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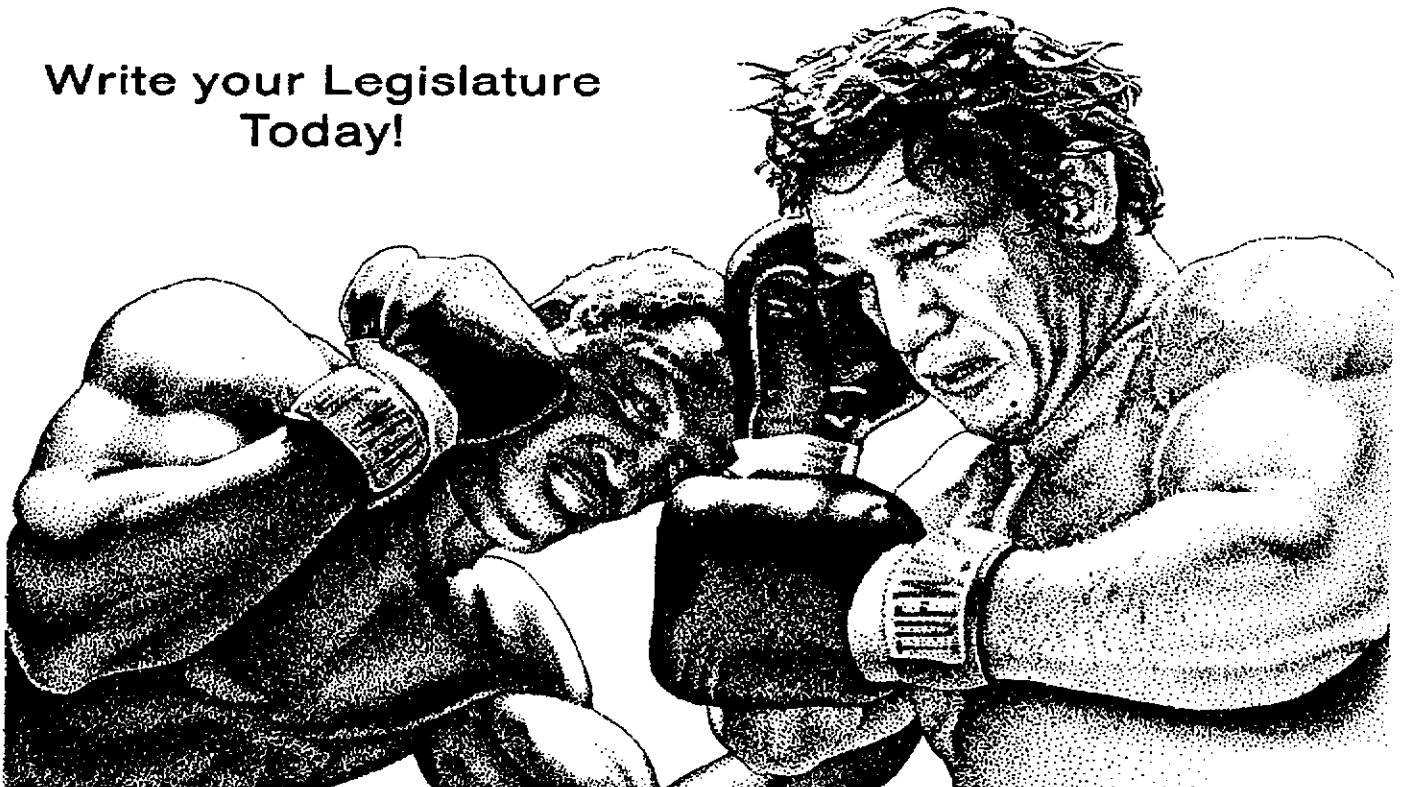
A.B.A.T.E. of OREGON, Inc.
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A Brotherhood Against Totalitarian Enactments

JANUARY 2000

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**A
BROTHERHOOD
AGAINST
TOTALITARIAN
ENACTMENTS.**

MISSION STATEMENT

ABATE of Oregon promotes motorcycle awareness, education, safety and liberty through community involvement and legislative action.

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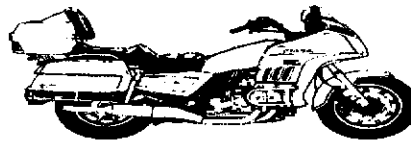
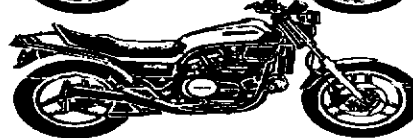
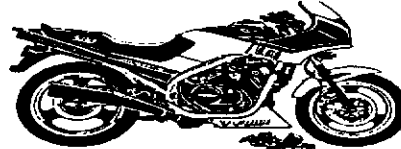
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All bikes - All riders



ABATE works for you!



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<http://www.abateoforegon.org>

WEB PAGE EDITOR-Maddog 503-252-4842mad-k9@ptld.uswest.net

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2 nd SUNDAY	CENTRAL OREGON	2:00 PM Moose Lodge #323 3199 N. Hwy 97, Redmond
3 rd SUNDAY	SOUTH COAST	11:00 AM, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	12:00, Noon Round Table Pizza, Roseburg Valley Mall, Roseburg
	SOUTHERN OREGON	12:00 Noon, Oregano's Pizza, Gold Hill
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, Pizza Perfect, 6815 NE Killingsworth, Portland
4 th SUNDAY	SALEM	1:00 PM, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
1 st & 3 rd TUESDAYS	RIVER CITY	7:30 PM, Zim's Brau Haus, 604 E 2nd St., The Dalles
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, Miller's Homestead Restaurant, 640SE 10 th St., Hillsboro
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM Astoria Eagles, 894 Commercial, Astoria
3 rd WEDNESDAY	N.E. PORTLAND	7:30 PM, RoundTable Pizza, 4141 NE 122 nd , Portland
2 nd WEDNESDAY	SOUTH CENTRAL CHAPTER	6:30 PM, Old Town Pizza Co., 722 Main St., Klamath Falls
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, Izzy's Pizza 1930 Mohawk Blvd., Springfield
1 st & 3 rd FRIDAY	LINCOLN COUNTY	7:00 PM, Moby Dick's Restaurant, Newport

STATE BOARD MEETING MINUTES

December 11th, 1999

The meeting was called to order at 12:10 by Jim Niece, Vice Coordinator North.

There were 10 chapters in attendance with all 10 eligible to vote. Reading of the minutes from the November meeting was waived. A moment of silence was observed in Memory of Uncle Bob Jackson, the Shriner's toy run coordinator who died Thursday.

Coordinator's Comments: Jim welcomed everyone, Brenda Trainer-Huber introduced the new state board representative from SE Portland, Larry Porter.

Correspondence: A letter from the Condon American Legion with a donation check for the Shriner's toy run.

OFFICER'S REPORTS

Legislative Director: Frank discussed the vast number of people who have motorcycle registrations in Oregon, but don't belong to ABATE or BikePAC. Work must continue to get this large group involved. Work must also continue to develop the support in the House and Senate. If a new Governor comes in, even if he supports our agenda, it will not help if the House and Senate are not on our side. More people are getting involved in the Democrat and Republican parties, but we need more! Next month, the Democratic Party has their platform meeting. We would like to insert "freedom of choice" as a plank in that platform. Please make time to attend the central committee meetings in your area. Discussion regarding Federal legislation closing off federal lands to off-road use.

Discussion regarding graduated licenses especially cc restrictions to youthful riders.

ABATE's BikePAC Representative: Corporate sponsor level added to the membership form. Frank is in need of an Event Coordinator. This person would be responsible to arrange the "BikePAC Socials", the annual dinner and legislative retreat, and any fundraising events. If you are interested, please contact Frank Saxton.

Education Director I: Mel received reports of classes taught by SE Portland Chapter. Terry Schaffer, Geoff White, Brenda Trainer-Huber, with Dick Edmonds and Richard Post observing. Lee Austin and Kerry Trotter also instructed a class. Steve Corey, Steve Zents, Tom Curran, Charlie Hill, Kelly Kinkade, and Mary Nearpass also presented classes at Gold Beach High School and North Bend High School.

Education Director II: see report elsewhere in this newsletter.

Membership Director: Membership continues to decline, Mother isn't sure why. Please make an effort to recruit new members.

Newsletter Editor: Need more in-state submissions. Help keep Gordon informed! If your chapter produces a newsletter, please include Gordon on your mailing list. Gordon's new e-mail address is ORABATE2K@QCSN.COM.

Products: T-shirts and bandannas available. Roger displayed a prototype of motorcycle flag.

PR Director: Melinda not in attendance, Jill read her report. Look elsewhere in the newsletter for her report in full.

State Run Coordinator I: Roger researching bike flag for products. State Run flyers to sanctioning committee. Other events in the beginning planning stage.

State Run Coordinator II: No report

Treasurer: Clark reports balances as of 11/30/99 are: Bulk Mail, \$2,962.09; Checking, \$4,321.44; Savings, \$31,508.93; for a grand total of \$38,792.46.

Historian: No report

Web Page Editor: Chapter e-mail addresses would be a big help to Maddog. If your chapter has an address, or chapter officers have e-mail, please forward them to Maddog. Check out the updated page, and be sure to visit Frank Saxton's "elections" page.

Vice-Coordinator North: Jim has been campaigning.

Vice-Coordinator East: Brad has added a few new members to the Central Oregon Chapter.

Vice-Coordinator South: Not present, no report

Sergeant at Arms North: Working on Best of the West

Sergeant at Arms South: Bye-bye, I love you! from Tina

Sergeant at Arms East: Not present, no report

Committee Reports:

1. **Membership Committee:** no report

2. **Sanctioning Committee:** State event: Chiloquin and Fossil flyers both okay, South Coast: Andy Proctor Memorial Toy Run 2000, Show and Shine 2000, and "The Many faces of Motorcycling, all okay.

Unfinished Business

1. **Best of the West:** I appreciate all suggestions and will pass them along to the committee. I recently spoke with Rosemary Curtin, MRF Director of Events and Conferences, and discovered that the Hospitality room is included in the conference package. But we will need to supply beverages, etc. She recommended a cash bar along with coffee and sodas for Friday evening registration and the question and answer period, and also for Saturday evening prior to the banquet. If committee members have not signed up for a particular work duty, I will appoint you. Donations and contributions are not tax-deductible, as the MRF is a 501 non-profit corporation.

2. **Precinct Committee Person contest:** Central Oregon: 1 PCP, Brad Peterson. NE Portland, 5 PCPs, Mike Friends, Dave Gansler, Marty Coon, Randy Phipps and Gordon Hieronimus. River City, 2: Brian Stovall and Teresa Hepker. SE Portland, 5 PCPs, no names submitted. Washington County: 8 PCPs, Ted Tracy, Frank Saxton, Ken Ray, Ed Vaughn, Wendy Hogue, Brett Latourneau, Marci Latourneau, and Terry Morton. The motion was based on a percentage of PCP's to total chapter membership, so on that basis, WaCo wins Fossil tickets for their 8 Precinct Committee Persons! Way to go everyone!

3. **Planning Session:** discussion regarding trying to rehash the work done in a full weekend by those who attended the planning session, in a State Board Meeting setting. A motion was made by Kurt to adopt all 10 planning session proposals pending a 30-day comment period. The minutes will be published in next months newsletter, with the issue to be revisited at the February Board Meeting. Motion seconded, vote 9 aye. **Motion carries.**

4. **Elections:** Nominations were re-opened:

Coordinator:	Lee Austin, Jim Niece and Ted Tracy nominated:	Ted Tracy elected
Vice-Coordinator North:		Jim Niece elected
Vice-Coordinator South:		OPEN
Vice-Coordinator East:		Brad Peterson elected
Membership Secretary:		Murge & Mother elected as a team
Recording Secretary:		Jill Tracy elected
Treasurer I:		Clark Brooker elected
State Chapter Auditor:		Nancy Curran elected
Newsletter Editor:		Gordon Hieronimus elected
Legislative Director:	Bob Avery withdrew, Frank Saxton:	Frank Saxton elected
Sergeant at Arms North:		Bob Earl elected
Sergeant at Arms South:		Doug Cox elected
Sergeant at Arms East:	Bear	
Product Directors:		Brad and Nancy Brooker elected
Education Director I:		Brenda Trainer-Huber elected
Education Director II:		OPEN
Public Relations:		Melinda McCrossen elected
Run Coordinator I:		Rotten Roger, elected
Run Coordinator II:		Kurt Speas, elected
Historian:		Iris Yeager, elected
WebPage Editor:		Maddog, elected

New Business

1. Discussion whether to continue the 800 number for the new coordinator. All agreed that it was important for everyone to be able to contact the State coordinator without incurring long distance charges. Ted to set up a separate phone line with the 800 number, a fax and voice mail.

2. Motion by Janet, to donate \$200 to Rick Wadkins medical fund. (long-time EMT at Fossil). Seconded, vote 10 aye. **Motion carries**

3. Motion by Ken Ray to provide a budget of \$2200 to BOTW committee. Motion amended to \$2500, Brenda's high-end on her estimated budget. Motion seconded. Vote 10 aye. **Motion Carries**

4. Discussion regarding the upcoming NCOM conventions in Hawaii and San Francisco. No motions made. Announcements were made and the meeting adjourned at 3:56 PM.

Next State Board meeting is scheduled for January 8th, in Junction City.

Minutes submitted by Jill Tracy, State Recording Secretary

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Referred by _____ Date _____ Exp. Date _____
 MRF # _____
 Member was given: Pin Patch Year Rocker
 Newsletter - What issue?

- Annual Individual Membership ... \$20
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- Annual Joint Membership... \$30

- New Membership
- Renewal Member #

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Are you a member of a state motorcyclists' rights organization? Y / N Name _____
 What talents do you have that might benefit motorcyclists' rights and the MRF?

Will you volunteer these talents if the MRF needs your help? Y / N

Mail with remittance to: Motorcycle Riders Foundation, Inc.
 PO Box 1808, Washington, DC 20013-1808
 202/546-0983 • FAX 202-546-0986 • BBS 515-858-5882
<http://WWW.xmission.com/~mrf>



Blue Ribbon Conference on the National Agenda for Motorcycle Safety

Teresa Hepker

First, I'd like to thank the ABATE of Oregon Board of Directors for sending me to this conference and picking up the tab, and to Lincoln county Chapter for funding Bear's expenses also. It was a good decision. As it turned out, there were several attendees from other State Motorcyclists Rights Organizations (SMROs). Together we were able to present a unified message in support of pro-active motorcycle safety efforts, while demanding respect for our opposition to mandated helmet use.

The National Agenda for Motorcycle Safety is a project designed to assess the current status of motorcycle safety efforts in the United States, and to identify goals and solutions to make improvements. The project is funded by the National Highway Traffic Safety Administration (NHTSA), and administered by the Motorcycle Safety Foundation. A Technical Working Group (TWG) of eleven members was appointed, representing a variety of interests (a list of the members is at the end of this article).

The "Blue Ribbon Conference" was held November 12-13 in Phoenix. It drew about 130 participants, represented a mix of interests, including government, motorcycle industry, publishing, rider training, motorcyclists' rights, medicine, research, and enthusiasts. The conference structure revolved around breakout groups, designed to gather comments from the

audience. Each breakout session was facilitated by a pair of TWG members, and all comments were noted by a person serving as a recorder. The facilitators strove to moderate discussion but not to judge or make comments themselves. The sessions offered equal footing for all participants to make their suggestions or criticisms, and most of the time the process was calm, frank, and respectful.

The first day focused on collecting comments about what was good in the draft document, what was bad, and what was missing. Breakout sessions addressed Environmental Factors (roadway characteristics; other vehicle design, first response, Intelligent Transportation Systems); Motorcycle Considerations (motorcycle design, braking, vehicle modifications, conspicuity, lane use); Social Factors (motorist awareness, insurance incentives, law enforcement and adjudication, traffic safety community attitudes); Human Factors A (education and training, licensing, crash avoidance skills); and Human Factors B (personal protective equipment, alcohol and substance abuse, motorcyclist attitudes). As may be expected, a number of these subjects sparked controversy; the breakout sessions encouraged people to make statements addressing specific parts of the document, while limiting debate between individuals who might disagree on a point.

The second day groups considered needs and goals. Sessions included Safety Needs (motorcyclist attitudes, traffic safety perceptions, motorist awareness, conspicuity); The Motorcycle (crash investigations, motorcycle design, vehicle modification, Intelligent Transportation Systems); The Rider (education and training, licensing, crash avoidance skills); Data Needs (hospital data, police crash forms, data linkages, BAC); and Protecting

the Rider (personal protective gear, impaired riding). Again, controversy was no stranger.

The draft's assessment of "where we are" was generally accepted by participants, with suggestions for inclusion or refinement. However, there was a wider range of thought on what goals are critical and how they should be attained. For instance, "conspicuity" refers to how noticeable a motorcyclist is to other drivers in the traffic mix. "Where we are" is that motorists fail to see us, and a number of factors influence how conspicuous a motorcyclist is: motorcycle headlights on, daytime running lights on cars, single point tail lights on motorcycles, bright clothing and so on. "Where we want to be" in the draft listed two goals: "motorcyclists should be aware of how conspicuity issues affect their safety and prepare accordingly" and "state vehicle-equipment laws should not prohibit conspicuity-enhancing modifications." This drew comments such as, "What about the responsibility of other motorists to be aware of motorcycles and have the skills to share the road?"

There were some "minority" interests present, too. For instance, the draft document did not consider three-wheelers (trikes & sidecar rigs) as part of the long term agenda, and several people were there to represent that

segment of motorcycling. In most parts of the country, rider education uses Motorcycle Safety Foundation curriculum; however, there are other schools in operation, and there was at least one person present seeking recognition that non-MSF courses shouldn't be ruled out.

As you might expect, legislated helmet use was a hot button, as it has been for many years. In the Summary of Recommendations, the draft Agenda lists 51 points, mostly using terms such as "educate, encourage, discourage, study, conduct research, take steps to, and consider." Just one point recommended legislation: "Use education and legislation to get as many riders to wear DOT-compliant helmets as possible." As one participant noted, "The distrust generated over the single issue of helmet laws has become a distrust of all NHTSA activities, regardless of value. This historical focus has fostered alienation, distrust, cynicism and oppositional behaviors, including the widespread use of non-DOT "beanies" as a form of civil disobedience."

The SMRO delegates repeatedly delivered the same message: drop references to "legislation" in regard to personal protective gear (in fact, some participants said they thought it inappropriate to recommend legislation in any area at all). We explained that without the SMROs, rider education programs would not exist as they do today. It was the SMROs who pushed for the creation and funding of most, if not all, the state rider ed programs.

The SMROs have designed and conducted motorcycle awareness programs in public schools and community groups, a task that government has been unwilling or unable to accomplish. This fixation on helmet laws is a waste of time and money, a waste of the talented, experienced people in the SMROs who want to help promote motorcycle safety, and a source of deep division between citizens and their government.

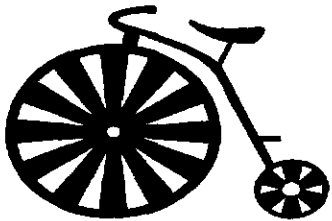
It was obvious to me that the TWG members at the conference heard and understood this message. The four TWG members who represent the MRF and the AMA had already delivered that same message to the rest of the working group during the draft development, as evidenced in the "opposing view" statement included in the draft agenda. Whether we have influenced the final document, remains to be seen.

Deadline for submitting written comments on the Draft was extended to December 15. The comments received during the breakout sessions and in written form will be compiled and provided to the Technical Working Group for finalizing the Agenda. It is expected that the final document will be available in early summer 2000. The next step will be to convene an Implementation Working Group, which will identify resources needed to address the goals in the Agenda, and draw up an implementation plan.

Tentatively, a conference similar to this one will be scheduled in conjunction with the International Motorcycle Safety Conference in March 2001, which will be held in Daytona, Florida just before Bike Week.

To request a copy of the final National Agenda for Motorcycle Safety, send a written request to: The National Agenda for Motorcycle Safety, 2200 Pacific Coast Highway, Suite 303, Hermosa Beach, CA 90254.

Technical Working Group members: Art Friedman, Editor, "Motorcycle Cruiser", EMAP Petersen Publishing; Steve Garets, Director, Team Oregon Motorcycle Safety Program; Kathleen N. Jensen, Insurance Services Counsel, National Association of Independent Insurers; Sean Maher, Legislative Affairs Specialist, American Motorcyclist Association; Captain Ralph Martin, Colorado State Patrol; Rose A. McMurray, Associate Administrator, Traffic Safety Programs, NHTSA; Robert L. Muelleman, MD, Chief of Section of Emergency, Nebraska Health Systems; Robert Rasor, Vice President of Government Relations, American Motorcyclist Association; David Thom, Vice President, Head Protection Research Laboratory; Colonel Lonnie J. Westphal, Chief, Colorado State Patrol; Steve Zimmer, Vice President of Government Relations, Motorcycle Riders Foundation.



Preservationists Target Off-Highway Vehicles

PICKERINGTON, Ohio -- Preservationists have launched a new attack on the motorcyclists and other users of off-highway vehicles (OHVs) on U.S. Forest Service land -- a move that could ultimately shut down motorized trails nationwide, the American Motorcyclist Association (AMA) reports.

A coalition of more than 90 preservation groups, led by The Wilderness Society and the Wildlands Center for Preventing Roads, announced Dec. 7 it would file a formal rule-making petition with the U.S. Forest Service to put strict controls on motorized vehicles on forest land. The petition would trigger a formal process that requires the Forest Service to respond.

"This petition is full of land mines for the Forest Service and for OHV users of forest land," said Robert Rasor, AMA executive vice president and head of the Government Relations Department. "It would require the Forest Service and OHV

users to jump through so many hoops that few, if any, motorized trails would exist."

The petition is the latest in a series of assaults on off-highway motorcycle, all-terrain vehicle (ATV) and other OHV use of public land. On October 13, President Clinton launched a land-closure initiative that could ban OHVs from almost 80 million acres of forest land nationwide. Two weeks later, radical preservationists in Utah filed a federal lawsuit seeking to shut down 10 million acres of land controlled by the federal Bureau of Land Management.

"This latest action is part of an orchestrated effort by radical preservationists to bypass Congress and fast-track their agenda related to public land," Rasor said. "They prefer lawsuits and federal rule-making over public discussion, debate and decision-making in Congress to accomplish their goals."

This new petition calls on the Forest Service to:

1.) Allow motorized vehicles on federal, state and county roads and on other routes only after environmental impact studies are done and a posting made that OHVs are allowed.

2.) Allow OHV use to continue, or begin, only after the Forest Service proves that the use won't "harm the ecological integrity of the national forests or the enjoyment of the forests by other recreationists." To do this, the petition calls for all current OHV use on forest roads and trails to be re-evaluated within three years. If the reassessment isn't completed within three years, the OHV use would be prohibited until the reassessment is finished.

3.) Ban the use of motorized vehicles on forest land unless there is enough money, and a plan in place, to monitor the use. Also, no new motorized routes would be created until all existing routes have undergone environmental impact studies and monitoring plans have been approved.

4.) Conduct environmental assessments under the National Environmental Policy Act when designating travel routes for motorized vehicles, building or upgrading OHV routes and facilities, or when issuing special-use permits, among other things.

5.) Ban the use of motorized vehicles on forest land that is being considered for a "wilderness" designation, or that has wilderness qualities, such as "roadless" land. "Wilderness" is a federal land designation that bars most activities, including commercial activities, OHV use and mountain bikes. "Roadless" is another federal land designation. But motorized trails are allowed on "roadless" land. In fact, most of the forest trails used by off-highway motorcyclists and ATV riders are in these areas.

"Among other things, this petition is yet another attempt to bypass the Federal Wilderness Act and impose a 'wilderness' designation on forest land without going through Congress," Rasor said. "The congressional process allows for open debate and a congressional vote on which lands deserve a 'wilderness' designation."



Trail Ban Keeps Growing as Deadline Approaches

PICKERINGTON, Ohio – The American Motorcyclist Association (AMA) is asking off-highway motorcyclists to take immediate action in the face of a rapidly expanding threat to motorized recreation nationwide.

The threat comes in the form of an order from President Bill Clinton directing the U.S. Forest Service to ban a number of activities on so-called "roadless" lands in the national forest system. When Clinton first announced the plan in October, he indicated his order might affect about 40 million acres of previously identified roadless lands. He said that he also would have the agency consider new rules covering smaller, uninventoried roadless parcels.

The Forest Service established a public-comment period on the proposal ending December 20. But with that deadline approaching, the details of the president's plan are continuing to change dramatically.

In documents released December 1, less than three weeks before the end of the comment period, a revised tabulation showed that more than 62 million acres of land would be affected by the proposal. Adding in the uninventoried parcels could bring that total close to 80 million acres, rather than the 40 million originally announced. That's an area of land roughly equal to the combined size of Virginia, West Virginia, Maryland, Pennsylvania, and New Jersey.

Although designated roadless, that land contains the vast majority of motorized recreation opportunities in the national forests, particularly in Western states. For purposes of this designation, any route less than 50 inches wide and "travelways resulting from off-road vehicle use," are not considered roads. This includes nearly all of the trails used by off-highway motorcyclists and ATV riders.

The latest tabulation shows that more than 9 million acres would be affected in Idaho, nearly 7 million in California, about 6 million in Montana, 5 million in Colorado, 4 million in Utah and Nevada, more than 3 million in Wyoming, 2 million in Washington and Oregon, and over a million in New Mexico. Smaller amounts in 29 other states account for the rest (see chart, below).

Those totals make it clear that this proposal would have sweeping effects on off-highway motorcycling and ATV riding nationwide. With the numbers constantly changing, though, it's impossible to assess the scope of that impact.

"It's incredibly frustrating to have the end of the public comment period approaching and not even know the total amount of land affected, much less where that land is located and what it's currently being used for," said Robert Rasor, executive vice president of the AMA. "There is literally no way for anyone to gauge the impact of this plan on motorized recreation if we can't even nail down these basic details."

The AMA has other concerns about the plan as well. Although statements from the Forest Service had indicated that off-highway vehicle use would be considered in the second phase of the planning process, the agency's own Notice of Intent to prepare an environmental impact statement lists four possible alternatives for the first phase of the proposal, three of which would likely result in the elimination of all motorized recreation, either immediately or over several years.

"If we wait till phase two of the plan to raise our objections as the Forest Service suggests," said Rasor, "the important decisions already will be made."

In addition, documents released by the Forest Service indicate that the goal of the Clinton proposal is to create a new category of restricted lands within the national forest system. According to Forest Service documents, the plan "provides for identification of and management for unroaded values other than through Wilderness designation."

The AMA opposes that proposal, since it would bypass the federal Wilderness Act, passed in 1964. That bill has resulted in the designation of 100 million acres of Wilderness across the country in the decades since, through a process that allows for open debate and a Congressional vote on which public lands are worthy of that designation. As outlined in documents from the Forest Service, the Clinton proposal would impose Wilderness-like restrictions, probably including a ban on motorized recreation, on 80 million acres without a single elected official ever voting on it.

"This is Wilderness Lite," Rasor said. "It's all the restrictions of Wilderness without the legislative debate."

"We're certain," he added, "that some of this land does qualify as Wilderness. But we're equally certain that some of it does not. In fact, large portions of these roadless areas have been considered for Wilderness designation in the past and specifically rejected. In other areas, the Wilderness debate continues, with all sides getting a chance to express their concerns."

"Wilderness bills are always difficult pieces of legislation, requiring an intimate knowledge of the characteristics of the land involved and its history of uses," Rasor concluded. "Imposing one set of rules to govern this massive amount of land ignores all of that. We don't think that constitutes responsible management or equitable allocation of our public lands."

The AMA has filed an official request with the Forest Service to extend the public comment period on the Roadless Initiative for 90 days beyond the December 20 deadline. However, it's important that anyone interested in motorized recreation be on record expressing concern about the direction of the Clinton proposal.

Off-highway enthusiasts are asked to immediately e-mail their concerns about this proposal to: roadless/wo_caet-slc@fs.fed.us or send comments by fax to (801) 517-1021. Ask Forest Service officials to lengthen the public comment period by 90 days to allow interested parties an opportunity to respond to the Clinton plan. And ask them to ensure that the legitimate interests of the millions of Americans who enjoy motorized recreation are considered in setting policies governing our public lands.

Effects of the Clinton Forest Plan

The following chart shows the number of acres of national forest land that would be affected by President Clinton's plan to shut down roadless areas in each state. States not listed do not include any national forest land.

Alabama	83,000
Alaska	14,827,000
Arizona	699,000
Arkansas	153,000
California	6,681,000
Colorado	5,167,000
Florida	130,000
Georgia	267,000
Idaho	9,263,000
Illinois	38,000
Indiana	17,000
Kansas	0
Kentucky	17,000
Louisiana	18,000
Maine	16,000
Michigan	89,000
Minnesota	76,000
Mississippi	8,000
Missouri	75,000
Montana	5,899,000
Nebraska	116,000
Nevada	3,905,000
New Hampshire	292,000
New Mexico	1,229,000
New York	0
North Carolina	356,000
North Dakota	265,000
Oklahoma	13,000
Ohio	0
Oregon	1,977,000
Pennsylvania	38,000
Puerto Rico	24,000
South Carolina	25,000
South Dakota	130,000
Tennessee	219,000
Texas	69,000
Utah	4,132,000
Vermont	56,000
Virginia	485,000
Washington	2,011,000
West Virginia	248,000
Wisconsin	109,000
Wyoming	3,411,000
Total	62,632,000



Please read the following letter. This letter made me feel so good about our effort on this issue I wanted to share it with you. It was sent to me from a real activist and shows what working together can accomplish. If we could get more joint involvement from OHV and road riding groups we could be a force to be reconkened with, all the while educating each other.

BE FREE!

Terry Lee

Thanks for doing this, Terry Lee. I was at a Forest Service meeting in Asheville, NC last w/e and there were two road riders there from NC M.I.L.E.S. You wouldn't believe how

good that made us dirt riders feel to know that some of our street riding brothers cared enough about this issue to spend their Saturday morning riding time duking it out with the enviro-whackos that want to kill our sport.

I've never really paid any attention to the helmet issue because a law telling me to wear a helmet is like a law telling me to breathe. (I crash a lot - even for an off-roader!) It's something I'm going to do anyway so it doesn't bother me one bit and as a result I've never written a letter or even made a phone call in support of the helmet pro-choice movement. (Is that what you call it?) In fact sometimes I wondered what all the whining was about because, after all, nobody's telling the road riders they can't ride on public roads like are doing to us trail riders. They might try to close a road here and there because of noise but nobody is closing down 80% of the good roads in the country to motorcycle traffic - they just want them to wear a lid!

BUT - it came to me on the way home from the Forest Service meeting - we are both fighting for the same thing - the freedom to responsibly do what we love to do on PUBLIC property paid for by our tax dollars.

Most times I wear a chest protector - but at a really hot, August hare scramble or enduro I have the freedom to decide that I would rather ride without my protective shell and face a small risk of broken ribs rather than the likelihood of heat stroke. I wouldn't want the F. S. telling me I have to wear a chest protector ALL the time.

So I can now relate to what the M.I.L.E.S. people are trying to accomplish and I will do what I can to help them. I do hope your message has an effect on our attempt to stop this federal land grab because in reality the enviro-whackos and the Forest Service don't care whether I wear a chest protector or not - they just don't want me to ride anymore.



LAWSUIT TO PROTECT THE RIGHT TO WEAR CLUB COLORS

A member of the Brother Speed Motorcycle Club, Phil Wagner, has recently filed an action in federal district court in Portland, Oregon, seeking damages for his exclusion on three occasions from the Tigard Balloon Festival Those exclusions were solely because he was wearing his club colors Members of the Tigard police department gave him the choice to take off his colors or leave the premises, Cook Park Wagner refused to dishonor his club by removing his colors and as a result was then forced to leave the public park by the police

Wagner seeks relief based upon 42 USC t983 for violations of the right, guaranteed by the first amendment to the United States Constitution, to freedom of expression Besides money damages, he is also seeking preliminary and permanent injunctions from the court to prohibit the City of Tigard and its police from enforcing such a "no colors" rule. He is represented by Spencer M. Neal, a member of A.B.A.T.E.

Driving Licence Review: EU Governments want to restrict access to big bikes

Very worrying news come from EU governments whose experts almost unanimously support a minimum age of 24, or even 25 years, to have direct access to all categories of bikes.

EU experts are also opposing the possibility for car drivers to ride on A1 machines (upto 125cc). Another criteria, the A2 category, gets support from a slight majority, being machines upto 650cc, with a power of 35kW and a power/weight ratio of 0.22kW/kg. These machines would be directly accessible from the age of 18 years with theoretical and practical tests, A1 licence holders would be required to only pass the practical test. Governments take this stepped access approach because of the potential danger of young motorcyclists riding on supersport bikes. FEMA thinks that such a measure should not be taken if no safety evidence show that it will help reducing accidents. FEMA also supports car drivers' access to A1 machines, this would partly solve mobility problems and allow families with moderate financial resources to afford a second vehicle for commuting between home and work.

Other points which are generally supported by governments' experts include harmonisation of a moped licensing system, access of A1 category (upto 125cc/11 kW) from 16 years old.

These views have been expressed in discussions with the European Commission (EC) on the review of the Second Directive on the European Driving Licence, based on the CIECA (European Association of Examinators) proposal drafted at the request of the EC.

Though this review is only intended to get common agreement on the harmonisation of sub-categories, the EC's objective is to have this Directive thoroughly reviewed in order to draft a Third Directive.

Currently, motorcyclists' organisations are discussing the subject in detail with their national governments in order to push for a more flexible approach on the points we are concerned of.

The FEMA position supports access to mopeds from 14 years of age with appropriate training and a provisional entitlement to ride, A1 category from 16 years of age with practical test, direct access to all categories of bikes from 18 years old after training and testing, and car drivers to have access to A1 category of bikes.

Concerned motorcyclists are welcome to give their comments or suggestions to FEMA or through their national motorcyclists' organisations.

For more information, contact FEMA.

The text of the Second European Driving Licence Directive is available on Internet:

http://europa.eu.int/eurllex/en/lif/dat/1991/en_391L0439.html

EDUCATION DIRECTOR REPORT

This is my last report to you as your Education Director. As Jerry Garcia stated, "What a long, strange, journey it has been". I always felt good doing this job and put my heart into it as well as my time and efforts. With the help of all of the people of ABATE and my family, I had great enjoyment doing this work. It is my fervent desire that the Motorcycle Awareness Program keeps on bringing our message of safety to those willing to hear it.

Your new Education Director will need your cooperation and help in getting the job done, too. I have not worked closely with her to make a smooth changeover, and expect that for a while I may have to field some questions or comments until she gets thoroughly organized. This job is actually bigger than it seems at first glance, so stick with her, and the program while the kinks get worked out. I will see you at STEAM 2000 in February.

During the Month of November, I received three reports of classes taught by Southeast Portland Chapter of ABATE--On Nov. 3, Terry Schaffer and Geoff White taught 1 class to 28 students at Gladstone HS, and on the 9th of November Brenda Trainer-Huber and Geoff White taught 1 class to 25 students while Dick Edmonds and Richard Post observed. On the 10th of November at Lakeridge HS, several members attended the three class periods where a total of 46 students received the program. Lee Austin and Kerry Trotter were the instructors and Brenda, Dick, and Geoff observed. They have many more classes already scheduled through June 2000.

They were not the only ones busy in November. On November 1, Steve Corey and Steve Zents taught 1 class to 6 students at Gold Beach High School, and again, on the 12th they taught 2 classes at Brookings Harbor High School to a total of 40 students. On November 30th Tom Curran, Charley Hill, Kelly Kinkade, and Mary Nearpass presented our program to 2 classes to 43 students at North Bend High School.

Without fail, the comments that I reviewed from the students showed that the classes were well received wherever they were taught. They all felt that the classes

Were worthwhile and really appreciated the bikers taking the time to come to their class to show them how important it is to LOOK OUT FOR MOTORCYCLES. They seemed to be universally impressed by the (1) leathers (2) sincerity (3) intelligent manner of the instructors (4) content of the message. Keep up the good work.

Now for a confession that I never thought I would have to make--I lost an appointment sheet in our move to our new home and just found it a week ago. The appointment was for two classes Iris and I were supposed to present at Linn-Benton Community College. The classes were supposed to have been taught two and three weeks ago. Iris Patton, the instructor, has been contacted and penance has been arranged. We will be again invited to do the classes in the future. Boy!! Any time you have a chance to do a class, don't miss it. You just might be instrumental in a biker getting killed or injured. This weighs heavily on me....

My final comment is to watch out for cars and to keep teaching the Motorcycle Awareness Program to anyone you can. I Love you, and may God bless and watch over all who ride.

Marvelous Mel

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



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Report from Mother

Last month there was a letter in the newsletter I had received from Ray Payton, one of our downed brothers in Salem. For some reason the penal system in the State of Oregon decided that the ABATE newsletter was no longer acceptable reading material for locked down brothers.

I wrote to the four Oregon brothers that we send the newsletter to informing them of what had happened. Ray Payton and Daryl White both sent letters to the mailroom asking why the newsletters were returned. They received different replies to their queries but basically we, ABATE of Oregon are now back in the good graces of the State Corrections Division and all four are now receiving their newsletters, which have always been mailed according to OSP regulations.

I am attaching a letter from Ray and if anyone is interested in his leatherwork or would like to correspond with any of these brothers, let me know.

Carolyn "Mother" Meerzo, State Membership Secretary

Dear Carolyn,

I want to thank you for sending me the newsletters, I did get them today!

Also, if it's ok I would like to send a tool bag to be raffled off and the money goes to the Shriner's Toy Run, it will be my donation! I do all my own leatherwork, tooling, and whatever! So please let me know if I send it to you or who, OK?

Thank you,

A Down Brother

Ray



From The MILLENNIUM GUNNY'S SACK

With everybody hootin' and hollering about the Millennium and Y2K problems, I'm here to tell you that my bet is that there will be no problems with my motorcycle. I've been told that the computer chips on vehicles will have NO 4-digit date problems, so I think my scoot will survive, even if I don't.

And speaking of surviving, a few months ago I mentioned in this column that doctors were maybe our worst enemies when we (bikers) were hurt in accidents. I also provided the documentation I used. Now, just this December 1999, there was extensive news coverage on this same subject. According to these reports, medical accidents inside hospitals alone are responsible for up to 98,000 deaths each year. One death every SEVEN MINUTES in this country. This is the 8th leading cause of preventable death. This story was so big that President Clinton made some remarks to the media about how this problem has to be cleaned up once and for all.

According to information in my hands from "Bikers Against Medical Malfeasance" P.O. Box 22, Idaville, PA 17337, I have to say I think doctors in general are a far larger public burden than injured bikers ever were. What we printed a little while back from these folks told us that diseases that kill up to 70,000 people every year are caused from medical personnel NOT WASHING THEIR HANDS PROPERLY, and that therapeutic (legal) drug use is responsible for as many as

198,815 deaths, and puts another 8.8 MILLION people in hospitals each year!

Something us bikers knew all along was that the emergency room docs are the people most often against freedom of choice on motorcycle helmets. Turns out they are also the worst offenders in these mistakes.

Here are some recent yearly numbers for you to chew on: Motorcycle fatalities 2,057, Pedestrian fatalities 5,300, Bus/Truck fatalities 5,194, Automobile fatalities 51,054. Terrible numbers, but look at this: Medical Malpractice Fatalities 643,800. And they say bikers are a PUBLIC BURDEN? Write to the above address and they will send you information. It should be clearly understood that the great MAJORITY of our doctors are very careful, caring, hardworking people who have our best interests at heart. These figures dismay them as well as us.

NEWS BITS'N PIECES:

BOLOGNA, Italy: It is the first bike of the new millennium. It is the first bike to enter Internet e-commerce. Ducati again breaks new ground in the motorcycle world with the MH900evoluzione's aggressive forward-thinking style.

Visit the MH900e page at www.ducati.com, and you Ducati lovers will find photos, specs and everything you want to know about the MH900e. Starting January 1, 2000, at 00:01 GMT, with the click of a button, customers can now reserve an MH900e to be built specifically for them. When a reservation is confirmed, it will be added to the official MH900evoluzione Owner Registry on www.ducati.com, where the owner will be able to track the bike's status.

Once built, the MH900e is sent to a local authorized Ducati Dealer in a special protective case. Then the dealer performs all final inspections and hands over the keys. Deliveries will begin in mid-summer 2000. Now that's a touch of class.

FRIDLEY, MN: An Andover resident won her first motorcycle in "The Magic Match Game" that began in July, and came to a close on November 18, when the winner was notified. Mariella Haas of Andover, MN., received her winning ticket at a Freedom Valu Center in Fridley, MN.

When store manager Tom Zwirn contacted Haas to inform her of the winning ticket, she was shocked to learn that she was the motorcycle winner. Haas' husband recently purchased a bike, but this will be her first motorcycle.

Way to go Mariella. Congratulations!

SAN FRANCISCO, CA: MAD MAPS introduces a first in a line of maps customized for motorcycle touring people. Designed by veteran road warriors, the maps give detailed directions and descriptions of various stops along the routes, including biker-friendly eateries, gas stations, dealerships, rental, and safety information. The company is already charting additional touring maps for other areas of California, the United States and beyond. I could use one of those gettin' out of my driveway.

MOSCOW: The Russian industry has resumed the supply of heavy motorcycles for their Armed Forces. The off-road machines can be used by reconnaissance and patrol groups. They can carry two or three men and have a cargo lifting capacity of 25-100 kilograms. The speed of 100 kilometers per hour makes the cross-country machine maneuverable.

The first batch of the three-wheel motorcycles has been ordered by the Armed Forces for the Russian peacemakers in Kosovo.

MILWAUKEE, WI: Harley-Davidson riders can now browse for products online. The Genuine Harley-Davidson RoadStore (TM), is open now at www.harley-davidson.com. The new locator features the ability to search for a local dealer map to dealer locations, lists of dealership services, and even driving directions. They're gonna get your bucks one way or another.

LAS VEGAS, NV: This time, daredevil Evel Knievel landed with an "I do" instead of a thud. At the same fountains where he crashed 32 years ago, Knievel tied the knot recently with Crystal Kennedy at Caesar's Palace Hotel-Casino.

Knievel, 61, arrived at the ceremony on a motorcycle, then waited for his 30-year-old bride, who was escorted by Caesar and Cleopatra, of course. I knew that cradle robber still had it.

DISCRIMINATION: Our civil rights attorney, Spencer "Spike" Neal, is taking the City of Tigard, Oregon, to court. Seems they had this balloon festival, an annual public event, and they excluded patch-holders. Our own Oregon A.I.M. (Aid to Injured Motorcyclists) Attorney, Sam Hochberg, even rode with the patch people to be a witness. The Oregon Confederation of Clubs is backing it, too. Watch for more.

SAM'S AIM TIP OF THE MONTH: Sam says a lot of bikers who are busted up in wrecks are told by their docs to "go back to work if you can," and never get a work loss slip. Then, it's hell to put together a wage loss claim later. If you're hurt and you know you can't work, ASK your DOC to put it in writing. And if you're self-employed, keep good records of every job you had to turn down, so you can verify it later against the insurance company.

Wrecks, of course, are what our A.I.M. (Aid to Injured Motorcyclists) lawyers handle. FREE LEGAL ADVICE is always at your telephone at 1-800-531-2424, or 1-800-ON-A-BIKE.

GUNNY AGAIN: The millennium may be upon us but that isn't going to affect the National Coalition Of Motorcyclists (NCOM) Annual Convention. Keep these dates in mind: May 11-13, 2000, and get your reservations early because they will go fast. This 15th annual NCOM CONVENTION will be at the CLARION HOTEL - SAN FRANCISCO AIRPORT, 401 E. Milbrae Ave, Milbrae, California 94030. Call 1-800-223-7111 for your room reservations. Mention NCOM for really special rates. Don't miss this one! Call Bill Bish at AIM/NCOM, at 1-800-531-2424 for more info. E-mail is NCOMpms@aol.com. Last year in Phoenix, nearly 900 bikers attended. There was barely room at the Silver Spoke Awards banquet and awards ceremony. The seminars are always the best and the information to take back to your people is almost overwhelming. If you're in Oregon, think about riding down! I'll be there lookin' for ya.

