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JANUARY 1992 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

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## IT'S THE NEW YEAR AND THE LEGISLATION CONTINUES...

The bill to have May proclaimed as National Motorcycle Awareness Month ran out of time in '91 in the House of Representative and did not even get a vote for lack of enough co-sponsors. It would be a good idea to begin a push toward getting our Representatives to sign on early in this '92 session.

This measure was introduced by Representative Andy Ireland (R-FL) and is House Joint Resolution 107. It takes 218 co-sponsors to move such a bill in the House.

When you write, ask our representatives to join in the effort to designate May 1992 Motorcycle Awareness Month. You might mention that such a designation would allow us all to push TEAM Oregon Motorcycle Safety Classes early in the year and will do good for getting the courses filled and maybe more scheduled.

It will also help with the yearly push to get motorists to look out for cyclists on the highway. It would be real boost to safety for motorcyclists.

We know that Bob Smith and Mike Kopetski already have signed on and support this Resolution.

Please write to the other Representatives on page 9 and ask that they join Smith and Kopetski and all of us in seeing Motorcycle Safety become an Nationwide issue for May 1992 and forever.

## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

ABATE of Oregon has over 1,000 members across the State to which newsletters are mailed the first week of every month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

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

BUSINESS CARD SIZE:	\$ 25.00 - 3 months	1/4 PAGE:	\$ 44.00 - 3 months
	\$ 45.00 - 6 months		\$ 80.00 - 6 months
	\$ 75.00 - 12 months		\$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
	\$127.00 - 6 months		\$213.00 - 6 months
	\$200.00 - 12 months		\$333.00 - 12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read Newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

ABATE of Oregon, Inc.

P.O. Box 4504

Portland, OR 97208

Please make checks payable to ABATE of Oregon, Inc.

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DEADLINE FOR SUBMISSIONS FOR PUBLICATIONS IS THE 15TH OF THE MONTH PRIOR TO PUBLICATION MONTH. Submissions will not be returned or saved, unless accompanied by an S.S.A.E.

This publication is printed by: Actions Printers, Inc.

3747 N.E. Sandy Blvd.

Portland, OR 97232

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**Readers should be advised that although A.B.A.T.E. of Oregon supports it's advertisers, it does not guarantee the service of those advertisers.**

## COORDINATOR'S CORNER

*Everybody is wise after the event.*

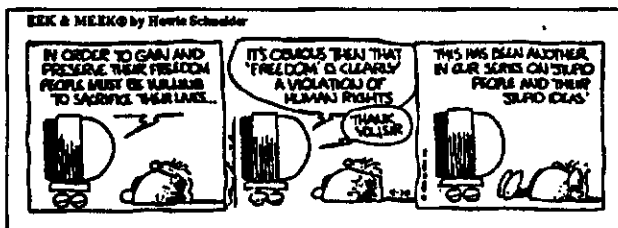
By the time you read this, state officers will have been elected. Remember, May 19th will be the primary election. The day to go vote in the state of Oregon. We have individuals running for State Representative positions and also State Senators in a lot of the districts. Congressional District 1 will be open, which is now Les AuCoin. He will be running for U.S. Senate, along with Joe Wetel and Harry Lonsdale, who are all Democrats.

The Republicans are John Dezell, Joe Lutz and Senator Bob Packwood. Find out who the people are that are running for State Representatives or State Senator in your district and write all these people and ask them if they believe in "Freedom of Choice." They will all start their campaigns after January 1. Be sure to attend all the campaign meetings. Pay attention and ask questions. This is a very good opportunity for us to put people in office that care.

**Don't be left behind. Be a registered voter.**

**Let's get involved and  
make a change for the  
future. Let's Legalize  
Freedom in Oregon.  
Rotten Roger**

**NOTICE:** Copies of chapter minutes are to be sent to the State Coordinator within one week of the meeting. This is your Chapter's monthly communication. Please send to: State Coordinator, Roger Hendricks, P.O. Box 4504, Portland, Or 97208.



### **BikePAC MEETING**

**January 12th, 1992**

Main Street Pizza Co. in West Linn Shopping Center.

Noon until 3 p.m.

Take I-205 to exit 8, head North on Willamette drive (Route 43) approximately 1/2 mile on right in Shopping Center.

### **MRF Application For Membership**

MAIL TO:  
Motorcycle Riders Foundation, Inc.  
P.O. Box 1808  
Washington, D.C. 20013  
(202) 546-0983

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



Date \_\_\_\_\_  
Renew \_\_\_\_\_ New \_\_\_\_\_ Card # \_\_\_\_\_  
Signed up by \_\_\_\_\_  
State \_\_\_\_\_ Rep # \_\_\_\_\_

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Age \_\_\_\_\_  
Phone ( ) \_\_\_\_\_ Are you a registered voter? \_\_\_\_\_  
Have you taken a M/C riders course? \_\_\_\_\_  
Are you interested in taking a M/C rider course? \_\_\_\_\_  
Occupation \_\_\_\_\_  
What other freedom rights group do you belong to? \_\_\_\_\_

Motorcycle Riders Foundation, Inc.

P.O. Box 1808  
Washington, D.C. 20013  
(202) 546-0983

Date \_\_\_\_\_

Received from: \_\_\_\_\_

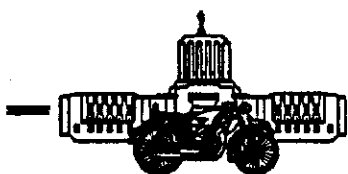
For: \_\_\_\_\_

1 year membership that expires \_\_\_\_\_

\$ \_\_\_\_\_ State \_\_\_\_\_

Taken by \_\_\_\_\_

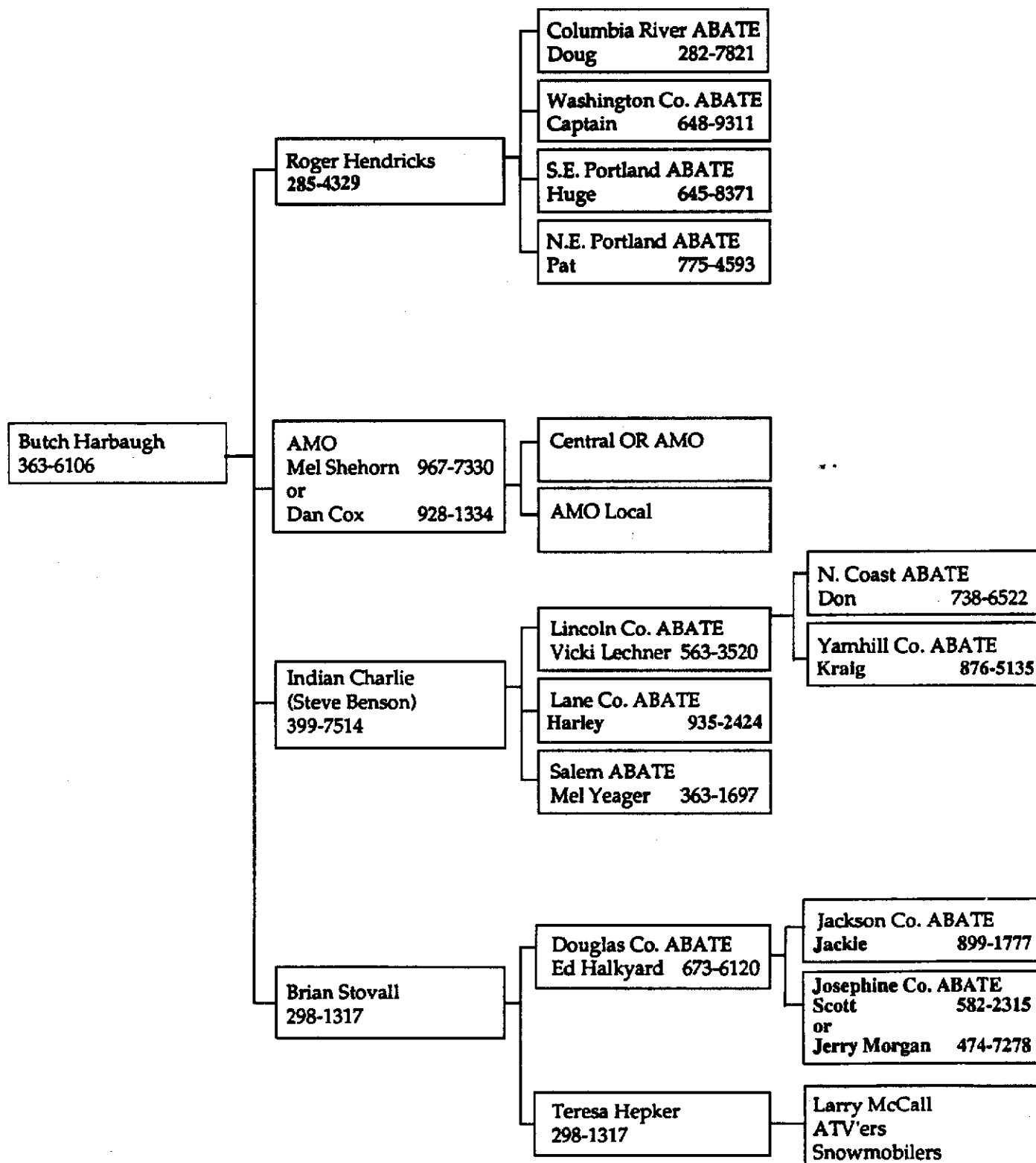
Please Keep This Receipt



# BikePAC of Oregon

## PHONE TREE

February 2, 1991





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

## December 14, 1991 Minutes

The meeting was called to order at 1:00 p.m. by Coordinator Rotten Roger (Hendricks).

### Roll Call:

Columbia River-1	NE Portland-2
Douglas County-2	North Coast-1
Indian Creek-	Salem-2
Jackson County-2	SE Portland-2
Josephine County-2	Washington County-2
Lane County-2	Yamhill County-2
Lincoln County-2	

The minutes of the November '91 meeting were approved as read.

### Membership:

Carolyn reported that we have 992 members now.

Current membership totals by chapter: Columbia River-49, Douglas County-83, Indian Creek-69, Jackson County-111, Josephine County-74, Lane County-50, Lincoln County-87, NE Portland-145, North Coast-30, Salem-92, SE Portland-114, Washington County-63, Yamhill County-25.

As State Membership has grown so much over the past five years, she feels that the state needs to notify expiring members from all chapters, so she will be expanding on the motion made in November to notify Indian Creek members. This will be in addition to the renewal notification by the chapter officer. At this time she also made mention of a new form for renewal notification. She noted that the membership total for Columbia River is off because at the time of printing the report she had not received the letter from those members who wished to be transferred to Indian Creek. (Mother stated that she has no problem with the motion made at the November meeting, however, as a courtesy to officers, when you are making rule changes concerning the jobs of your officers, you should talk to them before you make motions, it doesn't always take a motion to rearrange how you do your job and if you really offend a person you could lose them as a part of your organization and we are all volunteers.)

### Newsletter Editor:

Welcome to our latest writer, Preacher Jim. I think you'll find his writing enjoyable and enlightening. In the December '91 Newsletter I asked that people write in and tell a story about how they got started riding. Encourage your members to write. It would also be great to see members send in their own writings, poems, pictures, or letters. So blow the dust off the typewriter or computer and start sending those inspirations to us all in to the Editor.

### ABATE Products Director:

We still have 2 ABATE watches left at \$35 and sweatshirts are \$15.

### Ways and Means Director:

No report.

### Education Director:

Mel stated that he is still pushing safety training and that a second letter has been sent to all chapters. He reported that he is aware of some chapters who are already preparing for the spring classes and making ready for the challenge. He talked with Stan Porter and it has been made known that any chapter who has made the 100% will be notified and their representative will be invited to the Team Oregon Recognition Banquet and "recognized" for the chapters' accomplishment. He needs the name and address of the new Education Directors from each chapter for future mailings.

### State Run Report:

Run dates are still needed. Only 3 chapters have turned them in so far and they are needed now for insurance purposes. If we wait too long we will have unnecessary additional costs that all of us

don't need. Roger reported that the permit came back and is now at the OLCC. The T-shirt contest is now under way. The drawing needs to be camera ready and the drawing for the winning design will be no later than the March Board Meeting. The winner will receive 2 tickets to Fossil and a Fossil T-shirt.

### Legislative Director:

Roger briefed us on a letter from NCOM that all chapters received (it will be in the newsletter) and on some new "Initiatives" that have appeared. They are on Administrative Rules, Tax limits, Lottery (2), and Nuclear regulations. Check out your newsletter. He also reminded us that Oregon has been redistricted. We need to start finding out who is running where and how they feel about the different issues that affect all of us. **KEEP WATCHING YOUR NEWSLETTER FOR INFORMATION!!!!** Write those letters, make those phone calls and keep talking to people and get to those town hall meetings.

### Treasurer:

Joy reported that through 12/13/91 we have a grand total of \$7,971.50.

Checking:	3137.93
Savings:	4698.52
Postal:	135.05

### Historian:

No Report.

### 50-50 Drawing:

The winners were Crazy Steve (22.50) and Joy Hoover who won a pitcher of beer and a meal.

### Old Business:

BTV: An update was given through a letter Roger received that stated their goal is to unify the northwestern bikers. They are working with MMA of CA. and several Oregon/Washington groups. They are still requesting funding and have told us that the stations want controversial topics because of the kind of group that we are. Roger also gave us the next shooting date and who the guests will be on the upcoming shows.

Freedom Ribbons: Still available; Roger brought up a "legalize freedom" pin (2") that he is looking into for cost.

### Nominations:

Nominations were re-opened and elections were held!!!!

### Congratulations to the following

Coordinator: Roger  
Vice Coordinator: #1-Tony Franklin, #2-Captain  
Secretary: Lois Gleason  
State PR: Rich Benson  
Membership Secretary: Carolyn Meerzo  
Legislative Director: Steve Dodds  
Treasurer: Joy Hoover  
ABATE Products Director: Angie Jensen  
Newsletter Editor: Donna Adkins  
State Ways and Means: Kraig Markeson  
State Run Coordinator: Roger  
Education Director: Mel Yeager  
Historian: Larry Burrows  
Sgt-at-Arms: #1-Frisco Bill, #2-Tim Maley

### New Business:

Software program - During Carolyn's report in "membership" she made mention of a new renewal form that she can use due to a different program. The last time upgrading was done was about 5 years ago. She let us know of a program (Paradox) she has researched (she tried out at least 3) that she can get for \$164.99.

The actual program cost is \$750, but with the title page of her current program she can upgrade for the lower cost. A motion was made, seconded and passed to "Purchase the software program for the cost of \$164.99". The vote was 20 yes and 1 no.

**Fossil Fee** - After discussion a motion was made, seconded and passed to set the 1992 Fossil Fee at "Gate: member-15, non-member-20 and pre-sales: member-10 and non-member-15. All 22 representatives voted yes. There was also discussion as to the feasibility of having food concessions available for our Fossil Run when some of our chapters are having trouble making a profit on their food concession. Concession fees are under consideration and Ed Halkyard and Frisco Bill volunteered to do another poker run, with a request for people to help promote this on a chapter level.

Roger showed us a newer flyer with the County/Park rules on it and said some of the trophies include longest distance "rider", largest MRO in attendance and largest ABATE chapter.

**Angie:** Stated her concerns of having another chapter so close and request that they reconsider and join back into Columbia River and make an even stronger chapter.

**Mac:** Presented the STATE with an application for charter for the Vanport Chapter of ABATE. After questions and discussions on rights responsibilities and tolerances of views and opinions it was determined that it only takes 10 members to start a chapter and get business started. They were unaware of the Alky Angels of Vanport so they will try to get in touch with them to make sure the name will not be a problem.

BEST of the WEST will be in Denver, Colorado, March 27-29, 1992.

**Chapter Highlights and announcements included the following:**

Ed Halkyard spoke of Camp Easter Seals which is not only a Douglas County happening, but a State happening and ABATE has been involved for 5 years now. An ad has been put in the newsletter and a list of items needed has been included with the chapter

packets.

Tony let us know that their will be an organizational meeting for forming the South Coast Chapter of ABATE. The number to call for information is 759-4961.

Edd Dahl mentioned that a Bike show is in the planning stages at the Sheridan Federal Correction Institute.

Archie made mention of Lana, who will be needing a liver transplant. She needs 33,000 down for the surgery (1/3 of cost) and any person having contacts or information of groups who can help or who want to donate can contact him at 345-7724

All chapters reported on their successful holiday benefits, on their new officers and on upcoming events.

Steve Dodds reminded us that the 200th Birthday of the **BILL OF RIGHTS** is Sunday, the 15th, and he then presented Roger with a wall size version of the rights for framing and hanging. He also made a chart that was passed out to all that showed the Left/Right Political Spectrum. You may be surprised if you take the quiz. What are you? Do you know ??????

Roger requested that all state officers try to be at the next meeting about noon, with a short list of goals and objectives, so we can set our organizational goals and priorities for the upcoming year.

The meeting was adjourned at 3:40.

Respectfully submitted,  
Lois Gleason  
Secretary

**WHEN YOU SLING MUD AT SOMEONE  
YOU'RE THE ONE LOSING GROUND!**

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

***Needed now  
more than ever.  
Join BikePAC.***

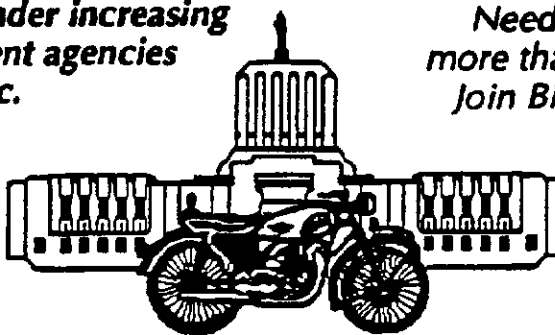
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



**BikePAC of Oregon**

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall  
Executive Director  
(503)298-1317

Butch Harbaugh  
Legislative Director

Steve Benson  
Secretary/Treasurer  
(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

Name \_\_\_\_\_

2nd Name (couple) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## CHAPTER REPORTS

### COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon  
(To be announced)

Chapter Address: P.O. Box 11817, Portland, OR 97211  
Chapter Contact: Angle, 285-4329

No Report. First Time

### DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 a.m.

Round Table Pizza, Roseburg Valley Mall, Roseburg  
Chapter Address: P.O. Box 61, Roseburg, OR 97470  
Chapter Contact: Joy Hoover

Happy New Year Folks!!

Let's make this a great one. We hope that your Holiday Season was the greatest.

Hello there folks. I'm Ruth or Ruffe Ann, whichever the case may be and I'm Douglas County's new Sex-a-tary.

We had elections last month and I'd like to introduce our new officers:

Ed Marty - Co-Coordinator  
Jenny & Tim - Co-Vice-Coordinators  
Cindy - Treasurer/Membership Secretary  
Ruffe Ann - Secretary  
Allen - State Rep. #1  
Bob - Alternate State Rep. #1  
Crash - State Rep. #2  
Fred - Alternate State Rep. #2  
Tripper - Sgt.-At-Arms #1 (again)  
Tim - Sgt.-At-Arms #2 (again)

Dennis - Education Director  
Jimmy 'Elf' - Newsletter Editor  
Bev - P.R. and Historian (again)

Last month we had our Fourth Annual Toy Run with the help of Headstart. Had 20 Bikers and plenty of vehicle support. With inclement weather, fun was had by all.

February 14th, 1992 is our first Annual Valentine's Day Dance, with a local ABATE band, and lots of surprises for the night. This fun event happens at the Union Gap in Roseburg. There is a \$5 single, \$7 couple charge at the door. All are welcome. So bring your little darling and join us for a fun filled evening.

Talk to you soon. Ride free and take care of yourselves.

RAW

### JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 a.m.

Angelo's Pizza, Phoenix (Call Frank at 535-6537  
or Chris at 776-9824)

Chapter Address: P.O. Box 1184, Medford, OR 97501  
Chapter Contact: Peter Karpa, 776-4558  
or Paul Warrender, 772-7344

1992 looks like it's off to a great start! A new board has been elected and there's a lot of enthusiasm for the future. Our Toy Run and Senior Citizen Dinner were both great successes. Membership is up again and we are all looking forward to a good year. We're hoping to focus again on the issues for which ABATE came about ... Helmets, motorcycles and related legislation. We also want to

RIDE and bring about a cohesiveness to the "Biker" (Motorcycle Enthusiast) community. Come to our meetings ... We'd like to see ya!!

Pete

### JOSEPHINE COUNTY

Meets 2nd & 4th Sundays, 11 a.m.

Steve's Pizza USA II, 223 Rogue River Hwy., Grants Pass  
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526  
Chapter Contact: Sheree, 474-7278

No Report. First Time.

### LANE COUNTY

Meets 1st Sunday, 12:00 noon

Freight Yard Pizza, 1976 Echo Hollow Road, Eugene  
Chapter Address: P.O. Box 171, Veneta, OR 97487  
Chapter Contact: Harley, 935-2424 or John Ware, 935-8033

No Report. Second time.

## ● NOTICE ●

If your Chapter has no news in this column or following columns, talk to your Chapter Coordinator and ask why there is no report.

### LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 p.m.

Moby Dick's Restaurant, Newport  
Chapter Address: P.O. Box 665, Newport, OR 97385  
Chapter Contact: Vicki Lechner, 563-3520

No Report. First Time.

### NORTH COAST ABATE

Meets 1st Sunday, 12 Noon

Pizza Harbour, Seaside  
Chapter Address: P.O. Box 468, Seaside, OR 97138  
Chapter Contact: Don Smack, 738-7156

Our Toy Run on December 1st went very well despite the down pour of liquid sunshine. About 15-20 bikes and assorted rigs went from Seaside to Astoria, where we unloaded our goodies and warmed up. We expect to do well on our Cannisters also, and will enjoy shopping for toys!

We have moved our meeting place to the Pizza Harbour in Seaside.

Remember to get involved in the fight against the National Helmet Law ... If you don't care no one else will!

Hope your Holiday Season went great!

Catch ya later,  
Bet

### N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 p.m.  
Round Table Pizza, 4141 N.E. 122nd, Portland  
Chapter Address: P.O. Box 5792, Portland, OR 97228  
Chapter Contact: Pat Gleason, 775-4593

No Report. First Time.

### SALEM

Meets 2nd & 4th Mondays, 7:00 p.m.  
Casey's Pizza, 4500 S. Commercial (Call 585-6518  
or 585-3897 for Info.)  
Chapter Address: P.O. Box 13957, Salem, OR 97309  
Chapter Contact: Mel Yeager, 363-1697

No Report. First Time.

### S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon  
The Pizza Baron, S.E. 122nd & Division, Portland  
Chapter Address: P.O. Box 66582, Portland, OR 97290  
Chapter Contact: Edd Dahl, 771-0188

Hi everyone.

I'd like to thank Edd for accepting the position of Coordinator again. Your a great asset to our Chapter.

We'd like to thank all of you who helped make "Last Chance Dance" and the "Shriner's Toy Run" such a great success. I hope you all had a great time.

We have donated \$100 to the trust fund for Lona Littles liver transplant out of our general funds. We also donated the proceeds from a raffle at our meeting to her. I wish her the very best. Please help her out. Contact Douglas County.

All S.E. members, we have a lot of great things going on. Come to the meeting and maybe even win some \$'s.

Stay warm and have a Happy 1992,

Elizabeth

### WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.  
Little Italy Pizza, Cornelius  
Chapter Address: P.O. Box 1353, Hillsboro, OR 97124  
Chapter Contact: Paul, 693-0938 or Mitch, 648-9311

No Report. First Time.

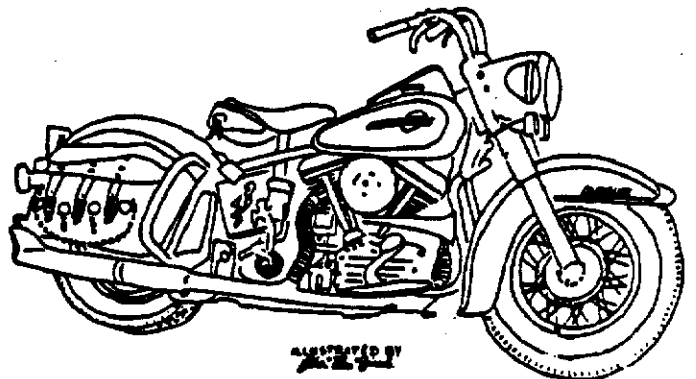
### YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.  
Cheese's Pizza, Lafayette  
Chapter Address: P.O. Box 1179, McMinnville, OR 97128  
Chapter Contact: Kralg, 876-5135

No Report. First Time.

**It's not just a privelege ...  
It's a way of life!  
Help us keep Freedom Of Choice Alive!!**

# A.B.A.T.E. OF OREGON COLORING BOOK



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Portland, OR 97208**

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*"The Northwest's Biggest Little Motorcycle Magazine"*

Featuring the most comprehensive road riding event  
calendar available in Oregon and Washington,  
plus political commentary, fiction, current events,  
tech tips and motorcycling history.

\$10.00 per year  
(six issues)

Free sample on  
request.



5224 Cherry Heights Rd.W.  
The Dalles, OR 97058

Brian Stovall, Editor

## LETTERS NEED TO BE WRITTEN NOW!!!!

• Call or write NOW •

Sample letter to use as a format for writing a letter to the legislative bodies on various House and Senate bills coming up  
**WRITE THOSE LETTERS!**

U.S. Senate  
(Street Address)  
Washington, D.C. 20510

Dear Senator or Representative:

As a hard working taxpaying Oregonian I am very concerned about a bill that Senator \_\_\_\_\_ of \_\_\_\_\_ is planning to introduce regarding the blackmailing of states to enforce mandated helmet laws for motorcyclists as well as mandated seat belt laws for all.

If enacted this bill would withhold Federal Highway Funds from states that did not comply. This type of legislation was defeated in the late 70's and should be done so again. I urge you to do everything in your power to defeat this type of legislation. Also, I would very much like to hear your position on this issue.

We as Oregonians have prided ourselves in taking care of our own citizens and abiding by the will of the people on such issues. We do not want to lose another freedom of choice and this type of legislation would do exactly that.

Thank you for your efforts in Washington, D.C.

Sincerely,

Sign your name  
Print your name  
Print your address  
Print city, state and zip code

### U.S. SENATORS (Oregon)

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

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

### U.S. REPRESENTATIVES (Oregon)

**District 1 (North Coast)**  
Congressman Les AuCoin  
2159 Rayburn House Office Building  
Washington, D.C. 20515  
202-225-0855 or 800-422-4003

**District 2 ( Eastern and Southern Ore.)**  
Congressman Bob Smith  
118 Cannon Office Building  
Washington, D.C. 20515  
202-225-6730 or 800-533-3303

**District 3 (Greater Portland Area)**  
Congressman Ron Wyden  
2452 Rayburn House Office Building  
Washington, D.C. 20515  
202-225-4811 or 503-231-2300

**(District 4 - South Coast, Southern Willamette Valley, Southern Oregon)**  
Congressman Peter DeFazio  
1233 Longworth House Office Building  
Washington, D.C. 20515  
202-225-6416

**District 5 (Northern Willamette Valley)**  
Congressman Mike Kopetski  
1520 Longworth House Office Building  
Washington, D.C. 20515

202-225-5711

The following is a list of Washington Representatives for the Vancouver, Washington, metro area. This list is for our members who reside in Washington. We might not necessarily cover your area but hope we have.

