTATIVES (Oregon)

District 1 (North Coast)

Congressman Les AuCoin
2159 Rayburn House Office Bldg.
Washington, D.C. 20515
202-225-0855 or 800-422-4003

District 2 (Eastern and Southern Ore.)

Congressman Bob Smith
118 Cannon Office Bldg.
Washington, D.C. 20515
202-225-6730 or 800-533-3303

District 3 (Greater Portland Area)

Congressman Ron Wyden
2452 Rayburn House Office Bldg.
Washington, D.C. 20515
202-225-4811 or 503-231-2300

(District 4 - South Coast, South Willamette Valley, South Oregon)

Congressman Peter Defazio
1233 Longworth House Office Bldg.
Washington, D.C. 20515
202-225-6416

District 5 (Northern Willamette Valley)

Congressman Mike Kopetski
1520 Longworth House Office Bldg.
Washington, D.C. 20515
202-225-5711

EXAMPLE LETTER FOR S. 2204

(DATE)

Senator Bob Packwood/Mark Hatfield
U.S. Senate
Washington, D.C. 20510

Dear Senator Hatfield:

Being a concerned citizen and motorcyclist in the state of Oregon, I would like to let you know that I support Senate Bill 2204. I feel that this is an excellent idea. This bill address only three paragraphs of Section 1031, Subsection 154, Paragraph H, the sanctions portion of the Highway Bill. The grants and all other aspects of the bill will remain intact. It would make me feel proud to know that you would cosponsor this bill.

Please write back to me at the enclosed address and let me know how you feel.

Sincerely;

(Signature)

Pat Gleason
9316 S.E. Woodstock Blvd.
Portland, OR 97266

No Oregon senators have signed on to sponsor this bill. As far as I know, no Washington senators have signed on either. The address for all of the senators are the same as the one on top.

You can also use the AMA's government phone #: 1-900-230-RIDE. This number will cost \$3.95 and will leave a personal Mailgram message to the senator you want to talk to.

U.S. SENATORS (Washington)

Slade Gorton
730 Hart Senate Office Bldg.
Washington, D.C. 20510
(202) 224-3441 or
(800) 282-8095

Brock Adams
513 Hart Senate Office Bldg.
Washington, D.C. 20510
(202) 224-2621

U.S. REPRESENTATIVES (Washington)

3rd District

Jolene Unsoeld
1508 Longworth House Office Bldg.
Washington, D.C. 20515
(202) 225-3536

4th District

Sid Morrison
1434 Longworth House Office Bldg.
Washington, D.C. 20515
(202) 225-5816

**LETTERS NEED TO BE
WRITTEN NOW!!!!!!**

● Call or write NOW ●

A.B.A.T.E. of Oregon, Inc. MEMBERSHIP APPLICATION

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NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

PHONE _____ CHAPTER _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (USE ADDITIONAL FORM IF NECESSARY)

NAME _____ NAME _____

NAME _____ NAME _____

\$20 FULL MEMBERSHIP _____ \$25 COUPLE MEMBERSHIP _____ \$30 FAMILY MEMBERSHIP _____

TOTAL AMOUNT ENCLOSED _____ TOTAL NUMBER OF MEMBERS _____ DATE PAID _____

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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:**

**A.B.A.T.E. of OREGON, INC.
P.O. Box 4504
Portland, OR 97208**

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

A.B.A.T.E. of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208

ADDRESS CORRECTION REQUESTED

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BRIAN STUVAL
3909 CHENOWETH RD W
THE DALLES, OR 97058-9518



Summer is here!
Great time to socialize and recruit
new members along the way!!

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon, Abby's Pizza, 1976 Echo Hollow Road, Eugene
1st & 3rd SUNDAY	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824
	JOSEPHINE COUNTY	11 am, Fatte's Pizza, 7th & Hillcrest
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	SOUTH COAST	11 am, Gino's Pizza, 1324 Virginia Street, North Bend
	YAMHILL COUNTY	3 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commercial. Call Dave at 581-3138 or Jeff at 362-1891 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius
3rd TUESDAYS	LANE COUNTY	7 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport