



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

Oregon, Inc.
Let Those Who
Ride Decide!

April 1993 NEWSLETTER — edited by Gordon W. Hieronimus N.E. Portland Chapter

Motorcyclists Rights: Business, Politics, Party, Or What?

Hello again everyone. Well here it is April and the riding season is finally getting started. That is for most, there are those of us for which the riding season is all year long. Except for the times when the roads are covered with that shiny slippery stuff that we don't see all that often here in the Pacific Northwest. But pretty soon the roads will only be wet except on days when that other shiny thing up in the sky that we also don't see very often is out. I for one get just a little bit tired of being cold, wet, and muddy when out riding around. Never the less it still beats sub freezing temperatures and snow up to your butt for three months out of the year. Enough of this weather talk and on to the point of this month's title. Recently I went to see our lawyer about taking care of some behind the scenes business. Mostly stuff having to do with how to keep our organization in compliance with I.R.S. and Dept. of Justice. As a non - profit we have to satisfy both of these agencies and abide by their rules. It can get a little confusing but that's why we have an attorney that specializes in non - profit law. I spent about two hours in his office being educated as to how the changes in some of the rules apply to us and the way we do certain things. We will still be doing everything we always did in the past with a few minor changes. Most of you won't even notice and for those of you that do please understand, we do these things to keep A.B.A.T.E. of Oregon alive and well. I will not go into full detail here and now but as always if you have any real concerns feel free to call me and I'll be glad to answer any of your questions. As for doing business goes I'll try to update you on what's happening.

As you're probably aware we made a grant available to free up the funds for the hiring of a full time lobbyist in Salem. That was a very necessary move and now the motorcyclists of this state have a voice and eye on legislation that affects us. We have also started funding another program that will be of benefit to all riders in this state. Through the efforts of Nic Oliver and Mel Yeager there are 52 people trained in putting on a motorcycle awareness program in high school driver's ed. classes. It's only purpose is to teach a whole new generation of drivers how to share the road with motorcycles. Not only is it going to save some lives in the future, but it also breaks down the stereotyping of the biker image. It's an exciting program that is going to be receiving national attention. There will be another training session before school starts up in the fall and I urge all of you that may be interested to sign up and do it. More information on this program will be available in the near future. Another program that was just started is a legal assistance fund. It's purpose is to have money available for retaining an attorney for any of our members whose rights as a biker have been violated. Not to fight speeding tickets or D.U.I.s, but in cases of discrimination or civil rights as pertaining to motorcycling. There will be a review of all cases and upon recommendation from Sam Hochberg and approval of the board if it's feasible it will be pursued. It's just a nice little benefit to have available for our members. With the exception of the lobbyist the funding of these programs has been initiated at the chapter level. Thank you very much for your progressive unselfish attitude for making these things happen. It all goes to show that we have

WHY ADVERTISE IN THE A.B.A.T.E. NEWSLETTER

A.B.A.T.E. 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.

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to do things for ourselves. If we want to protect our right to ride, we have to do it, no one else will. As everyone is aware we need to raise money to do all of these things and more. We also know how we generally do that - with campouts and fund raisers. Notice I didn't call them parties? Just one of those minor changes to satisfy our friends the FEDS. No problem, a rose by any other name still smells just as feet, oops, I meant sweet. Excuse me but whenever those guys and odor are in the same thought process - well you know. Back to the point. As the run season fast approaches we need to give a little thought to a subject that should disturb us all. As bikers we take pride in the statement that we take care of our own. I'm starting to wonder just how true that is? After attending a meeting of The Governor's Advisory Board I learned that 13 out of the 25 M/C fatalities in 1992 were due to drunk riding. The average blood alcohol level for those 13 was .17! The highest was .31! I don't know how that one was even able to crawl let alone ride. It seems to me that the purpose of going to a run and camping out was two fold. One so we wouldn't bother John Q. Public and he wouldn't bother us, and the other so we could fall out right there and not have to ride intoxicated. I don't mean to preach but it gets pretty sickening to keep losing brothers and sisters over something so easily avoided. Let's start really taking care of our own not just talking about it. So now it's time for me to tie all of this stuff together with the title. I'll bet you're saying, "It's about time". Well we will be having our parties to raise funds that will support programs to keep our political foes in check and promote a positive image of motorcyclists. So as you can see we are everything that the title implies. America, what a great place it is. Enjoy the better weather coming friends.

So long for now,

Rich

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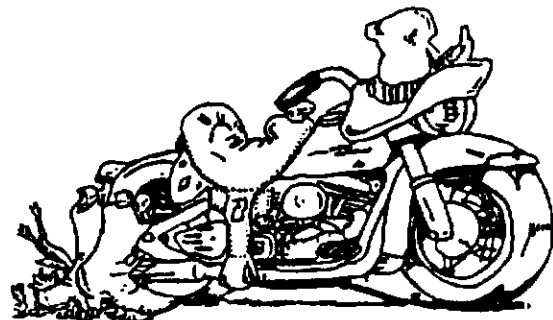
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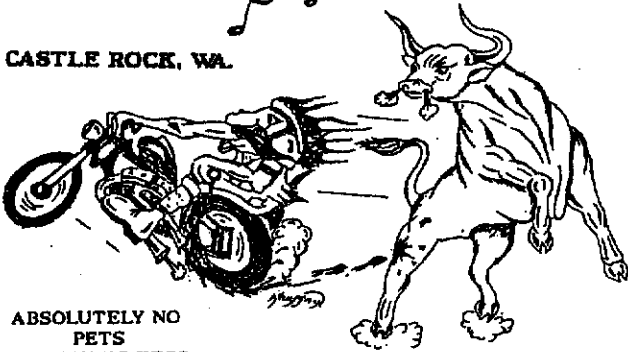


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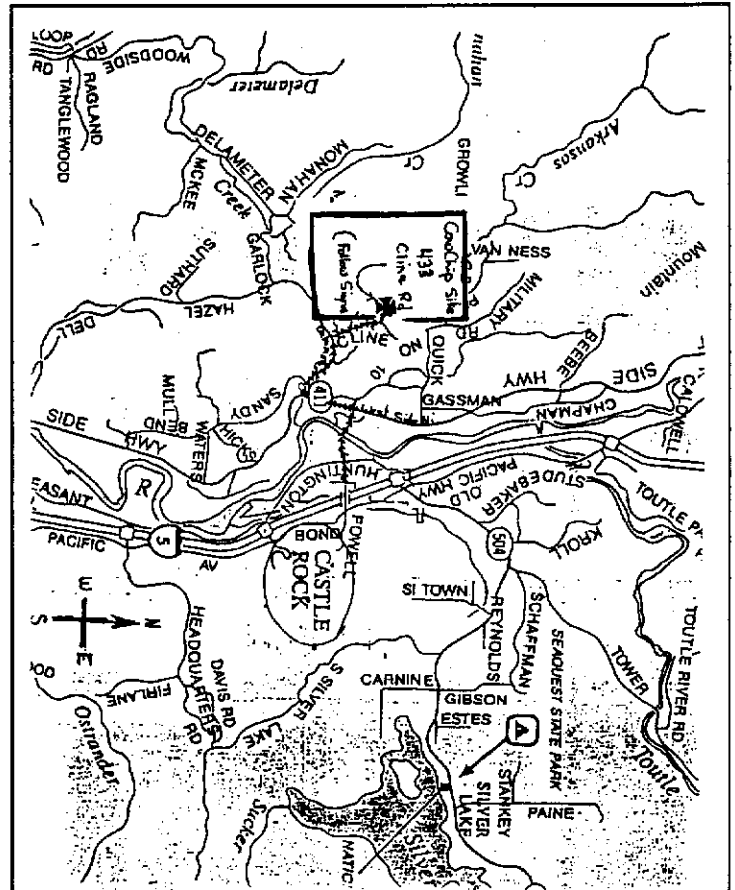
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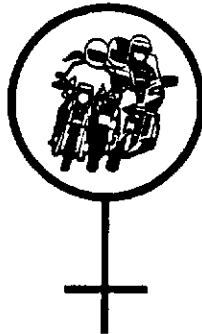
Attention women riders!

There's no thrill quite like riding a motorcycle, and you belong to a unique group of women who have experienced this thrill. Join the Team Oregon Motorcycle Safety Program for its annual women oriented Experienced Rider Course (ERC) at the Linn Benton Community College campus in Albany.

On April 18 an experienced female instructor will lead a one day course to improve your skills and tune you to your motorcycle. All women riders - large and small, week and wild - excel in this course where limits imposed by self, machine, and nature are explored safely.

So, if you have been riding for a year or more, this course is for you. Spend the day with a professional instructor and discover how much fun motorcycling can be!

The course costs \$30. Pick up a course brochure and registration form where this poster is displayed or call 1-800-545-9944 or (503) 967-6198. Advance registration is required.



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

March 13, 1993

The board meeting was called to order at 12:20 pm at our new location, Lane Community College. CHAPTER ROLL CALL: Columbia River 1 Douglas County 1 Indian Creek 0 Jackson County 2 Josephine County 2 Lane County 2 Lincoln County 1 North Coast 2 N.E. Portland 2 Rivergate 2 Salem 2 S.E. Portland 2 South Coast 0 Washington County 2 Yamhill County 0 Last month's minutes were ammended to note that the program that Mel teaches is a joint effort with Bike Pac, then approved.

Correspondence: Rich read letters from Gil of MTV, Cycle Trader And the Governor's office Coordinator's Commentary: Follow through. The way to achieve success is to follow though in the areas of 1) Communication, quote the person word for word, or not at all. 2) Find the facts, all the facts. 3) Finalize, Finish the job, get it done and wrap it up.

By-Laws Committee Report: Dennis Deaton said that the first draft is done and they are finalizing the wording. He distributed a hand out.

Education Director, Mel Yeager: Nic Oliver reported that he and Mel Held the training class and the turn out was good.

Financial Committee Report: Treasurers and Coordinators received letters and the letter was printed in the newsletter and the training session and hand out of the ledgers will be done at S.T.E.A.M. Please turn in Chapter Inventories to Frank Way.

Historian, Larry Burrows: Larry received some things from Rich today and said that the historian books will be at Fossil.

Legislative Director, Edd Dahl: Edd said that he went to Bike Pac's Meeting on March 7, 1993. He said that they have changed their meeting now to the first Sunday of each month. He gave Rich a long list of the member's of all the committees. He talked about several bills please be sure to read Edd's leg room. Rich read some statistics on Motorcycle Fatalities in 1992. there were only 25 in 1992. 13 were alcohol related, over 0.04 blood level, the average level was 0.17 the highest was 0.31. 80% were speeding. 57% were unendorsed. 28% uninsured. 68% the motorcycle was under 800 cc. 80% the motorcycle was pre 1980. 56% were between the hours of 8pm and 4 am. 32% were age 16 to 20. 36% were age 20 to 40. 12% were Left hand turners. 60 % were single vehicle accidents, only the motorcycle. Team Oregon is in need of funds Brian is going to San Antonio to view the helmet testing center there.

Membership Secretary, Mother: Rich read the report due to the absence of mother. We currently have 1,328 members.

Newsletter Editor, Gordon Hieronimus: Please turn in materials on disc with out overly formatting it. Deadline is

the 15th, thank you. Read by Rich. ABATE Products Director, Angie: See the products at the Swap Meet.

Public Relations Director, Rich: Almost done with the chapter media packets, will probable hand them out at next Board meeting.

State Run Report, Roger: Roger asked that any chapters having anyone who is medically trained, like a nurse or emp, please contact his regarding fossil. each chapter was reminded that they need to donate 2 boxes of garbage bags and 2 five gallon cans of gas and 2 door prizes. Also needed are chain saws, splitting mauls and extension cords. There will be a poker run at Fossil this year.

Treasurer, Joy Hoover: Checking Account \$67.08 Savings Account \$7,968.68 Bulk Mail Postage Account \$419.00 Education Account \$53.64 Grand Total \$8,508.40

Ways and Means Frank Way: In Charge of keeping the inventories, so please send Frank your Chapter inventory.

Unfinished Business: Computer and software for the Treasurer: There was a vote to set aside \$400 for a printer to go with the computer that Joy will be testing on an approval basis and \$85 for the software. The computer will be \$450 if she decides that it will be suit her needs. Fax Modum Card for the newsletter Editor: Voted to allow up to \$200 for this purchase.