### U.S. SENATORS

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

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

### U.S. REPRESENTATIVES

**3rd District**  
Jolene Unsoeld  
1508 Longworth House Office Building  
Washington, D.C. 20515  
(202) 225-3536

**4th District**  
Sid Morrison  
1434 Longworth House Office Building  
Washington, D.C. 20515  
(202) 225-5816

### LEGISLATURE

**17th District**  
Senator Dean Sutherland  
405 John A. Cherberg Building  
Olympia, WA 98504  
(206) 786-7632

**49th District**  
Senator Al Bauer  
401-C Legislative Building  
Olympia, WA 98504  
(206) 786-7696

Representative Kim Paery  
431 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7994

Representative Joe King  
3rd Floor, Legislative Building  
Olympia, WA 98504  
(206) 786-7999

Representative Holly Myers  
427 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7976

Representative Val Ogden  
House of Representatives  
Olympia, WA 98504  
(206) ?

Senator Linda Smith  
106-B Institutions Building  
Olympia, WA 98504  
(206) 786-7634

### 18th District

Representative David Cooper  
428 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7812

Representative Betty Sue Morris  
438 John L. O'Brien Building  
Olympia, WA 98504  
(206) 786-7850

### CLARK CO. COMMISSIONERS

John Magnano  
1013 Franklin Street  
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(206) 699-2232

Dave Sturdevant, Chairman  
1013 Franklin Street  
Vancouver, WA 98660  
(206) 699-2232

Busse Nutley  
1013 Franklin Street

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

*"Individual Freedom and Liberty: An Idea whose Time has come AGAIN!"*

## NATIONAL FIREARMS LEGISLATION: A CASUALTY

In what can only be described as a "nail biter" and an early Christmas present, the House and Senate FAILED to agree on a so-called "Crime bill". They attempted to bury anti-firearms legislation in a package of other changes, such as increasing the number of death penalty crimes, but increasing death row appeals, weakening rules against illegal search and seizure, etc. This would have allowed Senators and Congressmen to justify their vote for gun control on the basis of other "more important" issues. However, the coalition of support fell apart at the last minute, in part because of the President's threatened veto. After the House passed the Sin-brenner amendment (by an overwhelming majority), which removed the so-called "assault rifle" portions from the bill, the only firearms part left was the five working day "Brady bill", which had been passed in both the House and Senate. (By the way, this version of the "reasonable" "Brady Bill" included background checks on ALL firearms purchases when the new instant check was in place.) With this vote, the anti-gun crowd will have to start all over again in '92. They will be back again, of course. However, your help in calling and writing your Congressmen and Senators was of inestimable value in stopping this nonsense once again. THANK YOU!

Our freshman Congressman Mike Kopetski, who was named to the House/Senate Conference committee working on this bill finally revealed his true beliefs on gun control. After having gone to various gun clubs and telling shooters that he believed in our right to keep and bear arms, he proceeded to vote FOR including the "Brady bill" in the final version of the bill referred back to both houses. Then, he proceeded to vote FOR the final version of the bill on the House floor. The Oregonian reports that he "cheered" when the bill passed 205-203. His one vote could have changed this vote to a tie. If you are in Mr. Kopetski's 5th District, call or write his office and ask how he supported YOUR rights.

## '92 Elections 5th District Congressional Race

In a related note, I had a recent chance to talk to Al Mobley, who is a candidate for the Congressional seat currently held by Mike Kopetski. Al ran for Governor in 1990 against Dave Frohnmayer and Barbara Roberts, in a campaign that was launched virtually at the last minute. At the time, I could not support him because of the answers he provided on our questionnaire. He has spent time since then developing and refining his position on several issues, including firearms. His commitment to act on principle is refreshing, and as a retiree, Al doesn't need the job, unlike his opponent. While the '92 election is a long way off, this is one race where gun owners may have a clear positive choice, not just a choice between the lesser of two evils.

## Back to School

Recently we were asked to discuss the 2nd Amendment at a near-by middle school in southwest Washington State. Twenty eighth-graders were studying the Bill of Rights in a social studies class, prompted by it's 200th anniversary on December 15th. Three of us divided up the 45 minute period and had a very enjoyable experience. I was especially pleased to find that these youngsters are strong supporters for the right to keep and bear arms. However, the most telling comments came from the teacher who had asked me for names of those involved in the campaign against guns, which I provided. NONE OF THE ANTI-GUN CROWD WOULD AGREE TO SHOW UP! Folks, those that would strip you of your rights can still be beaten, because they won't drive 25 miles, or send out class room material. What it will take is a commitment make our

voices heard with our friends and neighbors, as well as our representatives.

## City of Portland "Assault Rifle" Ordinance

As we mentioned in previous months, several local jurisdictions have become bolder about trampling on your rights as a result of our loss in the first round of the court battle over the Multnomah Co. "Safe Streets" "Assault Rifle" ordinance. Currently the City of Portland is preparing a similar ordinance, which is no surprise since the bill's author is Gretchen Kafoury, who was a County Commissioner when that ordinance was passed. The City had already passed a background fee similar to the County's for handgun purchasers. The new reportedly ordinance will be voted on January 9th. More information will be available as we know it on our HOT-LINE: 778-8001.

## Multnomah Co. "Safe Streets" Ordinance: The Appeal

By the time you read this, we will have had a major fund raising activity in the form of a gun show at the Expo Center, December 20th, 21st, and 22nd. If attendance is good, this should go a considerable way toward paying for the continuance of the suit. We all owe Ken Glass, the show organizer, a big "Thank you" for his unselfish donation of all the proceeds to this cause. We would have had a much bigger nut to crack without his help.

It is rumored that the County won't appeal the verdict if we win at the Appeals Court level. A win there on the issue of the State's preemption of local ordinances may take care of the City of Portland's ordinance as well.

## D.C. Strict Firearms Liability Law Repealed?

A few months back, the city fathers of the District of Columbia passed an ordinance that allowed the manufactures and dealers of firearms that were used in crimes to be sued for damages. When the heat of Congressional displeasure threatened to cut funding for the District, the bill was quietly scrapped. Well, it's back. However, rather than just threaten to withhold money this time, Senator Robert Smith, New Hampshire, is soliciting NRA to help with sponsors for his bill, S.2113, which repeals the law. The reason that Senators other than pro-gun Senators would vote for this bill is because it sets a precedent that would allow manufactures of any product to be sued if their product was used in the commission of a crime. Imagine, Ford Motor Co. being held liable for the murders of two of the customers in the Killane, Texas killings. They received their fatal injuries from the truck, not the gun. It would seem that the specter of having tort law turned on it's ear will encourage common sense to prevail in this case. Let's hope so, AND write to our Senators! END

# VOTE

It's your voice  
It's your choice





# **SHRINER'S TOY RUN**

**'92**

## **PORTLAND ABATE** **CHAPTERS**

*Reprinted from December 8, 1991*

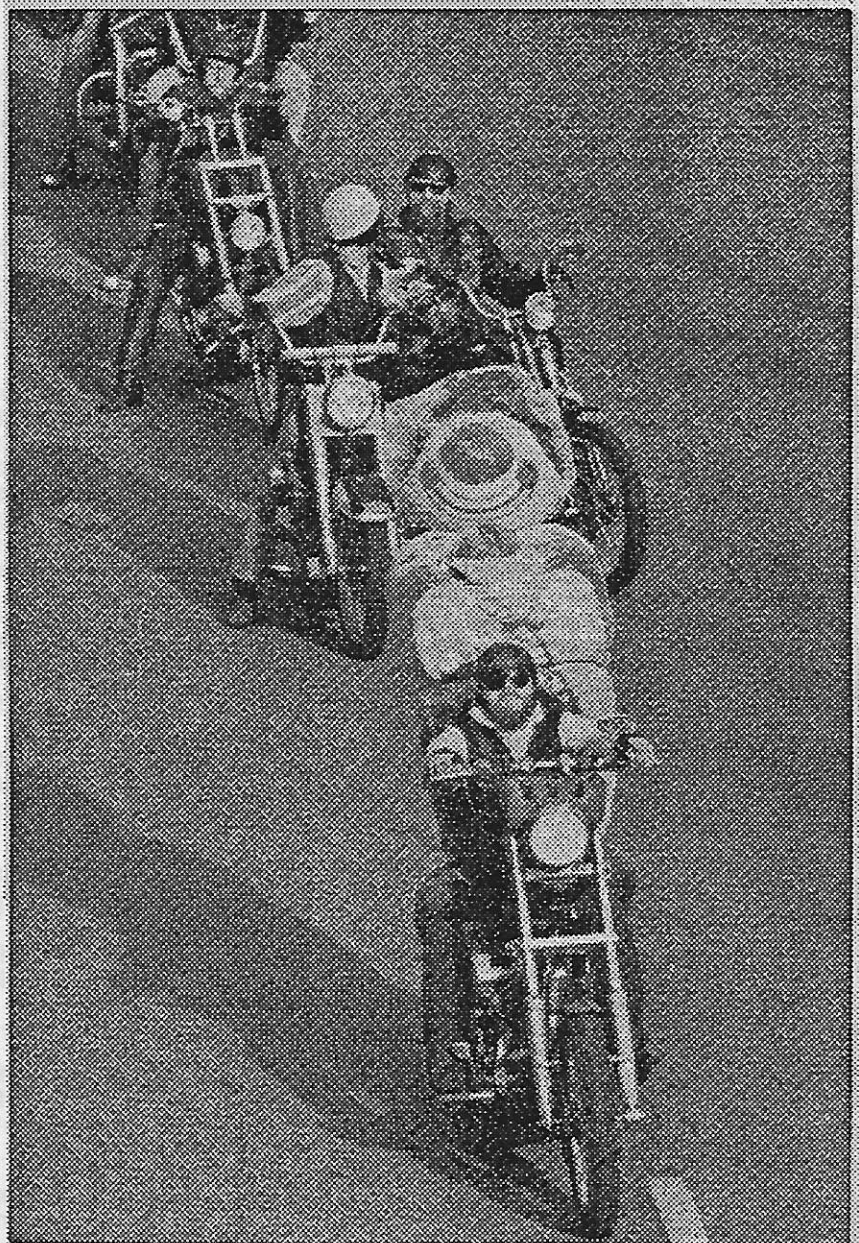
*The Sunday Oregonian*

### **TOY, JOY DELIVERY LIGHTS UP LITTLE EYES**

Right: A smiling stuffed clown sits on the back of a motorcycle as a column of motorcyclists roars towards Shriner's Hospital for Crippled Children in Portland on Saturday as part of the 12th annual toy run sponsored by the Portland chapter of the ABATE motorcycle club.

Below: The Rev. Eugene Houghton, dressed as Santa's helper, leads children in Christmas carols as gift-filled stockings and presents are distributed to 14 patients at the hospital. Houghton works with street youths and bikers. Three-year-old Shawn Caldwell, a patient at the hospital, rushes forward to receive her yuletide gift. *END*

Thank you  
to all who  
participated  
and  
donated  
their time  
to this  
event. More  
information  
will be in  
next  
month's  
newsletter  
on the  
winner of  
the '92 Fat  
Boy!



*The Oregonian/GERGE McCABE*



*JILLIE KEEFE*

## AMA GOVERNMENT RELATIONS PRESS RELEASES

### DESERT PROTECTION BILL DEBATED ON HOUSE FLOOR - November 25, 1991

WASHINGTON, D.C. — A long-awaited showdown over access to the California desert was fought on Capitol Hill November 22, without either side of the issue coming away with a clear-cut victory, report the American Motorcycle Association (AMA).

During an often heated debate on the floor of the U.S. House of Representatives, the California Desert Protection Act, known as H.R. 2929 and sponsored by Rep. Mel Levine (D-California), was pitted against a measure offered as an alternative by Rep. Jerry Lewis (R-California) and backed by the Bush Administration.

The Levine proposal, supported by preservationist groups, would lock out all motor vehicles from some 7 million acres of the desert by designating vast areas as wilderness. In contrast, the Lewis measure (H.R. 3066) follows a Bureau of Land Management proposal calling for a little over 2.3 million acres of wilderness.

Strong opposition to the Levine proposal came from a wide array of congressmen, particularly those representing districts in California that would be most affected by the desert protection bill. Together, they argued that Levine's proposal failed to provide adequate public access to the desert. In addition, they noted that much of the land targeted for closure in the bill contains existing roads and trails, which, according to federal policy, does not disqualify as wilderness.

In spite of those arguments, supporters of the desert protection bill were unwilling to compromise on the issue. At the end of the debate, Lewis' alternative measure was blocked on a House vote of 241-150.

The measure's defeat wasn't all bad news, however. The lengthy discussion over the bill delayed consideration of Levine's desert bill long enough that it never came up for a vote. It's likely that the Levine proposal will be taken up on the House floor again, but another delay could cause the bill to be tabled until next year.

In addition, the number of votes cast in favor of Lewis' measure is enough to sustain a threatened presidential veto if the desert protection bill is eventually passed in both houses.

The AMA will continue to monitor the Levine proposal and alert members to new developments. In the meantime, the U.S. Senate is considering a similar bill, S.21, sponsored by Sen. Alan Cranston. The AMA urges concerned riders to write their senators at the United States Senate, Washington, D.C., 20510, and express their opposition to the bill. *END*

### TRAIL FUNDING PLAN ON TRACK IN FEDERAL HIGHWAY FUNDING BILL - November 26, 1991

WASHINGTON, D.C. — Off-highway motorcyclists and other motorized recreation enthusiasts have scored a major victory in Congress. On November 24, a landmark national trail funding program was approved as part of the Intermodal Surface Transportation Infrastructure Act, the federal highway funding bill being finalized by a joint House/Senate conference committee.

The trail-funding plan ran into a legislative road block that prevented it from being included in the House's highway spending bill. But thanks to heavy lobbying by a consortium made up of the American Motorcyclist Association (AMA), the International Snowmobile Industry Association, the Blue Ribbon Coalition, the Motorcycle Industry Council and the American Horse Council, the trails bill was retained in the conference committee.