Keep the round side on the bottom,
Gunny, Oregon A.I.M. Chief of Staff



PR Director's Report

As much as I would like to rant and rave about the importance of becoming a PCP, I will relent for this report. It has been a bittersweet month for me, and a busy one too. I wrote a press release for the Salem Chapter Toy Run, but the credit goes to Murge who hand delivers them to local media. It is the only way to get coverage folks. Having me fax a press release out of Portland, is cold and impersonal.

That's what Daryl did in Portland for the Shriners' Hospital Toy Run. He wrote personal letters to the media about one of our members and his battle with cancer. It was the first year, ALL of the TV stations showed up. Even our greatest foe, (besides the Governor) the Oregonian, not only did an excellent write up about the Toy Run, but also wrote an advance story about Bob Jackson, the Toy Run and ABATE. The results were phenomenal.

You would have to have been there to believe it. There were close to 1500 motorcycle riders (twice what we usually have) and it was an awesome sight.

Of course, we all know that there is a team of people responsible for the run, but they are the very ones who promoted Bob's participation in the event over the years.

The day of the run, my heart raced because Uncle Bob's beautiful red trike was parked in the lot. Bittersweet reality: Bob's son was driving the trike, as planned, but Rena, Bob's wife and life partner, rode in the limousine, alone. Bob was made an honorary Shriner at the hospital festivities. Rena was proud and brave through it all. For just one day, everyone loved bikers, except for the people who wanted to cross the street after waiting for over 20 minutes!

Uncle Bob passed on tonight, five days after watching all of the media coverage, his life helped to create. Bob left this world having touched the hearts of Shriners' kids, his fellow bikers and his loving family. This single biker family brought a new level of dignity to the stereotype.

One person, one family, one action, does make a difference. Speaking of opportunities, I found the WTO controversy to be an excellent time to talk with co-workers, neighbors and non-bikers about my main political concerns: globalization and standardization. If you do not know what these words mean to you, then you don't know that your rights as an American citizen are being taken away, by YOU! Wake up and get busy. The loss of freedom of choice on the helmet issue will look like nothing, as compared to what is going on legislatively, on the federal level.

Before I step off the soap box, I'd like to encourage the entire ABATE membership to get more involved. We have STEAM coming up to motivate you and the Motorcycle Rider's Foundation's Best of the West conference is coming here to inspire you! There are plenty of opportunities for anyone to step forward, and to become part of the solution, to be a part of the brotherhood. Join us at our chapter meetings and our events. We need you... now!

Happy New Year and may all of your dreams come true.

Melinda McCrossen, (503) 231-2701, melindam@teleport.com



OREGON MOTORCYCLE DEATHS DECREASE 36% FOR 1999

Oregon (AMN) Oregon state officials state that the number of deaths from motorcycle-related accidents are dropping. Currently deaths are at 16, last year there were 25. Officials attribute the decrease to the Team Oregon motorcycle training program.

<http://www.americanmotor.com/headlines/news/news.cfm?id=1>

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Legislative Director Report Frank Saxton

Today's theme: It doesn't affect me, so why should I care?

Seems like I hear this comment a lot. Sometimes the words aren't actually spoken, but the meaning is unmistakable. When you tell someone that the Planets are about to collide and you get that "who gives a shit?" shoulder shrug response, you just have to wonder which Planet they are living on.

For example, there are many reasons why I feel that it is vital that we consistently put forth a helmet law repeal bill during each legislative session to show that we are really serious about getting rid of that law. But I feel equally strongly that putting forth a bill that we will not have enough Legislative support to pass would be a huge mistake. The solution? To get out there and work hard to get the right people elected so that we will have the support that we need down at the Capitol. And perhaps more importantly, to become part of the grass roots political power structure as PCPs. I've been giving speeches about this for several years now. So, are we getting Armies of Bikers eager to work on election campaigns and to become PCPs? Nope. So far, our own Candidate, Wendy Hogue is having a tough time finding volunteers to help get her filing petition signed. Whoever gets elected to House 5 doesn't affect me, right? I don't live in Cornelius. Hell, I don't mind that her Opponent, Jim Hill characterizes Bikers as "head, pavement, splat." That little bit of disrespect doesn't affect me.

That whole Global Harmonization business is pretty scary. Right now, the noise limit is at 72 dB and is a lot more likely to be reduced in the future than raised. My 1990 Volvo puts out more than 72 dB of noise for Pete's sake. And the noise limit battle is being lost in Europe without a shot being fired. FEMA Leaders feel that loud motorcycles are a very bad thing and that all of that noise generates a lot of anger in the minds of the non-motorcycling public. But, why should I care? I don't live in Europe.

So-called "anti tampering" directives are already in place in Europe. Anti tampering is a politically correct euphemism for not allowing you to work on your own bike. By a show of hands, how many people think that the carburetors that Harley

Davidson has been putting on their motorcycles for the past 30 or 40 years are the most technically superior things out there? Judging by how many carbs S&S and Mikuni sell, I'm guessing not many. Well, you won't have to worry about it much longer because fuel injection is in your bikes' future anyway. But, why should I care? That doesn't affect me.

The latest "safety" craze is graduated licensing. Some States, including Oregon have looked at this, but Europe has gotten into it in a big way. The current plan is to make riders wait until they are 24 or 25 before they are allowed to ride the more powerful bikes. Currently, the maximum horsepower allowable is 98 BHP. This number is almost certain to come down in future directives. Say goodbye to those 96 CI strokers. But, I can't afford one of those bikes anyway, so why should I care?

Why should I care? It isn't the Bureaucrats and the Safety Nazis who are going to get us. We are going to wind up killing ourselves due to our own apathy. If anyone over 25 can tell us why we should care about young Riders being denied the right to ride the bigger bikes, send me an E-mail. If you say something inspiring, I may use it in next Month's report. If I get no replies at all, I may use that fact in my report also.



MRF Honored in the US Senate

November 10, 1999 Washington DC ... Senator Ben Nighthorse Campbell (R-CO) honored the Motorcycle Riders Foundation in the Senate Congressional Record with a statement commemorating the 10-year anniversary of the organization's continued presence in Washington, DC. The following statement can be found on page S14583 of the Senate portion of the November 10, 1999 Congressional Record.

HONORING THE 10-YEAR ANNIVERSARY OF THE MOTORCYCLE RIDERS FOUNDATION

Mr. CAMPBELL:

Mr. President, today I would like to take this opportunity to recognize a not-for-profit organization which has been on the national forefront of motorcyclists' rights. The Motorcycle Riders Foundation here in Washington, D.C. is a nation-wide grassroots activist group that is completing its tenth year representing motorcycling rights. As the year draws to an end and we look forward to a new century, we should be proud of an organization such as MRF which embodies our forefathers' commitment to the Constitution and the values of freedom and the self-determination of a citizen government.

In the mid-1980's the leadership of the various state motorcyclist associations, which had been around since the early 1970's, began to be concerned about the possibility of and need for becoming involved with federal legislation that had an impact on motorcyclists. In 1985, these leaders began hosting a national conference, the Meeting Of The Minds, to educate

motorcyclists on how to be more effective in their state legislatures.

In September of this year the MRF hosted the Fifteenth Annual Meeting Of The Minds in Denver, Colorado. In 1986, the idea of establishing a national association and opening an office in Washington, DC, was conceived. In 1987, the Motorcycle Rights Fund (MRF) was incorporated as a 501 (4) not-for-profit association and fund raising began. In 1988, the name of the association was changed to the Motorcycle Riders Foundation, and with less than \$30,000 in the bank, the MRF hired its first employee and opened its Washington, D.C. headquarters on November 8, 1988.

Since its inception the MRF has had two primary goals. One has been its educational program, which sponsors national and regional conferences every year, with the purpose of training and educating leaders of state motorcyclist associations. The MRF's second, and primary program is its government relations activity. The MRF was recently recognized by the American Society of Association Executives with its Award of Excellence, for the overall federal legislative program. The awards committee recognized the commitment of the MRF and its ongoing efforts for the past ten years.

In 1996 MRF's federal legislative program was also the recipient of ASAE's Excellence in Government Relations Award for a Single Issue. In its ten-year presence in the Nation's Capital, MRF has had a number of legislative accomplishments in diverse areas ranging from highway safety, personal liberty, law enforcement and discrimination issues; technology development policies, highway access, and state to federal relationships.

As we recognize MRF's 10-Year Anniversary, I look forward to hearing about MRF's future successes in the months and years to come.

Steve Zimmer, MRF Vice President of Government Relations said, "We appreciate Senator Campbell making this public statement honoring the MRF in the official record of the United States Senate. It is high praise, indeed to have a man such as Senator Campbell commend MRF's accomplishments considering what he himself has done for motorcycling."

For further information contact Steve at 202-546-0983 or by e-mail at <mrf-news@mrf.org

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E-Mail: steve@mrf.org, website: <http://www.mrf.org>
Brothers and Sisters of ABATE of Oregon, Happy New

Millennium!

I would like to thank Mel for his dedication to the Motorcycle Awareness Program, and know that his teaching of sharing the road has enabled us to ride safer!

As we start off the new year I encourage all officers and new members to attend the upcoming S.T.E.A.M. (Seminar To Educate And Motivate) scheduled for February 19, 2000. And mark your calendars for April 28, 29, and 30, 2000 for B.E.S.T. Of The West (Bikers Educational Seminar for Training) right here in Oregon! We are working hard to make it a fun and memorable event! Look for updates in the Newsletter!

If you have a topic or idea for one, please let one of the BOTW committee members know. This is a time when we can entertain, and learn with our brothers and sisters from around the country. If chapters planning events, will get flyers in early, we can make them available to our guests and encourage them to plan a return to our beautiful state.

If you are already planning to attend get your reservation in early. We are looking for "host homes" in the Portland metro area, for those who would like to attend but are on a tight budget. Please, let your reps know if you would be interested in being one.

I look forward to this year and plan to meet with the Education Directors from all the chapters to review our program, and update it if necessary.

Ride Safe and Free,

Brenda "Bitch" Trainer-Huber

Education Director/ABATE of Oregon



Politics 101

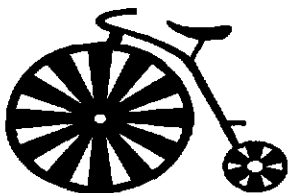
By Ken Ray

Legislative Director, BikePAC of Oregon

I would like to start out over the next few months talking about the history and origins of our nation's government. Limited democracies had previously been attempted in Rome and Greece. Republics have existed since ancient history. The United States was the first country to combine these forms successfully. Our nation is a republic; our states operate more as democracies. In the months to come we'll examine the differences between the two. But first I think it's interesting to look at how our modern government came to be.

The principles of our government are in our country's most basic documents. The very heart of our government comes from the Declaration of Independence and the Constitution. Yet a lot of people are unaware that well before the Declaration of Independence, Articles of Confederation, or the Constitution; other documents were written that led us to our current form of government. And like much of our early history, it started in England.

The path to self-government was a long one. For many hundreds of years England existed in what's called a feudal system. This meant there were lords who ran things, there were freemen who had no basic rights, and slaves. The head of state was a monarch who held absolute power. In 1215 that all changed. John, king of England, signed an historic document



that may have changed the world. The Magna Carta was the first document that ever stated basic rights given to the people. Even more importantly, the Magna Carta put limits on the powers that the government may use. For the first time in European history, the King did not have absolute power. This was the beginning of the rule of law, not the rule of kings. To this day this is one of our most basic principles in government. No one person, no matter how important, is above the law of the land or the constitution.

The Magna Carta laid out some basic things that are familiar to us now. For example the Sheriff or baliff could not take Corn, horses or carts from a freeman (non-slave) without just cause. It would take a court action to put a freeman in jail. And merchants were guaranteed freedom to use the roads across all regions of England, without rules changing from area to area. The first beginnings of the English Courts of Law, which form the basis of our modern legal system, were also put forth.

These are some basic things we take for granted. But seven hundred years ago it was radical stuff.

The second document that had a huge impact is the Mayflower Compact. This was the first document in the New World establishing exactly how the Plymouth colony would be run. The Mayflower Compact was signed in 1620 and declared that in exchange for obedience to King James XVII of England, the Plymouth plantation would have self-governance. They stated their intention to create a civil body that would create laws for the general good of the colony. This was a limited step towards constitutional government. It is important to note that obedience to the King did not mean that the King could break the covenant already established by the Magna Carta. It's likely that it was the treatment of the American colonists as second class citizens by the King was the root cause of the dissention that led to independence.

Next month the Declaration of Independence.



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Virtually windproof, water resistant, light weight and compact saddle bag packing microfleece ponchos that can be used for blankets or a pillow!

10% of profits through Dec. 31st donated to SE Chapter ABATE Toy Run Fund and Cisco Food Drive.



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T-shirts: S - XL ~ \$15
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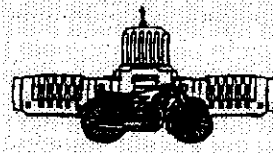
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RESIST MUCH
Obey little

RIDE HARD



BikePAC of Oregon, Inc.



PO Box 5612
Salem, OR 97304

MEMBERSHIP APPLICATION

Circle Type of Membership

	Individual	Club/Group	Corporate	
Associate	\$10	General	\$50	Sponsor \$ 100
Full	\$25	Supporting	\$100	Supporting \$ 250
Couple	\$35	MAB *	\$200	MAB * \$1,000
Family	\$50			

* Member of the Advisory Board

My Voter Registration Card says

State Senate District: _____ House District: _____

Your contribution will be directed into the BikePAC General Fund, which includes the Lobbyist fund, unless you specify the following:

Put \$ _____ of my contribution into a dedicated fund that will only be used to support a candidate running for office in my legislative district.

Name(s) _____

Address _____

City _____

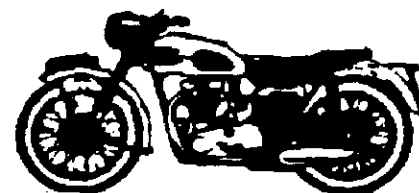
State _____

ZIP _____

Phone _____

E-mail _____

Frank Saxton, Executive Director
(503) 297-2325
Frankie@Easyrider.com



Wow! I don't know what to say except I'm sorry that happened to you. Obviously the guy was out of line and I will spread the word around about his behavior and see if we can figure out who it is. I am going to print out your letter and put it in my files until I do find out who it is. I am sorry to say that he didn't say this to me because I might not have been so sociable about it. I would like to think this is an isolated attitude and incident and hopefully you don't run across him or his s%^&\$^s attitude again. I would like to apologize to you again from myself personally and from ABATE as a whole.

