

late '77

AN IMPORTANT LETTER FROM YOUR CHAIRMAN

It seems the battle for motorcyclist's freedoms on the State and Federal level isn't enough-- we have to work on another front right in our own back yard.....
THE BIG TAKEOVER OF ABATE NATIONAL!!

Please read the following article carefully.

First of all let's go back a ways to fill you in.

At the ABATE co-ordinators meeting in Daytona, Florida last March, a decision was made to organize nationally.

A steering committee consisting of ABATE Co-ordinators was elected. The objective was to assemble ideas from the state units and using these, arrive at a workable proposal for our National organization. This was to be presented to us at the next National meeting, Labor Day at Lake Perry, Kansas. We were then to choose the parts that were acceptable, discard what wasn't and be on our way. Simple huh? After a while, most of us had worked together in the past and partyed on occasion so we knew each other and got along--weren't we all working for the same goals? So we had no problems, right?-----WRONG!!

Instead of a proposal from our Steering Committee when we met in Kansas, we were faced with a 20 page proposal presented to us by Easyriders magazine personnel, Ron Roloff of M.M.A. and someone we've never seen before or since who kept throwing "Robert's Rules of Order" and "There aren't enough states represented to call a quorum" and such at us. Yet this self appointed, so-called board of directors could throw 20 pages of their proposal at us! As many of you know, this proposal contained no provisions for elections, an opportunity for the board of directors to elect themselves as officers and thereby become eligible to receive salaries (our money yet!), all memberships to be issued by them, and all kinds of neat stuff--neat for them anyway. While it was mentioned in passing that some of the money would be returned to the respective states, it was never discussed how much. To boil it down a bit--most folks thought it stunk!

Ok, let's get on with it.

Most of us went home mumbling and grumbling--some of us got busy firing letters back and forth and making our feelings known via newsletters, etc. The first "national board of directors" meeting was scheduled for October 22, 1977, at Sacramento, California. In the meantime we were all to send in our ideas, suggestions, and responses to the "national board of directors".

We (ABATE OF OREGON) did as many others and sent our response to the Chairman of our elected Steering Committee. We might note here that some people were notified that the October meeting was cancelled or postponed to a later, unspecified date. Is it any wonder then that only representatives from Washington, Illinois, Utah, and Oregon appeared? Also present was our Steering Committee which consisted of Fuzzy Davy from Virginia, Padre from Pennsylvania, Wanda Hummell from Indiana and Rogue from Connecticut. These are the eight "negative attitudes" you'll see referred to later--the entire contingent!!

Here's ABATE of Washintgon's account of the October 22 meeting. (Thanks, Sean.)

"The meeting was opened by Lou Kimsey who presented a complete history of ABATE from its inception to the present.

The meeting moved right into debate and discussion of suggested changes in the proposed structure of ABATE.

After detailed and lengthy discussion from everyone attending, Lou Kimsey announced that they, (Easyriders) wished to withdraw their original proposal. It appeared that too many problems existed in that proposal and that a new proposal should be worked out. The majority of those attending agreed, thus abolishing the new "board of directors" and placing responsibility for better National organization in the hands of the Steering Committee.

The Steering Committee decided to work with the suggestions that had been sent in by ABATE State Co-ordinators.

After more discussion with the Steering Committee and the state co-ordinators present, it was decided that the function of the National office should be to improve communications between ABATE state organizations, all other motorcycle fights organizations, motorcycle oriented publications, motorcycle industry representatives and co-ordinate legislative activities with all these groups.

The National office will not issue ABATE policy or require the state ABATE organizations to make any changes in operation. The state members will continue to run their organizations as they have in the past.

The new National headquarters has been established in Washington, D. C., the seat of the U. S. Government. The National office will be run initially by Fuzzy Davy and Gary Zager, who have volunteered their time and will not be receiving any pay. Fuzzy has accepted the position of acting National Director assisted by Gary Zager and will hold these positions until the 1978 Daytona National Co-Ordinators meeting when elections will be held to determine who will be the National Director and Assistant National Director and what will be the term in office.

The National office is asking all ABATE chapters to send all important information regarding legislation affecting motorcycling in their states, and to send requests for assistance, ideas for the improvement of ABATE or any information you think should be shared with all concerned motorcyclists.

Easyrider magazine will no longer be handling ABATE business, but will continue to publish the ABATE section. Please include the National office on your newsletter mailing list. All future business will be handled in Washington.

All information received in the National office will be published in a monthly newsletter to be sent to ABATE Co-ordinators, motorcycle publications, and other motorcycle groups.

All interested organizations should send their name and address to the National office so we can place them on the mailing list.

Applications for membership in ABATE will be printed in all magazines that are in support of ABATE.

Funding for the National office will come from the state organizations that are interested in supporting it, but no organization will be excluded from the benefits of the National office.

The National office will be distributing a catalogue of ABATE products (T-shirts, patches, pins, etc.) including a description of the product, the price, and where it can be purchased. Any state organization that has products available and wants to be included in the catalogue, please send the pertinent info along with a sample to the National office.

The Washington, D. C. office will also keep tabs on Federal Legislation and will keep you informed on any proposed laws that affect motorcyclists."
End of Sean's report.

Well, so there we were--doing our job with a healthy and happy attitude. Then what comes in the mail but the following!

"OPEN LETTER TO THE STATE COORDINATORS OF ABATE:

I feel through the response of many chapters and the DOT threat, that a national ABATE is needed now. We had a meeting in Sacramento on October 22, 1977 to present a national program to the representatives of ABATE, whom were able to attend. #1

#2
Eight of the state representatives confronted us with negative attitudes, later they informed us that their states would not join the national program, nor would they support such #3

a plan as proposed by the founders of ABATE, because of their association with Easyriders. It was our belief that the only way to make the necessary gains in motorcycle freedom was to organize on a national as well as state level. We felt that the only reason anyone #4 could object to a national program was if they were afraid of losing their personal power or money. We feel that people should be dedicated to the advancement of all motorcycle riders, and not for personal gain. #5

We would like to say that no one on the national level was or is in this for personal gain, except to ride freely. We say to the states that if they are not for all motorcycle riders, 'Take a hike and let the concerned states unite for motorcyclists everywhere.' #6 #7

After the eight state representatives informed us of their negative concern, we really felt like cutting the whole ABATE idea loose, but after thinking about it and after the #8 really positive support of the many other states whom weren't able to attend the meeting, #9 we realized that if we did cut it loose, we would be selling out motorcycle riders all over the country for the sake of a few negative egos. Also the fact remains that what happens for one state can't always be accomplished for any other state. #10

The only way to guarantee equal treatment in all states is to have a national organization to fight for all states, not just one. One for all and all for one.

To those of you who didn't know it, Easyriders has been paying the bills for ABATE, for #11 the last seven years. Without Easyriders ABATE would not have the national recognition #12 that it has. Without Easyriders there would be no ABATE and not the legislative progress we enjoy today.

When Easyriders paid the expenses for the national meeting in Sacramento, Easyriders did not expect a kick in the head. Easyriders has never asked anything from ABATE except that ABATE be dedicated to freedom of the road. As of now, Easyriders will only support the #14 new national ABATE and organizations truly dedicated to motorcycle freedom. Anyone who was ever active in ABATE on a state level who wishes to continue with our efforts to work for the motorcycle riders everywhere is invited to send us their state membership card and national ABATE will send them a national ABATE card. #15

Our intention is not to sound harsh. But for seven or eight years I've tried to see that ABATE serves motorcyclists only. And since the owners of Easyriders are no longer involved with ABATE on the national level, I cannot stand by and allow us to flounder. The govern- #16 ment writing on the wall indicates that we had better have our shit together when they come at us again. And due to this the MMA and Ron Roloff were to be involved and they did contribute organizational information. But as I progressed it became apparent that I needed another scooter tramp or two at my side to see that this would be run like a joint effort bike project for a partner in doing time. Consequently, Ron may be used for contracted lobbying efforts. And so we moved national ABATE away from the MMA offices and Ron Roloff. So between me, Pat (Batman) Coughlin and Big Rufus, (all riders for many moons) we're going to put national ABATE together. #17

To put the words into action and give your support some meaning, the program looks like this,

1. The national and state organizations will be operated as a non-profit organization, (National ABATE is negotiating with the federal internal revenue service and will provide the required information as soon as possible).
2. 100% up front legal operation of state and national organizations. Which means that there must be a cost accounting of all membership funds, didn't know IRS liked us so much did you.
3. A national organizational board will be formed from the states board of directors.
5. National trouble shooters that will be available to assist any state and sit on the national organizational board for additional input to the national office.
6. State lobbyists to be employed by the states.
7. National lobbyists to be employed by the national office.