Officially renamed "The Steve Symms National Recreational Trails Fund Act" for its original sponsor in the Senate, the trails bill would require the federal government to allocate a portion of the gasoline taxes paid by off-highway vehicle users to a special trail

fund.

Until now, that tax money has been used almost exclusively for highway construction and maintenance projects. But the funding formula adopted by the committee would redistribute a percentage of those taxes totalling \$180 million for use in developing and maintaining motorized and non-motorized trails over the next six years.

"The conference committee, under the leadership of Chairman Robert Roe, wisely accepted the Senate language originally proposed by Sen. Symms," said AMA Washington Representative, Jim Bensberg. "The bill provides trail funding for hikers as well as bikers."

Meanwhile, two additional motorcycle issues are still under debate in the conference committee. One is an amendment contained within the House's highway bill that would require states to include motorcycle safety programs in their annual highway safety plans, thus boosting federal assistance grants. Since the motorcycle safety grant amendment isn't part of the Senate's bill, the AMA is working to make sure it remains in the final version of the highway funding package.

Also included in the House bill is language supported by the AMA that would require states that use federal funding for their High Occupancy Vehicle (HOV) lanes to open them up to motorcyclists.

If the final bill is passed before Congress recesses in November, these provisions, plus the trails bill, will take effect upon the signature of President Bush. However, a last-minute snag over a highway funding formula for states could postpone final action until December or January. *END*

### SUPREME JUDICIAL COURT AGREES TO HEAR BROCKTON LAWSUIT - December 11, 1991

WESTERVILLE, OH — In the long, continuing battle for motorcyclists' rights, the American Motorcyclist Association (AMA) has taken a major step forward in its legal fight to restore park access for riders living in and around Brockton, Massachusetts.

The Massachusetts Supreme Judicial Court has agreed to hear an appeal filed by the AMA in an attempt to overturn a discriminatory ordinance that bans motorcycles from the roads in Brockton's D.W. Field Park.

The agreement to hear the AMA's appeal is encouraging for two reasons. First, the AMA would not have been allowed to pursue its appeal without prior approval from the State Supreme Court justices. And second, the court agreement is a strong indication that the justices see merit in continuing the lawsuit against the Brockton bike ban.

The ban originated in 1987, when the Brockton Park Commission passed the exclusionary ordinance. With no hope of reaching a compromise on the issue, the AMA, working on behalf of local riders, filed suit in Plymouth Superior Court to get the bike ban overturned. But that suit and a subsequent appeal from the AMA were denied, leading to this latest legal action.

"Motorcyclists' rights have been denied in Brockton, and in the midst of this long battle we're encouraged by the Supreme Court's decision to review our appeal," says Robert Rasor, AMA Vice President of Government Relations. "We're continuing our suit against the ordinance on the grounds that it discriminates against law-abiding riders."

The appeal is based on the contention that since motorcycles are recognized by the state as motor vehicles, they cannot be restricted from use on public roadways. Over the years, that argument has been used to challenge similar motorcycle bans across the country. *END*



## WELCOME TO GUS "PAPPY" HAAG

The National Coalition of Motorcyclists would like to welcome Gus "Pappy" Haag as our new Organizational Liaison for our Board of Advisors and a member of our Legislative Task Force. Pappy is one of the founding fathers of ABATE of Minnesota, past President of the MRF and has lobbied on behalf of many motorcycle rights organizations. His expertise and motivational skills are widely acknowledged in the motorcycle community. His accomplishments are surpassed only by his enthusiasm and love of motorcycling itself. We are honored to have Pappy as a member of NCOM's Board of Advisors.

As Organizational Liaison, Pappy will be contributing articles, such as the one that follows, on a regular basis.

## WHERE DO WE GO FROM HERE???

The battle scenes are about to change! The effort in Washington, D.C., has been a gallant one, but alas we were unable to muster enough support from the average rider to kill the legislation. By the time you read this the Conference Committee will have met and decided the final verbiage of the "so called" Highway Bill/Law, with the helmet and seat belt portion intact. While we must never cease to fight to rescind the federal legislation, the up-coming battle is going to be on a state by state basis, and now is the time to prepare for these battles. If we are unable to protect our rights to freedom on the state level, we will never be successful in overturning the federal mandates.

A Task Force of some of America's best "freedom fighters" is available to help you. This group is comprised of some of the most experienced, educated, articulate and dedicated individuals this movement has ever known. They are presently working out a battle plan to assist you at the state level. The basic program will be to have these dedicated people available to attend your state board meetings, to give you the benefit of their expertise and experience in formulating a working program. These same individuals will also be available to assist you in making your presentation to your state legislature in some instances or when necessary, to actually testify at these hearings. The members of this task force have accumulated more experience testifying before committee hearings than most legislators.

It is the intent of the National Coalition of Motorcyclists to make this service available to all member state organizations, and to extend it to non-NCOM organizations as time permits. The cost of providing this service to you will be paid through NCOM, NCOM Legislative Fund or shared contributions from your organizations when appropriate.

Some things you can do to prepare the way:

1. Write to your U.S. Senators and U.S. Representatives. Ask them to send you a copy of the completed legislation, along with their interpretation of how it will effect your state. This will enable you to accomplish two things; first they will be kept aware that you are not going to give up and secondly it will give you some insight into how they view this type of law. Study their response as well as the legislation itself.

2. Establish a working committee along with your legislative officers, become experts on this law. Find out just exactly how it will be interpreted by your state legislature.

3. Talk to as many of your state Senators and Representatives as possible. Get their interpretation. Don't just talk to supporters. Communicate with some of your known adversaries. You are going to need to understand their viewpoint in order to counter it. Ask some of your state legislators to attend your committee meetings. We must start to educate the legislature now.

4. Get some professional legal advice on the effect this type of legislation will have on your state budget. The A.I.M. attorneys are

available to assist your with legal advice, or to be present in either an official or unofficial capacity.

5. Start building a war chest of funds to use for the necessary mailings, etc. This battle will be expensive. It is time to establish some priorities in spending. (Appreciation parties, etc., must take a back seat to legislative endeavors.) NCOM will absorb the cost of the Legislative Task Force, but each individual organization must be prepared to help pay for the cost of protecting your freedom within your state borders.

6. Do not wait another day. Do it now!!

7. Do not give up. We are not defeated.

We, as a group, are far better qualified to take on the federal bureaucracy than we were back in the early seventies. We were successful then. We will be successful again.

Gus "Pappy" Haag



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## MOTORCYCLISTS TO SEEK INJUNCTION AGAINST HELMET LAW

California motorcyclists have united behind an effort to have Vehicle Code Section 27803, the mandatory helmet law, reviewed by the courts. A coalition of motorcycle organizations are participating in the effort.

A spokesman for the Committee has stated that the law, which would require all motorcycle riders and passengers to wear helmets approved by the state, fails to pass constitutional muster on several grounds. There are no exemptions in the law for persons whose religious convictions will not allow them to wear a helmet. California's thousands of Sikhs would be forced to violate the law or violate one of the tenets of their religion. In addition, persons with certain handicaps or medical conditions would be severely disadvantaged or even endangered by the enforcement of the law. The law provides no religious or medical exemptions.

In addition to these special circumstances, the lawsuit will challenge the power of the state to dictate behavior to adult riders "for their own good." The motorcyclists hope that the lawsuit will help to determine the broader issue of where the line between the powers of the government and the rights of the individual will be drawn. The suit will raise the claim that the right to privacy contained in the California Constitution allows persons to dress themselves as they see fit, including what to wear on their heads. The motorcyclists contend that, in a free society, the decision of when to wear a helmet ought to be left to the individual adult rider.

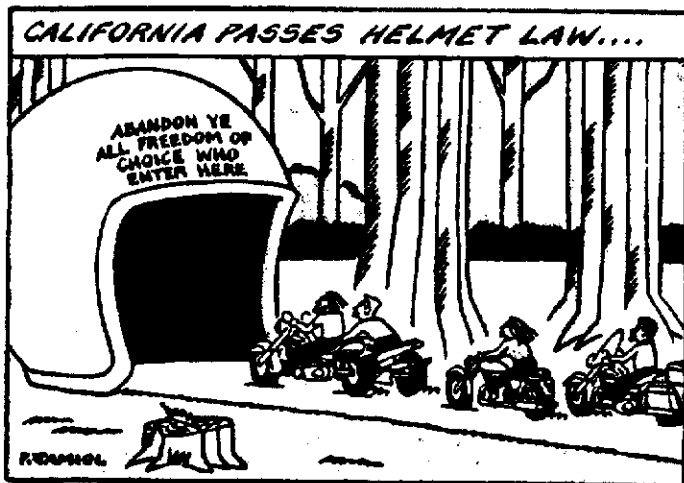
The Committee maintains that the justification for the law, that

head injuries to unhelmeted motorcyclists were costing the state millions of dollars which could be saved by requiring all riders to wear helmets, is unfounded. In a May 17, 1991 story, the San Jose Mercury News exposed the fact that the claims were made by the proponents of the law were baseless. However, by that time the Legislature had already passed the bill and Governor Wilson signed it into law on Monday, May 20. Despite his statements in the press that he would meet with the opponents of the bill and hear the arguments on both sides, he did not meet with representatives of any motorcycle group.

According to a spokes person for the Committee, the courts will not be asked to review the wisdom of the Legislature or the Governor but may have the final say on whether or not the bill has violated religious freedom and special problems which this law would create for some handicapped Californians. The larger question, which will also be raised by the lawsuit, is whether the Legislature may decide what the "good" ideas are and then require everyone to adopt them.

The motorcyclists have retained the firm of Lascher & Lascher to represent them. The objective of the suit is a permanent injunction prohibiting the enforcement of the law. The suit is expected to be filed this month. A preliminary injunction application should be heard before the January 1, 1992 date when the law is scheduled to go into effect.

The major participants in the Committee are ABATE of California and the California Motorcyclists Association. Major support for the effort has been received from Bikers Against Manslaughter and Easyriders Magazine. Additional participants are the American Motorcycle Association, the National Coalition of Motorcyclists, the Modified Motorcycle Association and the Confederation of Clubs. Other supporters include Aid to Injured Motorcyclists. *END*



WITHOUT OUR ADVERTISERS, YOU  
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To Survive  
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Is To Avoid It!

Learn Motorcycle Rider Education.

Ziggy

By Tom Wilson



## VETERAN'S DAY PARADES

November 9th & 11th

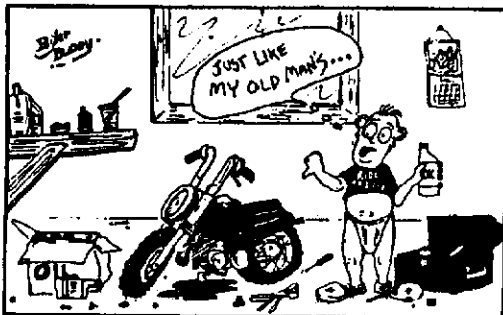
by Walt Allegar

Well, here it is, another year gone by and two more parades ridden in. That's right, I said TWO more. For those of you who haven't heard, we were also invited to ride in the Vancouver Vets Parade on the 9th as well, but we got the word a little too late to be able to tell everyone about it. Sorry about that guys. A few riders showed up in Vancouver, and we rode behind the Vietnam Veterans Of America. And that was all right with me, being a Nam Vet myself. The ride was about three miles long going up and down the hills in the town, and the crowd wasn't too bad either. But it wasn't too easy walking a heavy bike along behind all those slow walkers, especially during the up-hill parts of it. We received a pretty good reception, too. So I'm going to consider doing it again next year, if we get invited again, that is.

On the 11th, in Albany, we had a good turn-out. There were riders from several Associations there to join us. They were from AMO, ABATE of Salem, Lane County ABATE, NE Portland ABATE, SE Portland ABATE, Salem HOG, Vancouver, Springfield HOG, OVMA of Course, Cruisers For Christ, and the Fine Ladies of Women In The Wind. And there were some others there who wore no patches or colors. OVMA would like to thank everyone of you for participating in the ride. We will do it again next year, and, as usual you are all invited to attend again, or come for the first time.

As far as I know, we only lost one rider during the parade (no names, please). We did get a great reception from the fine folks in Albany, as usual, and were then invited to a Spaghetti Feed at the Legion Hall afterwards. And the Vets there were happy to see all of "Us Young Folks" there to join them for their parade and feed. They made us feel welcome, and I'm sure we will be invited to return next year, so start making your plans now. Don't miss one of these great events. And please, let us know what you folks are doing, so we can join you at your events.

Ride safely, friends. Keep the shinney side up and the greasy side down. May the wind always be at your back, and may you be a half-an-hour in Heaven, before the devil knows you made your last ride!



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## LEGAL CORNER:

### MODIFIED HELMETS

by Sam Hochberg, Attorney at Law

The Education Director for ABATE of Oregon, Mel Yeager, has brought an interesting and important issue to my attention. Although there are new problems with helmet laws on a national level, there are some things we can do on the local front. Mel tells me that some riders have been ticketed and convicted for wearing "modified" helmets. As best we can determine so far, there is no statute and no reasonable interpretation of any statute that prohibits the wearing of a modified helmet.

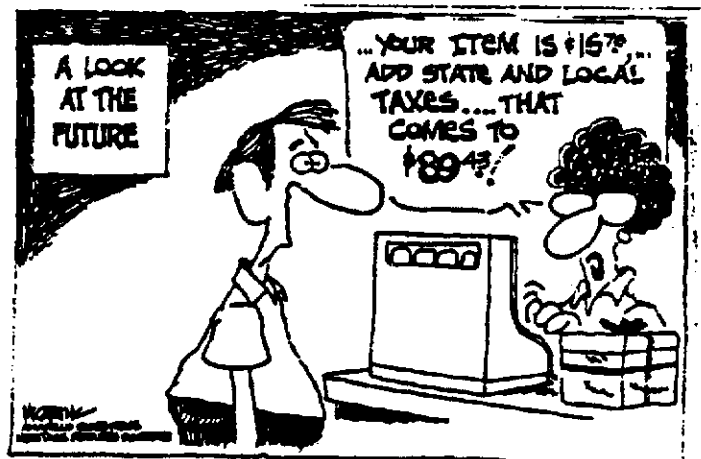
Oregon law does adopt the helmet safety standards in the Federal Motor Vehicle Safety Standards (FMVSS), which state that the *manufacturer or distributor* must include a warning label advising the consumer of certain dangers of modifying helmets. This regulation, however, does not appear to prohibit the *consumer* from making modifications to his or her helmet.