Kerry "Maddog" Trotter
Vice Coordinator SE Chapter of ABATE
Webmaster State of Oregon ABATE

Hope Piantini wrote:

An Open Letter to ABATE:

Last Saturday on the Shriner's Toy Run, while waiting to form up, I pulled my bike over from one formation to another in order to join some friends. Apparently an ABATE member who was helping to organize the run, thought that I was trying to pull out before the rest of the group. He pulled up next to me and said "If you f%&ck up this run, I'll f\$*k you up." I looked at him in disbelief and he then said "I mean it, I've been doing this for 20 years".

The guy next to me said "Don't mind Jerry, he's just uptight today".

I don't know who Jerry is or if he belongs to SE Portland ABATE. But he was apparently heavily involved in the run, and in himself. Behavior like this undermines what ABATE is all about. I was not aware that riding a bike was a tough-guy competition. I was also not aware that it is acceptable for run organizers to "f^k up" people who attend. It is this kind of attitude that isolates many riders from ABATE and other riding organizations. Maybe this "Jerry" character has seen too many biker movies.

I have been riding motorcycles for over 20 years. I was a founding member and officer in the Vancouver, Washington ABATE chapter in 1978. I was coordinator of the Tri-Cities, Washington chapter in 1984, and I was secretary of SE Portland ABATE from 1988 to 1990. Through all of my involvement in ABATE I have NEVER been treated so poorly. If "Jerry" is a member or leader in ABATE, I expect an apology.

At the Shriner's Toy Run especially, there is a great deal of media coverage. I was not the only individual who commented on "Jerry's" behavior that day. I heard from 2 others that he was hostile and verbally abusive to several people. Is this what we want the media to see? Do we expect our issues to be taken seriously if our representatives come across as violent, irrational stereotypes?

This is not aimed toward SE Portland ABATE, but is written with the objective of letting ABATE know that someone in Portland is representing ABATE but not upholding ABATE ideals.

"Jerry" should check his attitude at the door.

Sincerely,
Phillip Schmidt

CHAPTER REPORTS

Central Oregon

Meets 2nd Sunday, 2:00 PM
Moose Lodge #323, 3199 N. Hwy 97, Redmond
Chapter address: P.O. Box 926, Redmond, Or. 97756
Chapter contact: Jay Swartz 541-389-6773

NO REPORT, FIRST TIME THIS DECADE.

Columbia River

Meets 2nd Sunday, 12:30 PM
Pizza Perfect 6815 N.E. Killingsworth, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Spike 503-282-4604

This report closes out 1999 for the Columbia River Chapter. We will announce our new officers in the next newsletter since this report is due before the elections.

We are all saddened by the loss of Uncle Bob on December 9th. Another one of our brothers and sisters has left us with his legacy to carry on the struggle for freedom. We will always remember him and appreciate his efforts for ABATE and especially for his dedication to the Shriners Toy Run. This year's run, the 20th, was the largest yet and a good part of that success was due to Uncle Bob. Many of our chapter members participated in the run and all of the work that leads up to the run, including selling the tickets, planning, and operating the event. My thanks to all of those who helped with that worthy effort.

I am hoping that our chapter can have more post-meeting rides and activities in 2000 so that we don't just get together only for business; let's have some fun. Don't forget the upcoming Sweet Heart Ball on February 12th at the River Road House. The next presently scheduled event after that will be Angie's Run in June when we'll have a ride and a picnic.

The Southeast Chapter had a new member drive among the three Portland chapters. SE came in first with 12 new members; we came in second with 11 and I believe NE had 8. Not a bad showing for the smallest Portland chapter; we intend to grow even more.

Finally, don't forget our legislative activities; we need to get our supporters elected and re-elected so that our voices can be heard in the legislature and in Congress.

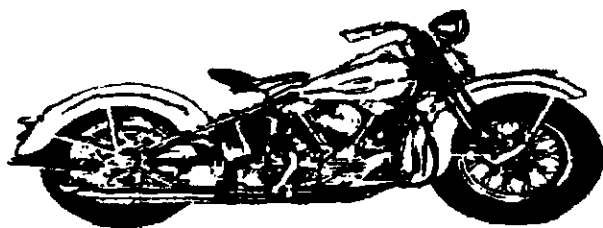
Dare to struggle, dare to win.

Spike

Douglas County

Meets 3rd Sunday at 12:00 AM
Round Table Pizza, Roseburg Valley Mall, Roseburg
Chapter Address: P.O. Box 61, Roseburg, OR 97470
Chapter Contact: Connie 541-440-3079
FAX 541-673-6982

NO REPORT, FIRST TIME THIS DECADE.



Lincoln County

Meets the 1st & 3rd Friday, 7pm
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 614, Waldport, OR 97
Chapter Contact: Gary Ploub 541-782-3476

Happy New Year!

Whew! It's the year 2000! When I was younger, I thought the year 2000 was such a long ways away, but it arrived so fast. Forever Forward! Hope everyone had a safe and enjoyable New Year's Eve. As of press-time we haven't had our last meeting in December, which is when we will be holding our Elections. I will give an updated list of Lincoln County Officers in next months Newsletter. I will also give a report on the Christmas we gave to the families we adopted.

That's about it for now!

As Always.....Ride Safe!

Shirley

N.E. Portland

Meets 3rd Wednesday, 7:30 PM
Round Table Pizza, 4141 NE 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Rusty Taylor 503-777-5121

Happy New Year Everyone!

Hope this finds everyone still up and running. Don't know what the Millenium will bring as I type this report. Obviously if your reading this now, Y2K is a success.

This will be my last chapter newsletter report, as I did not accept the position of secretary for this year. It has been a pleasure and I really enjoyed my position as chapter secretary, for NE Portland Chapter. Secondly, it was a very sad day, December 9th, when I heard the news of our Uncle Bob's passing. A person so beautiful and so generous with his time and care for Shriner's Children's Hospital and Toy Run. I know he didn't stop there. His love will always be remembered and carried on through eternity. Rest in Peace Uncle "Angel" Bob. My prayers are with you and your beautiful wife and family.

I hope this New Year brings our organization abundant new and existing members back into our chapters for the support we need.

Stay Warm, Stay Safe!

Carmen

North Coast

Meets 1st & 3rd Wednesday, 7:00 PM
Astoria Eagle, 894 Commercial, Astoria
Children are Welcome
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Jeff Gee 503-861-1703

NO REPORT, FIRST TIME THIS DECADE.

ATTENTION: I THE EDITOR DUE WIPE THE SLATE CLEAN! THIS IS A NEW DECADE AND LET US ALL TRY TO SUBMIT ON TIME EACH MONTH! GWH NO PENALTIES TILL NEXT ISSUE.

River City

Meets 1st & 3rd Tuesdays, 7:30 PM

ZIM'S BRAU HAUS, 604 E. 2nd. St., The Dalles

Chapter Address: P.O. Box 1103, The Dalles, OR 97058

Chapter Contact: Kevin, Membership Secy. [541] 352-7471

Officers for 2000 are as follows:

Coordinator	Lee Eikanas
Vice Coordinator	Cindy Judah
Membership Secretary	Mike Farmer
Recording Secretary	
BOD Representative	Mike Farmer
BOD Rep, Alternate	Lee Eikanas
Treasurer	Lynne Kadlec
Sgt at Arms	Tim Kuechmann
Legislative officer	
Ways and Means Officer	
Public Relations Officer	Stan Baker
Historian	Cindy Judah & Johnna Baker (team)

We had a very small turnout for our election meeting with 9 people. We still need to find a recording secretary, but all other necessary offices are filled. Brian and Cindy volunteered to handle the secretary duties until one is chosen.

We continue our Chapter rides and they are great fun! Last Sunday, we got to see Bob Buddle's new Road King. Now he and Paula are all set for cruising.

Unfortunately, Bob didn't show up for the meeting this week and so he missed winning the \$20 membership drawing when his name was drawn.

Saucy won the 50/50 and donated his share back to the Chapter. Thanks,
Brian.

Salem

Meets 4th Sunday, 1:00 PM

Pietro's Pizza, 1637 Hawthorne Ave NE

(Call 503-581-3138 or 503-581-8637 for information)

Chapter Address: P.O. Box 13957, Salem, OR 97309

Chapter Contact: Elaine and Gary Devore (503)-581-0006

Jim Russell 503-734-3322 (h) 999-1372 (cell)

Welcome to a New Year y'all,

Along with it comes new possibilities.

And Chapter elections. Here's the folks who was nominated or volunteered for offices in Y2K:

COORDINATOR	Murge, Jim Russell
VICE-COORDINATOR	Cole Hembre
SECRETARY	Rot Path
TREASURER	Cherie Hembre
MEMBERSHIP	Cherie Hembre, Lois
SGT AT ARMS	Rob, Sherman
QUARTERMASTER	Jim Russell
WAYS AND MEANS	Jim Russell
STATE BOARD/LEGISLATIVE	Murge
PUBLIC RELATIONS	Cole Hembre
HISTORIAN	Cherie Hembre

Of course by the time you've got yer hot sweaty little paws on this rag, the elections will have taken place. So if yer patient ya can read

about them next issue. (Or if you ain't an' got web access, you can go to www.open.org/~pwdh88/rot-page.html after 19 December.) Our Toy Run will have been a whoppin' rainin' success by now, helped out by the Gypsy Jokers. If Rot Path remembered to get a rain-proof camera, there might even be newer pics on the web page as well.

Meanwhile it's time to get steamed up about S.T.E.A.M. which is happenin' next month at Chemeketa Community College on north Lancaster in Salem. That will be goin' down on Saturday, 19 February.

If that ain't enough to rock yer socks, Best-of-the-West is bein' hosted at PDX Holiday Inn in Portland 28-30 April.

There's groups of folks interested in medieval times who put on festivals where most of the attendees dress up (or down) like peasants or ladies an' lords an' address each other with "My Lord" an' "thee" an' such.

Vc ("What does this got to do with motorcyclin'?" yer askin'.)

Whenever necessity requires a cage to intrude in order to deliver ale or somethin', folks start callin' out to "Beware the dragon". They equate cages with dragons on accounta they's smoky an' smelly an' makes lots of noise. (An' the cages is nearly as bad.)

It came into what's left of Rot Path's so-called mind that if cages is called dragons, then motorcycles must be dragonet.

Therefore we must be dragnet riders.

Which brings to mind Anne McCaffrey's Dragon Riders of Pern series, which Rot Path has been rereadin' lately. If ya ain't read 'em, go check out the library.

They's all about folks havin' to cope against extreme adversity in order to survive. (Sound like any group ya might know of?) Granted, the thread we fight is often in the form of three-piece suits. But there ain't no reason we can't succeed if we act in concert based on what we believe in: freedom.

One thing Rot Path is noticin' on this read through of the Pern novels is how class-divided the people are, even though they have a common cause.

One of the problems our society seems to be sufferin' from right now is a lack of focus. As a result, the folks elected by us seemed to be removed to a higher level. Some of them get downright elitist. Guess it's up to us to tap them on the shoulder occasionally to remind them that their feet touch the earth just like everyone else's. Happy nude year.
Rot Path

South Coast

Meets 3rd Sunday, 11 AM

Gino's Pizza, 1324 Virginia Street, North Bend

Chapter Address: P.O. Box 4175, Coos Bay, OR 97420

Chapter Contact: Charlie Hill (541) 888-8081

SouthCoastABATE@yahoo.com

Seasons Greetings!

Here on the South Coast we have been busy with our Food Drive and Toy Run for the Salvation Army. In May (Mothers Day Weekend) we will be doing our Many Faces of Motorcycling at the Pony Village Mall. (May isn't that far off when your working on these events.)

We lost two of our members from South Coast to the Roseburg (Douglas County) chapter. I hope Douglas County welcomes them (Abe & Cindy). We will miss them but do plan to see them in a few of months. Cindy was our Secretary but since they had to move already, I am writing her last newsletter for her.

We are looking forward to another busy year here on the South Coast. We have some new members whom are jumping in and helping on event committees. I wish everyone were as enthusiastic as some of our members.

I have to say, we do have a great bunch of members in our South Coast Chapter, and I personally appreciate all the help I get from each of them. Each member at one time or another pitch in and help. That's what makes a good successful chapter.

Thanks to all
Charlie

Southern Oregon

Meets 3rd, Sunday, Noon
Oregano's Pizza, Gold Hill

Chapter Address: P.O. Box 2031 Grants Pass, OR 97528
Chapter Contact: Tom Orsini (541)-479-8635
Roberta Great 541-857-0244

Hello from Southern Oregon!

The holidays are fast approaching and many chapter members have been participating in various toy runs. Thanks to all of our members who helped the family we adopted at Christmas. We are currently in the midst of planning our summer runs. It's keeping a few of us busy. This is my first time of writing a report so it's quite short. Be safe on your winter rides,
G. G.

S.E. Portland

Meets 1st & 3rd Sundays, 12 Noon

The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Lee Austin 503-760-9015
FAX 503-760-9013 E-Mail la44@qcsn.com

By the time you get this we will have made it into a new millenium. No more worries (hopefully) about the nasty Y2K bug. 1999 was a good year with some wins and some losses.

Our biggest loss was, of course, losing "Uncle Bob". We will all miss him dearly but he will always be alive in our hearts and in the hearts of every child he came in contact with. AND you can bet on it that every year he will be leading the pack up the hill to the Shriner's, on his Harley in the sky.

Now it's time to concentrate on the New Year. A very important year because it is an election year. Time for you to gear up and get ready to do a lot of volunteering. Passing out literature, putting up signs and educating people on whom would be the best candidates to vote for. One of the reasons most people join this organization. We have all of our officers chosen except for Treasurer and Membership secretary. Both are very important positions. If you think you can fill the job then step up and volunteer. I would even be glad to do the Treasury job if someone wants to be secretary.

Our officers are as follows:

Coordinator	Lee Austin
Vice-Coodinator & Webmaster	Kerry "Mad Dog" Trotter
Treasurer	Open
Membership Secretary	Open
Secretary	Anna Dahl
Legislative Director	Dick Edmonds
State Rep	Larry Porter
Education Director	Geoff White
Public Relations	Marion

Ways & Means

Products

Chapter Chaplain

Cisco Loiaza Food Drive

Toy run

Stephen Baton

Richard Eberling

Vic Voltz

Glen Loiaza

Edd Dahl, Mike Hodge &

Dick Edmonds

Sgt. At Arms Chuck Sherman #1 & Terry Schafer #2

Be sure to mark your calendar for SE Chapters 19th Anniversary party. March 11th. See the ABATE WebPage for important upcoming events. It's a great site to surf through.

At our meeting on December 5th, Uncle Bob's name was drawn for membership drawing and it was unanimously voted he would receive a check for \$25.00 even though he couldn't be at the meeting. This was an exception that everyone agreed on. The pot goes back \$5.00 at the next meeting and goes up \$5.00 everytime someone's name is drawn and they aren't at the meeting to claim it. (The max is \$50.00).

Come meet some of your new officers and get involved
Anna

South Central Chapter

Meets 2nd Wednesday 6:30 P.M.