Page 4

8. State organizations will be responsible for state sponsored events.
9. The national organization will be responsible for national sponsored events.
10. Open forum to be published in Easyriders, from the letters of national ABATES membership and supporting organizations.
11. National news letter to be published in Easyriders.
12. Publication of an editorial column based upon motorcyclists rights.

We believe that all honest members of ABATE will support the new 'National ABATE' because they believe in the rights of all motorcycle riders. We are asking that all states charters who wish to become a part of the most powerful street motorcyclists organization in the world, to contact;

National ABATE
P. O. Box 162062
Sacramento, CA 95816

Hoping for, 'Freedom of the Road'

Keith Ball
(signed)"

A few points to ponder before we go on. (The references are numbered to correspond with those on the above letter from Keith Ball).

- #1. There is a National ABATE already as reported by ABATE of Washington!
- #2. The eight mentioned here constituted the entire attendance including the four on the Steering Committee!
- #3. Please note we are FOR a National ABATE--we helped form it!
- #4. Again, we do not object to a National ABATE. Further, far from personal power, being a state co-ordinator gives one very little power, if any, and a whole hell of a lot of work! As for money--as an incorporated state organization our books are open to the membership. No one, I repeat, no one has ever made any personal monetary gains from ABATE of Oregon. Far from it--a lot of folks have spent their own hard earned dollars to keep things together and benefit us all but we always considered it money well spent!
- #5. We'll stand on our record and attempt to ignore any possible insinuations here!
- #6. "Take a hike" indeed! So this is how we're to be treated.
- #7. We are the concerned states uniting for motorcyclists evertwhere!
- #8. As mentioned in the previous report, the idea was cut loose!
- #9. We really don't know how much, if any, positive support was received--the pile of response we saw from those not able to attend was almost unanimously against the proposal as presented by Easyriders!
- #10. "For the sake of a few negative egos". While we were attending the meeting Labor Day in Kansas to hear the proposed "national", the presses were already at work turning out Easyriders magazines that contained a 10 dollar yearly membership application to ABATE National--which didn't even exist yet!!
- #11. If Easyriders has been paying all the bills for ABATE we wonder if they'd rebate the \$11,000 we've spent during the past 3 years!
- #12. Without the memvers of ABATE there would have been no recognition and the legislative progress we enjoy today can be attributed to those who got out and worked for it!!
- #13. Easyriders paid no part of the expense incurred by the attendance of ABATE of Oregon in Sacramento!
- #14. In Sacramento, Easyriders said they would support our cause, not Keith Ball tells us Easyriders will only support the "new national"!
- #15. Think about the implications in this one!
- #16. Flounder? If we flounder in anything it will be in the continuing proposals put forth by unelected, unsolicited groups. We are doing quite well really!
- #17. We already have put together a National ABATE--By the membership, Of the membership, and For the membership!

Now go on to the letter from OUR ELECTED ACTING NATIONAL DIRECTOR.

This letter is headed: "ABATE P. O. Box 38094 Washington, D. C. 20020 (202) 292-2324"

"Dear ABATE Co-ordinators:

This letter is in response to Keith Ball's open letter to state co-ordinators.

I was under the impression that Lou Kimzey, founder of ABATE and part owner of Easyriders Magazine, was a man of his word. It appears that I was mistaken in as much as Lou informed me as well as everyone attending the Oct. 22nd meeting in Sacramento, that he and the other staff members of Easyriders were withdrawing their proposed National ABATE Corporation papers and handing over all responsibility for ABATE operations to the state co-ordinators to do as they see fit and with all the support and best wishes that the Easyriders staff could offer.

Now it appears that Keith Ball has decided he wants to run ABATE with the assistance of Pat (Batman) Coughlin and "Big Rufus" (whoever they may be) and apparently with no objections from Lou Kimzey.