The anticipated response from a District Attorney, in the event of a trial on such an issue, is that if the helmet is modified, it no longer is the same as it was when it was DOT approved. But, assuming this argument works, it is still a matter of proof. Some helmet modifications might obviously ruin the helmet's original pristine DOT status - such as shaving it down to a half-dollar sized beanie with a chin strap. But other modifications might not affect safety; some might even *improve* the safety. Absurdly, even this would be illegal if in fact it is illegal for a consumer to modify a helmet.

As your BikePAC and AIM lawyer, I am interested in making a difference for Oregon riders. If you are ticketed for wearing a modified helmet (not merely for wearing a non-DOT approved helmet), please contact me immediately in Portland at 224-1106. Depending upon the circumstances of your case, I may or may not be able to offer free assistance to you in your defense; at least I can offer some advice or perhaps supply you with a brief.

A few words of CAUTION: this is an untested area of the law. Therefore, please don't go out and get a ticket on my account, just to test the law. It could cost you money, and it could affect your license. You may lose, and you may not want to bother to take it up on appeal. Neither BikePAC, AIM/NCOM, ABATE nor I wish to encourage anyone to willfully violate the law. But if you are ticketed, or if you have any input on this issue, please call, FAX, or write to me at my office:

Sam Hochberg  
Attorney at Law  
333 S.W. Fifth Avenue, Suite 700  
Portland, Oregon 97204  
PH: (503) 224-1106  
FAX: (503) 273-8726



**THE CHALLENGE IS ON**  
by Mel Yeager, Education Director  
ABATE Of Oregon, Inc.

As you remember, I sent to you a challenge to be the first Chapter to have all motorcycle riders of the Chapter to be 100% Team Oregon trained. Well, I would like to take this opportunity to encourage each Chapter to be diligent in pursuing this very worthwhile endeavor. I know this is winter time in Oregon, which also means WET and COLD. Many of our members will not ride in such terrible conditions. I sympathize with you and ask you to keep ME in mind while you are out in your cars. I will probably be the crazy \*&@\*%\$%#@\$\$ on the Harley driving to and from work regardless of the weather. I love riding my Bagger and I am one of the members who took a Team Oregon training course and both my wife and I kept on living because I took the time to take that course.

I can not express how important this training can be for all who ride, regardless if you have been riding for fifty years or are just thinking about riding a motorcycle. It's the cheapest insurance you will ever buy.

You all are aware of the fact that Motorcyclists of all types have been lumped together into one homogenous example, and that the image is of a rowdy, unkept, dirty, smelly, outlaw/punk who rides a two-wheeled Harleyhonbulletdirtbikeyamazukichopper for the purpose of terrorizing the local population of small towns and large cities. All this in order to rape women, beat men, and drink all the alcoholic beverages in town while shooting holes in everything that moves or not.

WELL, we all know it's not so, but how do we convince the public that we are simply A Citizen Who Likes To Ride A Motorcycle? It's call **THE S I P D E PROCESS**. Check this out ... **S-SMILE!** A smile lessens tension and isn't threatening. **I-INVITE!** Invite those you meet or deal with to participate in your function be being

enthusiastic and professional. **P-PRAISE!** Always show that you are glad new people are showing interest in what is happening and recognize those that make it all happen. **D-DEVELOP!** Increase members and visitors interest in the organization by being knowledgeable. Increase your skills. **E-EVALUATE!** As a member of someone who represents the Chapter you need to evaluate your appearance and behavior from time to time to be sure that you show that public that we are, after all just citizens, like them ... and back to the beginning. **S I P D E. END**

## REMEMBER ...

**Freedom Isn't Free  
Write to your legislator.  
It's a small price to pay.**

Reprinted from December 1991  
ABATE of Wisconsin Newsletter

## PEDESTRIAN HEAD PROTECTION? WHAT'S NEXT?

Joan Claybrook's Advocates for Highway and Auto Safety are at it again. They have recently asked the National Highway Traffic Safety Administration (NHTSA) to extend the comment period on pedestrian head-impact protection.

NHTSA is seeking comments about rule making regarding impacts with the hood area of cars and trucks. As near as we can figure, that means they think that maybe we should all be driving with padded hoods. Nerf bumpers and grilles will probably be next, or maybe a safety net over the trunk area to catch the pedestrians who are thrown over the vehicle by the impact. **END**

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**Attorney at Law**

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*Member of ABATE of Oregon  
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## BORN TO BE WILD — IF THEY GET WHEELS

By Carla Marinucci, San Francisco Examiner

Moscow, U.S.S.R. They are the wild ones, the Cossacks of Russia. And like Peter Fonda and Marlon Brando before them, these wild ones love to see the gaping mouths of small-town police officers and peasants as they roar past. They thrive on the wind whipping them along, to Rostov-on-Don, to the Soviet Union.

The Cossacks are perhaps the first motorcycle gang to surface in the new, freer Soviet Union. They have but one purpose in life: "The most important thing is to become the first chapter of the Hell's Angels in the Soviet Union," said Kim, their bearded, long-haired chieftain. "It's not a way of life. To us they are No. 1."

The problem for the eight members of the Cossacks, and a few more prospects, that they have only one motorcycle among them a World War II era Harley-Davidson. Such is the difficulty of being young rebels in a country where milk is almost impossible to find, let alone motorcycles.

The hardship has made the Cossacks tenacious, spirited, and wilder still. Ranging in age from 19 to 28, they decline to give their last names. "Half of our guys have criminal records," Kim said.

They did consent to guide a reporter to the depths of an underground garage where their maroon Harley, with its 45-cubic-inch, side-valve engine is guarded as jealously as a jewel beyond price.

"It was delivered from America in 1942, and we bought it from a very old man," Kim said, gently wiping off the city's dust from the handlebars. "It will run a whole life long."

The Harley, in desperate need of parts, has been built and rebuilt. The Cossacks have managed to find some Harley parts, but they are still missing the proper handlebars and a battery.

"We would like to become the first of official Harley-Davidson dealers here ... maybe have a business, a joint venture," Kim said. "In Denmark, the bikers have a Harley shop called the American Motorcycle Shop. This kind of free enterprise I love."

They wear black leather tight-fitting pants that lace up the sides, and vests emblazoned on the back (in English) with "Cossacks MC, Russia" all "made with our own hands," Kim said.

They have even hand-molded and cast their own massive silver rings in the shape of skulls and eagles, "based on copies from the West," Kim said. The rings are worn on every finger, an awesome display of metal that could pack the punch of a brass knuckle. ("I fight sometimes," Kim said warily.)

They've also managed to come by Harley-Davidson T-shirts, belt buckles and motorcycle boots.

These bikers dream of building upon the foundation of the Hell's Angels. Not only do they know about the Oakland, California-based group, but they idolize its members, particularly the group's leader, Ralph (Sonny) Barger. They have read everything they can find about the Angels.

"There are a lot of movies about them. In the Soviet press, there are articles about them," said Cossacks member Andrey. "But Sonny Barger ..." He shook his head in awe over such a lifestyle of "true freedom."

Barger, who founded the Oakland chapter of the Hell's Angels in 1957, is serving time in a federal prison on an explosives charge.

Police don't bother the Cossacks, at least not in the big cities. "The police don't harass us," Kim said. "They don't want to deal with crazy people like us." **END**

## GUEST COMMENTARY LOUD PIPES, LEATHER, AND IMAGE PROBLEMS

by Region 8A member

Motorcycling has an image problem. We've got legislators trying to neuter fast sport bikes without any data that would suggest they pose any real safety problem.

There are movements all over the country to mandate helmet laws. No matter where you stand on helmet laws one fact remains: mandatory lid laws and other restrictive legislation are conceived and enacted by non-participants, citizens who think they know better than we how we should live our lives. It comes down to an "us-versus-them" mentality.

We don't think non-riders understand us or our desires and needs. We are special and unique and resist any outside force that wants to change our view of ourselves or our chosen sport. And we like ourselves a whole lot better than most non-riders like us.

To many, if not most of the non-riding public, we're a bunch of irresponsible, wild-eyed maniacs. They wouldn't risk riding an unprotected vehicle in traffic so they think we are crazy to do so. They don't have a desire for speed or acceleration, and they don't understand or particularly like the people who do. They don't like calling attention to themselves and are not capable of understanding sport riders with loud pipes blasting by them on some country road. They can't slip through traffic the way we can, and so they resent the intrusion on their consciousness when they see us streaming past.

Even after doing nothing wrong the image damage mounts up and suddenly we're facing a public that doesn't care whether our rights are trampled on or not.

This is bad enough, but many times I have seen other riders act like complete boneheads in front of the general public. Sometimes we are vilified and misunderstood, but I think most of us have to admit to having pulled some stunts in front of impressionable citizens that we wouldn't want to see on the evening news. A wheelie or burnout is a fun thing to the rider and his friends, but for the citizens who see it the move will remain in their memories for years as a testimony to the lunacy of all riders everywhere.

A loud set of pipes may squeeze out a little extra power or perhaps you just enjoy the sound. I have loud pipes for both reasons, but to the sleepy citizens who hear it at night it is not just acoustics. They carry their dented impression of motorcycling long after your ride has ended. A wild blitz past a Buick on a country road may help you stay ahead of your buddies, but the guy driving that Buick may have the ear of a Senator at the country club the next day.

You may have the right to ride without a helmet, and if you crash and die it is your problem. But the people who pass the accident site or read of it in the papers will have their attitudes permanently altered.

We may have the right to ride without helmets. Other people may also have the right to avoid seeing the inside of a human head on their way to Sunday dinner.

Yes, sometimes we are misunderstood. Sometimes we're vilified unjustly. But sometimes we do the damage ourselves and let's be clear about the difference.

Do the right thing. **END**

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## MOTORCYCLISTS SOON TO BE REQUIRED TO WEAR HELMETS

**SACRAMENTO** — Every California motorcyclist and motorcycle passenger must wear a helmet after this coming New Year's Eve, according to California Highway Patrol Lt. Clark.

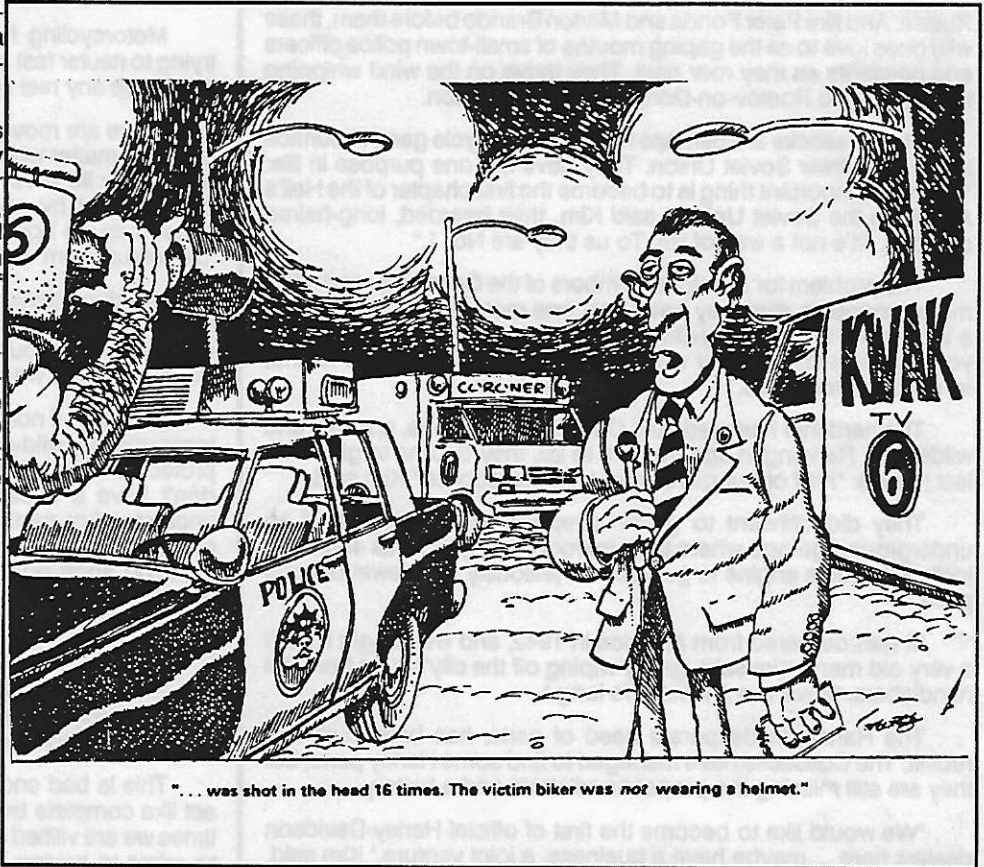
Lt. Clark, who commands the CHP's Santa Maria office, pointed out that current law requires helmets for motorcycle riders under 15 years, six months. "Come Jan. 1," he said, "that requirement will apply to the drivers and passengers of all motorcycles, moto-driven cycle, and motorized bicycles, regardless of age."

The commander noted also that the Highway Patrol will enforce this law from the moment it becomes effective. "Our practice in the past," said Lt. Clark, "has been to wait until 90 days after significant new law went into effect before actually issuing citations, so as to give everyone time to find out about the new provisions."