Old Town Pizza Company, 722 Main St., Klamath Falls
Chapter Address 231 Division St. Klamath Falls, Or. 97601
Chapter contact: Pat Poage 541-851-8249
or Judy LaMay 541-882-5431

NO REPORT, FIRST TIME THIS DECADE.

Washington County

Meets 2nd & 4th Tuesdays, 8:00 PM

Miller's Homestead Restaurant, 640 SE 10th St., Hillsboro
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Ted Tracy (503) 640-5766

Can you believe it?! The New Year is here and the world has not ended! As I write this in December, I am looking forward to WaCo's first IceCycle Run on January 2. Hopefully, you will have attended, ridden along, and ate too much chili and cornbread at the Log Cabin. Things are changing in our chapter, including the officers. This is due before the balloting, so new officers will be listed in the near future. We are also looking for a new home. Hopefully, the Silver Dollar Pizza at Hall Blvd. and Denny Rd. will turn out to be WaCo friendly. I attended my first WaCo Toy Run in November and had a great time, but it was nothing compared to the Shriner's Toy Run on December 4th. It was great to see hundreds of riders out there. Several days later, I spoke with a Tri-Met worker who commented on how great it was to hear all those bikes start up, idle and take off. I know it felt pretty good from my seat.

With the new year comes more work to be done, not only for runs, and events, but also for the legislature. We need everyone's help to get our message out, including phone calls, e-mail, and letters. Please volunteer some of your time to help out with the cause.

We can use you just about anywhere and you will be changing the rules for future generations. We would really like to see more members at meetings. Not only to get informed, but also to get to know fellow members. You also have the opportunity at every meeting to win the membership pot, which will be starting at \$10 at our January meeting. One of the fun things we did at the December 14th meeting would be to draw until we had a winner. That

announcement will appear in the next newsletter. Losers in November were Brianna Christoferson and Odessa Able because they were not present. Be at the next meeting so you can be a winner! Until then, watch out for the other guy!
Linda Wells

Willamette Valley

Meets 3rd Thursday, 7:00 PM

Izzy's Pizza 1980 Mohawk Blvd. Springfield

Chapter Address: please address to:

4618 Daisy St. C/O Rick Maish, Springfield, OR 97478

Chapter Contact: Michael Taylor 541-485-2352

or Rick Maish 541-746-7837

NO REPORT, FIRST TIME THIS DECADE.

Submit



YOUR
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ON TIME!

**YOUR DEADLINE IS THE
10th OF EACH MONTH!!!**

UNITED



A.B.A.T.E. of Oregon's MEMBERSHIP CLASSIFIED'S

NOTE: All ABATE of Oregon members may run their ads FREE for 3 months. The date in parenthesis () is the last month the ad will run in the newsletter.

<p>Room to Rent in SE Portland. \$350/mo - utilities included (cable too) -separate phone line. Attic room is bright. Shared bathroom, kitchen, basement, yard. Shower - no bath. No garage but insulated shed with room enough for a scooter. Since my daughter lives with me, screening will be rigorous. 503-231-2701. (3/00)</p>	<p>1989 FLSTC Chrome Softail S&S w/hypercharger Newly rebuilt trans w/racing gears TOO many extras to list 23k invested \$12,500.00 503-774-8998 John (3/00)</p>	<p><i>ABATE OF OREGON IS NOT RESPONSIBLE FOR ANYTHING SOLD THRU THESE ADS. THESE ARE THINGS THAT INDIVIDUALS ARE SELLING</i> <u>NOT ABATE OF OREGON.</u> <i>(except membership to ABATE)</i> <i>THE EDITOR 1/1/2000</i></p>
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ATTENTION ALL FAITHFUL READERS: The classified ads are for personal items only. If you have a business or service, please be honest enough to place a commercial ad with the NEWSLETTER. Page two (2) has all the info you need to place an ad that sells. I have enjoyed seeing all that there is to sell. Thank you!

New for the year 2000, hey did that get your attention? I need you to submit stuff, articles, letters, pictures, or just stories fictional or not?

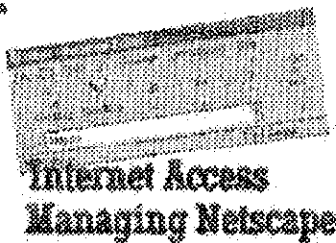
HOW ABOUT IT PEOPLE??????

Thank you for your time,

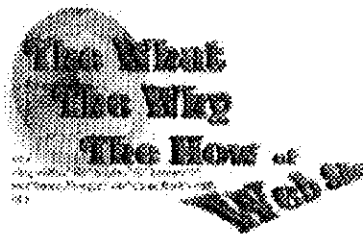
Gordon, newsletter editor

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The questions you need to ask BEFORE you buy a web site. This seminar provides the tools to make an educated decision. What makes a web site work? What should all sites have and what should they avoid? Hard code vs. site construction programs... Get the answers first!

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or call Joe at QCSNet, Inc. in Gresham: 503-661-0507**

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We Are Dedicated Members Of These Organizations:

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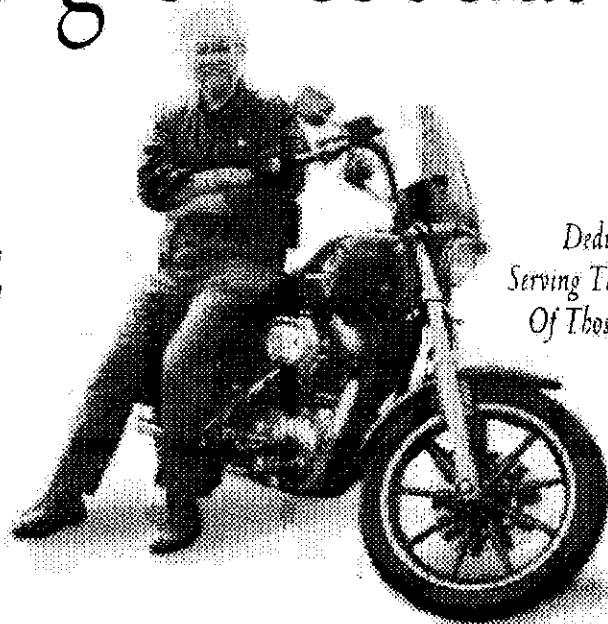
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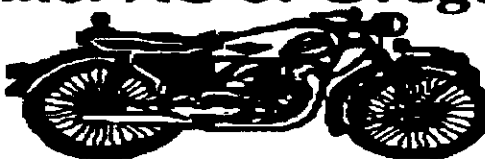
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CLUBS



HOG



RACERS



AMERICAN LEGION
FRANK BURNS POST #25
P.O. Box 197
Condon, Oregon 97823

December 6, 1999

ABATE of Oregon
Attn: Roger Hendricks
P.O. Box 4504
Portland, Oregon 97208

Dear Roger:

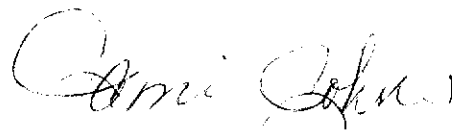
Enclosed you will find our check in the amount of \$352.61 for ABATE's Shriner's Fund.

Thanks to you and all of ABATE for allowing us the opportunity to raise funds for the Frank Burns Post of the American Legion. This year our efforts netted \$3,526.10 and was distributed as follows:

Scholarship Fund	15%	\$ 528.91
Sharing Tree	25%	\$ 881.53
Shriners	10%	\$ 352.61
Misc. Local Charity	15%	\$ 528.91
Gen. Fund	35%	\$1,234.14

Once again, we'd like to thank all of those who helped, patronized and supported us during the Fossil and Summer Runs. We look forward to next year.

Sincerely



Jami Johns.
Commander

A.B.A.T.E. of Oregon Inc., Washington County Chapter

❄ ICE CYCLE RUN ❄

& ALL YOU CAN EAT CHILLI FEED

Sunday January 2nd, 2000

Starting at; Beaverton Honda Yamaha

103080 S.W. Cascade Blvd. Tigard, Oregon

Sign in ; 10:30 am

" Join us for Coffee & Doughnuts

Ride Departs ; 11:30 am

compliments of Beaverton Honda"

\$8.00 Per Person (includes all the Chilli & Cornbread you can eat)
Chilli and Cornbread feed starts a 1:30pm at The Log Cabin
Restaurant Hwy 6, ends at 4:30 pm.

Win a \$500.00 gift certificate to Beaverton Honda..NOTE!
TICKETS FOR GIFT CERTIFICATE ON SALE AT BEAVERTON HONDA, THE
WACO TOYRUN NOV. 20TH 1999, AND FROM MANY WACO A.B.A.T.E.
MEMBERS NEED NOT BE PRESENT TO WIN. WINNER WILL BE ANNOUNCED
1-2-2000 AT ICE CYCLE RUN.

MUSIC, DOOR PRIZES, 50/50 DRAWING & FUN

EVENT SPONSORS; Beaverton Honda Yamaha,
Washington County Chapter of A.B.A.T.E. ,and
The Log Cabin Restaurant*****

Donations to A.B.A.T.E. of Oregon Inc. are NOT tax deductible. This event
is to benefit the Washington County Chapter ,A.B.A.T.E. of Oregon Inc.
This event is sanctioned by A.B.A.T.E. of Oregon Inc.

Hey! Even if you don't ride ,come
and join us anyway ,for the fun of it!
FOR MORE INFO. Mark Pratt 503-357-1727

ABATE of Oregon, Inc.



Dedicated to Freedom of the Road



In Appreciation of:

Angie Jensen

*Who's time and efforts
as a State Officer during 1998,
gives this individual the right
to be known as a True Freedom Fighter.*

*Many Thanks from ABATE of Oregon, Inc.
and your Coordinator.*

In Loving Memory...

Chris M. Vieira

State Coordinator - 1999

Aime Wright

State Officer - 1999

Presented December 11, 1999

Motorcycle Riders Foundation
Presents



Hosted by ABATE of Oregon

April 28-30, 2000
Portland, Oregon

The Holiday Inn Portland Airport 18439 N.E. Columbia Blvd., Portland, Oregon.
Room rate \$79.00 (includes buffet breakfast for two). Phone 503-258-8000 for rooms.
Service cost (before March 31, 2000): MRF members \$60.00, Non-MRF members \$70.00.
Service cost (after March 31, 2000): MRF members \$70.00, Non-MRF members \$80.00.
Registration is also accepted through our website at www.mrf.org. Visa and MasterCard accepted.
Mail registration fee to: MRF, P.O. Box 1808, Washington, DC 20013-1808. Questions? Call the MRF at 202-546-0983.

Over 6,000 motorcyclist rights

activists have attended MRF sponsored annual regional and national workshops since 1985. These workshops provide the nuts and bolts, "user friendly" subjects and training to assist motorcyclists in defending, building, and strengthening their grass roots organizations.



Use the applications below to join and support the Motorcycle Riders Foundation and to pre-register for the BEST of the West! April 28-30, 2000 at the Holiday Inn Portland Airport.

FOR OFFICE USE ONLY
(All information treated as confidential.)

Printed by: _____ Date: _____

Mail to: _____

Phone: _____

Fax: _____

E-mail: _____

Member since: _____

Year renewed: _____

Member name: _____

Member address: _____

Member phone: _____

Member fax: _____

Member e-mail: _____

It's time you did something more to protect your rights!

JOIN AND SUPPORT Motorcycle Riders Foundation -- REGISTER, VOTE, WRITE AND RIDE!

Annual Pledge of Membership \$25.00
 1-2 Year Pledge of Membership \$65.00
 Annual Supporting Membership \$100.00
 Annual Life Membership \$500.00
 2-Year Life Membership \$1000.00
 New Membership
 Renewed Member

PLEASE PRINT OR TYPE YOUR INFORMATION

Name		Phone	
Address		E-mail Address	
City	State	Zip	
1) Have you ever been a member of the MRF? <input type="checkbox"/> Yes <input type="checkbox"/> No			
2) Are you a member of a state motorcycle rights organization? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, name)			
3) What items do you have that might benefit motorcycle rights and the MRF?			
4) Will you volunteer these items if the MRF needs your help? <input type="checkbox"/> Yes <input type="checkbox"/> No			
MRF with no postage fee		Motorcycle Riders Foundation, Inc., P.O. Box 1308, Washington D.C. 20013-1308	
		(800) 540-2065 • FAX (202) 348-0007 • http://www.mrf.org	
CHARGE TO:		<input type="checkbox"/> Visa <input type="checkbox"/> MasterCard <input type="checkbox"/> Gift # _____ Exp. Date _____	Signature _____ Date _____

2000 BEST of the West Pre-Registration

(Must be received by March 31, 2000 to receive discount - after March 31, registration fee increases \$10.00)

- \$50.00 Current MRF Member
 \$70.00 Current MRF Member (after March 31, 2000)
 \$30.00 Non-MRF Member
 \$80.00 Non-MRF Member (after March 31, 2000)