Best of the West: 7 are going to date. S.T.E.A.M.: Will be held on April 17, 1993, at Lynn Benton Community College

New Business: Rivergate: 3 members were present and reported their chapter's desire to dissolve as a chapter, the vote at their last meeting was 9-5 to dissolve.

Legal Assistance Fund: NE portland donated the first \$200 to start this fund. SE Portland also donated \$200. This fund will be for cases involving criminal or civil law and dealing with rights. Cases will first be reviewed by Sam and then reviewed by the board. NE Portland challenges all chapters to meet or beat their \$200. A motion was made then referred back to to chapters for review and discussion till the june board meeting. this motion is to change the A.B.A.T.E acronym to read American Bikers Aimed Toward Education.

The next board meeting will be held at Lane Community College on April 10, 1993

The next Bike Pac meeting will be April 4 1993.

Submitted by Anne Bahrs



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CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, 285-4329

Greetings from Columbia River Chapter. We have been very busy planning our "between the Rock and the TAX MAN" party, planned for April 17th at the Cactus Club and Diner, located at the corner of N. Denver and n> Kilpatrick. Come join us. We are planning our "Run to the Sun", come and join us, we will have a poker run to Madras. We expect good weather and good comradory, swimmingtoo. So come tto your chapter meeting and find out what is going on. See you next time around,

Adios Angie

P.S. Rivergate members, we would like to extend an invitation for you to attend our next meeting, maybe even to join us.

DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 am
Round Table Pizza, Roseburg Valley Mall, Roseburg
(Contact Ed Halkyard at 673-6120 for information)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover

We apologize for our past absences from the newsletter. Unfortunately as our meetings are so late in the month most of our news is old by the time the newsletter comes out.

We did the Easter Seals Telethon again this month and raised nearly \$1,000.00. Our fearless leader, Chris and I did the phone bit on the tube. Kim Vieira, Donna & John Wood, Brad & Ben Parson, Sherry Bailey, Debbie Halkyard and Ruth Clark all did the early calling where all the money was made.

March 27th will be our casino Night. By the time you read this it will be done. Proceeds will be going to Easter Seals and our Chapter.

Weather's gettin better, seen lots of people out riding.

Keep the shiny side up

Carolyn

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am
Triple Tree Restaurant, 4999 Highway 234
(at the intersection of 234 and Antloch Road) Central Point
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Marv Eastman at 826-6690,
Blayne Brisson at 826-6316 or Mike DeCamp at 826-5219

Hi from down south. As the sun begins to shine fellow bikers are dusting off their bikes.

We are having a poker run ending with spaghetti feed at the DeCamps on April 18th.

Also Mike White's birthday Bash is to be on May 1st.

We are gearing up for S.O.S. run on July 23, 24, 25th. This should be best year ever.

(editor's note: I hope this is where it belongs for it was submitted un labeled or signed please make a note of the lack of info that is required to be correct. THANK YOU>)

JOSEPHINE COUNTY

Meets 1st and 3rd Sundays at 4 pm
Pietro's Pizza, 150 Se K, Grants Pass
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 471-1642

No report. Second time.

LANE COUNTY

Meets 1st Sunday 3:00 pm and 3rd Tuesday at 7 pm
Izzy's Pizza, 210 Division, Santa Clara
(Bellline & River Rd.)
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Pappy Brown; 485-3550

Our chapter's adopt-A-highway is again on March 27th, 1993. This is our 2nd highway clean-up. Begin at the "Y". Meet at 10a.m. in Junction City (across from Safeway), 2.9 miles toward Harrisburg.

Casino night May 8, 1993, 3p.m. Noti Pub. Auction at 6p.m. \$5.00 for \$500.00 " Funny money".

Poker run 4-3-93 meet 10a.m. Winchell's Donut on W. 11th. Route will be: Pleasant hill, Oakridge (k.c.'s tavern&lunch), Fall Creek Tavern, Scotty's Tavern in Springfield for final card. \$5.00 a hand.

We raised \$88.00 on our last casino night at Crazy Al's in Veneto.

Remember these dates and come join us.

Honda Bob & Lois

State Reps.

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 pm
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 563-3520

No Report. First Time.

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon
Pizza Harbor, Seaside
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Don Smack, 738-7156

Hi there!!

Our membership is growing and going strong!

Our run committee is pumped and have plans for lots of runs this year including one down the coast to Honeyman State Park near Florence.

Rich Benson visited our chapter last sunday. We really enjoyed his visit and recieved alot of info and positive input from him.

The Capitol Run on May 1st sounds like it's going to be impressive. If we all ride there, we'll have people knowing we're serious about our rights and start them thinking and to be aware of us. After all, May is MOTORCYCLE AWARENESS MONTH!!

Don and Asa took a course on how to teach Motorcycle Awareness Education in our High Schools. I think it will go over very well.

Catch ya later,
BET

N.E. PORTLAND

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

It's official now, I'm the secretary. Melanee resigned and I volunteered because I already took over. It's not as difficult as I thought it would be. I had trouble at first with the #@%&#*%#%# computer, but I'm getting better?!?

There's a new list of gun rights out, take a look at it and let your Rep know what you think or we might lose more of our rights and freedoms.

I'm at a loss for words this month, so til next time.

Scott & Melanee

P.S. when you receive a call from your chapter please be polite to the person for they are just doing their job.

RIVERGATE

Meets 1st Sundays, 1:00 pm
St. Johns Pietro's, 3011 N. Lombard, Portland
3rd Sunday, Roving Meeting (Contact Terry)
Chapters Address: 4847 N. Lombard, Portland, OR 97203
Chapter Contact: Terry, 283-4090

No Report. Second Time.

SALEM

Meets 2nd & 4th Mondays, 7:00 pm
Pietro's Pizza, 1637 Hawthorne Ave NE
(Call 581-3138 or 581-8637 for information)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Dave Beck, 581-3138 or Jeff 581-8637

Hello from Salem,

I hope everyone was able to attend the Icebreaker on March 31, it is usually a good time and for those of you that missed it then start planning for next year. Our annual Bike Show is once again scheduled for May 1st following the Capitol Rally. It will be held at the Flight 99 Tavern on Portland Rd. N.E., it's easy to find because it's just off I-5 at the Kaizer exit on old Rt. 99. Come out and show off that beautiful ride and check out your brother's and sister's scoots. A barbecue is planned as well and with our new location comes advantages we missed last year. Don't hesitate to bring the family and make a day of it.

New officers filling the final officer positions are Bill "Chilly" Dowdell as Vice-Coordinator, and Jim Blanchard as Historian.

Plan on attending the Capitol Rally, start talking it up to riders of all makes so we can show the politicians we are unified and are a force to be reckoned with. Two thousand plus motorcycles are an impressive sight and each and everyone of us are responsible to pull it off so come one and all, rain or shine.

On a final note, Congratulations go out to Jeff and Crickette for their getting married on the 12th of March, may every ride be endless.

See you fellow secretaries at S.T.E.A.M. on April 17th.

Think FREEDOM,
Bonni

SOUTH COAST

Meets 3rd Sunday, 11 am
Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 222, Lakeside, OR 97449
Chapter Contact: Tony & Vikki Haines, 759-4961

Hey everyone!

First thing on the agenda is our change of meeting date. Moved from the second Sunday to the third Sunday of each month. Time and place of meeting is still the same. By the way of compromise, we hope to recruit a few H.O.G. members. By changing dates we will be one month behind in our newsletter, as we won't be able to meet our deadline on the 15th.

Our February 14th meeting was held at the home of our coordinator, Terry Kepl. In celebration of our one year anniversary, we enjoyed a barbecue feast, beautiful weather and great company. I'd like to say "THANKS" to our friends from Douglas County for coming. Thanks for all your input.

That's all for now. See you next month.

Be aware & ride safe
Jan

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Richard Lorang, 669-6488


Hi everyone!!

Well, here we are once again for the Highlights. Well I hope everyone enjoyed our Anniversary Party. I'll be letting you know just how much fun we had in our next newsletter. I hope to see a great many representing our chapter at the May Awareness Rally on the Salem steps. Both N.E. & S.E. are working hard to put everything together for the Summer Run. More details to come very shortly.

Our membership has grown even more!! Keep up the good work. If anyone has any questions do not hesitate to call on Richard Lorang, your Chapter Coordinator. Also I hope you noticed that we have a new P.O. Box #90233, Zip code is the same. Jeanelle McIntyre since you were unable to attend the 2-21 meeting you lost out on \$10.00, next one will be \$5.00.

I would like to see more of our members participate in the meetings, lots of things are happening and we need all the input available to us.

Well till next time,
Keep your wheels down,
Georgia!!



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WASHINGTON COUNTY

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

Little Italy Pizza, Cornelius

Chapter Address: P.O. Box 830, Cornelius, OR 97113

Chapter Contact: Paul Taylor 693-0938

Hello again!

Our Pool Shoot in February at Joe's Pastime Tavern was a good success. We had several members and non-members in attendance. There was a good time to be had by all. We held a 50/50 drawing which made us \$27.00, also raffled were two beer steins donated by Joe Shattuck, A.B.A.T.E. member and owner of Joes Pastime. Thanks Joe! Also, special thanks to Ken Ray for putting the pool shoot together and to Steve Bright for sending out the flyers.

Recently one of our members, Carol Webster, transferred to S.E. Chapter due to transportation problems. We'll miss you Carol - good luck!

On March 14, DJ's swap meet was held at the Washington County Fairgrounds. Too bad the weather was so sloppy. There were still plenty of bikes out, though. Aaah - the sight and sound!

We are planning a get together and ride out to the Bonanza Cafe in Gales Creek to make a \$600.00 donation to Rescue #33. The money was raised at our toy run and we haven't been able to catch up to them yet.

Until next time - look forward to summer - and be careful out there!

Sharey

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 pm

Cheese's Pizza, Lafayette

Chapter Address: P.O. Box 1179, McMinnville, OR 97128

Chapter Contact: Kraig, 876-5135

No Report. First Time.

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THE MAGAZINE
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WHAT IS IN A NAME?

A few years back there was a group of fishermen that had a new product for the United States and the world to eat. It was a very large and tasty crab. It was called the Japanese Spider Crab. The Spider Crab had a very loyal, but small, following of people who relished it as a delicacy. The fishermen, who had much more crab than they could sell, were in a bind. They knew that the Spider Crab was a great product, but people just weren't buying. They tried different packaging, big promotions etc. with limited results. Then, in desperation, somebody came up with a new name for the Japanese Spider Crab! This new name brought the Spider Crab a whole new market. All it took was for the public to change its' perception of the lowly Japanese Spider Crab. The new name, Alaska King Crab, enabled the fishermen to sell all that they could catch.

ABATE has a similar problem. A Brotherhood Against Totalitarian Enactments is a fine name. When we were basically a very small group fighting helmet laws exclusively, this name was very appropriate. The helmet battle is not over, but we have other foes as well, now. To fight these other battles requires a larger membership. When spreading the word about ABATE to potential members, the press, or the public in general, I get an almost uniform response. They ask "What does ABATE mean?". When told, the light in their eyes goes OUT when the word "totalitarian" is heard. The response is that only a subversive, militant fringe group would use this word in its' title. I think it goes back to the unrest and revolution mentality of the 1960's. It sounds like propaganda to people who want to forget those days entirely.

Another problem with the acronym is that it does not state who we are or what we are about. It makes no statement that readily identifies or ties us to motorcycling. Sure, we have other political considerations but they are secondary to our interest in motorcyclist rights.

By saying that we are "against" totalitarian enactments we overlook the things that we are

For. This presents a negative image to those not in the know.

The idea of keeping "A Brotherhood Against Totalitarian Enactments" and adding another meaning that better states our purpose and goals was voted down last year. Part of the reason for the negative vote had to do with confusion of what we were voting for.

I was prepared to advance the idea that we change our name to "American Bikers Aimed Towards Education". That name is used by a majority of the States. It is a good name and I think that it would work. However, it has been brought to my attention that there is an even better name that fits our acronym. "American Bikers Advocating Training & Education".

After careful consideration, I believe that the aims and goals of ABATE of Oregon would be better served by changing the meaning of the Acronym. By changing it, several goals are accomplished.

1. This is not a goal but a reality. Most of the "old" members of ABATE will be pissed off because the "newcomers" are tinkering with the organization. I respect that position, but if we cannot adapt to changing times we might as well disband now and give up the fight!

2. The term "American Bikers" makes a statement of who we are. It also addresses the problem of seemingly excluding our female members from our operating name by dropping "Brotherhood".