Lt. Clark said that the change to a universal helmet requirement in other states has caused motorcycle fatalities to decline by as much as one-third in the first year alone.

Motorcycle mishaps in California claimed 569 lives in 1990, he said. "Based on the experiences of other states, we expect this helmet requirement to save from 150 to 200 lives in 1992 alone."

The commander noted that new law applies to both motorcycle drivers and passengers on all public roads and highways.  
**END**



Reprinted from December 1991  
Jersey ABATE Newsletter

## CARRYING OTHER LOADS

There are three points to consider when you carry loads on your motorcycle.

- How much the load weighs.
- Where the load is located.
- How the load is secured.

### Weight

Every motorcycle has a maximum load specified by its manufacturer. It is the difference between the empty weight and the maximum allowable weight of the motorcycle and all of its load including the rider and passenger.

Before you start packing, subtract your weight (dressed in riding gear, not fresh out of the shower), your passenger's weight, about 30 pounds for a full tank of gas, and the empty weight of the motorcycle from its specified maximum weight. What you have left is the load you could carry.

However, you need to be aware of one more thing: saddlebags, tankbags, luggage racks, etc., have their own weight limits. Don't exceed them. Although you may be able to fit 50 pounds of roofing nails in your top trunk, if it is rated for only 20 pounds, put only 20

pounds in it.

Finally, be sure to adjust your tire pressures and suspension to handle the extra load. Refer to your owner's manual.

### Location

Due to a motorcycle's size, weight, and the fact that it has two wheels, where a load is carried is important. Concentrate the weight low and to the center of the motorcycle. Keep the weight even, side to side, and try to place heavier items in the "load triangle" determined by your head and the two axles.

Although luggage racks and top trunks appear to be ideal places to pack things, carrying weight high and to the rear of the motorcycle will lighten the front wheel and may cause handling instability. Never strap things to the handlebar, front forks, or front fender. Even if handlebar and suspension travel is unaffected, the weight will cause a "pendulum effect" which can cause steering instability.

### Mounting

Be sure the load is secure. Use accessory racks and luggage designed for your specific motorcycle. Secure loose items with bungee cords and web straps. Don't block lights or moving suspension pieces. And be sure there are no loose items to blow about. Having a jacket chewed by the drive chain is hard on the jacket; but if it should jam and lock the rear wheel, it may be hard on you, too.

One more consideration is common sense. Regardless of weight, some things, like surfboards and sousaphones, just don't belong on motorcycles. When in doubt, leave it home. **END**

## HIGHWAY BILL GETS GREEN LIGHT FROM HOUSE

Boil it all down and you come up with something like this: Motorcycling just took two steps forward and two steps back.

That's the bottom line on the motorcycle issues in the House of Representatives' version of the federal highway funding bill that has occupied so much time in Congress this year.

As this issue of American Motorcyclist was going to press, the House had just approved a huge \$151 billion federal highway spending package that contains a number of key provisions—both good and bad—affecting motorcyclists.

The Senate passed its own highway legislation last summer. Now the two houses will work out the differences between the two bills and send the final version to President Bush for action. So what will the House version do for us? And what do we stand to lose?

The most obvious setback concerns one of the oldest and most emotional issues in the field of motorcycle legislation: mandatory helmet laws.

The House version includes an amendment that would blackmail states into passing helmet laws for motorcyclists of all ages. Failure to comply would cause those states to lose control over how they can spend some of their highway dollars. States that enact helmet laws would be rewarded with money from a special \$62 million incentive fund written into the legislation.

In other words, lawmakers have sent a clear message to the states: Do what we say or face the consequences. And that amounts to the same sort of federal blackmail that became the law of the land back in the 60s, when the Department of Transportation decided to penalize states that didn't pass helmet laws.

You may remember how that round of extortion went. Eventually, three states banded together to fight it, and in 1975 they won a victory when Congress voted that the government could not use federal funds to force the passage of helmet laws. But that was then. Now the federal government seems intent upon turning back the clock more than two decades.

The AMA lobbied to have the mandatory helmet law provision removed from the House bill, just as we did in the Senate's version of the bill. But in spite of all the effort, lawmakers were unwilling to compromise on the issue. And since both houses have included this provision in their bills, it's unlikely that it will be removed in the conference committee working out differences in the bills.

So what does this mean for motorcyclists opposed to mandatory helmet laws? Basically, it means we're right back where we were in the '70s, fighting this issue in the states. We were successful in convincing some states back then that they should resist federal meddling in their affairs. It took a long time, but we won. Now, we need to start the whole process again.

The issue of mandatory helmet-use laws isn't over. Not by a long shot. The battleground just has moved from Washington to the states.

The House took another step back when it failed to include a national trail-funding program in its highway funding bill.

This proposal, sponsored by Rep. Thomas Petri (R-Wisconsin), would have allocated a percentage of gasoline tax money to a fund for developing and maintaining motorized and non-motorized trails on public land. The measure recognizes that taxes from gasoline purchases for off-road vehicles should be used to improve off-road riding areas. Similar funding programs already exist for private aircraft and boat users.

Fortunately, a trails-funding provision is included in the bill the

Senate passed. And the plan's sponsors, Sen. Steve Symms (R-Idaho) and Petri have been named to the conference committee that will iron out differences between the bills. That means motorcyclists will have two strong advocates for the trails bill in the committee.

If the final version of the bill doesn't include the trails-funding provision, it won't represent a major defeat for motorcyclists. The funding plan has been introduced as an independent measure in both houses, so it could still be passed in that form. But not getting it included in the highway funding bill would represent a missed opportunity for all off-highway motorcyclists. So the AMA will be working hard to influence committee members on this issue.

That's the bad news from the House version of the highway funding bill. The good news is that the House has adopted a couple of measures that could benefit motorcycles.

One is an amendment that would make it much more difficult for states to prohibit motorcyclists from using High Occupancy Vehicle (HOV) lanes. These lanes were designed for vehicles that transport more people in less space on crowded expressways, and the federal government has repeatedly ruled that two-wheelers fit that classification. However, some states continue to deny access to motorcyclists, claiming that the machines would pose a safety hazard.

The amendment, attached to the funding bill by Rep. Nick Joe Rahall (D-West Virginia), would require states that receive federal highway funding for their HOV lanes to open them up for use by motorcyclists. And in those states that wish to ban motorcycles from their HOV lanes, there would be a public comment period during which the state would have to certify to federal officials that a specific safety problem exists. That requirement would give motorcyclists a unique opportunity to confront recalcitrant states on this issue.

The House version of the highway funding package also contains another amendment that gives a double boost to motorcycle safety programs like rider-education and motorist-awareness campaigns.

First, it keeps motorcycle safety on the list of national priority programs for highway safety funding, which makes it much easier for states to get federal funds for these programs.

The House went even further, though, passing a measure that would actually require states to request federal funds and use them to develop motorcycle-safety programs.

"In the past, many states have been reluctant to focus on comprehensive motorcycle safety programs, preferring instead to let their legislatures pass helmet laws," notes AMA Washington Representative, Jim Bensberg. "This provision makes it clear to the states that motorcycling issues should be part of the overall high-way-safety picture."

Much of the credit for the motorcycle safety grant amendment goes to AMA member Brent Garcia, the legislative coordinator for ABATE of New York. Garcia worked closely with Rep. Sherwood Boehlert (R-New York) on the issue. And, after some last-minute legislative wrangling, the safety grant amendment was passed as part of the highway spending package.

AMA members across the country also had a hand in that victory. Through a special Legislative Hotline established by the AMA, over 4,500 motorcyclists sent personalized Mailgrams to their representatives on these vital issues. That works out to more than 10 Mailgrams per representative. And when it comes to the motorcycle safety program amendment, those messages obviously made a difference.

But our work isn't finished on this issue. Since the Senate version of the bill doesn't include the safety program amendment, it will be up to House members of the conference committee to make sure it remains in the final version of the bill.

And the AMA's Government Relations Department will be pushing the measure every step of the way. **END**

Reprinted from December 1991  
ABATE of North Dakota and  
October 1, 1991, The Jamestown, ND Sun

## EXPERTS WANT PROOF OF BIKE HELMET SAFETY

WASHINGTON (AP) — In an accident, will a bike rider's helmet stay in place well enough to protect his head? You'll have to rely on your best guess; agencies that certify crash worthiness of helmets have no standard to guide you.

A private certification organization, the American Society for Testing & Materials, is developing a safety test on what's called roll off.

ASTM would be a third entry in the helmet certification field. But neither group that now sets voluntary standards, the Snell Memorial Foundation & the American National Standards Institute, has a rule on roll off. Certification of roll off protection is a long way off.

An ASTM task force hope to have a draft testing procedure approved at its December meeting. Dean Fisher, task force chairman & senior vice president of Bell Sports, Inc., said from the helmet manufacturer's office in Norwalk, California.

One problem is determining exactly what happens to a helmet in an accident. *END*

Reprinted from December 1991  
Counterpoint

## RULE OPENS STATE OFFICIALS TO LAWSUITS

State officials who deprive citizens of their constitutional rights may be forced to pay compensation out of their own pocket, the U.S. Supreme Court in an 8-0 decision, decided November 5th.

State officials have been sued personally for such alleged wrongdoing as unreasonable police searches, racial discrimination, cruel prison conditions, improper firings of public employees and improper deprivation of welfare or other benefits.

Justice Sandra Day O'Connor who wrote the opinion acknowledged that imposing personal liability on state officials "may hamper their performance of public duties." *END*

Reprinted from December 1991  
Counterpoint

## JUST A REMINDER FOR THOSE WHO CAN'T REMEMBER

"Old notions of justice are finished in the Third Reich," I told him. "We, the police arm, decide what is just, and what is unjust. Our only law, our only constitution, is the will of the Fuhrer."

*Quotation from the Holocaust, a novel by Gerald Green.*

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## ROBERTS SAYS TAX CHANGE IN WORKS

**The governor ends her series of conversations with voters and will push for a special session**

by Gail Kinsey Hill, of The Oregonian staff



**ROBERTS**

Gov. Barbara Roberts concluded a demanding five-week series of meetings Saturday with more than 10,000 voters, and signaled she has the support she needs to go ahead next year with a major tax reform package and a special Legislative session.

"It's 99 percent clear we'll have to do a restructuring of our tax system," Roberts said just before her final closed-circuit transmission to teleconference sites throughout the state. "I think it's clear there will be a special session, and there will be a tax measure."

Roberts said she likely would call a special session in April or May and present a tax reform package to legislators. A ballot measure could be presented to voters as early as June.

Lawmakers also may be asked to consider proposals to streamline government operations, in response to Roberts' findings that voters consider operations inefficient and wasteful.

Roberts' personal support of tax reform — including a sales tax long has been known. But following the close of the last session, she announced she would let the people tell her what to do, and she embarked on an ambitious effort to canvas public opinion through what she dubbed her Conversation with Oregon.

Now, for the first time, she is talking about the major findings of those talks.

Many criticize the talks as a facade for a push by Roberts to increase taxes and counteract the effects of Measure 5, the property tax limitation law that is expected to take a \$1.7 billion bite out of the 1993-95 state general fund. And, already, some lawmakers, including the House majority leader, are saying they're opposed to any new tax measures.

The sales tax issue, which carries a long and controversial history, isn't necessarily a partisan one. But support from Republicans, which control the House, is crucial.

Roberts knows tough battles with legislators lie ahead. But, right now, it is her hour. Though the conversations fell well short of their goal to reach 20,000 voters, Roberts said the sampling was representative of the general voting public, and the message was clear.

"They're telling me that if you really do government better and you still can't maintain services, they'll support changes to the tax structure even if it raises more money than now."

Roberts said the majority of those participating in the meetings want to maintain the current level of government services. But first, voters want government to cut costs by operating more efficiently.

"They must see that changes are really happening," Roberts said. "Then they'll be willing to go ahead" with tax reform.

Budget experts say consolidation measures would save, at most, about 3 percent of a 1993-95 general fund budget estimated at \$6.3 billion. That only begins to make up for Measure 5, which is estimated to eat up 25 percent of the budget.

Over a five-year period, Measure 5 phases in a maximum property tax rate of \$15 per \$1,000 market value.

Currently, a task force appointed by the governor is looking for ways to consolidate agencies and eliminate unnecessary services.

Members are considering such controversial things as eliminating the Oregon Government Ethics Commission; privatizing the sale of hard liquor; doing away with 26 boards and commissions; and merging scores of divisions and agencies.

Tackling government reorganization would help convince voters that government officials were serious about cutting costs, Roberts said.

Speaker of the House Larry Campbell, R-Eugene, has supported Roberts' conversation, but he also is known for his hard-line approach to government spending. He sits on the task force that is reviewing government operations.

"The governor can't just pay lip service to cutting costs," Campbell said. "And, from all indications, she isn't."

Campbell supports a special session to consider tax reform, but said the proposal must be one presented by the governor, not one hammered out by lawmakers.

"She's the one with the message," he said. "And we as a Legislature should support what the people call for."

House Majority Leader Greg Walden, R-Hood River, doesn't believe more taxes are the answer.

"I don't sense any support for a tax change right now," Walden said.

"I question her interpretation of the message," he added. "The message I hear is that government has gotten too big and it spends too much."

Sen. Majority Leader Bill Bradbury, D-Bandon, said Roberts has the support of Democrats who control the Senate.

To select participants in the talks, Roberts sent invitations to 80,000 people randomly selected from voter registration lists. She expected to schedule talks with 20,000, using EdNet, a statewide telecommunications network.

Scheduling problems and time constraints whittled the number to 10,000 to 13,000, Roberts said.

"We don't think that's necessarily a failure," Roberts said. "We would have liked a broader base ... But we wouldn't have gotten any different answers." **END**

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Reprinted from December 8, 1991  
The Sunday Oregonian

## POLITICIANS AMONG LARGE NUMBER OF OREGONIANS WITH GUN PERMITS

The Associated Press

**SALEM** — Four state legislators, one U.S. representative and a congressional candidate are among about 22,000 Oregonians who have received permits to carry concealed handguns, a Salem newspaper reported Sunday.