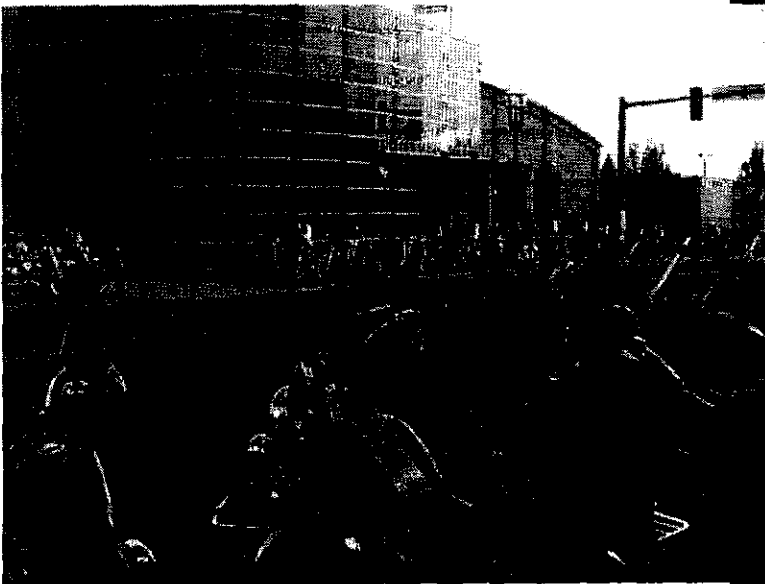
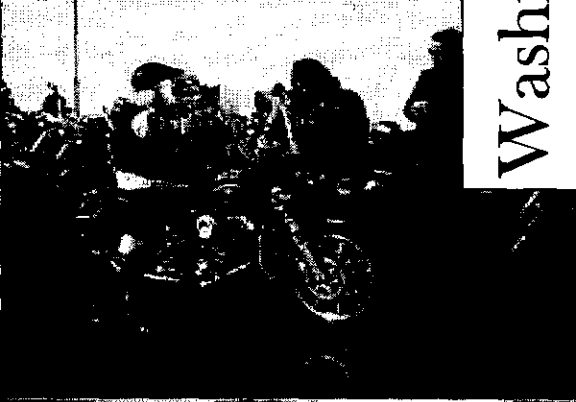
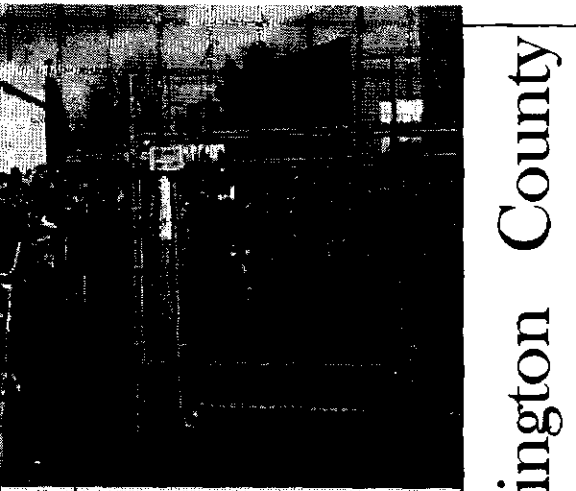
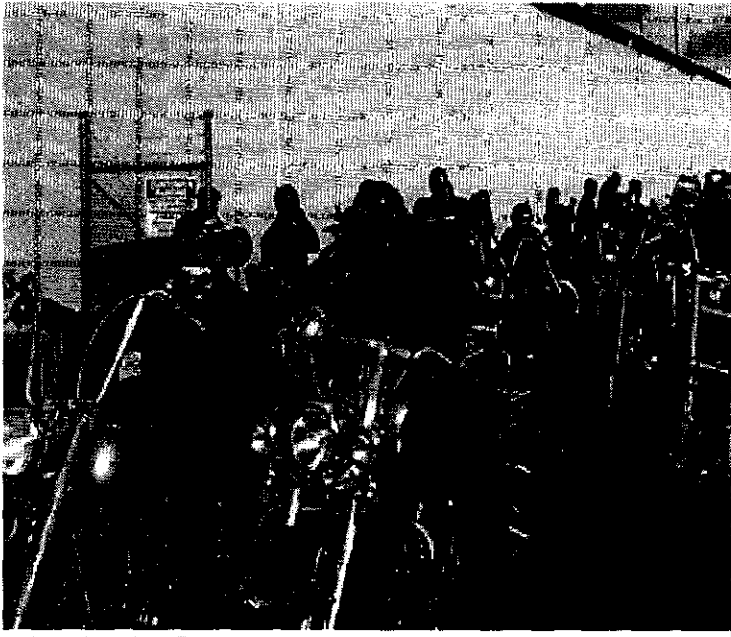
PLEASE PRINT

NAME			
ADDRESS			
CITY	STATE	ZIP	
PHONE			

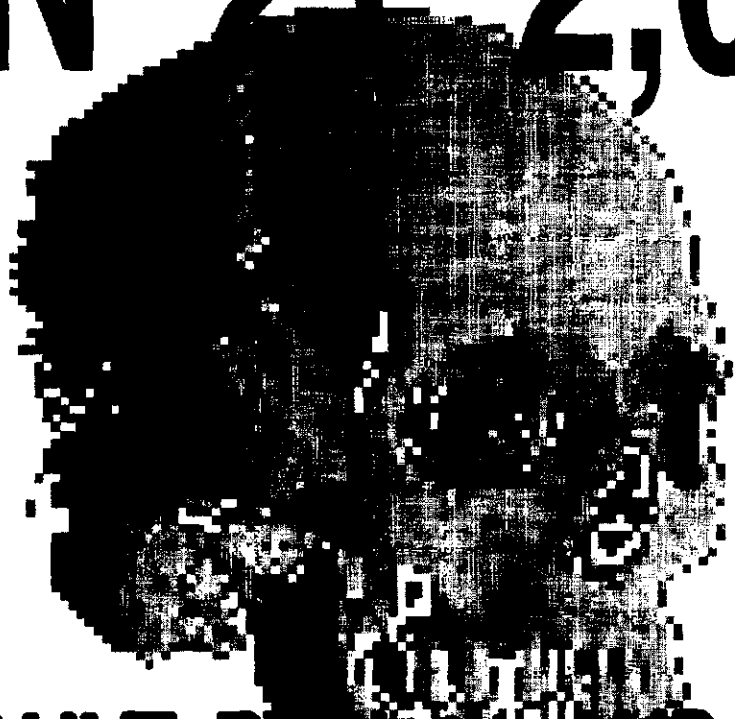
Send check or money order to: MRF, P.O. Box 1308, Washington, DC 20013-1308 before March 31, 2000. After March 31, 2000 registration fee increases \$10.00 per person (price above reflects the \$10.00 increase).

For room reservations call the Holiday Inn Portland Airport at 503-256-5000.

Washington County
Toy Run '99



**COMING IN JULY 2,000
RUN 21 2,000**



**ALL ADULT RUN 21 AND OVER
WATCH FOR DETAILS**

ATTN: Members

Following is a list of products available through ABATE of Oregon, Inc. Products are another way of helping support ABATE.

Revised: December 1998

ABATE PRODUCTS ORDER FORM - PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
YEAR PINS				
_____	AYP2	Year Pin - 2 yr. member - blue.....	3.00	_____
_____	AYP3	Year Pin - 3 yr. member - white.....	3.00	_____
_____	AYP4	Year Pin - 4 yr. member - red/black.....	3.00	_____
_____	AYP5	Year Pin - 5 yr. member - white/black.....	3.00	_____
_____	AYP6	Year Pin - 6 yr. member - black/orange.....	3.00	_____
_____	AYP7	Year Pin - 7 yr. member - black.....	3.00	_____
_____	AYP8	Year Pin - 8 yr. member - dark blue.....	3.00	_____
_____	AYP9	Year Pin - 9 yr. member - yellow.....	3.00	_____
_____	AYP10	Year Pin - 10 yr. member - red/white/blue..	3.25	_____
_____	AYP11	Year Pin - 11 yr. member - purple/black.....	3.00	_____
_____	AYP12	Year Pin - 12 yr. member - blue/red.....	3.00	_____
_____	AYP13	Year Pin - 13 yr. member - green/black.....	3.00	_____
_____	AYP14	Year Pin - 14 yr. member - black/red.....	3.00	_____
_____	AYP15	Year Pin - 15 yr. member - gold/black.....	3.00	_____
_____	AYP16	Year Pin - 16 yr. member - grey/black.....	3.00	_____
_____	AYP17	Year Pin - 17 yr. member - copper/black.....	3.00	_____
_____	AYP18	Year Pin - 18 yr. member - light blue/gold..	3.00	_____
_____	AYP19	Year Pin - 19 yr. member - purple/gold.....	3.00	_____
_____	AYP20	Year Pin - 20 yr. member - red/white/blue..	3.75	_____

ABATE PINS

_____	ALAN	ABATE Anniversary Pin	4.00	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver.....	5.00	_____
_____	AEPIS	ABATE Eagle Pin - large, silver.....	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold.....	5.00	_____
_____	AWP	ABATE Wing Pin - silver.....	5.00	_____
_____	AWPG	ABATE Wing Pin - gold.....	5.00	_____
_____	ASP	ABATE Supporter Pin	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color.....	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold.....	4.00	_____
_____	AFP	Fossil Pin	3.75	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____
_____	ACWP	ABATE Uplifted wing-5 color on White	4.00	_____
_____	MUG	ABATE Logo on Mug	5.00	_____
_____	A#1ER	Earrings (post or Hoop)	4.00	_____
_____		Bandana	6.00	_____

MISCELLANEOUS

_____	AFRB	ABATE Freedom Of The Road Belt Buckle - Pewter.....	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	CW	Screw the Helmet pin	3.00	_____

ABATE T-SHIRTS

_____	AFRTS	ABATE T-shirts	10.00	_____
_____		Sm. _____ Med. _____ Lg. _____ X-Lg. _____		
_____	AFRTL	ABATE Sweatshirts.....	17.50-20.00	_____
_____		Sm. _____ Med. _____ Lg. _____ X-Lg. _____		
NOTE: Assorted Colors.....X-Lg. and LARGER add \$2.00 Chapter Logo setup				
Fee with each order (One time charge)			9.50	
(In order to be able to obtain shirts at this price, Orders must be a minimum of 12 shirts or more.)				

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
_____	ANG	Year Bars (indicate year _____ - 1982 thru 1993 available	1.50	_____
_____	CLOTH	Year Bars (indicate year _____) Small	1.00	_____
_____	CLOTH	Year Bars (indicate year _____) Large	1.50	_____
License Plate Frames - Cars w/Let Those Who Ride Decide			5.00	_____
License Plate Frames - Motorcycles w/Let Those Who Ride Decide			5.00	_____
SUBTOTAL				_____
Shipping Charge				_____
UNDER \$25.00=\$5.00				_____
\$25.01-\$100.00=\$6.00				_____
T-SHIRTS = \$8.00				_____
SHIPPING CHARGE				_____
				TOTAL

ABATE PRODUCTS
P.O. Box 4504
Portland, Oregon 97208
Products Director
Nancy Brooker
PHONE: 503-232-4686 FAX 503-235-5658

PREPAID _____ DATE _____

NAME _____

PHONE NUMBER _____

ADDRESS _____ CI

TY _____ STATE _____

ZIP CODE _____

Please use street address
We ship UPS where ever possible.

THANK YOU FOR YOUR ORDER!!

ABATE OF OREGON Inc.



A Brotherhood Against Totalitarian Enactments

SE PORTLAND CHAPTER

50TH ANNIVERSARY PARTY

WHERE: TO BE ANNOUNCED

WHEN: MARCH 11, 2000

TIME: 7:30PM TILL 1:30 AM

MUSIC BY: WILL BE ANNOUNCED

DOOR PRIZES, RAFFLES,

COME AND MEET OLD FRIENDS AND NEW FRIENDS

SANTIONED BY ABATE OF OREGON INC.

CONTRIBUTIONS OR GIFTS TO ABATE OF OREGON ARE NOT DEDUCTIBLE

AS CHARITABLE CONTRIBUTIONS FOR FEDERAL INCOME TAX PURPOSES

ALL DONATIONS GO SE PORTLAND CHAPTER

FOR M/C RIGHTS AND LEGISLATION

9 SIMPLE WAYS TO IMPACT THE LEGISLATIVE PROCESS

1. BECOME A REGISTERED VOTER

In this age of computers legislators will simply input your name on their computer after receiving correspondence. If you're not registered to vote your letter means very little to that legislator. More often than not it ends up in the circular file. Every association should offer its membership voter registration information before each state and/or federal election. ie; why to vote, how to register, and where to vote, or a telephone number your members can call to receive voting information.

2. KNOW WHAT LEGISLATIVE DISTRICT YOU LIVE IN AND WHO YOUR LEGISLATORS ARE

Associations should provide each member with House, Senate, and Congressional district numbers on membership cards. Associations should also provide members with an annual Legislative Index that includes; names all state legislators, the district they represent, and their addresses and telephone numbers. Members can look on their membership card to determine the district they live in, and refer to the Legislative Index to locate the name of their legislator and how to contact him. The easier you make it for your member to be involved, the more likely they will write or call when the need arises.

3. KNOW THE BILL NUMBER, AUTHOR OF THE BILL, AND THE ISSUE

Each association should recap all bills introduced into their simplest form. People don't want to hear, "SF-222 changes Minnesota statute 1990 section 169.85 subdivision 6 relating to motorcycles and was referred to the Senate Transportation Subcommittee on environmental sub-codes 4 through 77...blah, blah, blah"

Members want to know the bottom line. They should hear, "SF-222 is a mandatory helmet bill that will be heard in two weeks." The more information you barrage your members with, the more likely the important information will get lost in all the really impressive but totally worthless 'numbo-jumbo' you provided them. You don't need to impress members with everything you have ever heard on the subject. It's a waste of paper and a waste of your members time. Give them the meat and throw away the bun.

4. WRITE YOUR LEGISLATOR A LETTER

A. Be specific and brief. Include the bill number you're writing about, how you want the legislator to vote, your position, and some data to substantiate it, or at least the reason you've taken the position you have. Ask for a written reply stating their position, and/or how they intend to vote.

B. Don't threaten or intimidate. Don't say you'll have them voted out of office, unless you have the money and clout to follow through. The legislator may be undecided on the issue and a rude, threatening or intimidating letter may send them to the other corner. The legislator could also be on your side, and a negative letter could *change* his position.

5. PHONE CALLS

Use the telephone only for last minute impact. If a bill is scheduled for an immediate hearing and there isn't time to write a letter, by all means call. If you want to phone instead of writing because it's quicker and requires less effort, DON'T! A call does not carry the same impact as a letter in hand. If you phone your legislator, he may be on the way to a meeting, have his mind on the lobbyist standing outside his door, be in the middle of a project, or maybe just having a bad day. Any of these possible distractions could interfere with him giving you and your issue his undivided attention. On the other hand, if you write a letter, he reads it when he can give it his full attention and will then respond in writing, thereby giving you his position documented on paper. (Always useful in the event a legislator makes a commitment and perhaps changes his mind and doesn't want to follow through.)

6 . HANDWRITTEN VS. TYPED LETTERS

Every association should encourage members to write handwritten letters if possible, or they should type letters on plain white paper. (Personalized stationery is fine, too.) Legislators tend to believe that if you take the time to sit down and write them a personal letter, you are also likely to be one who takes the time to go to the polls on election day and possibly vote against them. A handwritten letter from a concerned constituent often carries MORE weight than a professionally typed letter on your company letterhead.

7 . PETITIONS AND FORM LETTERS

Associations should remind members that petitions and form letters rarely make a difference. Many times they end up the same place as a letter from someone who isn't registered to vote. Almost everyone has been asked to sign a petition of some sort. Most people will admit to signing a petition without even knowing the issue was, or caring about the petition they signed. They simply sign because someone asked them to. This fact does not go unrealized or unnoticed by the legislator receiving the petition. Petitions are for those too lazy to take time to speak their own mind. An issue that truly concerns you and/or affects your life should be given more time than it takes to scribble your name.

8 . ENCOURAGE OTHERS TO WRITE

Talk to your friends, neighbor, family, and coworkers about issues besides your own. Talk to them about their position on property taxes, education, the environment, health care, and crime. That way when they see you coming, they won't think to themselves, "Oh no, here comes the helmet guy again." Ask them to write letters supporting your issue and offer to reciprocate on an issue they feel strongly about. Remind them, "the ox that gores me today may be the one that gores you tomorrow." Scratch their back, and they'll scratch yours. There's strength in numbers and numbers ultimately mean power.

9 . FOLLOW-UP

This is the area which most associations and individuals need the most work. Write your legislator both before AND after an issue has been heard. Thank them for listening to your concerns, even if he voted in opposition of your viewpoint. This keeps the door open in the event another issue comes up in the future that requires you to deal with that same legislator.