3. American Bikers Advocating Training & Education is a name that is positive instead of negative.

4. Training of novice riders in this state was initiated by ABATE and continues to be important.

5. Education is the key to changing the attitudes and perceptions of the non-motorcycling community towards us.

There has been a motion put before the State Board to change the name of ABATE to "American Bikers Aimed Towards Education". Discussion of this motion was postponed till the June board meeting. I think that "American Bikers Advocating Training & Education" better states who we are. I suggest that either name is more representative of us than "A Brotherhood Against

Totalitarian Enactments".

Times change and so must we. Please consider this proposition as a step forward for ABATE of Oregon. I apologize for confusing the issue with another possible name but I liked it so much that I thought I had to share it with you.

Dennis Deaton
Vice-coordinator South

What It Takes To Be A Member of A.B.A.T.E.

By R L Best

In the not so recent past there have been conversations concerning ABATE and why people are members and what it takes to be a member. I would like to take this time to give my version of what it is I feel are the reasons, anyone with opposing views, (and I'm sure there are some), are asked to do as I and put their views to print.

Many people are being reserved towards renewing their memberships and use as their excuse, "What has ABATE done for me?". To these folks I say, "We are a grassroots organization, we are doing the best we can with what we have to work with and part of that is you so tell me, what have you done for ABATE?". Nothing like answering a question with a question but occasionally I've had this conversation with people that have done things for ABATE and I ask them to have patience. The battle we are waging in the legislature is and has been an uphill battle, times have changed greatly since the days of intimidation and as people become more sophisticated so must the tactics be to beat them at their own game.

Others in this wonderful world of ours say that if it were not for the helmet law they would not be involved in ABATE. To this I become quite excited, I feel the anger boiling at this very moment and will attempt to make it as simple as possible. The government and insurance companies want to make motorcyclist so miserable that they will sell their machines and someday be able to outlaw them all together. ABATE is about motorcyclist rights, not just a

helmet law. If the day comes you are wearing a flashing light on your helmet which in turn is color coordinated with your reflective vest and you can't meet your family at the park because motorcycles aren't allowed there then and only then will the near sighted buffoons that sat around expecting the 3% that did the 80% for the 100% get the message that **we are all in this together** and if one falls we all fall.

To the many folks out there that still don't understand what it is I'm trying to say then I ask you to look within yourself and ask if it is worth giving of ones self unselfishly to stand up and fight for the things you strongly believe in or have you been bounced around all your life and just don't know how to fight back? We as members of a Political Action Committee have at our disposal a number of committed people that we as individuals can learn from. Unless we feel we know it all and have the world by the tail then we owe it to ourselves and to the people that are doing our bidding for us to assume the patience it will take to overcome the obstacles that are intruding upon our life style.

If one says they are in ABATE for themselves and that they don't care why others are in then I say it's time for them to grow, to not focus on merely themselves but to look at the **BIG** picture so as to see what we as a collective can do together. I personally feel a sense of mental strength when I see something I had a part in come to life and knowing although that I had but a small part that without that small part it may of never been.

In conclusion I wish to remind folks to leave their petty differences at the door, to approach the battles ahead with a positive attitude and to have patience. The battles we have won are few but once our opponents realize we are relentless they may begin to take the time to listen to our words and not merely observe our actions. It may take years or only months but what ever the result we must stand, fly and ride forever faithful to the wind.

Have you hugged a motorcycle today?

The mind is like a parachute. It doesn't function unless it's open.

A.B.A.T.E. or A.B.A.T.E.

By R L Best

As spring rolls in it's time to rub the leathers down for the Oregon rains, to build the anticipation of the up coming rides and figure which part of the country we'll miss. I do this on the assumptine I'll see everything but realistically I may miss something.

As traveling goes I must honestly admit it's the riding and not the destination I find refreshing. The added benefit of meeting the non-riding public is to be the basis of this article and I feel strongly most readers will remember being in some of the same situations as I'm about to write about, it concerns explaining our acronym.

In order to save time and space I will waste no time in stating my point, "Against Totalitarian Enactments" is out dated and should be deleted from our organization. At this time of our inception it was effective, it fit in with the times and made no qualms about how we felt. That was then and now is now.

It seems obvious that due to the helmet law and various other legislative bills that we, ABATE, have not been doing a proficient job in getting our point across to the public and to the law makers that feel so strongly about imposing their principals upon us, the motorcyclist of Oregon. To this I do not place blame, we are but a hand full of committed soldiers fighting a battle while many within our own forces play dead. For this reason I propose we change our tactics and come at our enemies from a new and possibly unexpected side. What better way to beat a superior force than to take them on by using their tactics and beating them at their own game in doing so.

It's the 90's and due to the independent nature of people that have felt the freedom of the wind in their face there is still an attitude amongst the non-riding public that motorcyclists are inferior. The bashing of a face that has this attitude does little more than confirm this and until intelligence can be met with the like then the atmosphere is unlikely to change. We are our own best PR and because motorcycling is only part of what we are then with time and calculated persistence we can

over come legislation and discrimination.

With the focus on Education in society today it is my suggestion that we change the acronym to "Aimed Towards Education". This will not mean we are to be teachers in the conventional sense but that we are an organization that is attempting to educate the public and the politicians to the fact we are a Political Action Committee made up of motorcyclists and individuals that wish to let the facts be known. By educating them concerning the misinformation they have been receiving and proving that we are as educated and head strong in our endeavors as any group of taxpaying individuals around. In order to achieve this we must first get our foot in the door and "totalitarian enactments" just doesn't always do the job. There are many new doors and many new faces in the battle ahead.

It has been proposed in the past that we use both acronyms. Other organizations across the country have encountered the same resistance towards changing their name as we here in Oregon, as a result they used both names to let the people get a feel for them. After a year or so each and everyone of them changed to the "Education" because they finally admitted the name changed nothing within the organization. We here in Oregon are not "other people" but we must come to terms we are out numbered and change can be good. One other reason I feel we should not consider using both names is because it will confuse those we wish to educate and make us look foolish by using it appearing we don't know exactly what it is we stand for. One strong name coupled with a belief and watch out cause we'll be roll'in.

In conclusion I welcome your views on this subject and a chance to convince you it's the beginning of the road to freedom but ask you that concerning "Against Totalitarian" verses "Aimed Towards" isn't it better to be for something than against it. Now is the time to make the decision on this subject, our by-laws are in the process of being rewritten and any paper work done after this will cost us hundreds of dollars to change. Let's do it!

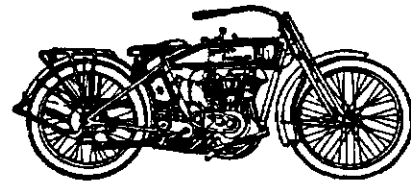
"We owe almost all our knowledge not to those who have agreed but to those who have differed."

— Charles Caleb Colton

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Eagle, my brother, you taught me
the ways of Great Spirit-Eagle Way
To sense the wonder of it all is
the gift you gave my Spirit
I assume life as you taught me,
with you, I am sure of what I am
To walk with mankind you must
follow the laws dictated by yet
more men-to be just like them
Then I have to wonder...What kind
of sense?
I refuse to dispute the teaching of
Great Spirit
I deny man's law to be just
They are not
I fear for those who accept man's
way
Their Spirits are lost infinitely
My Spirit is One with Great Spirit
The Eagle guards my Spirit
The Creator possesses my soul
What exactly is man's desire to
contridict our exhistance here?
Great Spirit is the love I have for
all creatures
The Creator is my Ruler.

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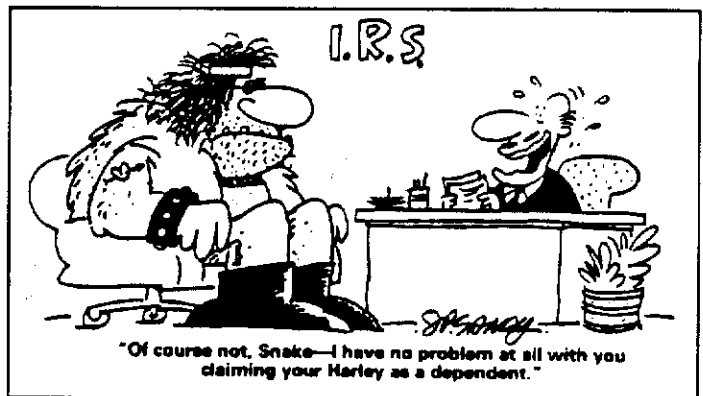
Enclosed is a brief update on the Helmet Appeal for the newsletter. Let me know if you have any other questions about the Helmet Law Appeal we have going, or if you are interested, I would be happy to contribute other kinds of articles, as I have done in the past.

Very truly yours,
Samuel I Hockberg
OREGON HELMET APPEAL UPDATE

As many abate members may know A.I.M. attorney, Sam Hochberg has filed an appeal challenging Oregon's Helmet Law as unconstitutional, on the grounds of vagueness. Doug Miller of the Douglas County Chapter was cited and convicted for wearing a beanie-style helmet.

Hochberg says he is anxious to get to the stage of oral argument before the Court of Appeals in Salem but, the case has been delayed because the State of Oregon has requested a twenty-eight day extension of their deadline to file their brief. Hochberg had requested a similar extension earlier. Now, it is due on March 25, 1993.

Once the State's brief is filed, Hochberg says that the court will schedule oral argument at the Supreme Court Building, in Salem. Hochberg says his office will keep ABATE members posted, so they will know when this occurs.



**EASYRIDERS MAGAZINE CITES OREGON'S
HELMET APPEAL**

Easyriders Magazine printed a short article about Oregon's Helmet Law Appeal on page twenty-two of the March issue. It talks about the appeal by Oregon's A.I.M. attorney, Sam Hochberg. Unfortunately, Hochberg says they made a few errors in the article. The Oregon biker who is the point man in this case is Glenn Douglas Miller, known to his friends as Doug Miller. Easyriders said his name was Dave Miller.

The article also said it was an E&R Fiberglass helmet he was wearing, but Hochberg says it wasn't clear whether in fact it was an E&R helmet or some other brand of a beanie helmet. And Hochberg notes, his name is not "Hochenberg".

Otherwise, Hochberg was pleased to see Oregon get positive publicity in the biker world. And, he says he's already received several phone calls of interest in the Appeal from biker's rights groups in other states.

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Team Oregon Announces Course for Women Riders

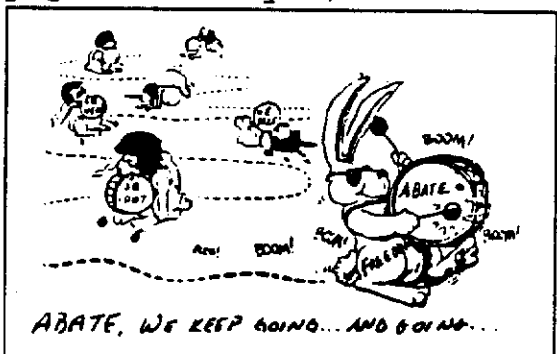
On April 18th, the Team Oregon Motorcycle Safety Program will conduct a women oriented **Experience Rider Course** at the Linn Benton Community College campus in Albany. Lead by an experienced female instructor; this one day course will help women riders improve their skills and tune them to their motorcycles. During the class riders will learn about street strategies and advanced handling techniques.

All women who have been riding at least one year and possess a valid motorcycle-endorsed license are invited to explore limits imposed by self, machine, and nature--regardless of their experience level. Enrollment is limited, and preregistration is required. Students use their own motorcycles for the course and must show proof of insurance. Tuition is \$30.00.

For registration information, call 1-800-545-9944 or (503)967-6108.

The Team Oregon Motorcycle Safety Program is nationally recognized by the Motorcycle Safety Foundation and is sponsored by the Traffic Division of the Oregon Department of Transportation. Team Oregon's goal is to foster and promote safe motorcycle operation through quality rider education programs and public information campaigns. Team Oregon is funded by a fee on Oregon motorcycle license endorsement.