U.S. Rep. Peter DeFazio, D-Springfield; state Sen. Peg Jolin, D-Cottage Grove; state Rep. Walt Schroeder, R-Gold Beach; state Rep. John Meek, R-Hillsboro; and state Rep. Bob Pickard, D-Bend, and Republican congressional candidate Al Mobley all have such permits, the Statesman Journal reported.

The newspaper received the information through the federal Freedom of Information Act.

For Schroeder, a burglar's bullet was the impetus for getting a concealed handgun permit.

"The main reason is, I was shot by a burglar in my Salem apartment," he said.

Schroeder was shot in the hand about 12:20 a.m. on April 23, 1989, when he went to his window after he heard noises in a neighbor's garage. An 18-year-old burglar fired through the window, barely missing Schroeder's hand.

The shooter subsequently was caught, convicted and sent to prison. Schroeder was left with a badly damaged hand — one finger still won't straighten — and a strong desire to protect himself.

DeFazio, Jolin and Mobley said they have received death

threats. "Death threats are, unfortunately, a fact of public life," DeFazio said.

But he said that, so far, he hasn't felt the need to carry a firearm on a regular basis.

"But I wouldn't rule it out," DeFazio said, "if I felt there was a realistic threat to me or my family."

Jolin, who is married to a mill-worker, said she had received death threats from at least one caller who faulted her for being biased toward the timber industry.

Jolin said she carries a revolver whenever she leaves her house. She packs the gun in her purse or keeps it in her car.

"I've never had to use it, but I sure would if I had to," she said.

Mobley said he recently received threats against his life. He down played the death threats, calling them a guaranteed result of his announced candidacy for Congress: "It's part of the turf."

Mobley said he intended to carry a concealed handgun in his car to protect himself from anyone who might attack him if his car were to break down during campaign travels. "That's my purpose; it's not to walk along with a six-gun on my hip," he said.

Pickard said he got a permit after openly carrying a handgun in his car for many years.

Another legislator with a permit to carry a concealed handgun, state Rep. John Meek, R-Hillsboro, was out of town and could not be reached for comment this past week.

Overall, the number of people authorized to carry concealed handguns has nearly doubled, climbing from 11,743 in March 1989 to 21,814 as of Nov. 1, 1991.

The 1989 Legislature approved a liberalized permit system.  
**END**

## CORPORATE AMERICA WE DON'T NEED HEALTH POLICE

by Arthur Caplan

You're not gonna believe this. According to Newsweek magazine, 650 non-union employees of the Hershey Foods Corp., the Pennsylvania outfit famous for those yummy, belt-busting, silver-foiled chocolate kisses, will soon be required to report for physical examinations.

The company wants to know if they are overweight or have high cholesterol counts. If they do, Hershey intends to fine them as much as \$1,404 per year to pay the increased costs of health insurance that may be associated with flabby anatomies.

That's right. A huge candy company, one that spends a bundle of money on ads to get us to eat ourselves into a sugar stupor, is going to make its fat employees pay more for their health insurance.

What's next at Hershey's - a combination lock on the soda machine? Oral exams at the plant gate each morning to make sure everybody is brushing their teeth properly? A ban on company products in the company canteen?

If the specter of a candy company insisting on a fat-free work staff isn't enough to drive you in despair to your refrigerator, how about a beer company insisting that it will only pay the full health-insurance tab for its workers who are fit and trim?

This is the policy now followed by the beer brewing giant, Coors. Presumably many of the beefy fellows seen extolling the virtues of the company's products on television would be viewed with a jaundiced eye were they to enter the company cafeteria at the Golden, Colo., brewery. Do Coors executives issue health-care alerts when beer is served at company picnics?

What's next? Tobacco companies penalizing employees for sneaking a smoke in the bathroom? Gun manufacturers telling their employees they may not, in light of the risks associated with firearms, own any?

Hershey's and Coors, like so many other American companies, are being crushed by ever-escalating health insurance premiums. But, is the solution to this problem allowing your employer to tell you what you can eat, how much you can weigh, what you can drink and how you should live? Do you really want the company CEO dictating your lifestyle? Can anyone take seriously the health-promotion messages of beer and candy companies?

Unless you work for Richard Simmons, it is nuts to allow your boss to serve as your personal-fitness guru. The evidence companies cite as the basis for penalizing workers is much in dispute. The role played by weight, high blood pressure, cholesterol and diet in determining health and longevity is still murky.

If as one study recently published in the Journal of the American Medical Association maintains, lowering the fat in your diet will add only three months to your days on this planet, some might reasonably say to hell with it and head for the 7-11 to pick up a six-pack of brewskis and a couple of candy bars.

The answer to the high cost of health care is not allowing private companies to act as health police. To control health costs, corporate America needs to spend less time holding weigh-ins in the work place and more time in Washington insisting that the administration and Congress do something about our fat, bloated, inefficient health-care system.

Corporate puritanism needs to be nipped in the bud before the only place you can afford to work is a granola factory.

*Arthur Caplan is director of the Center for Biomedical Ethics at the University of Minnesota.*

## CONGRESS SEEKS TRUCK RADAR DETECTOR BAN

WASHINGTON — Congress has told the Transportation Department to write regulations banning radar detectors in interstate trucks and buses.

The provision was included in a \$14.3 billion transportation appropriations bill that President Bush plans to sign Wednesday in Dallas.

A spokesman for the Federal Highway Administration's motor carrier division said the agency already is reviewing proposed rules and expects to publish them for public comment by Jan. 15.

The Insurance Institute for Highway Safety found that half of all trucks on the highway are using radar detectors, and in some Western states two of every three trucks were equipped with "bird dogs."

Radar detectors are now legal in all states except Connecticut, Virginia and the District of Columbia, although New York has banned them in large trucks. **END**

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**All Motorcycle Rights Organizations are in  
the same boat.**

**But we need to remember that the vessel  
will only go in circles unless every oar is  
pulling in the same direction.**

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## LETTER'S TO THE EDITOR AND SUCH

### To: Roger Hendricks and ABATE OF OREGON

We have made some major progress in regards to "BTV - Biker Television News and Information Show." As you already know, the Cable networks have asked that we be more controversial in our topics due to us being who we are (Bikers). The Ashland Cable systems have stated that our shows are extremely conservative in nature compared to what airs on the Major Networks with the likes of "Now it can be told," "Current Affair" and "Inside Edition", which is what BTV is categorized as. This was already planned before we were informed. We wanted to ease our way into the homes of many thousands of viewers. Each show we shall pick up the pace with attacking Politicians on their own level of media impact, as well as more heated topics that will arouse viewer attention. The PG adult rating shall be a standard format in all our shows as was originally stated to you and other Organizations, groups, clubs, etc.

We are in the process of airing the BTV in Eugene with the help of Lane County Chapter of ABATE of Oregon. We are also being recognized by the Major Networks such as ABC Television in Southern Oregon as well as in Eugene. We will be picking up another station in January '92 with the addition of Channel 28 - Redding, California Cable systems who will be airing BTV News and Information Show. We are now working with the Modified Motorcycle Association (MMA) of California who will be giving BTV Support and distribution of the show into other areas of California.

We are now having Rally Support from the American Motorcycle Association (AMA) and will be receiving information and phone numbers for guest(s) on our show. The MMA will shortly be in touch with ABATE of California who will start to rally the organizations to rally behind BTV - Biker Television in their cause of the helmet law that will be in effect January 1, 1992. Funding is still needed for airing, from Oregon motorcycle associations.

BTV is now expanding on two fronts. 1) Heading North through Oregon and into Washington. 2) Moving South into California. Biker Televisions' goal is to unify the entire West Coast with Bikers on Television with issues and information for all of our brothers and sisters who live to ride and ride to live. We are at this moment having complete cooperation from the California MMA and look forward to relations with them as well as ABATE of California. Only three Chapters within ABATE of Oregon stand behind BTV; Josephine County, Lane County and Salem. Jackson County who originally stated they would help fund this program have now (confirmed) backing out and they now stand with the other remaining chapters who voted against funding at this time.

Funding is still needed from outside sources other than ABATE of Oregon.

- Next show shooting: December 21, 1991 - 2 shows.
  - 1st show guest - Archie Churchill, Coordinator of Lane County Chapter of ABATE of Oregon.
  - 2nd show guest - Butch Harbaugh, BikePAC of Oregon.
  - Airing Date: 1st show - 3rd Week in January '92.
  - 2nd show - 1st week in February '92.
- February guest(s)
  - 1st show - Don McNeil - MMA, Northern California District Representative.
  - 2nd show - Contingent - ABATE of California State Representative
- March guest(s)
  - 1st show - AMA; Oregon, California and Washington Representatives
  - 2nd show - ABATE of Washington State Representative
- April guest(s)
  - 1st show - Open
  - 2nd show - Open

Ride Safe,  
Gil Revilla  
Spectrum Video Production  
BTV - Biker Television  
840 Rouge River Hwy. #29  
Grants Pass, OR 97527

### Dear ABATE of Oregon;

Just received and read your newsletter with great interest. It's truly an interesting publication and contains much useful information.

One correction in my Corvair story [November '91 Meeting Of The Minds]. It was my Son and I that counted the Corvairs. I know my grey hair reminds Brian of Santa, but I've been grey since I was 12, so don't add too many years to me yet. They are coming fast enough.

Again, thanks for coming to the Meeting Of The Minds in Ames and the tremendous support you have always given so freely.

Later,  
Paul K. Vestal, Jr.  
President,  
Motorcycle Riders Foundation

## EMOTIONS!

by Dennis Deaton, Education Dir., Douglas Co. ABATE

Emotions! They run very high in the debate over helmet laws. The opposition (pro-helmet law faction) produces non-factual data and asks the voters to believe it. And they do!! The voter is asked to picture their own son or daughter in a coma for life, or dead because of an accident. Of course, the lack of a helmet is ALWAYS the only reason that a person could end up in tragic circumstances when crashing a motorcycle. Right. Could there be other factors involved? Perhaps.

A couple of weeks ago a customer in my place of business noticed that I "might" be a biker. He is from California and wanted to know what I thought of the new helmet law just enacted in that state. After I responded to his query with an answer that was negative on the new law, he became very agitated. He told me in no uncertain terms that I did not know what I was talking about. It seems that a close friend of his family was recently killed in a cycle accident. He insisted that a helmet was the only thing that could have saved the kid who was killed. He had no doubts at all.

I then asked him a few questions about the accident. Type of bike? "One of those race style NINJA bikes." Did the kid have a valid license to ride in California? "NO." How did he crash? "He hit a curb while rounding a corner." How fast was he going? "The police estimate was 100 mph." Did the kid just get the bike? "No, it was borrowed." Was the victim on drugs or booze? "Well, he had had a few beers, no more than 5 or 6." Had he ever been to a motorcycle training session? "No." What actually caused his death? "Half his head was torn from his body. He had many broken bones and internal injuries but the head injury was listed as the cause of death."

Emotion! This man and the families affected by this tragedy need someone or thing to blame. They don't blame the high speed at impact. The "friend" who loaned the bike was blameless. The fact that alcohol was involved did not matter. The lack of a license and proper training were not an issue. The fact that the "victim" did not have on a helmet was the only thing that caused his death. Period!

Well, so much for emotions. I asked the man about the aforementioned points of interest. A look of thoughtfulness crossed his features, then he told me that he had not realized that there MIGHT be other factors involved other than not wearing a helmet. I gave him a copy of HELMET FACTS by Russ Brown to pursue while I worked on his CB radio. While I don't think I changed his mind completely, I think I made him think about the FACTS, not just the emotions.

I think that this true story illustrates what we (ABATE) are up against. The non-riding public is easily swayed by non-factual emotional appeals. Our right to be FREE is threatened daily because of misplaced emotions. END



## CHAPLAIN'S CORNER

As you read this, another Christmas has come and gone and 1991 will have faded into the past. Each year brings it's joys and it's sorrows and we are left with memories of great times, good runs, and good friends. So too, we remember the loss of good brothers and sisters who are not here to share this new year with us. As the rain, snow and cold clamps it's icy grip on the land, our thoughts turn to the coming year and already we feel the tingle and anticipation of the coming spring and summer. Some will be rebuilding or getting up a new ride for '92. Some will be working hard to have money and time for this years' activities. Yet others will be kicking back and relaxing. What I wonder though is how many of us will look back at our weaknesses and say "I'm going to improve on this year!!" This is truly the time to take stock not only of our ride and material things, but also of the deeper things in life. One of the thieves who died on the cross alongside Jesus found that even at the point of death he could change his way of thinking even if it was too late to put it into practice. Had that thief made that decision years earlier, what might his life have been like. I'm certain that he wouldn't have forfeited his life on that cruel cross.

Our lives are whatever we make them to be!! The man or woman who is at peace in their spirit will be at peace with those around them. Mothers will be BETTER mothers, Fathers will be BETTER fathers and mediocre marriages or relationships will improve considerably. Children are sensitive in spirit to our adult actions and the gentle spirit of a loving mother and father will result in a loving and obedient child.

So while we consider the year past with it's failures and successes, let's look ahead not only at our runs, parties or bikes, but think about the spiritual aspects of life and how your life and those you love and care about might find an even greater joy in the coming year.

I leave you with this thought:

"A merry heart maketh a cheerful appearance;  
but by sorrow of the heart, the spirit  
is Broken" (Proverbs 15:13)

Preacher Jim

## THE FAR SIDE

By GARY LARSON



Carl "Javahead" Jones and his chopped espresso maker.

Since we've been working those Postal Employees so hard (our Fiction Rider, Pat Gleason being one of them), we'll have to wait until next month to find out what happened.