Get involved with your legislator when the legislative session is in recess. Most people think a legislator only listens to your concerns when he wants your vote at election time. The reverse is true from the legislators viewpoint as well. Don't contact him only when you want his vote on one particular issue. There's a variety of ways which you can get involved during the off-season, like inviting your legislator to a neighborhood get-together, inviting him to ride the back of your bike in a local parade, passing out campaign brochures, putting together or distributing yard signs, organizing a charity ride in his district for a local cause, etc.

Most legislators will gladly make an appearance in their district. They need to keep their name in the public eye, and need to remain actively visible in the community. Name recognition is politically important, so legislators are quite receptive to requests asking them to attend various functions. They want constituents to know they're out working hard for the people that voted them into office.

THE BOTTOM LINE...

If you and/or your membership want to get involved in the legislative process, you need to show them how to do it easily and simply. If the process is too difficult or burdensome for YOU, imagine how difficult will it be to convince your members to get involved.



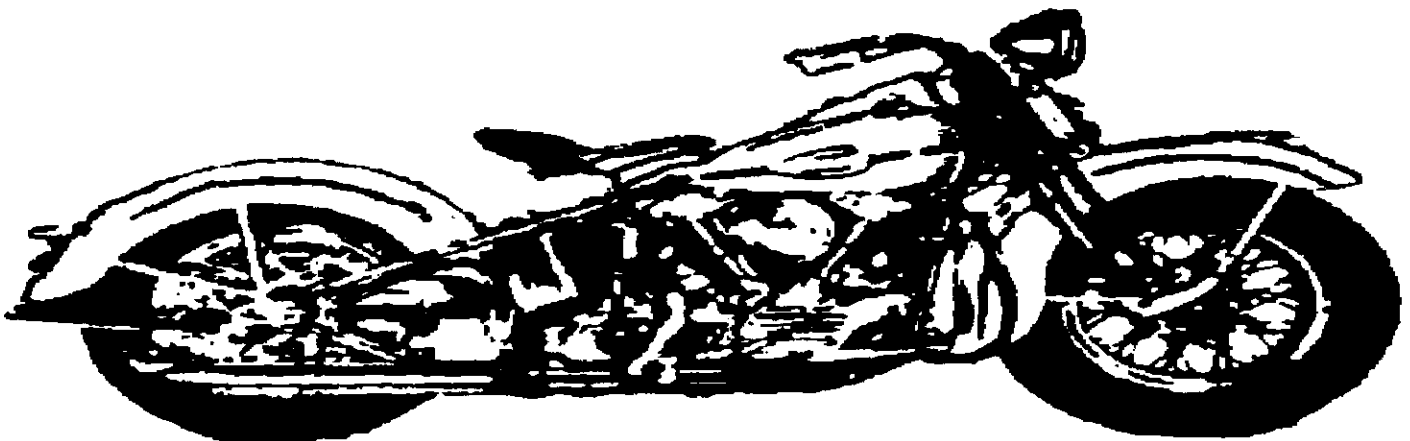
A.B.A.T.E. of Oregon ROAD LIST

2000

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

NAME	PHONE	1	2	3	4	5	6	7
Randy & Debbie	541-563-2388	X	X	X	X	X	X	Central
Gary & Vicki	541-563-3520	X	X	X	X	X	X	Coastal
John Ehmer	541-444-2445	X	X	X	X	X	X	Region
Ted & Jill Tracy	503-840-5786	X	X	X	X	X	X	Hillsboro, Or.
David Karich	503-844-3718	X	X	X	X	X	X	Beaverton area
Rotten Roger	503-285-4329	X	X	X	X	X	X	N. Portland
Howard Butts	541-534-5411	X	X	X	X	X	X	Summerville
Gunny Hutch	503-382-3787	X	X	X	X	X	X	Salem
Murge	503-362-8136	X	X	X	X	X	X	Salem
Walt Allegar	503-363-4727	X	X	X	X	X	X	Salem
Bob Avery	541-9981933	X	X	X	X	X	X	Junction City
Fast Eddie	541-673-6120	X	X	X	X	X	X	Roseburg
KD & Connie	541-673-8886	X	X	X	X	X	X	Roseburg
Bud Berliner	541-287-2523	X	X	X	X	X	X	South Coast
Randy Christensen	541-269-2898	X	X	X	X	X	X	Coos Bay
Mary M. Nearpass	541-888-9003	X	X	X	X	X	X	South Coast
Jeff Bauder	541-756-5407	X	X	X	X	X	X	South Coast
Tom Curran	541-8882572	X	X	X	X	X	X	Charleston
John Guernsey	541-756-6317	X	X	X	X	X	X	North Bend
John Rieth	541-572-1951	X	X	X	X	X	X	?
Steve & Marien	541-247-4135	X	X	X	X	X	X	Gold Beach
Charlie Hill	541-888-8081	X	X	X	X	X	X	South Coast
Gordon E. Dunn Jr.	541-267-3256	X	X	X	X	X	X	Coos Bay/N. Bend
Kelly Kinkade	541-267-5579	X	X	X	X	X	X	South Coast
Jack Stevens	541-267-4978	X	X	X	X	X	X	South Coast
Tom Hazzard	541-267-3072	X	X	X	X	X	X	Coos Bay/North Bend
Ab Zeffarano	541-888-3490	X	X	X	X	X	X	South Coast
Tom & Sandi	541-479-8635	X	X	X	X	X	X	Southern Oregon
Joe	541-855-7521	X	X	X	X	X	X	Jackson County
Tom & Sheri	541-779-1885	X	X	X	X	X	X	Jackson County
Dan	541-734-2539	X	X	X	X	X	X	Jackson County
Frank	541-474-3309	X	X	X	X	X	X	Josephine County
Don Brown	541-851-8424	X	X	X	X	X	X	Klamath Falls
Don Dees	541-851-8424	X	X	X	X	X	X	Klamath Falls
Deby Beekman	541-882-4738	X	X	X	X	X	X	Klamath Falls
Gordon & MaryBeth	503-674-7500	X	X	X	X	X	X	Gresham/Sandy
Brian Sauncy	541-296-8689	X	X	X	X	X	X	The Dalles
Mike & Delese	541-386-8744	X	X	X	X	X	X	Hood River
Tim Kuschmann	541-308-6006	X	X	X	X	X	X	Hood River
Mike & Sue Morin	541-298-4053	X	X	X	X	X	X	The Dalles
Kevin Chapman	541-352-1036	X	X	X	X	X	X	Hood River
Phil DeRose	541-296-3886	X	X	X	X	X	X	The Dalles
Brian Stovall	541-298-1317	X	X	X	X	X	X	The Dalles
Brad & Peggy Peterson	541-447-6158	X	X	X	X	X	X	Prineville
Gary & Stacy McGriff	541-447-7425	X	X	X	X	X	X	Prineville
Kati Dettmer	541-646-3029	X	X	X	X	X	X	Culver
Edward Miller	541-823-2542	X	X	X	X	X	X	Redmond
Loren Larson	541-548-7583	X	X	X	X	X	X	Redmond
Jay & Totsy Swartz	541-389-6773	X	X	X	X	X	X	Bend
Brian & Sherri Wingerd	541-389-8431	X	X	X	X	X	X	Bend
Bill Foster	541-847-8238	X	X	X	X	X	X	Monroe
Phil	509-698-4330	X	X	X	X	X	X	Selah, Wa.

Please confirm or deny the truth about the information above.



HELMET / INFRACTION / STOP REPORT FORM

This information may be presented to state and federal legislators as well as police or DOT administrators. The purpose is to ensure appropriate lawmaking and reasonable enforcement. Please provide as much detail as possible. Attach extra pages if necessary. Phone 1-800-347-1106 or 224-1106 in Portland if you have questions, and ask for Gunny. Thank you for your cooperation.

PLEASE SEND TO: Sam Hochberg, A.I.M. Attorney, 750 Morgan Bldg., 720 SW Washington, Portland, OR 97205, ATTN: Gunny Hutch.

NAME: _____ ADDRESS: _____ CITY: _____
STATE: _____ ZIP: _____ PHONE: work _____ home _____

MAY WE USE YOUR NAME FOR LEGISLATIVE PURPOSES? YES / NO

WHAT HAPPENED WHEN YOU WERE STOPPED?

DATE STOPPED: ____ / ____ / ____ TIME STOPPED: ____ : ____ a m / pm

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET / OTHER (specify) _____

CITATION? (YES) (NO) IF SO FOR: HELMET / OTHER (specify) _____

CITE # _____ 1st appearance: ____ / ____ / ____ TIME: ____ : ____ am/pm

COURT LOCATION: city / county: _____

ANY OTHER CHARGES ISSUED AT THE SAME TIME? LIST: _____

IF THERE WERE ANY CRIMINAL CHARGES (not infractions), SPECIFY: _____

**You should *IMMEDIATELY* obtain LEGAL ADVICE
if you were charged with a crime.**

Did officer follow normal traffic laws in making the stop? YES / NO

If no explain: _____

Did officer treat you fairly and respectfully? YES / NO If no explain: _____

Was your helmet confiscated? YES / NO Explain: _____

Were you given an explanation on legal or illegal helmets? YES / NO

If YES was the explanation? WRITTEN VERBAL BOTH

If verbal, describe: _____

WHAT HAPPENED IN COURT?

Have you gone to court? NO: When is court Date? _____

YES : How did you plead? _____

If you pled guilty what was the fine? \$ _____

If you pled NOT GUILTY, have you gone to trial? _____

NO : When is your court date? _____

YES : What was the verdict ? GUILTY NOT GUILTY

If guilty, what was the sentence? _____

FINE : \$ _____ ASSESSMENT : STATE , \$ _____ COUNTY, \$ _____

CITY, \$ _____ WORK TIME LOSS HRS: _____ LOST WAGES: \$ _____

Briefly describe the evidence you presented at your trial (or include a copy) _____

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: _____ MODEL: _____

When you bought the helmet did it have a DOT sticker on the outside? YES NO

Label permanently fastened inside? YES NO

Was helmet modified? YES NO _____

If modified describe: _____

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

NEW _____ IF NEW RECEIVED PATCH _____ RENEWAL _____ IF RENEWAL, MEMBERSHIP NO. _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

E-MAIL ADDRESS _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (Use additional paper if necessary)

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

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

VOTER INFORMATION:

CONGRESSIONAL _____ SENATORIAL _____ REPRESENTATIVE _____

SEND TO MEMBERSHIP SECRETARY P.O. BOX 4504 PORTLAND, OREGON 97208

YOUR CANCELLED CHECK OR MONEY ORDER RECEIPT IS YOUR PROOF OF PAYMENT

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
Attention Membership

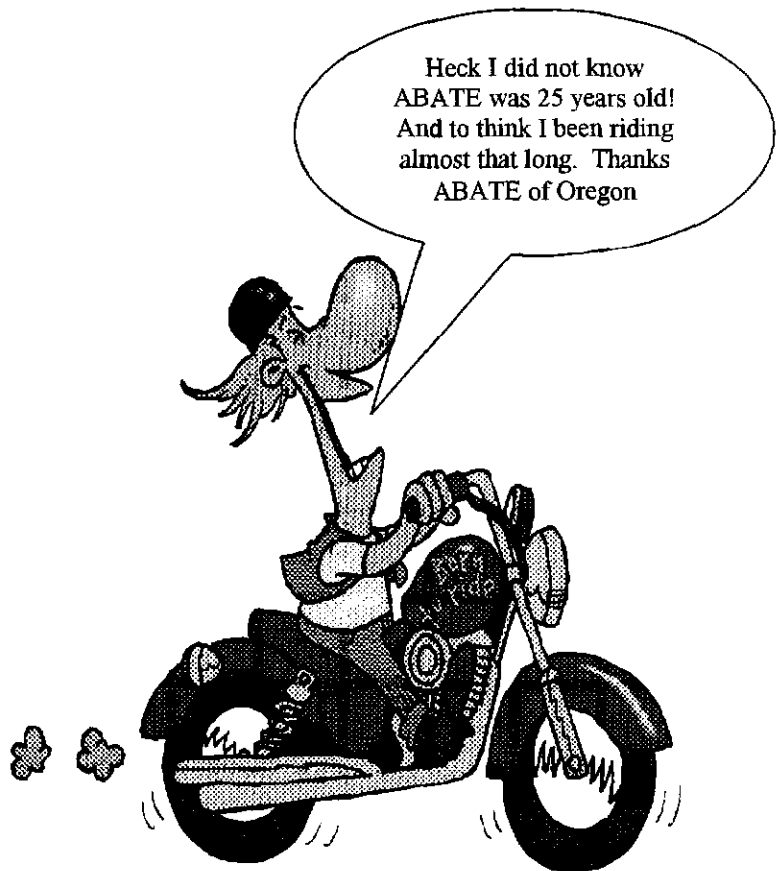
NAME _____

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

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

This year is the

25TH ANNIVERSARY

ABATE OF OREGON, INC.

Chapter Meeting Places - Where & When

1 st & 3 rd SUNDAY	S.E. PORTLAND	12:00 Noon, <i>The Pizza Baron, S.E. 122nd & Division, Portland</i>
2 nd SUNDAY	CENTRAL OREGON	2:00 PM <i>Moose Lodge #323 3199 N. Hwy 97, Redmond</i>
3 rd SUNDAY	SOUTH COAST	11:00 AM, <i>Gino's Pizza, 1324 Virginia Street, North Bend</i>
	DOUGLAS COUNTY	12:00, <i>Noon Round Table Pizza, Roseburg Valley Mall, Roseburg</i>
	SOUTHERN OREGON	12:00 Noon, <i>Oregano's Pizza, Gold Hill</i>
2 nd SUNDAY	COLUMBIA RIVER	12:30 PM, <i>Pizza Perfect, 6815 NE Killingsworth, Portland</i>
4 th SUNDAY	SALEM	1:00 PM, <i>Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem</i>
1 st & 3 rd TUESDAYS	RIVER CITY	7:30 PM, <i>Zim's Brau Haus, 604 E 2nd St., The Dalles</i>
2 nd & 4 th TUESDAY	WASHINGTON COUNTY	7:30 PM, <i>Miller's Homestead Restaurant, 640SE 10th St., Hillsboro</i>
1 st & 3 rd WEDNESDAY	NORTH COAST ABATE	7:00 PM <i>Astoria Eagles, 894 Commercial, Astoria</i>
3 rd WEDNESDAY	N.E. PORTLAND	7:30 PM, <i>RoundTable Pizza, 4141 NE 122nd, Portland</i>
2 nd WEDNESDAY	SOUTH CENTRAL CHAPTER	6:30 PM, <i>Old Town Pizza Co., 722 Main St., Klamath Falls</i>
3 rd THURSDAY	WILLAMETTE VALLEY	7:00 PM, <i>Izzy's Pizza 1930 Mohawk Blvd., Springfield</i>
1 st & 3 rd FRIDAY	LINCOLN COUNTY	7:00 PM, <i>Moby Dick's Restaurant, Newport</i>