(This was sent to you Dustin H. Kassman LBCC site coordinator see page 4 for flyer)



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From The Editor:

I want to thank all of you who submitted into this issue. It is really neat to see that this issue is mostly an Oregon issue, as to say most of the info is Oregon based. This newsletter is all of yours to put your info into so as to let others know just how you feel about the issues at hand. The acronym is now the main focal point that I want to hear from you, the readers. Please let this newsletter be YOUR soap box. Gordon

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

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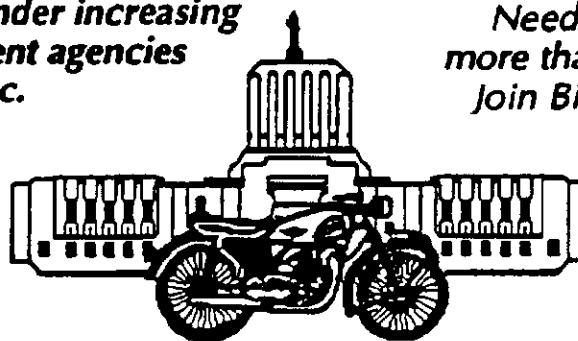
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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.

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Butch Harbaugh
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Steve Benson
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BILL WATCH

HOUSE

HJR 41 - Proposes constitutional amendment to require approval of initiative amendments to Oregon Constitution by two third vote. Submits proposal to voters at 1994 general election. Sponsored by Rep. Jim Edmunson.

HB 3026 - would grant a property tax exemption to a charitable institution for property used for or funded by bingo, lotto, raffle or other social game. Sponsored by Rep. Greg Walden.

HB 3051 - would require that people under 18 complete student driver training programs in order to get a driver's license. Sponsored by Rep. John Meek.

HB 3053 - would forbid auto liability insurance from raising premiums because of accidents unless the insured is at fault. Sponsored by Rep. John Meek.

HB 3056 - prohibits sale of motor vehicle to person who does not have a driver's license. Punishes by a

maximum fine of \$250. Sponsored by Rep. John Meek.

HB 3321 - declares that driving with a suspended license is prohibited conduct for the purpose of civil forfeiture laws if the suspension was for conviction of driving while under the influence of intoxicants. Authorizes the immediate seizure and eventual forfeiture of the vehicle. Sponsored by Rep. Ted Calouri.

HB 3283 - authorizes insurer to recover from insured person any amounts paid under auto liability policy if insured is convicted of driving under the influence of intoxicants and is found to have caused the accident for which damages were paid. Sponsored by Rep. Tom Brian.

HB 3353 - repeals prohibition on self-service gasoline dispensing. Sponsored by Rep. Chuck Norris.

HB 3419 - requires person under 18 to present proof of high school graduation or equivalency or proof of enrollment in school or alternative to get driver's license. Requires principals to notify Motor Vehicles Division of persons under 18. Requires division to suspend driving privileges of person who withdraws from school until person reaches 18 years of age or until person presents proof of compliance. Sponsored by Rep. John Watt.

HB 3432 - authorizes seizure and forfeiture of vehicle of person who is driving while suspended. Sponsored by the House Judiciary.

HB 2569 - PASSED. Requires permanent color technician and TATTOO ARTIST to be licensed by State Health Division. Bill to Senate.

SENATE

1993 COMMITTEES

OREGON HOUSE

SB 559 - requires use of vehicle lights when windshield wipers are in use. Sponsored by the Senate Transportation Committee.

SB 570 - requires school buses to have safety belts. Sponsored by Sen. Rod Johnson.

SJR 15 - proposes constitutional amendment to require annual sessions of Legislature. Limits even year session to matters affecting budget. Submits measure to voters at 1994 primary election. Sponsored by Sen. Bill McCoy.

SB 596 - requires operators and passengers on bicycles to wear approved headgear. Punishes violation by maximum fine of \$50. Sponsored by the Senate Business, Housing and Consumer Affairs Committee.

SB 610 - declares policy of state's legitimate compelling interest in protecting life of unborn child. Sponsored by Sen. Jim Bunn.

BILL PASSED BY HOUSE, NOW TO SENATE

HB 2529 - expands a law passed two years ago that prevents the state Division of Motor Vehicles from selling accident reports. Backers of the bill say police agencies also should be blocked from making money by providing copies of accident reports to lawyers, insurance companies and other private interests. The bill passed unanimously.

Committee on Education

Rep. Carolyn Oakley, Chair	R	36	H-479
378 8021			
Rep. Jim Whitty, Vice Chair	D	47	H-486
378 8019			
Rep. John Meek	D	5	H-474 378 8827
Rep. Patti Milne	R	38	H-384 378 8854
Rep. John Schoon	R	34	H-389 378 8002
Rep. Larry Sowa	D	26	H-293 378 8060
Rep. Sharon Wylie	D	22	368 378 8832

Committee on Children and Families

Rep. John Meek, Chair	D	5	H-474 378 8827
Rep. Lisa Naito, Vice Chair	D	15	H-492
378 8029			
Rep. Larry Campbell	R	43	269 378 8977
Rep. Patti Milne	R	38	H-384 378 8854
Rep. Gail Shibley	D	12	H-393 378 8864

Committee on Legislative Rules and Reorganization

Rep. John Watt, Chair	R	50	H-373 378 8781
Rep. Lonnie Roberts, Vice Chair	D	21	H
481 378 8837			
Rep. Fred Girod	R	30	H-471 378 8785
Rep. Avel Gordly	D	19	H-279 378 8822
Rep. Cedric Hayden	R	28	H-480 378 8061
Rep. Eldon Johnson	R	51	H-392 378 8869
Rep. Delna Jones	R	6	H-475 378 8857
Rep. Dave McTeague	D	25	H-291 378 8890
Rep. Michael Payne	D		59
369 378 8014			

Committee on Commerce

Rep. Eldon Johnson, Chair	R	51	H-392
378 8869			
Rep. Liz VanLeeuwen, Vice Chair	R	37	H
386 378 8861			
Rep. Lee Beyer	D	42	H-473 378 8046
Rep. Lisa Naito	D	15	H-492 378 8029
Rep. Michael Payne	D	59	369 378 8014
Rep. Bob Repine	R	49	H-496 378 8863
Rep. Hedy Rijken	D	4	H-287 378 8040
Rep. Charles Starr	R	3	H-383 378 8824
Rep. Bob Tiernan	R	24	H-285 378 8892
Rep. John Watt	R	50	H-373 378 8781
Rep. Cynthia Wooten	D	41	365 378 8374

Subcommittee on Business

Rep. Bob Repine, Chair	R	49	H-496
378 8863			
Rep. Lisa Naito	D	15	H-492 378 8029
Rep. Hedy Rijken	D	4	H-287 378 8040
Rep. Liz VanLeeuwen	R	37	H-386 378 8861
Rep. Cynthia Wooten	D	41	365 378 8374

Subcommittee on Labor

Rep. John Watt, Chair	R	50	H-373 378 8781
Rep. Lee Beyer	D	42	H-473 378 8046
Rep. Michael Payne	D	59	369 378 8014
Rep. Charles Starr	R	3	H-383 378 8824
Rep. Bob Tiernan	R	24	H-285 378 8892

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Committee on General Government

Rep. Cedric Hayden, Chair R 28 H-480
 378 8061
 Rep. Jim Edmunson, Vice Chair D 39 H-487
 378 8020
 Rep. Ken Baker R 10 H-381 378 8082
 Rep. Carl Hosticka D 40 H-495 378 8780
 Rep. Patti Milne R 38 H-384 378 8854
 Rep. Chuck Norris R 57 H-277 378 8050
 Rep. Del Parks R 53 H-292 378 8878
 Rep. Lonnie Roberts D 21 H-481 378 8837
 Rep. Sharon Wylie D 22 368 378 8832

Subcommittee on Government

Rep. Del Parks, Chair R 53 H-292 378 8878
 Rep. Jim Edmunson D 39 H-487 378 8020
 Rep. Cedric Hayden R 28 H-480 378 8061
 Rep. Patti Milne R 38 H-384 378 8854
 Rep. Sharon Wylie D 22 368 378 8832

Subcommittee on Transportation

Rep. Chuck Norris, Chair R 57 H-277
 378 8050
 Rep. Ken Baker R 10 H-381 378 8082
 Rep. Cedric Hayden R 28 H-480 378 8061
 Rep. Carl Hosticka D 40 H-495 378 8780
 Rep. Lonnie Roberts D 21 H-481 378 8837

Committee on Judiciary

Rep. Del Parks, Chair R 53 H-292 378 8878
 Rep. Tom Mason, Vice Chair D 11 H-280
 378 8826
 Rep. Ken Baker R 10 H-381 378 8082
 Rep. Tom Brian R 9 H-470 378 8042
 Rep. Kate Brown D 13 H-286 378 8036
 Rep. Peter Courtney D 33 H-395 378 8540
 Rep. Jim Edmunson D 39 H-487 378 8020
 Rep. Veral Tarno R 48 H-382 378 8865
 Rep. Bob Tiernan R 24 H-285 378 8892

Subcommittee on Civil Law & Judicial Administration

Rep. Tom Brian, Chair R 9 H-470 378 8042
 Rep. Ken Baker R 10 H-381 378 8082
 Rep. Jim Edmunson D 39 H-487 378 8020
 Rep. Tom Mason D 11 H-280 378 8826

Subcommittee on Crime & Corrections

Rep. Bob Tiernan, Chair R 24 H-285
 378 8892
 Rep. Kate Brown D 13 H-286 378 8036
 Rep. Peter Courtney D 33 H-395 378 8540
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Oregon City, Oregon 97045
Ph. 503-650-1273

A request. When you write to your politicians (PLEASE), the response that you get from said individual, get us a copy for the file. We can then keep a better track of who is saying what about issues important to us. The letter writers are as important to the success of this organization as are those in office. They do have effect. THANKS. Edd.

(This article was printed in the 3-10-93 Oregonian.)

America's obsession with pumping iron has spawned many an injury. The following **Esquire** bit is a list of weight-equipment injuries reported in 1991, compiled by the National Injury Information Clearinghouse.

- * Amputations: 681
- * Avulsions
(tearing away of body part):
344
- * Concussions: 236
- * Contusions and abrasions: 4,812
- * Crushings: 399
- * Dental injuries: 49
- * Dislocations: 459
- * Fractures: 3,701
- * Injuries to face: 1,907
- * Injuries to feet: 2,861
- * Injuries to fingers: 3,490
- * Lacerations: 6,191
- * Strains and sprains: 6,893

First thought is-should we ban exercise? Mostly though it would be nice to know how much we had to pick up in medical on these? How is the social burden here? Edd.

50. I just turned it last month. (March). My wife Patti, my son David, and friends George & Mary Alice Jackson conspired with a few other family and friends to give me a surprise Birthday Party. I thank all of them. I'm not sure how they got past me, but they did. Just remember that payback is a bitch. Really though, I do appreciate, admire, love, respect (you are all in there some where) all of you, THANKS. Edd Dahl.

Fight for your Rights!

Write your Legislature Today!