After reading Keith's open letter, I would like to make several personal observations and express my disagreement with many things that Keith has stated in that open letter.

The Sacramento meeting was not for the purpose of presenting a National program to ABATE representatives, but was a board of Directors meeting for the purpose of changing many of the items contained in the ABATE corporation papers presented to the co-ordinators at the Lake Perry, Kansas meeting this past Labor Day weekend.

One of the major objections to the proposal was the self appointed five (5) member board of directors that included Ron Roloff, the head of the MMA and one Rick Talbert, neither of whom has ever been a member of ABATE. This situation was rectified to the satisfaction of all co-ordinators at Lake Perry by expanding the board to nine (9) and electing four (4) new members from the ABATE membership.

So far as legislative progress that has been made the credit goes to each and every biker that took the time to write letters and testify before legislative committees where the progress has been made. Incidentally, neither Keith Ball nor Rick Talbert were present when ABATE went to Washington to testify before the House Transportation Subcommittee in support of HR 3869. Ron Roloff was there representing the MMA who paid his way but ABATE people paid their costs out of their own pockets.

When it was indicated to me that I would be asked to run National Headquarters, I asked my good friend Gary Sagers to help me because I'm sure it will be more worry than I can handle alone. Now my good friend has been accused of being on an ego trip. Nothing could be further from the truth, but I must apologize to Gary for what has happened.

I want everyone to know that I am appalled, disgusted, and sickened by what is happening. ABATE appears to be splitting in two at a time when the threat to our freedom is greater than ever. We don't need to wait for the DOT to come at us again, they are still at our throats and the E.P.A. and the Insurance Industry is about to pull the rug out from under us. If we continue to bicker with each other the Bureaucrats will have a good laugh.

I have been fighting for BIKER'S RIGHTS for many years and I'll not take a hike for I am committed to the battle for individual liberty. I don't know what the outcome of this situation will be but it's time for every State ABATE Organization to stand up and be COUNTED.

I AM FOR FREEDOM,
(signed) FUZZY"

Well, there it is (is the battle against this kind of action never over?).

I, too, have been fighting too hard, too long for Bikers rights and cannot stand by and let ABATE be treated in this manner.

I know we've all been doing our share but it's time to do more! I ask all of you to discuss this situation and send your response to OUR National office. We respectfully request a copy but it isn't a must.

The address of OUR National office is:

ABATE
P. O. Box 38094
Washington, D. C. 20020

Keep your chin up and your rubber side down.

Respectfully,
(signed) Luke Metcalfe
Chairman, ABATE of Oregon

* * * * *

NEWS ABOUT DUES: LIKE A LOT OF THINGS (SOME GOOD, SOME BAD) OUR MEMBERSHIP RATES ARE INFLATING. READ ON.....

As of the first of the year the dues for ABATE of Oregon will be raised to \$10.00 a year. We hate to do this but with the cost of printing and postage it leaves us no other out. A break down of the \$10.00 is as follows:

\$2 of each membership will go to our National in Washington, D.C. (Headed by Fuzzy Davy). and you will also receive your patch and newsletter for your \$10, so you can see its still cutting close. We all need to hang in there together to bring forth the goals which we hope to attain; each and every one of you members are a very important asset to your Organization in making it and keeping it that way.

Your ideas and participation in the meetings, and projects, is appreciated and very much needed.

We also need your ideas so we will know better how you feel.

If you want something printed in the newsletter have it sent to us by the 27th of each month. Remember you are ABATE and this Newsletter is YOURS.

Hello out there.....lets have some flack.

INDIAN CREEK...where are you??? If you have had elections lets hear from you. We like to know who's who and who's where.

ALSO, THE DALLES. OKAY!!!

* * * * *

ONE RIGHT YOU HAVE AS A MEMBER OF ABATE OF OREGON IS THE RIGHT TO VOTE IN ABATE OF OREGON!!

ELECTIONS:

It's that time of the year! Elections are coming up January 24 (4th Tuesday of the month) as are all of our meetings here in Portland.

Here are the positions:

Chairman Treasurer Secretary Safety Education and Editor of the Newsletter.

This job affects every member, as a-l positions do.