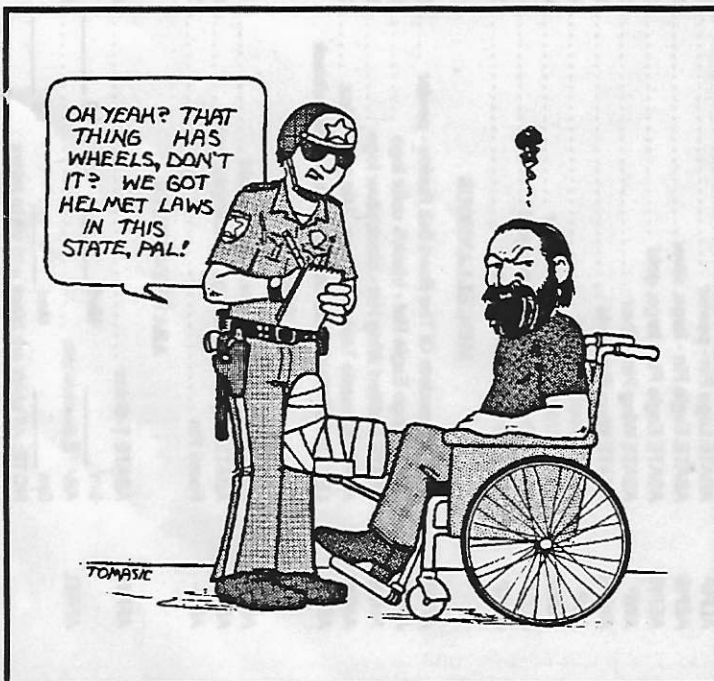
**Ugh! More suspense!!**

## ● ATTENTION ●

Anyone at Tim Taylor's Party after the Toy Run in Portland that ended up with an extra helmet and Langlitz Gloves, PLEASE call:

254-4607

Neil



ATTN: Members

Following is a list of products available through A.B.A.T.E. of Oregon, Inc. Products are another way of helping support A.B.A.T.E.

**ABATE PRODUCTS ORDER FORM - PRICE LIST**

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL	QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
_____	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	_____	_____				
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_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____	_____				
<b>ABATE PINS</b>									
_____	ALAN	ABATE Anniversary Pin	3.25	_____	_____				
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____	_____				
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____	_____				
_____	ALPIP	ABATE Logo Pin - pewter	5.00	_____	_____				
_____	AEPIG	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	_____	_____				
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____	_____				
<b>MISCELLANEOUS</b>									
_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____	_____				
_____	AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50	_____	_____				
_____	AHBS	ABATE Uplifted Wing Hat - black/silver logo	5.50	_____	_____				
_____	AMUG	ABATE Ceramic Tankard - black .24kt gold, 16oz.	7.00	_____	_____				
_____	ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black	.75	_____	_____				
<b>JEWELRY</b>									
_____	ALON	ABATE Logo Oval Necklace - black/gold	7.00	_____	_____				
_____	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	_____	_____				
_____	AER-	Fossil Pin	3.75	_____	_____				
<b>ABATE T-SHIRTS</b>									
_____	AFRTS	ABATE T-Shirts	10.00	_____	_____				
		Sm _____ Med _____ Lg _____		X-Lg _____					
_____	AFRTL	ABATE Sweatshirts	15.00	_____	_____				
		Sm _____ Med _____ Lg _____		X-Lg _____					
<b>NOTE: All shirts are black with white letters</b>									

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
<b>STICKERS</b>				
_____	AWS-L	ABATE Wing Sticker - black/red (left side)	1.75	_____
_____	AWS-R	ABATE Wing Sticker - black/red (right side)	1.75	_____
_____	AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.50	_____
_____	AMS	ABATE #1 Membership Sticker - large, 5 color	2.25	_____
_____	HLS	HELMET LAWS SUCK Sticker - small	.50	_____
_____	HLSS	HELMET LAWS STILL SUCK Sticker - small	.50	_____
_____	LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	_____
_____	ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It	1.00	_____
_____	HLSB	HELMET LAWS SUCK Bumper Sticker	1.00	_____
_____	LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00	_____
_____	MIM	UNITED WE STAND, DIVIDED WE FALL Patch	4.00	_____
_____	MMOL	"LEGALIZE FREEDOM" Bumper Sticker	1.00	_____
<b>SPECIAL ORDER ITEMS</b>				
_____	AMPI	ABATE Membership Patch w/Dedicated To Freedom Of The Road	4.00	_____
_____	ANG	Year Bars (indicate year _____)	1.25	_____
_____	CHPT	Chapter Rockers	3.25	_____
_____	CHOF	Chapter Officer Patches	3.25	_____
_____		Courtesy Cards	50 for 1.00	_____
_____		License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	_____
_____		License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____


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

## ROAD LIST

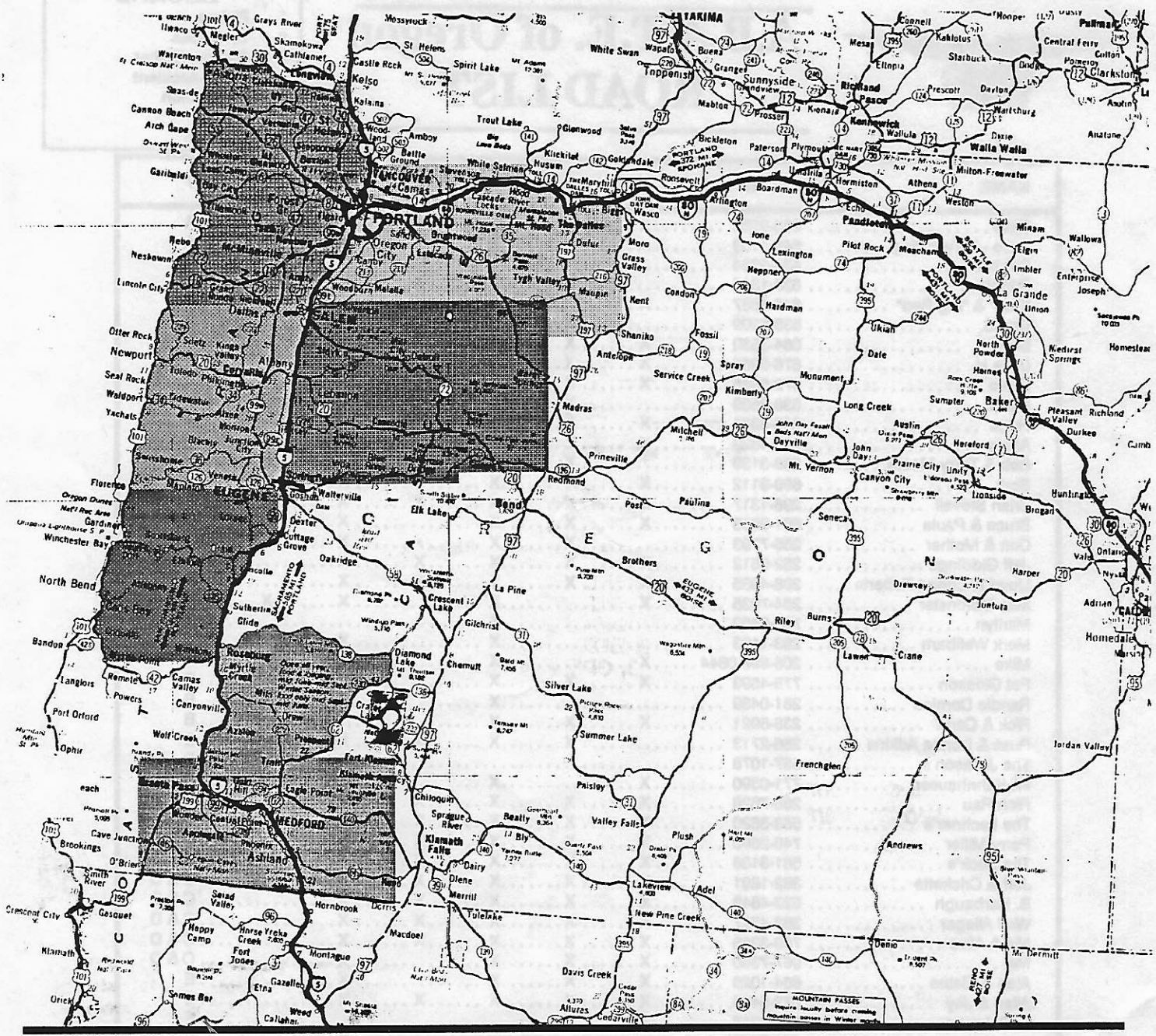
### LEGEND

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

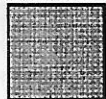
NAME	PHONE	1	2	3	4	5	6	7
Dave . . . . .	835-8232	X	X		X			A
Dave - V-Twin Eng. . . . .	648-4103		X	X	X	X		A
Debbie T. . . . .	434-5234					X		A
Dennis J. . . . .	538-1315		X		X	X		A
"Doc" & "Big Red" . . . . .	645-6687	X	X	X	X	X		A
Don S. . . . .	538-6309		X			X		A
Boyd S. . . . .	864-3530	X	X		X	X		A
Dave H. . . . .	876-6962	X	X			X		A
Steve . . . . .	472-8885	X	X		X	X		A
Bill O. . . . .	538-2539		X	X	X			A
Huge . . . . .	645-8371	X	X	X	X	X		A
Angie . . . . .	285-4329	X		X		X	X	B
Bob & Terry Moore . . . . .	286-3139		X	X		X	X	B
Bork . . . . .	669-9112	X		X		X	X	B
Brian Stovall . . . . .	298-1317	X	X	X	X	X		B
Bruce & Paula . . . . .	661-3653	X	X	X		X		B
Don & Mother . . . . .	255-7793		X	X		X		B
Jeff Giddings . . . . .	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts . . . . .	298-4985	X	X	X	X	X		B
Mac McKinster . . . . .	284-7035	X				X	X	B
Marilyn . . . . .	788-0492			X				B
Mark Wellbam . . . . .	283-1103			X		X		B
Mike . . . . .	206-896-0844	X		X		X	X	B
Pat Gleason . . . . .	775-4593	X	X	X	X	X		B
Randle Dornico . . . . .	281-0439			X		X	X	B
Rick & Carol . . . . .	238-5921	X	X	X				B
Russ & Donna Adkins . . . . .	256-2713		X	X	X	X		B
The Jackson's . . . . .	667-1078					X		B
W. Kuhnhausen . . . . .	771-0590	X		X				B
Rich Rau . . . . .	265-7628	X	X	X	X	X		C
The Lechner's . . . . .	563-3520	X	X	X	X	X		C
Perry Miller . . . . .	749-2695	X	X	X	X	X		C & D
The Beck's . . . . .	581-3138	X	X	X	X	X		C & D
Jeff & Crickette . . . . .	362-1891	X	X	X	X	X		C & D
B. Harbaugh . . . . .	623-4848	X	X	X	X	X		C & D
Walt Allegar . . . . .	363-4727	X	X	X	X	X		C & D
Nic & Alice . . . . .	769-3368	X	X	X	X	X		C & D
Mel . . . . .	967-7330	X	X	X		X		C & D
Alan & Elaine . . . . .	664-1026	X	X	X		X		E
Allen & Joy . . . . .	672-5415	X	X	X	X	X		E
S. Bukovac . . . . .	582-2315	X	X					E
Renee . . . . .	826-9075					X		E
The Bennett's . . . . .	773-6631	X	X	X		X		E
Chris Wehren . . . . .	776-9824	X	X			X		E
Mike & Donna . . . . .	826-5219			X		X		E
Jerry Morgan . . . . .	474-7278		X					E
Connie Bounds . . . . .	855-7585	X	X					E
Superior Cycle . . . . .	474-6843	X	X	X				E
Frank Newlin . . . . .	474-0933	X	X	X				E
Allen & Joy . . . . .	672-1415	X	X	X	X	X		E
Fast Eddy . . . . .	673-6120	X	X	X	X	X		E
Mike & Bev . . . . .	459-4732	X	X	X	X	X		E
Marcie . . . . .	459-2365	X	X	X		X		E
Don & Becky . . . . .	679-7729	X	X	X	X	X		E
Tim & Cindy Maley . . . . .	673-2807	X	X	X	X	X		E
Terri . . . . .	862-2575	X	X	X	X	X		E
Tony & Vikki . . . . .	759-4961	X	X	X	X	X		F

Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:  
 Donna Adkins, Newsletter Editor, P.O. Box 4504, Portland, OR 97208  
 or call 256-2713

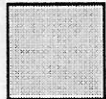
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reverse side)



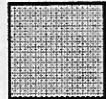
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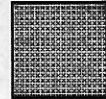
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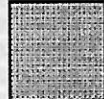
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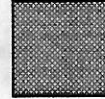
Location D



Location E



Location F



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

List and corresponding legend on reverse side.



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

NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_ If Renewal, Card #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ CHAPTER: \_\_\_\_\_

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

\$20 SINGLE MEMBERSHIP: \_\_\_\_\_ \$5 ADDITIONAL MEMBERSHIP: \_\_\_\_\_

\$30 FAMILY MEMBERSHIP: \_\_\_\_\_

DATE PAID: \_\_\_\_\_ TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

RECEIVED BY: \_\_\_\_\_

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222-4613 / FAX 222-4807

### CHANGE OF ADDRESS

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

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

NAME: \_\_\_\_\_

NEW ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

MEMBERSHIP NUMBER: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_

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

ADDRESS CORRECTION REQUESTED

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



It's the New Year and a new chapter of legislation.  
Make sure you're registered to vote and your ABATE  
membership is up to date.

### Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon at Freight Yard Pizza, 1976 Echo Hollow Road, Eugene (In the Plaza with Payless & Albertson's).
1st & 3rd SUNDAYS	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Steve's Pizza USA II, 223 Rogue River Hwy, Grants Pass.
	COLUMBIA RIVER	Contact Angie Jensen at 285-4329 for information.
2nd SUNDAY	YAMHILL COUNTY	3 pm, Cheese's Pizza, Lafayette
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.