All that
GLITTERS
LOANS AND JEWELRY MANUFACTURING

Frank Boussad

DOWNTOWN 515 SW 3rd 274-8702	2 LOCATIONS PORTLAND, OREGON	EASTSIDE 122ND AND DIVISION 761-9699
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A.B.A.T.E. of Oregon's MEMBERSHIP CLASSIFIEDS

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

<p>FOR SALE - 1981 Trike-V.W. Engine with trailer. \$2,000.00 or make offer Call:b 672-2812 (6-93)</p>	<p>For Sale: Custom 1976 H.D. Sportster Must Sell \$4,295.00 OBO Tues-Sat.9Am-5:30Pm Bear #1446 Chuck's Saw Shop (503) 867-3525 (5-93)</p>	<p>FOR SALE - ABATE Memberships. Anytime of the year. See inside back cover for details and application. Sign up a friend today! (Indefinitely)</p>
<p>HELP WANTED Positions Sought: Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers. Work Conditions: Wilderness like, Lakeside Island, serene mountains. Contact: Douglas County A.B.A.T.E. Jim Mason 672-8695 Ed Halkyard 673-6120 (Indefinitely)</p>	<p>ATTENTION - Anyone interested in joining a non-drinking chapter of ABATE of Oregon call Bill at 681-9200 for information. (Indefinitely)</p>	<p>Whatever you have to sell, try advertising with us!</p>
<p>Call Gordon at 249-8548 to place your classified with us today!</p>	<p>FOR SALE - Spirit of America Side Car fits any 350cc or Larger Motorcycle. Call 565-3549 Mike anytime. (5-93)</p>	<p>FOR SALE: 2 basket propane powered deep fryer. New Regulator, new hose. Power fan hood and condament trays. Must sell. \$125.00. Call Jim Stoner Mon.-Fri. between 3pm and 7pm at 746-1393. (4-93)</p>
<p>Quality Day Care in Loveing family enviroment. Located in Sellwood Area- current openings for children 10 moths and older. Before/after school care available Kellee 2339289 (6-93)</p>	<p>WANTED - J.D Parts: Rear Fender, Primary Chain Gaurd, and Twin Cams;1928 Call Art in Nahalem 368-5586 (5-93)</p>	<p>FOR SALE: 1950 Dodge Truck \$400. Size 38 H.D. old style jacket \$125. Excellent condition. Will trade for leather pants, size 38x28. Call Lee at 370-6462. (4-93)</p>
<p>For Sale: 1969 Dodge Window Van Long wheel base, 3/8 Auto less than 50K on each. runs great, looks good completed \$1,000.00-O.B.O (503) 826-5219 weekends Call Mike (5-93)</p>	<p>WANTED: Front disc brake setup for 1973 XL-FX front end. Caliper, Roter, Fastners, etc. HELP!! Call Gene at 855-7345 or write Gene Nelson, PO Box 82, Bold Hill, OR 97525. (4-93)</p>	<p>For Sale: New custom frame for 750 Honda 10" over front end and 16" rear wheel on frame \$450.00 Must sell Chuck's Saw Shop Tues-Sat 9Am-5:30Pm (503) 867-3525 Bear #1446 (5-93)</p>
<p>For Sale: 1980 1,000cc Sportster under 31,000 orig. miles Price: \$3,000 w/extra parts 538-6309-Don or message (5-93)</p>	<p>WANTED: 2 King tour-paks 1980 and newer H.D. also; Stock parts for 67 XLCH 255-8460: Deisel Dave (6-93)</p>	<p>FOR SALE: 16 ft fiberglass canoe \$350.00 or Best Offer ALSO 63 Chev. 3/4 ton 6 cyl , 4spd \$800.00 Call 282-9434 (6-93)</p>

FOSSIL RUN 1993(MAY28-31)SERVICE AREAS

<u>DINTY'S UNION 76</u> (Biggs Junction), Unleaded Regular, Unleaded Super, Mechanic, parts, tire service, and towing available		Friday-Monday	24 hours
<u>SHRINERS CHEVRON</u> Regular, Regular Unleaded, Diesel		Friday Saturday Sunday Monday	7:00 am - 6:00 pm 8:00 am - 5:00 pm Closed 7:00 am - 6:00 pm
<u>TEXACO GAS STATION</u> Condon		Friday Saturday Sunday Monday	7:00 am - 6:00 pm 7:00 am - 6:00 pm 8:00 am - 6:00 pm 8:00 am - 6:00 pm
<u>CANNON'S TIRE CENTER</u> Mitchell		Friday Saturday Sunday Monday	8:00am - 5:00 pm 8:00 am - 12:00 noon Closed 8:00 am - 5:00 pm
<u>SCHNEE GROS & GAS</u> Downtown Mitchell		Friday Saturday Sunday Monday	9:30 am - 9:00 pm 9:30 am - 9:00 pm 9:30 am - 9:00 pm 9:30 am - 9:00 pm
<u>SATLANDS SHELL</u> Regular Unleaded, Super 2000 Unleaded, Tube and Tire emergency		Friday Saturday Sunday Monday	7:00 am - 6:00 pm 8:00 am - 5:00 pm Closed Closed
<u>SHELL (Fossil)</u> Super Unleaded, Regular Unleaded, Regular Leaded		Friday Saturday Sunday Monday	8:00 am - 6:00 pm 8:00 am - 1:00 pm 9:00 am - 5:00 pm 9:00 am - 5:00 pm
<u>FOSSIL GENERAL MERCANTILE</u> Groceries, Beer, Wine, Dry Goods. Will stay open as late as necessary to accommodate business		Friday Saturday Sunday Monday	7:30 am - 9:00 pm 7:30 am - 9:00 pm 8:00 am - 9:00 pm 7:30 am - 7:00 pm
<u>SERVICE CREEK TRADING POST</u> 24 hour access to pay phone, groceries, beer, cigarettes, general merchandise, full service Restaurant. (8 miles south of Bear Hollow.)		Friday Saturday Sunday Monday	7:00 am - 9:00 pm 7:00 am - 9:00 pm 7:00 am - 9:00 pm 7:00 am - 9:00 pm
<u>CONDON ROUNDUP CAFE AND BAR</u> Restaurant will stay open later if business necessitates. Pizza and cold sandwiches after grill closes.	Cafe:	Friday Saturday Sunday Monday	8:00 am - 8:00 pm 8:00 am - 8:00 pm 8:00 am - 3:00 pm 7:00 am - 8:00 pm
	Bar:	Friday Saturday Sunday Monday	12:00 noon - 2:00 am 10:00 am - 2:00 am 10:00 am - 2:00 am 10:00 am - 2:00 am
There will be gas in the Town of Spray on the weekend.		Friday - Monday	



Join A.B.A.T.E. of Oregon for the

16th Annual

FOSSIL CAMPOUT '93



at Bear Hollow Campground



May 28-31, 1993



Gates open at 3:00 pm on Friday, May 28



THE BEST IN LIVE MUSIC

Featuring a variety of
sounds from the
Pacific Northwest

ADVANCE TICKETS
(DEADLINE IS MAY 8, 1993)

ABATE of Oregon, Inc.
State Run Coordinator
PO Box 4504
Portland, OR 97208

(Money Orders only!)

Advance Member - \$10.00

Advance Non-member - \$15.00

Member at Gate - \$15.00

Non-member at Gate - \$20.00

Under 14 - FREE

(Non-members get \$5.00 discount toward
ABATE Membership)

Camping included in Gate Fee

For information Call 285-4329



Door Prizes

Tattoists

Leather Accessories

Parts & T-Shirts

Games

Food Concessions

Beverages will be sold
at the Fossil Campout

Trophy for the largest group participating
from an out of state MRO

Trophy for the largest participating ABATE
Chapter and M/C Organization from Oregon

Trophy for M/C Rider riding the longest
distance to the Fossil Campout

PARK RULES

No Firearms No Fireworks

No dogs allowed

Cigarette Butts in butt cans only

No off-road bike riding on trails

Parents are responsible for children at all times!

Gates close at 10pm for anyone leaving

No Hassles

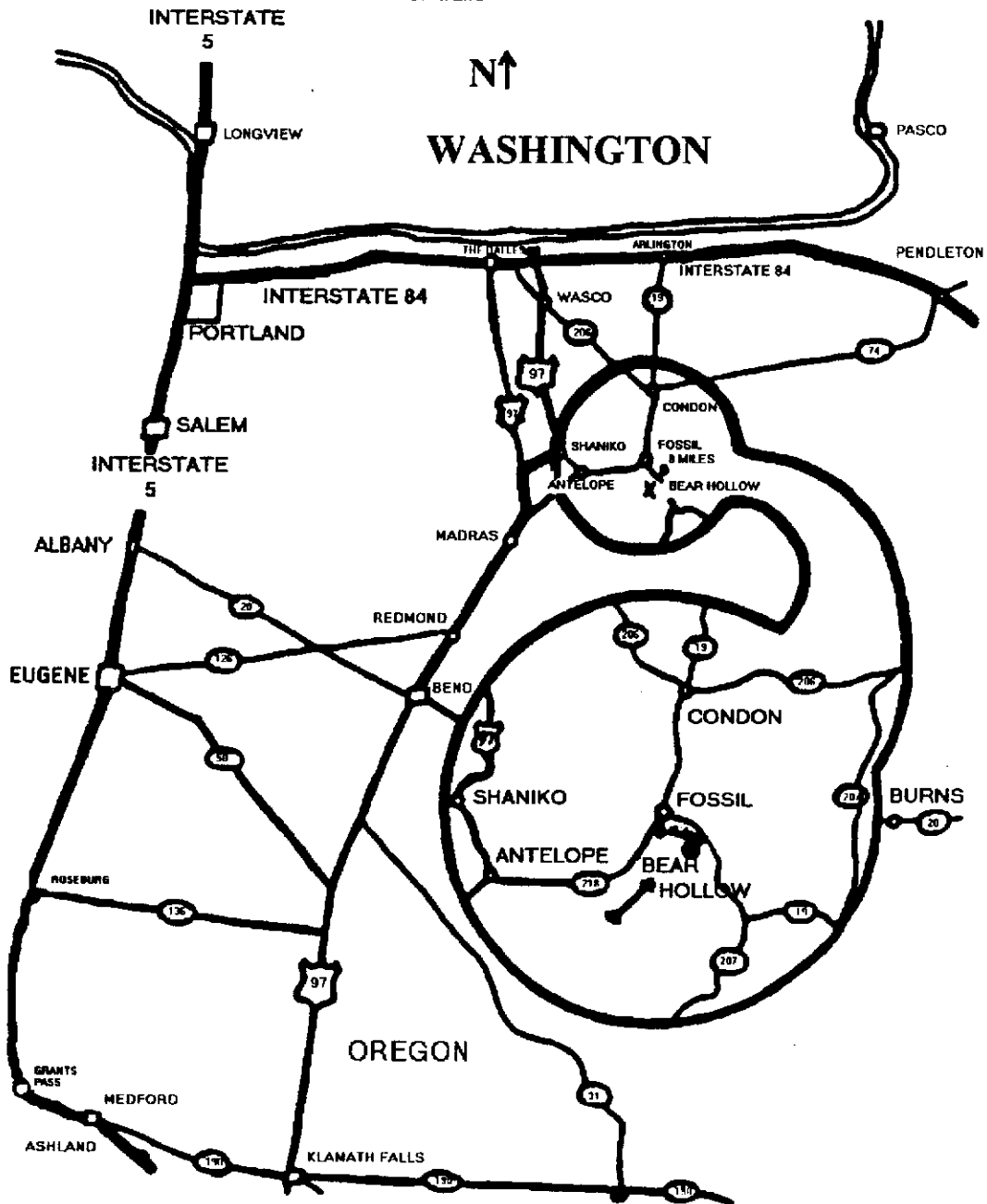
Anyone not following these rules will be escorted from the
Fossil Campout without a refund



BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10 pm FOR ANYONE LEAVING!

PARK RULES:
NO Firearms
NO Fireworks
NO Dogs allowed
NO Off-Road bike riding
on trails



Halfway between Fossil and Shelton Wayside

S.E. Portland Anniversary Celebration

April 3, 93

River Road House

11921 S.E. 22nd

River Road & McLoughlin

~~Richard Rickard~~

And The SILVERTONE BAND

8:30 - 1:30

Home Made Chili \$1.00 a Bowl

Served from 5 - 8:00 P.M.

\$5.00 at the door

Proceeds to benefit M/C rights activities

Motorcycle Awareness Rally May 1, 93

Capital steps

Speakers from 11:00 to 12:00

We are all being affected.
Come be a part of showing our
neighbors we are here.

ATVers, Harley Davidson, Gold Wing or
"Rockets". Side cars and trailers.

A.N.A. Sanctioned.

Come hear the Governor's
"Proclamation"

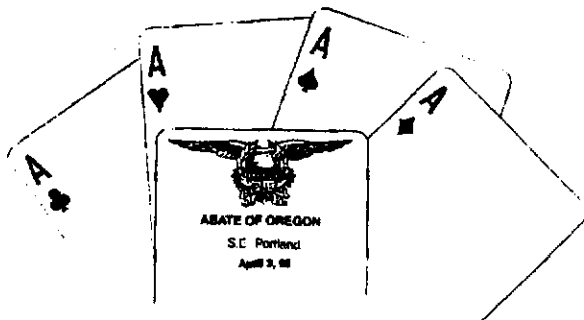
DECLARING THE MONTH OF MAY AS

"MOTORCYCLE AWARENESS"

POKER RUN

\$5.00 Hands

This also admits you to the party.



Start - Pizza Baron

122 & S.E. Division

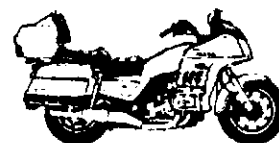
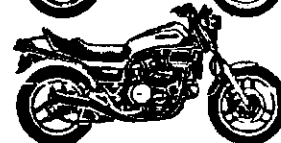
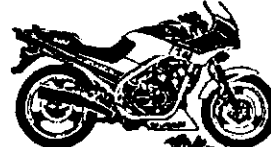
Ends - River Road House

Site of the world famous Shirley burger
and the soon to be famous homemade chili.