Even if you don't want to be elected on the Board, come on down and meet your new board members I know they will be clad to see all the support.

REMEMBER the old saying....IF YOU DON'T VOTE, THEN DON'T BITCH.

But I think that the new Board Members will listen to what ever you have to say. If you would be interested in any of the positions call the ABATE hot line and they will be glad to fill you in.

YES!! MEMBERSHIP CARDS ARE REQUIRED TO VOTE. BE PREPARED TO SHOW YOURS!!!

* * * * *

PORTLAND ABATE MEETINGS are still being held on the second and fourth Tuesdays of each month. We are at: 215 S.E. 9th (9th and Ash) at 8 pm, and want to see as many of you here as possible. You know how we are, whenever a bunch of motorcycle riders get together, even for a business meeting, we always somehow end up having some kind of fun, somewhere along the line. If you live in this area and are not coming to an ABATE meeting at least once a month, you are really missing out. Come and meet with your Brothers, and do a friend a big favor: bring them along.

* * * * *

RED HOT!!! (503) 244-1283 OR 286-3885. If you have to, just to give us info for the Newsletter, or fill in your local folks on what's happening, or check out a Rampant Rumor, try calling collect!! These are your "HOT LINE" numbers. USE THEM. The people on the other end of the line are ABATE people. No tape recorders. No operators. Just 'us'. If you wanta write, write to: ABATE of Oregon P. O. Box 4504 Portland, OR 97208

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THIS MATERIAL IS OUR EFFORT TO PROVIDE YOU, THE MOTORCYCLIST, WITH HELPFUL INFORMATION from the Motorcycle Safety Foundation

MOTORCYCLES AND SAFETY

Motorcycle riding--both as a mode of transportation and a challenging sport-- has enjoyed a tremendous increase in popularity since 1965 in the United States.

It has been estimated that one out of every seven American households will own a motorcycle by 1975. The great upsurge in motorcycle ownership during the last decade has brought with it the unfortunate--but not unexpected--increase in crashed, injuries and fatalities. Though less than proportional to increased usage, crashed are still a matter of concern.

Some positive steps are necessary if we are to halt this trend. One of the most important is to inform the beginning or prospective motorcycle rider about those special techniques and conditions unique to safe motorcycle operation.

INTRODUCTION

The prospect of having a new motorcycle or motorcyclist in the family can be a source of great excitement....and a cause for some concern. Many hours of enjoyment and pleasure can be realized from motorcycling. Yet the risk of getting in a crash is also apparent.

The answer lies in safe motorcycling, in learning the safe and proper techniques of good riding, and taking the time to find out all you can about the operation of a motorcycle,

WHAT IS THE DIFFERENCE BETWEEN A STREET MOTORCYCLE AND AN OFF-ROAD MOTORCYCLE?

A street motorcycle is designed to perform well in traffic. Tires are designed to grip pavement. The brakes are more powerful than those of an off-road cycle and the engine and transmission are built for the rigors of traffic speeds. Street machines must meet state vehicle registration requirements such as lights, turn signals, and mirrors. (Check your state las for these requirements.)

Trail cycles have special suspension systems for handling rough ground. Trail cycles have knobby tires with deep treads for traction in sand and dirt. Brakes are less powerful than a street machine to reduce the chance of licking wheels on loose surfaces. The engine supplies fore power at low speeds for hill climbing.

WHAT SIZE MOTORCYCLE IS RIGHT FOR YOU?

A motorcycle, much like a suit of clothing, must properly fit the individual rider. The right motorcycle for you is one that "fits" you best. For example, a lightweight novice rider can hardly expect to handly a 400 pound motorcycle. A mismatched rider and cycle can be trouble even in normal traffic patterns not to mention emergency maneuvers. The rider is responsible for the stability of his motorcycle; the stability of a two-wheeled vehicle depends on the person riding it. So insist on proper "fit". In most instances, it makes sense to learn on a light-weight motorcycle and gain experience with that machine before progressing to the larger, heavier motorcycles. Motorcycles up to 200cc are considered lightweight; from 200-500cc, medium; and over 500cc motorcycles, heavyweight

machines. It is important to consider weight and size for balance and maneuverability when not under power and at low speeds. 8

HOW MUCH POWER IS NECESSARY?

Again, your choice of engine size will depend on your competence and how you plan to use your motorcycle. Although most of us are fairly familiar with the horse-power ratings of automobiles, learning a little about the "cc's" (the displacement of the piston in cubic centimeters) will help you understand that power and speed potential of the motorcycle. When you choose a motorcycle bear in mind how you intend to use the machine. If you will be carrying a passenger, or if your road use will be mostly "touring", a large cycle is warranted. If your riding will be short distance commuting, then a smaller cycle will suffice. Your physical ability to operate and safely handle the motorcycle should be the deciding factor in motorcycle selection.

WHEN DO MOST MOTORCYCLE ACCIDENTS OCCUR?

Statistics gathered concerning motorcycle accidents are not complete, but a picture of the factors involved is becoming apparent. For example, most motorcycle accidents occur in urban areas (70%) on dry pavement (87%). Late afternoon and early evening hours--four to ten pm--account for 43% of all motorcycle accidents. Weekends and summer months see the accident rate rise. The major contributing circumstance found in motorcycle accidents is the human behavior involved (81%) rather than environment or vehicle condition. As a learner rider, you can be aware of factors involved in motorcycle accidents and try to keep these factors from building up as you ride. Remember inexperience is a key element in motorcycle accidents. Some 20% of riders involved in accidents were riding for the first or second time. Over half the riders in accidents are between 16 and 20 years old and many of these riders had never received any riding instruction. The first few months of riding are the most challenging, but hazardous. Good riding instruction, progressively complex practice, knowledge of safe-riding strategies, and proper attitude are the only ways to insure safe motorcycle riding in traffic.

* * * * *
COME AND JOIN US on February 25-26. Meet at the county landing at 9:30 am. Bring a sack lunch. Other meals are available at 50¢ per person per meal. For more information, you can call Vi Martin at 223-6281, which is the YWCA number. Or, better yet, call US. We desperately need volunteers for this FUN WORK PARTY. All of you who have participated in the past know the personal satisfaction you have received from this, and also the fact that it is so very much needed and appreciated by the YWCA. Without our help to ready the facilities at Camp Westwind for spring and summer, a lot of youngsters will be unable to have a comfortable place to enjoy themselves.

So lets see a BIG turnout, OKAY? Call the ABATE people at 244-1283 or 286-3885..... or write to us at ABATE P. O. Box 4504 Portland, OR 97208

* * * * *
The Screaming Eagles M/C at the Oregon State Pen says they are taking 'every advantage' of ABATE's assistance, especially since they are building a custom Panhead, and their booth at the last ABATE Swapmeet helped the cause along. You know they guys in the Pen can't even WALK down to the local Harley shop, so they were really grateful for the parts that were donated. There is a list of what else they need for their projects elsewhere in this Newsletter. The Panhead they are building is a 1948, and if you want to donate anything more, contact: Ken Hammon at 244-9134, or ABATE of Oregon. If you're interested in attending a Screaming Eagles club meeting, you should also contact Ken. Bill Foster, ABATE Coordinator at the O.S.P. sez: "Ride on!! Ride free!!"

* * * * *
NOW, FROM THE EDITOR.....

As you can see, some people are not afraid to come forward and express how they feel about the good we do. It's like Pappy said about the Coliseum incident, you only hear the bad things about bikers.

The YWCA's in all cities need help and support in different projects which they sponsor. If in any way your chapters can be of service to them do not hesitate to let them know you are ready, willing, and able. It will be very much appreciated.

AND, SPEAKING OF THE YWCA.....we received the following letter:

"Mr. Luke Metcalfe
ABATE....

Dear Luke:

I wanted to let you know how sorry I am about the recent shooting incident at the Coliseum. The resultant publicity has had an adverse effect on the community's perspective of motorcycle groups and their members, and I think this is unfortunate.

The contact the Portland YWCA has had with you and the ABATE group has produced many positive results for us. The help you have given us with work weekends at Camp Westwind, the annual Christmas tree sale, and the general support of our program have been invaluable.

You have our support, and we will continue to let people know of our positive involvement with ABATE.

Sincerely,
(signed)
Marcia A. Mulvey
Executive Director"

* * * * *

ONE MORE PLUS TO THE PEOPLE OF ABATE THAT HAS MADE IT TO THE LIGHT OF THE PUBLIC.....
this came out in the Newspaper December 4:

"The '77 Westwind Tree Sale is in progress through Dec. 22 at the Downtown YWCA, from 10 am to 8 pm daily. More than 300 freshly cut fir and pines, as well as living trees, are for sale along with mistletoe, holly and boughs. The ABATE motorcycle club and volunteers have arranged the tree sale with proceeds designated for Camp Westwind scholarships."

HERE AGAIN we are mentioned as a club and not an organization; at least this is not bad publicity.

Thanks to all who showed up and those who didn't, you missed out until next year.
See you there next year.

* * * * *

A-BATE??? WHAT'S THAT??? Sometimes, even tho you know for yourself, it's kind of hard to explain in a way that really makes people understand what ABATE really is, without writing a book, or something. So, here is something to explain about ABATE, in a way that anybody can, and will, understand:

WHAT IS ABATE?

ABATE is a group of concerned M/C riders that holds no prejudiced views toward anyone-- we come from every form and stand together for our rights regardless from whence we came. We are the idea of having concerned M/C riders from every aspect of biking joining and working together to fight for their rights against unfair legislation. ABATE is the neutral ground that allows every M/C rider to stand beside and support each other in a brotherhood for FREEDOM OF THE ROAD, and to safeguard our right to our own machines, and to be individuals with different views on the way we ride and live. This is ABATE and waht it's all about. It's a dream, a concept, that all riders are Brothers with a common interest, and now a common ground on which to stand. And, if we are to continue being these things.... we had better stand on that ground and be heard!!! TOGETHER!!!!!!

* * * * *

SO YA MISSED EM' FOR CHRISTMAS?

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AND HANKIES AND CHECK OUT WHAT
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- BIKER WALLETS \$10.00

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 Enclosed is \$10.00 for a one year
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ABATE of Oregon
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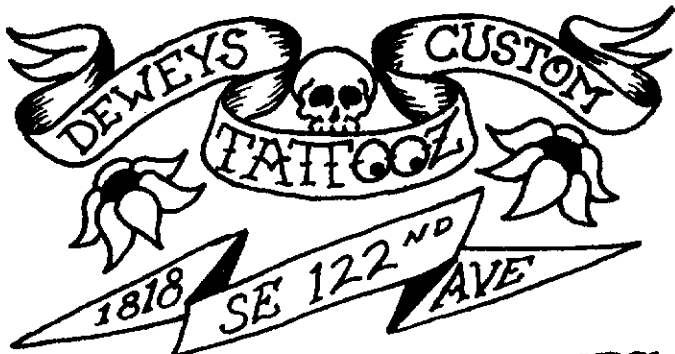
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Mon-Thurs 12-9
 Fri 12-7
 Sat 9-5 Sun-closed



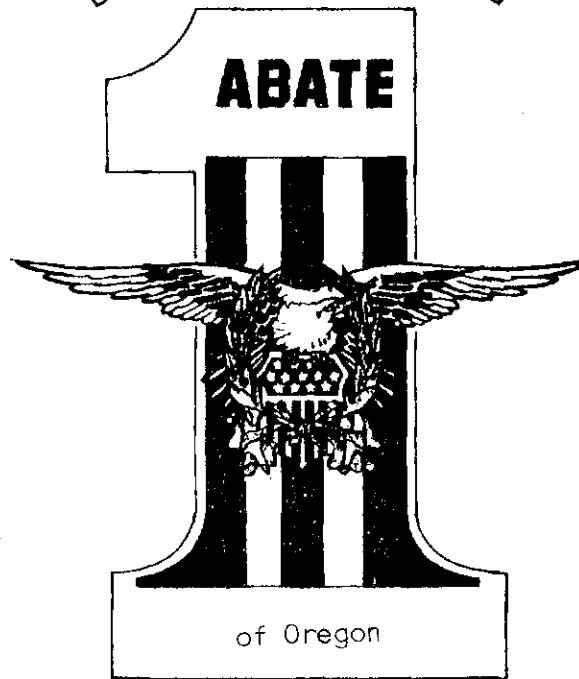
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