Sign in 11:00 - 1:00

Richard 669-6488 / Hill 761-1703

All bikes - All riders



**ABATE works for
you!**



~~RAVING~~ ROVING REPORT

Well here it is only February and spring is not coming soon enough for me. Oh well, its Saturday and the weather is dry (cold but dry), so I think I'll take a little scoot, headed down Lombard after getting gas and out across the St. John's Bridge to Hwy 30. Stopped at Linnton for breakfast at the Linnton Family Restaurant, which had pretty good food. Got back on the bike and headed to Rainier. I heard about a biker friendly bar so I thought I'd stop in. It is a very friendly bar called the Interstate Tavern, everyone in the place knows everything about everyone, it's a gossip place. I think everyone gathers there just to hear what is going on in town. Oh well to each their own. Well it's getting kind of late, better head for home and get my sweetheart and head for Columbia River Chapter Valentine Party. Got to the party about seven so we could have a bite to eat. Saw some A.B.A.T.E. members there that I haven't seen since the Toy Run. They had a membership only drawing which got them three new members, good job. They had lots of door prizes and lots of good company. I really enjoyed myself talking to people that I have not seen in a long time. Stayed until about 1:30 in the morning, well you know how I like to talk. They had a really big turn out which was nice, I guess people are starting to get restless and hoping that the weather gets better so we can get out there and enjoy ourselves in the sun.

Hope to see you at the up coming events or even at the meetings. If you have not been going to the meetings, you should try to come, there is always new and better ideas coming up and we should all be on top of things and stick together. Till next time, ride safe, hope to see ya out there somewhere.

YOUR ~~RAVING~~ ROVING REPORTER;
STEVE

(EDITOR'S NOTE) Steve, it is my pleasure to run your little stories each month, for without them I would really think you were crazy. I personally would like to thank you and hope to see more each and every month. I would like to put out to all other members that it is possible that you may have some writing skills that are going to waste and that is a shame. So if you think you can write, or just want to express your opinion;

DO IT HERE IN YOUR NEWSLETTER.

THANK YOU GORDON

Come Celebrate With us


WEDDING

ANNIVERSARY

CATUS CLUB MAY 15

8131 N. Denver 8:00 p.m. - ?
Everyone's Welcome live music

UNION THE'S
"Home of the nudies"



938 E. Burnside
Portland, OR 97214
236-1125

Darlene Griebel

ABATE MEMBER AND SUPPORTER

CHAPLAIN'S CORNER

Anytime a person writes for a publication, he/she is soon confronted with ethical questions about what should or should not be said. Sooner or later the writer must decide to stand firm and be up-front about what is written OR just write boring, non-offending articles that generate no thoughts or emotions from the reader. In my February article I must have hit a sensitive spot with a lot of people because I've had more comments on that one article than all the others combined. All the comments were positive!!! As you may recall I came down hard on the accepted "status-quo" of the prevailing attitude of bikers toward women. What surprised me was that several male bikers thought I was "right-on" in what I said. So this month I'm going to continue somewhat along the same line of thought.

I want to lay some groundwork or basic principles that may help you to understand WHY some people, men AND women, are the way they are. We are all products of our environment and have been shaped by people and events beginning at birth.

There are four areas of growth identified by Psychologists that begin when we are born. At birth we begin to grow PHYSICALLY, MENTALLY, EMOTIONALLY and SPIRITUALLY. All four of these "Growth Curves" should grow and develop together as we age. If there are any negative influences in any of these four areas, then abnormalities take place that usually stay with us for life. For example: let's assume that a child is verbally abused by their parents. The child may be told that they are "worthless" or that "You will never amount to anything", such abuse will impact the MENTAL and EMOTIONAL growth curve. As a child's defensive mechanisms adjust to this abuse, the normal growth curves will be altered and will probably result in that person growing up to adulthood with EMOTIONAL problems. Such a person

may verbally put-down other people in order to make themselves feel lifted up. Men who have been abused in childhood can, and often do, take their frustrations out on a weaker person (physically) such as a wife or girlfriend or even their own children.

Let's look at PHYSICAL abuse. A child that has been beaten or sexually abused will most definitely be affected in a MENTAL and EMOTIONAL way. I have written in detail on this before so will not go into it again at this time. The important thing is that NONE of us has grown to adulthood with a perfect set of Growth Curves. We all have flaws somewhere within these four areas. Some more than others. We men ALL wish we were dashing and handsome!!... Truth is some of US are really UGLY!! We ALL wish we really had our act together!!...But some of us are so screwed-up that we make an absolute disaster of our life and the lives of those around us. Why is it I wonder that so many people with so many problems end up as Bikers!!! Is it the lifestyle that Creates the problems or did we just bring these things with us as we learned to ride motorcycles? It's for certain that drinking and drugs only aggravate an already bad growth curve. The neat thing is that we never stop learning and changing. The growth curves don't stop at 21 years of age...nor at 60 either. They stop at DEATH. What was damaged in our youth CAN be repaired in later years. In order to do that though, one must realize the condition and admit there is a problem..(just like an alcoholic) and then take definite steps to change the situation.

The one Growth Curve I haven't mentioned yet is the SPIRITUAL one. No! Don't stop reading yet!!...I'm not going to preach!! The SPIRITUAL curve is seldom, if ever, abused. IT IS NEGLECTED!!! It is here within this curve that we learn respect for others, their feelings, our morals and our sense of fair play. It used to be that such things were taught

in the public schools. Sunday school was the main place to learn and grow SPIRITUALLY. Most people in the now generation missed out on Spiritual growth somewhere along the line and are now paying the price for that neglect. It is the SPIRITUAL curve that gives us the strength to compensate or adjust for abnormalities in the other GROWTH CURVES. The older we get the more difficult it is to grab onto that SPIRITUAL strength. **It Is There For The Taking For Those Bold Enough (Or Desperate Enough) To Reach Out For It!!!**

More Next Time:

PREACHER JIM

(Editors Note: I wish to express my thanks for Preacher Jim sending in what I think is some fine reading and wish to also say "keep throwing those 'rocks' out to make us walk in a better path." It takes people like you to keep people like myself aware of my on shortcomings, or at least what I should work on more. Thank you and keep up the Faith.)

Gordon

(reprinted from A.B.A.T.E. of Nebraska March '93 newsletter)

To the membership,

As each goose flaps its wings, it creates an "uplift" for the bird following. By flying in a 'V' formation, the whole flock adds 71% more flying range than if each bird was flying alone.

Lesson: People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.

Whenever a goose falls out of formation,; it suddenly feels the drag and resistance of trying to fly alone and quickly gets back into formation to take advantage of the lifting power of the birds immediately in front.

Lesson: If we have as much sense as a goose, we will join formation with those who are headed where we want to go.

When the head goose gets tired, it rotates back into the formation and

another goose flies at the point position.

Lesson: It pays to take turns doing tasks and sharing leadership, with people as with geese, interdependent upon one another.

The geese in formation honk from behind to encourage those up front to keep up their speed.

Lesson: We need to make sure our honking from behind is encouraging, not something less helpful.

When a goose gets sick, wounded, or shot down, two geese drop out of formation and follow their fellow member down to help and provide protection. They stay with the member of the flock until he or she is able to fly again or dies. Then, they launch out on their own, with another formation, to catchup with their own flock.

Lesson: If we have as much sense as the geese, we'll stand by one another like they do.

Author Unknown

(used as the State Coordinator's column)

(reprinted from Rocky Mountain News Sun. Feb. 7, 1993)

**Real People,
not pro whiner,
fought state helmet bill**

By Carl Hillard
Associated Press

Some real people came to the Capitol this week.

They weren't businessmen in dark suits and wingtips, asking for a handout, or tree huggers wanting to ban everything, or fundamentalists seeking to overturn evolution, or angry anti-abortionists.

They were ordinary folks who pay their taxes and license fees and registration fees and fuel taxes, who want freedom to ride their motorcycles without helmets, unmolested by government.

They didn't whine. They picked the best of their lot to state their case and then they shut up and sat down and let legislators do their work.

A motorcycle helmet bill was up for discussion in the Senate Transportation Committee, and every seat was taken in the old Supreme Court, the biggest hearing room in the building.

There was standing room only for the better part of four hours.

The safety first people were there to restore a law Colorado hasn't had since 1977. Their argument was that statistics show you have a better chance of surviving if you dump your bike and are wearing a helmet.

Bill sponsor was Sen. Bill Owens, who cited a study that showed 79% of respondents supporting a mandatory helmet law while only 18% opposed it.

"We have a silent majority on this issue," he said.

He pointed to studies showing how motorcycle accidents can bash riders' brains out and cost taxpayers millions of dollars in medical, insurance and indirect expenses trying to save those who aren't protected.

If Owens had a majority on the committee it certainly was not silent.

The bill fell with only one supporting vote, and when chairman Dick Mutzebaugh declared it dead, members of the crowd clapped and whooped and high-fived each other and shook hands with committee supporters.

There is an aura about bikers developed mostly from motorcycle gang movies. The image is that they are dumb and dangerous and dirty, with a tendency toward violence and drugs and burglaries and bad women.

Plenty of riders with the usual leathers and tatoos attended, men and women, but the testimony was calm and reasoned and the audience was polite throughout, a fact noted by the chairman.

While the subject of mandatory helmets is volatile, opponents have been up here often enough to know legislators are seldom intimidated, even by the government, which is threatening Colorado's highway funds if a helmet law isn't in place next year.

Legislators and the press frequently complain about helmet bills because they know long hours of repetitive testimony and outright rhetoric follows their introduction.

At the same time it is refreshing to know there are still people out there who can step over a big Harley and fire it up and ride 500 miles in a day and smell fresh air and feel the rain and let the wind blow in your hair. If you have hair.

There probably wasn't a member of the committee or those seated in press row, who didn't think about that kind of freedom.

It sure must beat listening to the Joint Budget Committee talk about fiscal responsibility.

Reprinted from Time, February 1, 1993

HICKEYGATE call it another cover-up. Love bites (hickeys) may bruise skin. But at the Clinicas de Salud del Pueblo, they apparently also bruise sensibilities. So much so that the Brawley, California, health company has banned hickeys from sight. Officials say they took the action after six months of complaints from patients and staff that too many employees--sometimes four or five a day--were coming in with telltale marks visible on their neck. Employees who refuse to disguise evidence of their passions will be sent home and docked pay.

DEAR ABBY

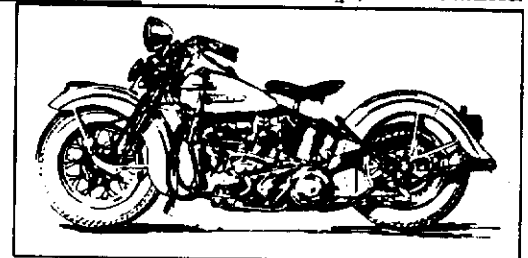
Bikers resent label of 'nuisance'
Reprinted from 3-4-93 Oregonian

DEAR ABBY: If Malcolm Forbes were alive, he would be on the phone to you as a friend and motorcycle rider in response to your latest stand on bikes being a "nuisance." Since he isn't alive, may I express my feelings?

Bikers come in all sizes, ages and walks of life. We raise money for charities, teach rider safety in schools, pay property taxes, gas taxes, street taxes and insurance. We are good citizens. We care for our safety, that of our passengers and the nonriding public.

I think you owe motorcycle riders an apology for what appears to be an insensitive public statement, and an apparent stereotype with which we have been labeled. If a child or an adult admires (or wishes to sit on) my bike in my presence in a parking lot, it's my pleasure to be and ambassador of understanding about the equipment and responsibilities that come with owning and operating a motorcycle, I'll bet all of us feel this responsibility.

-Your nephew, Ron Brodkey, in Omaha



DEAR RON: Thank you for your candid letter. As you probably know, I personally select the letters for my column. I chose the letter signed "Barbara in Dallas" in which she said, "You would be doing bike owners an enormous favor if you would print my letter."

I thought her letter had merit, so I printed it. In my response to her letter, I stated that a motorcycle might be legally termed "an attractive nuisance," meaning that it attracts people to it, just as a set of swings, a swimming pool, etc. does, and unless it is "fenced in" and made inaccessible to the curious public who may want to touch and examine it - the owner had better be well-insured.

The bikers wrongly assumed that I was calling their bikes "a nuisance," and the hate mail - some containing vile and filthy language - was shocking. My mistake was in using the legal term "attractive nuisance," which bikers interpreted literally.

HE'S CONFUSED

Reprinted from Easyrider April '93

I heard a rumor that it's against the law to wear your helmet in your car. That's bullshit! I mean, no one ever wrote a ticket for Al Unser. But maybe he doesn't wear a DOT-approved helmet when he drives. Now it's starting to make some sense. When I ride my pan, I wear a DOT-approved helmet so I don't get a ticket, and when I drive my Chevy, I can wear a helmet that isn't DOT-approved. That way I can protect my skull when I'm driving my truck and not get a ticket for wearing a helmet, because when I wear that non-DOT-approved helmet on my bike, it's the same penalty as if I were wearing no helmet at all.

I guess in order to protect my skull whenever I venture out onto that madness they call the freeway, I should own two helmets, one DOT-approved and one not. Which leads me to my next burning question: How can I tell if a helmet is really DOT-approved or not? Recently, I heard a CHP spokesperson on the radio say that they're not sure which helmets are or aren't legal. Are you as confused as I am yet? Don't worry, it gets even worse.

I called several of our local police departments just to make sure I

wasn't allowed to wear my new helmet in my truck. You see, by this time I was growing rather fond of that shiny black bowl (it makes my nose look smaller). Anyway, no one could tell me either way. So I called the Westminster [California] CHP office and spoke to several police and courteous offices until I found a nice young lady with a gun and a badge who knew the answer. Well, sort of. "You cannot wear a helmet in your vehicle," she said.

"Why not?" I asked.

She said, "Because it obstructs your vision and impairs your hearing." Now I'm really twisted, Maybe I should just get some DOT stickers and put one on when I ride and take it off when I drive my truck.

Right now I have to finish installing a safety net in my shower.

Matt Thompson
Anaheim, Calif.

GUN WARS

Reprinted from 3-16-93 Oregonian

A bill requiring all Oregon households to have guns has been shot down by political opponents, its sponsor admitted Monday.

Rep. Liz VanLeeuwen, R-Halsey, said she still has hopes for a companion bill that would institute firearm safety training in Oregon schools.

The household gun bill, HB2775, would have sought to put a gun in the hands of every homeowner - except for convicted felons - and make sure someone in the house was trained to use it.

Introduced at the request of Lebanon sporting goods dealer Jim Riche, the measure received a tremendous amount of publicity. But it never got a hearing from the House Judiciary Committee.

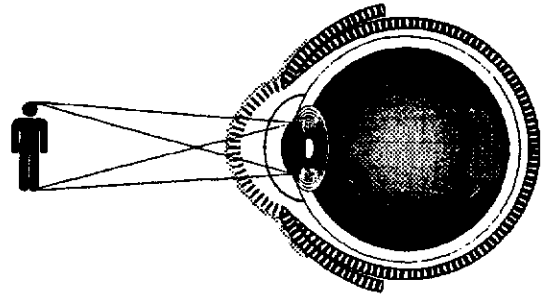
VanLeeuwen said the measure opened public discussion even though it didn't get far. "We touched a nerve," she said.

--Associated Press

"It is not easy to take democracy and freedom away from people and not expect them to fight back. Totalitarian actions do not prevail."

- President George Bush

PERCEPTION



Reprinted from March 1993 ABATE of Indiana's Hoosier Motorcyclist

Does anyone know what he or she looks like? You have no idea what others see when they look at you.

People assess a definition of what is attractive or unattractive. Fads and trends dictate what is considered beautiful or handsome at any given time. The label that you place upon something or how you perceive something is yours and yours alone. That is what makes us individuals.

I think that the people who designed cars in the 50's really had their heads on straight. Colors like cadet blue, sea foam green, coral, apricot, turquoise, red, white and black. Real pure colors, big chrome bumpers and grills and V-8 engines. No metallics, pearl, flip flops, translucent and plastic. That's my perception of that is good in a car. Yours is probably different. According to fads and trends of today I'm way out in left field.

What do you see when you're on your motorcycle? What you see is, again, very different than what others see. The fact that you are out riding your motorcycle is very significant to you, but in reality, a lot of people look right through you and never even notice you.

If you've ridden for any length of time you realize that part of your responsibility is to project a visible image. Be conspicuous. The skin you save might be your own. Did you realize that if you ride a motorcycle that has a fairing and windshield you're less likely to be involved in an accident? There are so many simple little things that you can do to make yourself more visible to others.

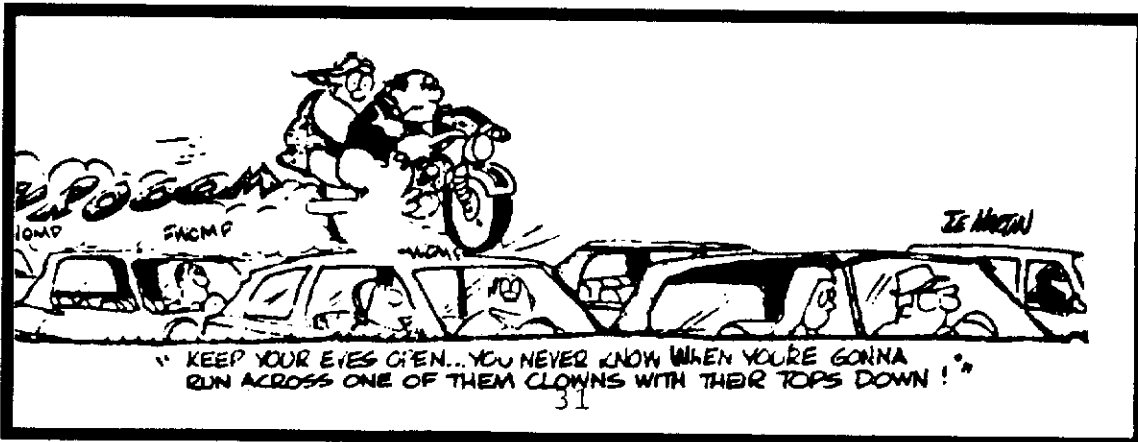
A rider at dusk wearing black leathers on a black motorcycle, with no headlight on, along a wooded road is asking for someone to pull out in front of them. The same rider becomes much more visible by turning on the headlight, (run high beam during daylight), wearing lighter colors, using retro reflective materials on both riding gear and motorcycle.

Obviously being seen by others is just part of the battle. You also have to train yourself to develop good visual perception habits. A change in the color of the roadway surface might not mean anything to someone driving a car, but to a person on a motorcycle it could mean a potential hazard.

After dark, you can often tell if there is a car approaching you long before you see the car just by seeing oncoming headlight reflections on the power lines beside the road.

Here again, the motorcyclist has the responsibility to be aware of the constantly changing environment. Open your eyes and see what's going on. Charlie's rider responsibility of the month; "See and be seen!"

Later,
Charlie



1993 A.B.A.T.E. OF OREGON, INC. SANCTIONED RUNS

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
May 1	Awareness Rally (State Capitol Steps)	State/AMA	All Chapters	
May 9	Poker Run	BikePAC	Pat Gleason	775-4593
May 28-31	Fossil Campout	State	Roger	285-4329
June 26 & 27	Run To The Sun	Columbia River	Angie Jensen	285-4329
July 23-25	S.O.S. Run	Jackson County Josephine County	Mike De Camp Blayne Brisson Jerry Morgan	826-5219 826-6316 471-1642
July 31 & Aug-1	Windy Creek	Douglas County	Chris Vieira	498-2412
August 7 & 8	Fox Creek Run	Salem	Jeff McGheley	585-8636
August 21-23	Summer Run	N.E. & S.E. Portland	Edd Dahl Doc Ray	771-0188
August 13,14 &15th	Beaver Creek Run	Lincoln County	Vickie & Gary	563-3520
August 28 & 29	Coo's River Run	South Coast	Tony Patrick Erm	759-4961 267-0838
September 4, 5 & 6	Labor Day Run	Lane County	Bob Hevle	461-0873
September 17-19	Last Chance Run	Josephine County	Sheree Morgan	471-1642
September 17-19	Washington Fall Bash	Washington State	Norm	1-206-834-3091
September 25 & 26	The End Of Summer Run	North Coast, Washington Co. & Yamhill Co.	Don Smack Paul Taylor	738-7156 693-0938
October 15-17	Last Bash	State	Roger	285-4329
November 20	Toy Run	Washington County	Paul Taylor	693-0938
December 4	Shriner's Toy Run	Portland Chapters	Sarge	639-0873
December 18	Willamina Tree Of Giving	Yamhill County	Kraig Markusen	876-5135
December 19	Christmas Toy Run	Salem	Jeff McGheley	585-8636

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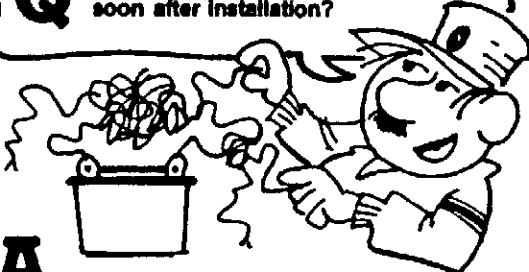
Q How do you determine whether a battery has been charged?



A The following characteristics will tell you if a battery has been charged:

1. The specific gravity of the acid is over 1.275.
2. All battery cells are gassing freely, i.e., producing hydrogen gas.
3. The battery has undergone charging for predetermined time.
4. Maximum voltage output across battery terminals can be maintained at constant level for two hours.

Q What can cause a new battery to fail soon after installation?

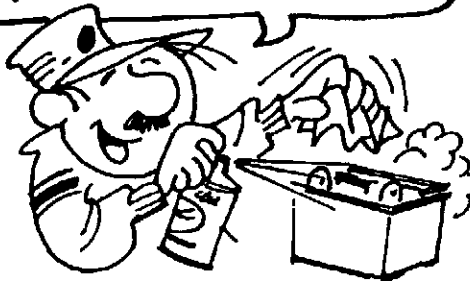


A If a new battery becomes unserviceable within a few days or weeks after its installation it may be due to one or more of the following reasons:

1. A blown fuse.
2. A faulty generator.
3. A short circuit in the electrical system.
4. Battery terminals are disconnected.
5. Electrical capacity of the battery is insufficient for size of the motorcycle.

6. The battery has been inadequately charged, dissipating its strength from the outset.
7. The battery, after being filled with acid, has been left too long without initial charging, and has been allowed to become sulfated from disuse.

Q How should a battery be maintained?



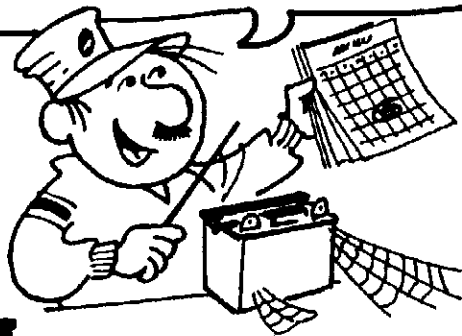
A Good battery maintenance should include the following:

1. Always keep the acid level between LOWER and UPPER lines on front side of the container.
2. Do not let the battery stand in a discharged condition.
3. Charge battery once a month.
4. When motorcycle is stored over 30 days, plug in a snap cord charger to maintain a constant trickle charge.
5. Keep battery top clean, dry and free of corrosive matter.
6. Clean battery terminals to prevent corrosion. Inspect vent tube, ensuring that it is not bent, twisted or clogged.
7. Protect the battery from strong impacts or shocks.

Questions & Answers on Better Battery Care and Maintenance!

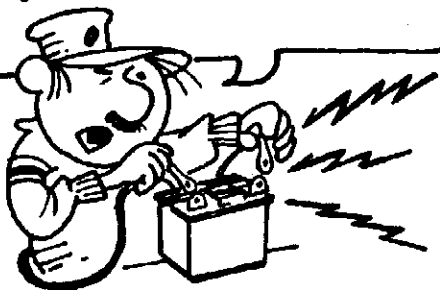


Q Why should you charge your battery once a month?



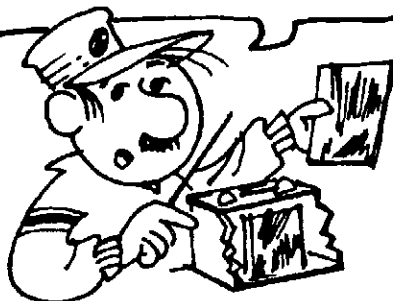
A When not in use, a battery discharges on a daily basis sometimes up to 0.5-1%. This rate of discharge increases when the climate is warm. To make up for this loss from disuse, a boosting charge should be given once a month.

Q Sometimes a battery does not hold a charge. Why?



A When a battery is in an excessively discharged state, it does not readily accept a high current charge. The battery may appear to be accepting charge, but charging is occurring only at the surface of the plates. In such a case, the battery must be charged at a low current flow for an extended period of time: for example, 25 to 30 hours on a trickle/taper charger.

Q What is sulfation?



A Discoloration of plates with white lead sulfate crystalline deposits may occur when the battery has been used for a considerable time in a discharged condition. It can also occur as a result of the plates being exposed to air due to low electrolyte level, or when a new battery is filled with acid and stored without being charged. This phenomenon is called sulfation. Once plates have been sulfated, the activity of the affected area is permanently impaired, and the battery cannot be restored to normal.

Q Why do the winter months seem to bring more battery problems?



A The main reason is that batteries have to work so much harder in cold weather. Engine oil is thick, so engine cranking effort is much higher. Also, a battery's charging efficiency decreases in cold temperatures. In addition, gasoline does

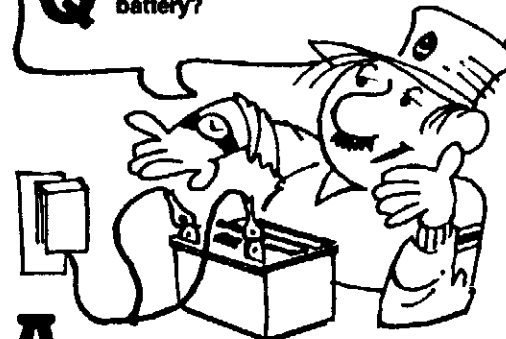
not vaporize as readily in the cold, which means that even more battery cranking effort is required.

Q What is the purpose of the battery exhaust vent tube?

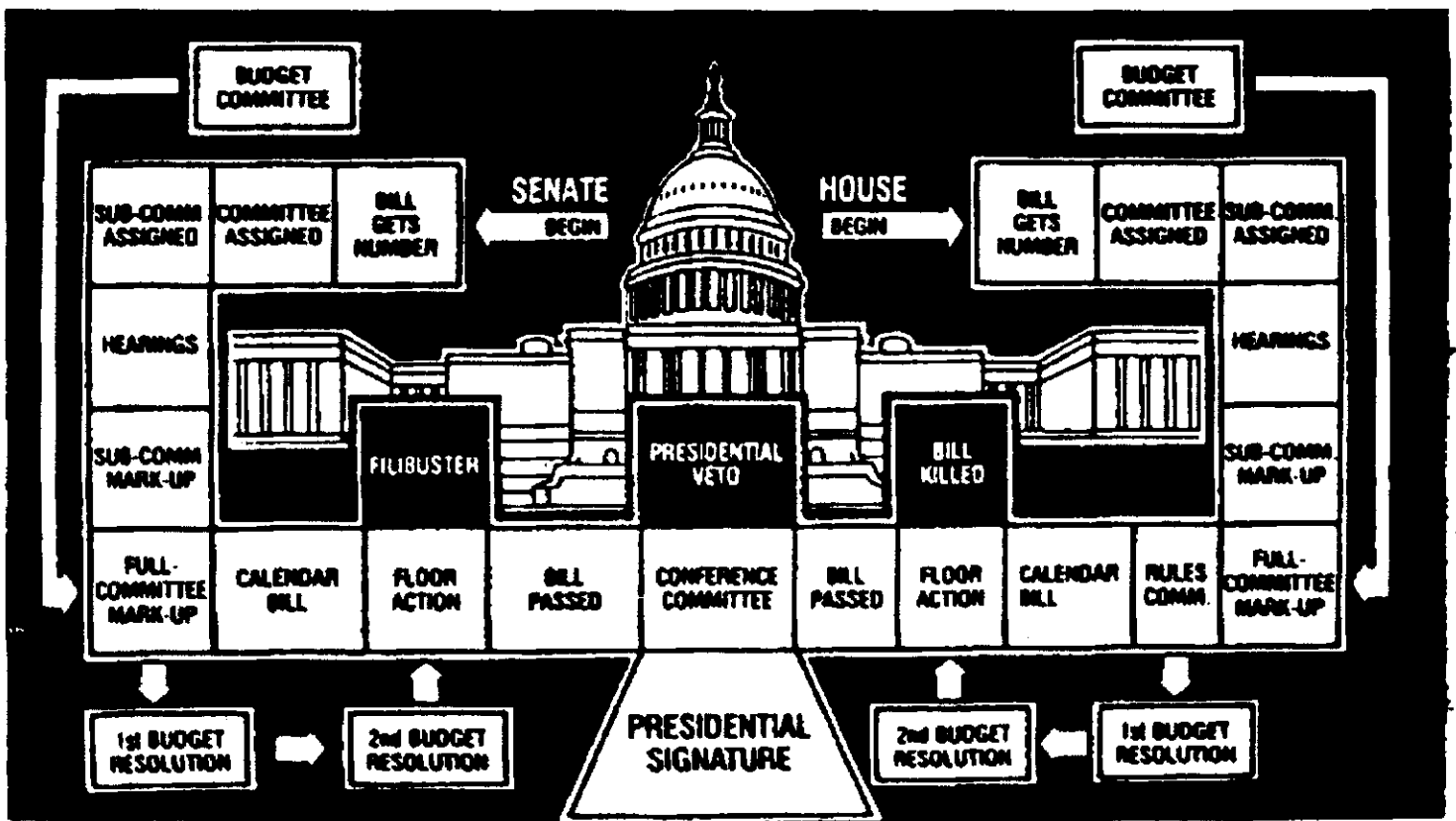


A When a battery is charged and discharged, water contained in the electrolyte is decomposed, generating hydrogen and oxygen gases. These gases are vented out of the battery through the exhaust vent tube to prevent potentially damaging high pressure gas accumulation. Be sure to remove sealed tube when installing the battery.

Q What is the normal charge rate for a battery?



A Naturally, batteries of different capacities require different charge rates. Generally, a battery should be charged at a slow charge rate of 1/10 its given capacity.



(reprinted from January 1993 Freedom Review ABATE/CMRO of Ohio)

HOW A BILL MOVES

Here is how a bill generally moves after a member of Congress introduces it in either the House or Senate.

The parliamentarian and leadership of whichever body receives the bill refers it to a committee where the chairman or chairwoman and staff determine what subcommittee-if-any-is to receive it. If a bill is going to die, it usually dies at the committee or subcommittee level.

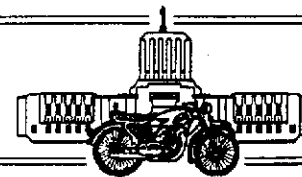
The subcommittee provides the forum where the bill is likely to receive its most thorough consideration and witnesses may testify for and against it. Included among the witnesses, if the bill affects a Federal agency, will be officials or that agency. If a majority of the subcommittee approves, the bill goes back to the full committee where it again must be approved by majority vote before it goes to the House or Senate floor. House bills must have cleared the Rules Committee where debate time limits often are established. Amendments may have been offered by the subcommittee or full committee and, with certain exceptions, may again be offered on the floor.

If the House or Senate passes the bill it then is moved to the other chamber where it is referred to a committee. If a majority of the committee approves, it goes to the floor. Amendments generally may be offered in committee or on the floor. Approval on the floor means both the House and Senate have separately cleared the bill and conferees from each chamber then are selected to work out any necessary compromise of differences between the House and Senate on the bill and write a conference report. Final passage comes when the House and Senate approve the conference report.

The bill then is sent to the White House for Presidential action. If the President signs, it becomes law. If he sends it unsigned back to the originating chamber and notes his objections, the bill has been vetoed. For it now to become law, both the House and Senate, by roll-call votes of two-thirds, must agree to override the veto.

Bills not considered in a two-year Congress such as the 102nd, do not automatically carry-over for the next congress but must be reintroduced. And most bills are not considered at all. For instance over the past 20 years (ten congresses) an average of more than 20,000 bills have been introduced in the House during each two year term. Only slightly more than 10 percent have even been reported from committees to the House floor. And, of the 20,000 introduced, the average number that becomes law per Congress is under 5 percent.

BikePAC Action Guide



BikePAC of Oregon • P.O. Box 5612 • Salem, Oregon 97304

March 15, 1993

CALL YOUR LEGISLATOR • 1-800-327-7389

Here are some of the bills in the Oregon state legislature that concern you as a motorcyclist. Call your state Senator and Representative and let them know how you feel about these proposals. We have listed some of the issues that we think it is important for our lawmakers to understand.

Our lobbyist is following the progress of these bills and communicating our concerns to the legislators - but they don't believe everything a lobbyist tells them. It's up to you to make sure they understand why we support or oppose these issues. Call today.

HB = House Bill. Call your State Representative.

HB 3262 BikePAC SUPPORTS this bill.

BikePAC requested this bill to require the state to test and certify helmets, and publish a list of helmets that pass the tests. Assigned to Human Resources Services Committee.

There is no dependable way for consumers, police, or the courts to tell if a helmet passed DOT tests. The DOT does not supply lists of "approved" helmets, and says it does not "approve" them even though it tests them, since that might imply liability. Since the state requires us to wear helmets that meet a federal standard, but the federal government won't tell us which helmets comply, then it should be the state's responsibility to provide this information for consumers and dealers.

A hearing may be held the week of 3/15. If fast action is needed on this bill, we will use the phone tree. Check with your organization officers for late-breaking news.

Call or write your Representative and let him/her know that this is a consumer protection bill.

HB 3443 BikePAC SUPPORTS this bill.

This bill would eliminate the Class II motorcycle endorsement, so that a motorcycle endorsement would authorize the holder to ride any size motorcycle. This bill was requested by the Governor's Motorcycle Safety Advisory Committee. DMV has indicated they agree with this proposal. There has been no evidence that the "tiered licensing" procedure has had any effect on motorcycle accident statistics. This bill also would mean savings in administrative costs. HB 3443 has been assigned to House General Government Committee.

Call the toll-free number above, ask for the House General Government Committee office, and request that a hearing be scheduled.

HB 2873 BikePAC may back off from supporting this bill due to a lack of credible witnesses.

BikePAC requested this bill to define certain exemptions from the law requiring helmet use: medical, religious, parade, participants in certain antique motorcycle events. Referred to Human Resources Services Committee.

If you believe you may be a good witness for this bill, contact Don Lawson at 588-3042.

SB = Senate Bill. Call your Senator.

SB 98 BikePAC SUPPORTS this bill, as advised by OR Motorcycle Riders Assoc.

Moves the All-Terrain Vehicle and Winter Recreation Advisory Committee from the Oregon Department of Transportation to Oregon Department of Parks and Recreation. Hearings have been held in Senate Transportation Committee, and more are expected. Call Don Lawson at 588-3042 for latest details.

SB 369 BikePAC SUPPORTS this bill.

Disabled parking permits for motorcycles. Referred to Senate Transportation Committee.

Call the toll free number above, ask for the Senate Transportation Committee office, and request that a hearing be scheduled.

SB 419 BikePAC has not decided a position on this bill yet.

Meetings are being arranged between BikePAC member groups and the sponsoring group to discuss.

Changes definition of Class II ATV's. Requires person operating Class II ATV on public property to either possess a drivers license or be accompanied by a licensed driver age 18 or older. Prohibits owner of ATV from permitting operation by unlicensed or unsupervised person.

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

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

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NAME: _____ NAME: _____

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MILWAUKIE OR 97222-

A FOOL AND HIS SCOOTER ARE SOON DEPARTED WHEN THE INSURANCE IS NOT KEPT UP ON THE OLD PUTT. SO PUTT UP OR LOSE IT.

Chapter Meeting Places - Where & When

1st SUNDAY	LANE COUNTY	3:00 pm, Izzy's Pizza, 210 Division, Santa Clara
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
	JOSEPHINE COUNTY	4:00PM, Pietro's Pizza, 150 S.E. "K" Grants Pass
	RIVERGATE	1:00 pm, Roving Meeting, Contact Terry at 786-3139 for info.
2nd & 4th MONDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00pm, Little Italy Pizza, Cornelius
3rd TUESDAY	LANE COUNTY	7:00 pm, Izzy's Pizza, 210 Division, Santa Clara
1st & 3rd WEDNESDAY	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport