



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

FROM THE COORDINATOR

Well we made it through this first month of business without too many problems. Not really problems at all just challenging decisions. We all had to learn about our jobs and each other. The state officers had a meeting Jan. 30th in Eugene. Job descriptions for state officers were discussed and we will be working on putting those together. How to generate funds and utilize them properly so as to satisfy the I.R.S. and to benefit our members was a primary topic. We didn't all agree, but we came away with compromises that we all can be satisfied with. Let me state right here that I am very lucky to have the fine compliment of officers working with me this year. I applaud their efforts.

As I told you in last month's column that I would do, I went to several chapter's meetings. Thanks to all of you members for your questions and input. If I'm not following up on anything that you brought to my attention please call and keep on my ass. I will likewise be out there going to other chapters this month. If you want to let your members know that I am going to be at a particular meeting just call and let me know when and where, if my schedule permits I'll be there. I have to make an apology at this time, to all of the chapter reps and others who had to stand or sit on the floor. I spoke to the management at the Angus Inn and found out that the room has a capacity of only thirty people and so they won't put any more chairs than that in there. We have someone working on finding a new meeting site as I write this. I didn't say it at the board meeting but it's definitely B.S. to drive halfway across the state to a meeting only to sit on the floor for hours. I humbly apologize, I also thank you for staying until business was finished, that is testament to your dedication. As to how the board meeting went, a lot of things were taken care of please take the time to read the state board meeting minutes. This is where the decisions that effect all of our members are made, so take an extra few minutes and look them over. (Continued on Page 3)

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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	127.00	6 months
	200.00	12 months
FULL PAGE:	113.00	3 months
	213.00	6 months
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A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208
Please make checks payable to A.B.A.T.E. of Oregon, Inc.

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**ABATE OF OREGON
STATE OFFICERS AS OF JANUARY 1, 1993**

COORDINATOR Rich Benson 762-2823	SGT-AT-ARMS NORTH
VICE-COORDINATOR NORTH Ray Best 363-2970	SGT-AT-ARMS SOUTH Honda Bob Skolaski 935-0403
VICE-COORDINATOR SOUTH Dennis Deaton 839-4368	NEWSLETTER EDITOR Gordon Hieronimus 249-8548
SECRETARY Ann Bahrs 762-0161	PRODUCTS DIRECTOR Angie Jensen 285-4329
TREASURER Joy Hoover 672-5415	PUBLIC RELATIONS DIR. Rich Benson 762-2823
MEMBERSHIP SECRETARY Carolyn "Mother" Meerzo 255-7793	RUN COORDINATOR Roger Hendricks 285-4329
LEGISLATIVE DIRECTOR Edd Dahl 771-0188	HISTORIAN Larry Burrows 735-0265
EDUCATION DIRECTOR Mel Yeager 363-1697	WAYS & MEANS DIR. Frank Way 779-3646

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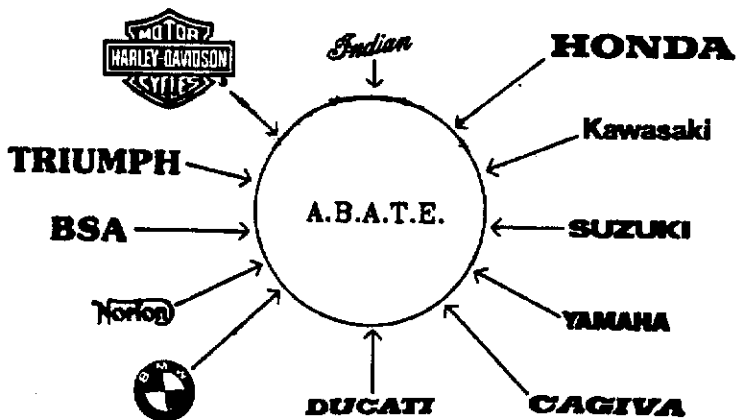
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I can't stress to you all enough that THIS IS YOUR ORGANIZATION ! A voice not spoken can't be heard. As part of that business taken care of at the board meeting, there is a letter from the financial committee printed in this newsletter. Read it carefully and it is rather self explanatory. Another article to look for is Edd Dahl's legislative report. There's a hell of a lot happening this year and we have to be alert. So in order to keep up on the political scene check out the report, what you don't know can hurt you. One last item before I close. Jack Fassel, members of Salem Chapter, myself, and others have started working on the May Awareness Rally. It is going to take place on May 1st, 1993 at 11:00 A.M. I won't go into great detail here but it seems to be taking off before all the details are figured out. What I will say is things are coming together pretty fast and it seems like it's going to be a major happening. What do you folks think? 500, 1000, 2000, 5000 ? We're only limited by ourselves let's make this a rally to remember and to show the people in Oregon that there's a bunch of motorcyclists on the road so watch out for us.

And now before I sign off I want to address a statement that I hear quite often as I go to different areas of the state. It disturbs me when I hear someone say " We're stuck with this helmet so why don't we just accept it?" WHY? Because I Can't! And Wont! Personally I'll always believe there's hope for repeal of the helmet law. Sure there are other issues that we face but if we give in on this fight, what's the next freedom we'll get tired of fighting to protect? They may have won a battle but the war isn't over until all participants agree that it's over and there's still a bunch of us that say "It Ain't Over!" Check this out;

Don't Quit When things go wrong as they sometimes will
 When the road you're trudging seems all uphill
 When the funds are low and the debts are high
 And you want to smile but you have to sigh
 When care is pressing you down a bit
 Rest if you must But Don't You Quit!

Success is failure turned inside out The silver tint of the clouds of doubt
 And you never can tell how close you are It may be near when it seems afar
 So stick to the fight when you're hardest hit
 It's when things go wrong that You Mustn't Quit!
 Until next time,
 Ride Safe,
 Rich Benson



Help Protect Your Motorcycle Rights!

All motorcyclists welcome .



Dedicated to Freedom of the Road.

Date: February 15, 1993

From: The Financial Committee

To: All Chapter Coordinators and Treasurers

Subject: Proper Accounting Procedures

Greetings:

In an effort to bring our methods of bookkeeping into compliance with I.R.S. regulations, we of the financial committee would like to recommend that the following steps be taken;

1. That all chapter treasurers and an alternate attend a training session that is to be arranged soon. Includes in this will be:

- A) The issuance of ledgers.
- B) Training on how to use the ledgers.
- C) Basic accounting procedures.

2. That the state treasurer be a signature on all chapter accounts. the reasons for this are:

- A) Access information.
- B) To be alerted of any irregularities.
- C) To be able to stop expenditures in the event of any irregularities occurring.

NOTE: THE STATE TREASURER WILL NOT BE ABLE TO SIGN CHECKS, OR WITHDRAW MONEY FROM, OR FREEZE THESE ACCOUNTS WITHOUT ANOTHER SIGNATURE.

3. Do a complete accounting of all A.B.A.T.E. Properties and their values.

These actions have become necessary because some deficiencies have occurred in other organizations similar to ours. Because of this, the I.R.S. has been auditing and investigating organizations such as ours throughout the United States. It is their intent to insure that we receive and spend our money in the manner specified in our articles of incorporation.

A.B.A.T.E. of Oregon is ultimately responsible to the I.R.S. for all finances of this organization and must take these necessary steps to protect our interests as a whole.

These matters were brought before the state board at the January 16, 1993 meeting. They were then taken back to the chapters for discussion so that the representatives would be able to vote in the best interest of their members. All of the (3) three recommendations were then voted upon and passed at the February 13, 1993 board meeting.

We thank you for your cooperation in these matters. We will be available to you in order to answer any questions concerning any of these matters.

Behalf of the financial committee,
(he signed the original copy)

Rich Benson
Coordinator

A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING MINUTES
February 13 , 1993

Minutes of the February 13,1993 State Board Meeting for A.B.A.T.E of Oregon, held at Angus Inn, in Eugene Oregon. The meeting was called to Order at 12:04, by Coordinator Rich Benson. Roll call: I wish to apologize for the lack of S.E. Portland's 2 reps on last month's Roll Call.

Columbia River	1
Lane County	2
Salem	2
Douglas County	1
Lincoln County	1
South Coast	1
Indian Creek	0
North Coast	2
S.E.Portland	2
Jackson County	2
N.E. Portland	2
Washington County	2
Josephine County	2
Rivergate	0
Yamhill County	2

The minutes of January 16,1993, One correction was needed. S.E. Portland's 2 reps were accidentally omitted from roll call. Then they were approved.

Correspondence:

Rich read letters from BAM, and AMA. Rich also read a letter from Bill Bish saying that he is now employed again, this time by EasyRider as Head of Bros.

Coordinator's Commentary: Rich said he has been very busy this past month visiting many chapter meetings, with more to visit this month. We held our first officer's meeting. All officers dealing with A.B.A.T.E. funds were asked to draw up budgets. Rich also suggested all chapters draw up budgets. Rich will see the lawyer this week, also he and Joy will meet with the CPA.

REPORTS: Education Director, Mel Yeager: Mel announced the date for his class as February 27, 1993, at Chemeteka College building 50, rooms 111, and 112. Mel said he has the tapes and 60 persons signed up there is still room for more. Mel read a letter from A.B.A.T.E. of Penn. offering to sell

a program like his for \$295.00, his is FREE. It will run 2-2 1/2 hrs.

Historian Larry Burrows: Please submit pictures with WHO WHAT WHERE and WHEN on back.

Legislative Director Edd Dahl: No Report due to marriage of his son. He apologized. Brian reported that he spent only \$556 in Washington. He saw someone in every office. He requests that you politely write to Elizabeth Furse, especially women riders, compare our rights with woman's rights to chose about their health. He made much progress with much more work ahead. A list of test but NOT approved helmets to come. To further influence Elizabeth her aide is her husband, and he owned a NORTON! Ray read a letter from Mike Kopetski. He also read from the Governor's Motorcycle Safety Advisory Committee minutes. This stated that there is an increase coming, in motorcycle safety sub-account fees and registration fees. He also told us of a Annual Traffic Safety Conference/Engineering and Law Enforcement Conference, to be held April 26-29,1993, at the Eugene Hilton. This can be attended by anyone paying the registration fee. This is to include a training session on how to spot illegal helmets and drunk riders. May Motorcycle Awareness Rally planning is in full swing for May 1,1993, the Governor or a rep will be there to sign the proclamation there.

Membership Secretary, Carolyn (Mother): Mother reported that as of 2-1-93 we have 1,341 members.

Newsletter, Gordon Hieronimus: Rich read a report from Gordon. He ask for respect of the 15th of the month dead line due to the work load, and time needed to process. He also requested that when possible please send info on disk. He announced a new section "Tech-Types" anyone can submit tech tips. He also asked for more input from any of the membership.

A.B.A.T.E. Products Director, Angie Jensen: Still has collector item Fall Bash shirts.

Public Relations, Rich Bensen: Rich said that he is currently making the media packets for each chapter. Fliers to come on May Motorcycle Awareness Rally to come.

State Run Coordinator, Roger Hendricks: Has fliers and tickets available for Fossil Camp Out.

Treasurer, Joy Hoover:

Checking	\$ 505.53
Savings	\$ 451.55
Postage fund	\$ 579.01
Education ed	\$ 80.60

TOTAL \$9,616.69

Ways and Means Director Frank Way: Still looking for a job description.

Unfinished Business: By-laws Committee Report: Still working. Chairman: Dennis Deaton 839-4368
Members: Anne Bahrs 762-0161 Larry Burrows 735-0265
Angie Jensen 285-4329 Edd Dahl 771-0188
Captain 648-9311 Milt Carvell 761-1703
Mike DeCamp 826-5219 Georgia Darzentas 669-6488.

Financial Committee Recommendations: Made by Rich, voted on and passed:

1) The State will purchase ledgers for each chapter and provide a training session for each chapter Treasurer and Coordinator.

2) State Treasurer to be a for informational access only co-signer.

3) That all chapters do an inventory and turn in to state.

Members: Rich Bensen 762-2823 Joy Hoover 672-5415
Anne Bahrs 762-0161 Mel Yeager 363-1697
Edd Dahl 771-0188

Tri-Fold: Available. Please check on your displays.

Run Calendar: Please contact Angie with corrections. No runs to be held on State Board meeting weekends.

Storage Room: We have one, but it is almost full.

Sgt-at-arms North: We now have Nic Oliver, Congratulations to you Nic!

Best of the West: Roger only has 4 people going so far, if interested please contact him.

Motion made and passed to send 2 reps at State expense.

Steam: Motion made to rent rooms at Lynn Benton College for \$125 plus \$25 for additional needed equipment rentals for a total of \$150. Steam will be April 17, 1993.

New Business: NCOM Conference: Will be in Tulsa May 5th-9th. Motion was made and passed to send Rich to this with sam Hochberg and the state to share the expenses.

Sam Hochberg: Sam brought with him the appeal, he said persons interested could call for a copy. He also asked that anyone going to court for a helmet ticket contact him first to get a information packet. His numbers are as follows: Portland area: 224-1106 In Oregon 1-800-347-1106

The following motions were passed:

A) Research into cost of computer and software for State Treasurer.

B) To pay back Gordon for insurance rider to cover theft and replacement value of newsletter Computer and software.

C) To research into a fax motum card for newsletter editor.

D) To research into a new place to hold State Board Meeting. Needed are more room, and more chairs.

Rich read an article on riding in Europe. They already have numerous restrictions and requirements. If we don't work together NOW so will we.

March State Board will be March 13, 1993.

Submitted by Anne Bahrs

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



P.O. Box 813
Buckhannon, WV 26201
304-472-6146

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: Angie, 285-4329

Greetings again from our corner in N.E. Portland. We had our valitines party at the Cactus Club and had a blast. The band that played "The Blade" kept things a jumping and everyone happy. Sam of the club BBQ'd Ribs and Chicken "yum" sure were good all in all everything turned out very well a big ""THANKS" to all that joined us to make this function a success. Lila coordinated this party and covered it all very well and she had lots of help from our chapter good work to all that helped. Now we are preparing ourselves to the "Run To The Sun" making plans, so members come out to the meetings and find out what's going on. We are also looking forward to the Seminar at Chemeketa College by Mel our State Education Director and then "STEAM" coming up in April, and all the runs coming up this summer.

So long for now until next month
Ride free and Safe
Adios Angie

P.S. Don't forget the "Best of the West" in Billings, Montana.

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 97470
Chapter Contact: Joy Hoover

No report. Second time.

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 am
Triple Tree Restaurant, 4999 Highway 234
(at the intersection of 234 and Antioch 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

Well! We had our first fundraiser of the new year: a spaghetti feed and a casino night. We will try again in April. We've had our first joint S.O.S. meeting with Jo County and we are looking forward to a good run. Flyers will be out in April and we are advertising in several national biker mags. Hope to see ya'll there.

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. First time.

LANE COUNTY

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

Lane County Chapter has had a wonderful start into the new year. We have been blessed with some new and great officers and members who want to fight for our freedoms. Our Sunday afternoon meeting format has been changed to a comfortable social meeting with a theme and/or speaker. This month, all in attendance shared their experiences of their first bike and some gave away their ages. Next month hopefully we will have Team Oregon as a program. The Chapter has lots of plans and goals and the people that want to make it happen. We had one brother down this past month totalling his bike. Luckily, he escaped with only a broken shoulder. Our thoughts and all our prayers are with you Tom Oberchain.

We have had a lot of fun with our Casino Nite fund raisers and we are happy with our new 'Adopt A Highway' sign letting all know of Lane County A.B.A.T.E. in the Junction city/Harrisburg area. Our historian already has pictures of it.

Slowly, all our work will show the public that we are not bad bikers but motorcyclists in the community and that two wheelers are people too. We need all members to share themselves at their meetings. United we accomplish our goal. We will save a seat for you at our next meeting. Until then, Ride alert, clean, and safe.

B.H.

P.S. Archie Churchills killer was sentenced to 25 years. yesterday. March 6th fundraiser-Casino Nite at Crazy Al's in Veneta 3 p.m. win prizes. Our meeting are only 1 1/2 hours long this gives any family with children to get home at a reasonable hour.

Honda Bob & Lois

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

Hi Everyone,

By the time you receive this we'll have had our 10th Anniversary Party. Our chapter formed January 1983. We hoped that many of you were able to join us. We were especially fortunate to have found a "live" band.

Our membership continues to grow. We have 91 members now, with our new members signing up friends. The change of officers has brought quite a spark in our Lincoln County Chapter by pulling off a great bowling party. We kept 4 lanes going strong and even had some members stop by just to watch the fun. Ric and Wylene were gracious enough to feed many of us weary bowlers, which really put a nice ending to a sunny Sunday

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 we have quite a bit going on next month. Our membership has grown to 181 members. Keep up the good work everyone. The more we get to become involved the better ABATE and the organization will become.

We have set a date for our Anniversary Poker Run and Party. It's going to be April 3, 1993 on a Saturday. The committee is working hard on preparing everything. When this month's newsletter comes out the flyer should be in as well with all the details. Hope to see everyone there.

As members please try to participate in the meetings, very informative! Sandra Wolfe since you were unable to attend the 1-17 meeting you missed out on \$5 for the drawing and Paul Richard on 2-7 meeting won \$10. So get involved and who knows what awaits you.

Well that's all for now till next time!

Stay safe & Ride FREE,
Georgia

P.S A Note From the S.E. Chapter Co-Ordinator:

Well, It's about time that I introduce myself. My name is Richard Lorang the new S.E. Chapter Co-Ordinator. My goals as I am in office are:

1. Have more members attend our meetings, for the purpose of meeting each of them and receiving input from them on how I can better serve our Chapter.
2. I want our Chapter stronger and to grow to 200 members by the end of the year.
3. To help in changing the public's opinion of motorcyclists and to get strongly involved in the Education Awareness Program that Mel is putting on.

So for now I will say, See You at the meetings. Keep your wheels down and rolling safe and FREE.

See You Soon;
Richard 669-6488

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

No Report. First Time.

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

Greetings from Yamhill Chapter'

We wanted to tell everyone who had help with the Tree of Giving, Santa's Elves, and helpers, Thank You very much, and hoped you had a good time. We know you made a lot of children very happy for Christmas.

There is still money to be reimbursed for Rider's Education course tuition. All you need is a receipt showing you paid and past, and Yamhill County Chapter will return your money paid. Please contact Deb Jones-843-1116 after 4:30pm.

We voted in some members for a Finance/Property Committee, it will look into equipment and Facilities for our runs.

We also voted to re-up our membership to Bike-PAC.

We wanted to thank everybody that showed up for our meeting on the 14th. We had a turnout of 29 people. It was a nice day for a Ride.

Have fun and ride safe
Renee

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.**

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

A.M.A. Sanctioned.

**Come hear the Governor's
"Proclamation"**

DECLARING THE MONTH OF MAY AS

"MOTORCYCLE AWARENESS"

Mel's and Nic's teachings; What you can teach to others

On Saturday February 27, 1993, it was a beauty of a day for the event that took place at Chemeketa Community College. The event itself, was not so as to compare to a beautiful sunny winter day, but the message that the event is about to send forth could be the beginning of the saving of **YOUR LIFE**.

It started out with myself arriving late to class and for that I am sorry Mel and Nic and all who attended, it was to be however worth getting there no matter when. I got there just as the classroom demonstration was ending and the question and answer period was to begin. After a short break the class was reformed into a room that was where the showed a film that is used. By the way if you don't know what I am talking about yet I am telling you about the **MOTORCYCLE AWARENESS INSTRUCTOR TRAINING** that myself and a few other concerned people were invited and took the opportunity to attend, so as to learn more about Mel and Nic's course. This course can be shown to any interested participating group of people, but the first real target will be the **DRIVER'S EDUCATION CLASSES** taught in the local school districts around the state. Pretty cool idea huh???

Anyway, to get back to it. I was given a packet which will assist myself and my team-mate, Pat Gleason, to approach the schools, and also how to basically go about the course that they themselves have shown to over 90 students in the Stayton District.

Now that I have this information I have joined in the fight to educate the other factors in the world of the asphalt jungle, so as to make it safer for, Yes myself of course, but also for you the other people on the road. I hope the others who went to this event took home as much as I did, for it is golden info with a golden opportunity to go out and educate the **PUBLIC**.

If you are interested in knowing more about this event that is now in the grassroots stage and growing. Please feel free to contact the people on the list or the organization that they are with.

There has been a fund set up for the purchase of key rings or "doe-dads" that would be handed out at the courses when they are presented, so that when people look at them in the future they will remind themselves to "WATCH OUT FOR BIKERS" or all others on the road. Please contact Joy Hoover State treasurer for A.B.A.T.E. Of Oregon to contribute to this worthy cause.

Thank you Mel and Nic for doing this wonderful program and allowing us the privilege to use it for the good of all.

Now for those on the list, you might find some bad information, such as mis-spelled words and or mislabeled organizations, but this is the list of people who signed in, and on what lists they signed in on. If there is any mis-info please contact the newsletter editor and next months issue will have the corrections.

To all who did this event with me, I say thank you for your efforts and may the force be with you.

Gordon

ASSOCIATION FOR MOTORCYCLISTS OF OREGON

MOTORCYCLE SWAPMEET

ALL MAKES AND MODELS REPRESENTED
ANTIQUE MODERN OBSOLETE

9:00 A.M. - 4:00 P.M.

SUNDAY APRIL 11th

Adults \$3.00 - AMO Members \$1.50
Children Under 14 Free

**NATIONAL GUARD ARMORY
3800 KNOX BUTTE ROAD
ALBANY, OREGON
I-5 Exit # 234**

EASTER BUNNY
EASTER EGG HUNT

RIDE-IN BIKE SHOW
CHILDREN'S GAMES

For Reservations and Information:

Bob Ingram 633-2910
Bob Swan 371-6917

8 Foot by 10 Foot Spaces Including 1 table
\$20.00 Inside Advance \$22.50 Inside at the Door
\$15.00 Outside \$ 5.00 Extra Tables

Advance fees must be received by March 30th 1993. (Vendors set up 7-9:00 A.M.)

Please Reserve _____ Vendor Spaces for:

Total Enclosed: \$ _____

Name: _____

Please Send Payment to:

Address: _____

AMO

City: _____

P.O. BOX 1298

State/Zip: _____

Albany, Or 97321

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

Name	Office	Chapter
Georgia Lorang	Secretary	South East
Richard Lorang	Coordinator	South East
Milo Carvell	Vice-Coordinator	South East
Rich Benson	Legislative	South East
Elizabeth Ekstrom	Treasurer	South East
Paul Taylor	Coordinator	Washington County
Ken Ray	Vice-Coordinator	Washington County
Gary Morgan		South East
Art Fisher		Lincoln County
Gary Lechner	Coordinator	Lincoln County
Demetra George		Lincoln County
Mike Pyle	Rep.	Douglas County
Jim Blenchord	Historian	Salem
Leta Pyle		Douglas County
Dan Chapman	Ways and Means	Salem
Rick Owens		Douglas County
Jennie M. Leach		Douglas County
Frank Way		Jackson County
Terry Von Melker	Education	Josephine County
Jerry Morgan	Legislative	Josephine County
Lee Fouts	State Rep	Lincoln County
Tom Halley	Ed./Legislative	Douglas County
Bear	Concerned Citizen	Lincoln County
Don Smack	Coordinator	North Coast
Asa Middleton	Safety Officer	North Coast
Edd Dahl	State Legislative	South East
Patti Dahl	Active member	South East
Vicki Lechner	Treasurer	Lincoln County
Scott Zachary		Salem
Bill Dowdell	Vice-Coordinator	Salem
LBJ McGhehey	Coordinator	Salem
Ray Best	Rep./V.C. State	Salem
MICHEAL		Douglas County
Beverley A. Godfrey	Historian	Douglas County
James Mason		Douglas County
Gordon W. Hieronimus		North East
Pat Gleason	Legislative	North East
W. Erwin Jr.		Columbia River
Mark Cowdrey	Sgt. at Arms	Columbia River

FROM THE ORGANIZATION CALLED H.O.G.

Mark Allard	Director	Salem
Bobby	Safety Officer	Salem

FROM TRINITY ROAD RIDERS

William Donovan	Secretary	Clack.
Becky Simpson		Portland
Barb Grainger		Portland
Danny Grainger		Yamhill
Jim Rhodes	State Rep.	Yamhill
Donna Rhodes	Vice Coordinator	Yamhill
Camden Weller		Jackson

And lastly but not least O.V.M.A

Wait Allegar

EDD'S LEG ROOM

These questions were given to me on request to put to my Rep. in Washington D.C., Ron Wyden.

They are questions that can and should be asked of any and all that have been reading misinformation. The answers should open their eyes to the truth.

Questions provided by Butch Harbaugh, always there for us, working close with our (bike pac) lobbyist in Salem, Don Lawson.

The introduction should include that NHTSA puts out documents called "State Legislative Fact Sheets". These are intended to help state legislatures make laws. Point out that they don't seem to bring out all the needed information to make good decisions, and we wonder if ?????? can help us get the answers.

QUESTIONS

Since Oregon's new helmet law in 1988, NHTSA claims a 33% reduction in Oregon motorcycle deaths the year after the engagement of the helmet law. What was the reduction in Oregon motorcycle accidents the year after the enactment of the helmet law? What actual time periods were used to generate these figures? (The measure was passed in May and went into effect in October of 1988. Did they use October to October, before and after it went into effect, for comparison purposes? Or some other time period?)

During the same period, what was the rate of deaths per 100 motorcycle accidents? What was the rate of deaths per 100 motorcycle accidents before the law changed?

Five other states were listed in the NHTSA document (Nebraska, Texas, Washington, California and Maryland). We would like the same questions answered for those states.

The NHTSA paper estimates that \$2.3 billion was saved between 1984 and 1980 because of the use of helmets by motorcyclists. NHTSA's own figures show that motorcyclists have reduced their accident rate by 30% over the 1980 decade. Can you find out how much money motorcyclists have actually saved by reducing their accident rate? (Helmet wearing does not prevent accidents.)

BILL WATCH HOUSE

HB 2597 - would impose a surcharge on auto insurance policies to pay for a new state police division to investigate vehicle thefts.

HB 2618 - would allow a parent of guardian to sue the seller for any damages arising from sale of illegal drug to minors.

HJR 18 - would impose a 1 percent tax on gross receipts of businesses, with money to be used for public safety programs.

HJR 24 - is a proposed constitutional amendment to allow the death penalty for persons convicted of unlawful delivery of controlled substances. It would be submitted to voters at 1994 general election.

HB 2801 - would authorize additional remedies for discrimination in employment based on race, religion, color, sex, national origin, marital status, age. Allows recovery of compensatory damages, punitive damages, and attorney fees. Sponsored by Rep. Kate Brown, D-Portland.

HB 2708 - would require impoundment of uninsured vehicles. Sponsored by Rep. John Schoon, R-Rickeall.

HJR 21 - is a proposed constitutional amendment to lower the minimum voting age to 16. It would refer the amendment to the people at the 1994 general election. Sponsored by Rep. John Schoon, R-Rickreall.

HB 2745 - would reduce the criminal penalties for assault when the person assaulted is burning, destroying or desecrating the state or federal flag and impose a maximum penalty of \$25. Sponsored Rep. Liz VanLeeuwen, R-Halsey.

BILL WATCH SENATE

SJR 7 - would impose a 5 percent retail sales tax with proceeds to be used for education.

SB 334 - would make possession of a firearm or other dangerous weapon within school zone a felony

punishable by maximum five year's imprisonment, \$100,000. fine, or both.

SJR 14 - proposes a constitutional amendment to require state government to allocate money to local governments for costs of programs required to be provided by local governments. Submits measure to voters at 1994 general election. Sponsored by Sen Lenn Hannon, R-Ashland.

SB 355 - would prohibit lobbyists from spending more than \$2.50 a day on legislator. Sponsored by Sen. Grattan Kerans, D-Eugene.

IN SALEM
Legislation under consideration.
1-800-332-2313

To find a specific Legislator.
Leave a message. They will call back.
1-800-327-7389

Well just when we thought we had the Committee's nailed down - Sen. Peg Jolin quits.

Whether you like or dislike her, agree or disagree with her departure, it does bring up some problems for us.

The lady was on our side most of the time.

District 22 people had better take the time and go to all meetings where potential replacements are speaking. We need to know where these people stand on issues. You are the people we are depending on to get us that information.

Let us know. We will print any facts you come up with. We thank you in advance as there isn't going to be a lot of time on this. We are in your debt. Thanks.

ELY'S

OPEN DAILY
Noon - 6:00 P.M.
325 W. Lewis St.
Pasco, Wa 99301

ORDER LINE
(800) 729-6710

Terri Martin

P.O. Box 1200
Pasco, WA 99301

S.E. Portland Anniversary Celebration

April 3, 93

River Road House

11921 S.E. 22nd

River Road & McLoughlin

~~Rhythm Riscade~~

And The SILVERTONE BAND

8:30 - 1:30

Home Made Chili \$1.00 a Bowl

Served from 5 - 8:00 P.M.

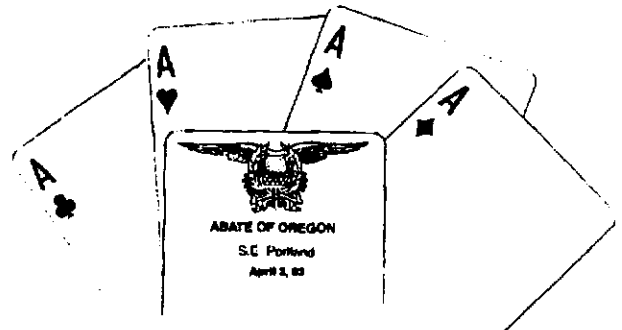
\$5.00 at the door

Proceeds to benefit M/C rights activities

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 / Mill 761-1703

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

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
March 27	Spring Opener Poker Run	State	Angie Jensen	285-4329
March 28th	Ice Breaker	Salem	Jeff	585-8636
April 24 & 25	1st Annual Family Run	Douglas County	Cindy Maley	
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

C:\ABATEMIS\RUNCALLST

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.

Classifieds that work for you!

FOR SALE - Men's Langlitz Leather Pants, sz. 32 waist, length 30, fully lined w/full length side zippers, excellent condition, \$250, Call Ron or Anna at 252-5645. (3-93)

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)

Call Gordon at 249-8548 to place your classified with us today!

FOR SALE - 1948 EL Panhead Custom. Real nice! \$6,000. Also 1935 VL parts; frame, motor and transmission. Call 673-6120 (3-93)

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)

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

ATTENTION - Anyone interested in joining a non-drinking chapter of ABATE of Oregon call Bill at 681-9200 for information.

(Indefinitely)

FOR SALE - Spirit of America Side Car fits any 350cc or Larger Motorcycle. Call 565-3549 Mike anytime.

(5-93)

WANTED - J.D Parts: Rear Fender, Primary Chain Gaurd, and Twin Cams; 1928 Call Art in Nahalem 368-5586

(5-93)

FOR SALE - New Belt Drive Kit for '86-'90 Sportster, \$400. One new Mustang Regal Duke Leather Seat and pad for \$200. Call Gary at 206-577-9071.

(3-93)

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)

For Sale: 1980 1,000cc Sportster under 31,000 orig. miles Price: \$3,000 w/extra parts 538-6309-Don or message

(5-93)

FOR SALE - Tandem Axle Flatbed Trailer, 8 x 10 bed, HD Steel Frame with side rail slots, electric brakes, new tires, great condition. Trailer 3 years old. Great for hauling wood, small car or bike. \$700 or best offer. Call Ron or Anna at 252-5645.

(3-93)

FOR SALE - ABATE Memberships. Anytime of the year. See inside back cover for details and application. Sign up a friend today!

(Indefinitely)

Whatever you have to sell, try advertising with us!

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)

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)

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)



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release Press Release Press Release

February 1, 1993.

For Information Contact:
Pepper S. Massey

**DURENBERGER AND SNOWE TO INTRODUCE BILLS
REPEALING THE FEDERAL HELMET LAW**

It was the general consensus at the National Coalition of Motorcyclists Board of Advisors Meeting this past weekend in Montgomery, Alabama that 1993 will be a year during which we will have to fight fiercely for our liberty on both the federal and state levels. The Intermodal Surface Transportation Efficiency Act of 1991, specifically Section 1031, blackmails states to adopt helmet and seatbelt laws or transfer federal highway funds to 402 safety programs. It must take top precedence and will require everyone's help to be successful.

On February 3rd, both Senator Dave Durenberger (R-MN) and Congresswoman Olympia Snowe (R-ME) will introduce bills to repeal the penalty provisions of the Federal Law. The bills have supporters waiting in the wings to sign on, such as Senator Max Baucus (D-MT) and Congressman Jim Ramstead (R-MN). We need a substantial number of U. S. Senators and Representatives to sign on to these bills in order to receive a hearing, let alone a chance of them passing. We urge you to start contacting your legislators asking for their support. Do not argue the helmet or seatbelt issue, rather the right of individual states to pass or repeal laws based on that state's needs. Individual states should not be pressured by the federal government to pass laws that the states do not deem necessary.

On the state level, there have been twelve helmet bills introduced as of this date. The states are: Arizona, Colorado, Iowa, Kansas, Montana, New Hampshire, North Dakota, Oklahoma, South Carolina, South Dakota, Wisconsin and Wyoming. It is rumored that Minnesota, New Mexico and Utah will also have bills introduced. On the positive side, North Dakota beat their helmet bill this afternoon, 35 to 14. For those of you in the states listed above, your time and support is essential if your state is to remain free. You must contact your legislators today. If you are not yet a member of a motorcyclists rights organization, join one. If you need information on these bills and who to contact, call NCOM at (800) 525-5355.

Lastly, South Dakota needs immediate help with their helmet bill. NCOM is asking that each of you write a letter to Sturgis Rally and Races, Inc., informing them of the effect a helmet law will have on the Rally. Ask yourself, how many people would attend the Sturgis Rally if a helmet law is passed? Last year this event brought in 76 million dollars in seven days from out of state motorcyclists. The financial ramifications for the merchants and businesses in Sturgis would be astronomical. This bill is moving fast and ABATE of South Dakota needs you to send a FAX or letter today.

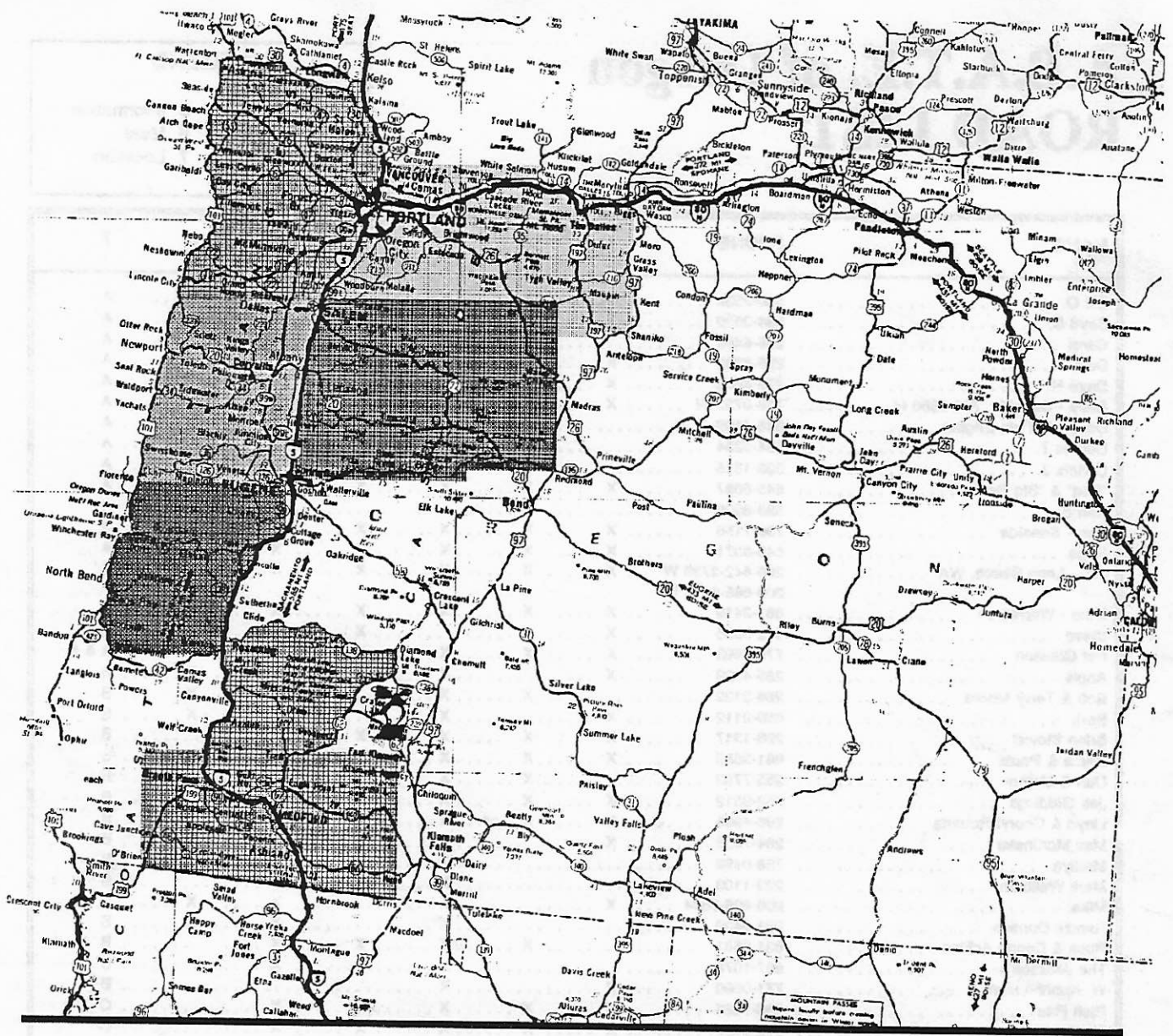
Sturgis Rally and Races, Inc., P.O. Box 189, Sturgis, South Dakota 57785 FAX (605) 347-3245

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

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

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Carol	255-8492			X		X	X	A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside	738-8850 H	X	X	X	X	X	X	A
Dave - V-Twin Engine	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W 206-665-6513 H	X	X	X	X	X	X	A
Mike - Warrenton	861-3419	X	X	X	X	X	X	A
Steve	472-8885	X	X		X	X		A
Pat Gleason	775-4593	X	X	X	X	X		A & B
Angie	285-4329	X		X		X	X	B
Bob & Terry Moore	286-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985	X	X	X	X	X		B
Mec McKinster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbam	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Randle Domico	281-0439			X		X	X	B
Russ & Donna Adkins	631-8581		X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
Butch Harbaugh	623-4848	X	X	X	X	X		C & D
Walt Allegar	363-4727	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Terry Kopf	267-0172	X	X	X	X	X	X	D
Sheril Aldridge	447-3673	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen & Joy	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Fast Eddy	873-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-1469	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

(Map on reverse side)



- Location A**

- Location B**

- Location C**

- Location D**

- Location E**

- Location F**


Anyone wanting to make changes to this list, update information, delete your name or add your name, please contact:
 Gordon Hieronimus, Newsletter Editor, P.O. Box 4504, Portland, OR 97208
 or call 249-8548



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

List and corresponding legend on reverse side.

An Oregon Motorcyclist's

ACTION GUIDE

Brian Stovall, Oregon MRF Rep
(503)298-1317



FEDERAL HELMET REPEAL BILLS INTRODUCED

Two companion bills to repeal the federal helmet and seat belt laws were entered on February 3, 1993. H.R. 799 was introduced in the House by Rep. Snowe (Maine). S. 295 was brought to the Senate by Sen. Durenberger (Minnesota). We need an all-out campaign to get additional co-sponsors on both bills. LETTERS AND PHONE CALLS are both good ways to get your point across.

Rep. Kopetski: Thank him for co-sponsoring H.R. 799 and for all his other help. He's been extremely supportive and keeps an open door for the motorcyclists of Oregon.

Rep. DeFazio: Thank him for listening to us and working to help us get a hearing. His influence on the right Committee is valuable and should be encouraged!

Sen. Hatfield: Thank him for his staff's help in setting up a meeting between NHTSA and the MRF and BikePAC representatives, and ask him to please become a co-sponsor of S.295, the helmet and seat-belt law repeal.

Sen. Packwood: Ask him also to become a co-sponsor of S. 295.

The other three Representatives (Furse, Wyden, and Smith) all need to be contacted too. Rep. Furse is the highest priority of these, since she is new and we are trying to establish a positive link with her.

IDEAS ABOUT WHAT ELSE TO SAY:

To Furse especially: Motorcycling is not just a man's sport; point out the similarities between the helmet choice issue and the issue of women's control of their own bodies.

States' Rights - the Constitution says that the States have authority over any matter not specifically delegated to the federal government.

Legislation about people's personal behaviors ought to be enacted at the level of government closest to them.

The rules for identifying legal and illegal helmets are so vague that fair enforcement is next to impossible.

February 1993

NO "APPROVED" HELMETS

People in Oregon and other states have repeatedly tried to get a list of approved motorcycle helmets, either from their state or from NHTSA. The answer is always, "There is no such list." For years, rumors have indicated that NHTSA doesn't test helmets and hasn't for some time.

Wayne Curtin (of the Motorcycle Riders Foundation) and Brian Stovall (of BikePAC of Oregon) met with NHTSA's Assistant Chief Counsel, John Womac, and Ron Engle, who has represented NHTSA at the Meeting of the Minds. Wayne and Brian asked for a list of approved helmets. In the discussion that followed, they discovered that to NHTSA the word "approved" implied that they would have liability, so they don't "approve" anything. **THEY DO TEST HELMETS**, and they have now provided Wayne with a list of helmets tested, and the results of those tests.

More information has been requested and will be published when available.

ADDRESSES & PHONE NUMBERS

The Honorable _____ U.S. House of Representatives, Washington, DC 20515

DIST 1	Elizabeth Furse	DC -- (202)225-0855	Portland -- 1-800-422-4003	(503)326-2901
DIST 2	Robert F. (Bob) Smith	DC -- (202)225-6730	Medford -- 1-800-533-3303	(503)776-4646
DIST 3	Ron Wyden	DC -- (202)225-4811	Portland -- (503)231-2300	
DIST 4	Peter DeFazio	DC -- (202)225-6416	Eugene -- (503)465-6732	
DIST 5	Mike Kopetski	DC -- (202)225-5711	Salem -- 1-800-548-7179	(503)588-9100

The Honorable _____ U.S. Senate, Washington, DC 20510

Sen. Mark O. Hatfield	DC -- (202)224-3753	Salem -- 399-5731
Sen. Bob Packwood	DC -- (202)224-5244	Portland -- 326-3370

BikePAC of Oregon, PO Box 5612, Salem, OR 97304
Motorcycle Riders Foundation, PO Box 1808, Washington, DC 20013-1808

UPDATE: WASHINGTON D.C. FEBRUARY 1993

by Brian Stovall

My recent trip to the MRF Board meeting in Kansas and to Washington, DC to lobby, was very productive. First of all, some credit is in order. Thanks again to ABATE of Oregon for providing the money needed for this trip, and for being committed to our political presence nationally as well as here at home.

Representative Mike Kopetski and his office staff continue to prove their support of us by assisting with my contacts with other legislators while in Washington, and by Kopetski's signing on as an original co-sponsor of Rep. Snowe's bill in the House. Doug Paul, of Sen. Hatfield's staff, suggested and helped me set up an appointment at NHTSA which resulted in one of the most significant breakthroughs in information in our history. More about that later. Rep. DeFazio can be appreciated for his willingness to help us get a hearing for our issues in the House. The biggest thanks goes to those of you who have made contact with our federal Congressmen. Our successes are the direct result of your work.

Teresa and I prepared an information packet called "At Home in the States" to give to each federal legislator. The purpose was show them the dilemmas of helmet law enforcement here in Oregon, and to use this to support the idea of repealing the federal helmet and seat belt law mandate. We continue to produce this packet, adding to it as more information surfaces. Part of it includes the helmet stop reports that many of you have sent me. Keep sending them because they are an extremely important piece of evidence to show the unfair ways this law is being applied to us.

The packet raised a lot of interest in the Kansas City meeting, and a number of people have asked for copies. It should also prove useful in helping with our Oregon legislation.

It opened some eyes and got attention in some of the legislators' offices where I had difficulty before. It allowed me to promote better use of federal money for safety in the states; that is, I targeted car drivers and their awareness of motorcycles as the most important area to address.

Now is a good time for lots of letters to Senators Hatfield and Packwood and to Representatives Bob Smith, Elizabeth Furse, and Ron Wyden, asking them to cosponsor the Durenberger and Snowe bills (see Action Guide). Although Rep. DeFazio has refused to co-sponsor the bill (for reasons of internal Committee

politics) he has agreed to use his influence within that committee to help us get a hearing. He deserves "THANK YOU's" for his efforts and encouragement to keep working with us.

Both Reps. Kopetski and DeFazio will likely be joining us in the May Awareness Rally at the Capitol in Salem.

NHTSA DOCKET 92-40 NOTICE 1

As I reported earlier, NHTSA has been making the rules about which states would be eligible for "incentive" grants, and how the penalty portion of the law would be applied. The draft version of the rules have been published, and public comment must be received by NHTSA by March 1, 1993. Given the short period of time available to send in comments, I have asked several individuals in Oregon to help with this task. Anyone wanting to know more about this can contact me.

THE MEETING AT NHTSA

There have been repeated attempts by people in Oregon and other states to get either from the state or from NHTSA a list of approved motorcycle helmets. The answer is always, "There is no such list." For years, rumors have indicated that NHTSA doesn't test helmets and hasn't for some time.

Wayne Curtin and I met with NHTSA's Assistant Chief Counsel, John Womac, and Ron Engle, whom we have met before at Meeting of the Minds. I asked for a list of approved helmets. In the discussion that followed, I discovered that to NHTSA the word "approved" implied that they would have liability, so they don't "approve" anything. They do test helmets, and they have now provided us with a list of helmets tested, and the results of those tests. More information has been requested, and will be published when it becomes available.

UNION
"Home of the nudies"
'S



938 E. Burnside
Portland, OR 97214
236-1125

Darlene Griebel

ABATE MEMBER AND SUPPORTER

15 reasons why motorcycles are better than lovers

1. Motorcycles curves never sag.
2. Motorcycles last longer.
3. Motorcycles don't have parents.
4. Motorcycles don't whine unless something is really wrong.
5. If your motorcycle smokes, you can do something about it.
7. Motorcycles don't care about how many other motorcycles you have ridden.
8. When riding, you and your motorcycle arrive at the same time.
9. Motorcycles don't care about how many other motorcycles you have.
10. Motorcycles don't mind if you look at other motorcycles, or if you buy motorcycle magazines.
11. You don't have to be jealous of the person that works on your motorcycle.
12. If you say bad things to your motorcycle, you don't have to apologize before riding it again.
13. You can ride a motorcycle as long as you want and it won't get sore.
14. Motorcycles always feel like going for a ride.
15. Motorcycles don't insult you if you are a bad rider.

(reprinted from Concerned Bikers Association of North Carolina Newsletter/from ABATE of MARYLAND's newsletter Jan/Feb.93)

(Taken From ABATE of Fla. Newsletter)
Get A Life, Donahue

I guess Phil Donahue must close his eyes to the real world. The way he bad mouths motorcyclist; you would think he's never heard of the Love ride, Rides benefitting Muscular Dystrophy, Shots for Tots or the HUNDREDS of Toy Runs held Worldwide each year by motorcyclist just like us! One of the most recent examples of Mr. Donahue's lack of understanding was on a show where he cautioned parents against letting their daughters date guys who show up in black leather and ride Harleys.

Want to let Mr. Donahue have a piece of your mind? Phil Donahue, NBC Television Network, 30 Rockefeller Plaza, New York, NY 10020.



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Bill would require a gun in every Oregon home.

(reprinted from Oregonian 2/2,1993)

***A Republican lawmaker seeks to make the state "too dangerous for criminals"**

Salem;

State Rep. Liz VanLeeuwen says every household in Oregon should be required to have a gun and somebody in the house who knows how to use it.

Universal gun ownership by responsible adults would deter crime by making Oregon "too dangerous for criminals," VanLeeuwen said Monday.

"You can call this the gun dealer's promotion bill if you want," The Halsey Republican said of the bill she introduced Friday.

VanLeeuwen's bill would require ever Oregon household-except for convicted felons and others exempted by the courts-to own a firearm and be trained in its use.

She said she realized the bill might earn her some notoriety at a time when the country worries about increasing violence and some groups want to ban all or most guns.

"This is my one wild thing," she said of the measure. VanLeeuwen said she proposed the bill, House Bill 2775, at the request of Jim Ricke, owner of Ricke's Sporting Goods in Lebanon, and other gun dealers.

Ricke cited the experience of Kennesaw, Ga., a town of 9,000 near Atlanta, which required gun ownership 12 years ago and experienced a sharp drop in residential burglaries.

"Criminals aren't stupid, just lazy," Ricke said.

Ricke said the gun-ownership bill also called for firearms safety training in high school.

He said he worked on the bill on behalf of the Oregon Firearms Trade Association and the Oregon Pro-Gun Civil Rights Lobby Inc.

VanLeeuwen assumed the measure would be referred to the House Judiciary Committee headed by Rep. Del Parks, R-Klamath Falls, but she was uncertain how far it would get.

The bill contains no penalty for not owning a gun and would not require ownership if people can't afford a gun, VanLeeuwen said.

The type of gun is not specified, she said, adding that she did not know what proportion of Oregon households already own guns.

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Register to vote. This is important! It's the most powerful clout we have.

Inform your representatives, in writing, of your opposition to any & all adverse bike related legislation. Be specific & polite.

Definitely join &/or support your local motorcycle rights organization. We need your help.

Encourage other bikers & citizens to defend our common interests. Numbers mean influence, & exerted influence means victory.

Forget (or at least set aside) our prejudices against other types of motorcycle riders. This is tough but we need all the allies we can get if we are going to come out on top.

Respond to the threat at all levels: local (letters to the editor), state (letters to representative), & national (again, letters).

Establish a health rapport with out-of-state rights groups - we can learn a lot from each other's mistakes & accomplishments.

Exercise your rights as an American: Get involved, vote, & don't take this crap lying down.

The only thing this program needs in order to work is our combined active resistance, & together we can forge out our own destiny. It's as simple as that, & it will work, but only if we have together & do instead of talking about it.

JAX CORNER

I am writing this months corner as usual, at the very last minute. This happens to be the eve of a holiday weekend that many of us are not concerned about. I'm talking about Dr. Martin Luther King's Birthday observance.

Hey, maybe because I drive a truck for the post office in Newark, working hand in hand with many of the people his cause was started for, I personally do not consider this just a "Black Holiday," let me tell you why.

One hot summer morning, just before I was punching out, I was talking to my buddy Charlie. He was telling me about his weekend trip down below the Mason/Dixon line and how on the way back, he met one of Virginia's finest (now Charlie, like the rest of us, is entitled to his own opinion).

He admitted to me his total disregard of the posted speed limit and then stated to me and several of my co-workers, the only reason he got a ticket was because he was black and what did I think about that. (Charlie is a bit of an activist).

I, (being a bit more of an activist), asked if the trooper was white. Charlie says no, he was of Spanish heritage. I asked "did he give you a break a bread?" Chas says, "yeah, but he still gave me a ticket! It took 15 to 20 minutes to write the damn thing!"

I then told Charlie (and the rest of the crew), "If that was me- out of state, long hair, beard, H.D. t-shirt, black leather jacket and bike stickers all over the car I would have been searched, maybe jailed, checked out to the max and then followed out of the state (Daytona'80). That takes a few hours longer. What do you think about that?" Charlie says "damn we are in the same boat." I thank him because he, unlike a lot of other people, could see that.

Civil rights apply to every American. Civil rights are equal rights. Civil rights are rights relating to every citizen. Civil rights are political rights, municipal, state and federal rights also private rights as opposed to those of lawbreakers and criminals.

Civil rights are legal and political rights enjoyed (yes, enjoyed) by the citizens of any country (especially the rights guaranteed by the United States Constitution).

Civil liberty is the absence of arbitrary governmental restraint on individual freedom. Come one now, we know the fight but this is what the man died for. "Education is the way to achieve racial equality." Rev. Bernice King, youngest daughter of Dr. King. Citizens must continue the goal of equality for all." Bill Bradley, Jim Florio and former assembly woman (now state community affairs commissioner) Stephanie Bush (the first elected rep. that met with me).

I say - Education is the way to keep motorcyclists alive. Motorcyclists must continue the goal of equality for all because we are damn sick and tired of being treated as second class citizens. Charlie was right, we are in the same boat. The battle still rages! See ya' down the road, Jack Aumhammer

(Reprinted from Tennessee Motorcyclist)
January 1993

A COAT OF MANY COLORS

by Mary s. Clark

Being involved in the so called "biker life-style" for so many years has provided me with, needless to say, hours of entertainment. I can't say I've seen it all, but I've been privy to an extraordinary type of living and exposed (sometimes literally), to a vast variety of individuals. Every now and then there seemed to be a few obvious things these individuals shared; pride, the ability to enjoy life to its fullest, and of course motorcycles. Another perhaps less obvious trait I've seen is the wearing of certain types of apparel such as black t-shirts and of course good ol' blue jeans. Pretty typical garb for people in this type of life-style.

As my awareness of such things grew over the years I also started noticing another commonly shared trend; the wearing of many different patches either on jean jackets, vests, or leather coats. I remember my first reaction to this was UGH!! Tackiness at its best! It looked like a fabric warehouse blew up on some of these people.

I had long before learned to respect individuals for sporting one specific patch as I truly feel we all have the right to live the life-style we chose and be proud of it. But this circus cornucopia of colors was just too much to take! I would NEVER be caught wearing anything so gaudy.

As with so many things in my life this too was a lesson to be learned.

About two years ago a fellow came down here to Tennessee to help us out on a seminar we were trying to pull together. He had successfully put together a program in his state to keep communication with locked down brothers and sisters doing time for their offenses. He wished only to share this information with us and see if we would be interested in a program of this type. Our participation at that time was low. This guy paid out of his own pocket to get here. We never even implemented the program as we felt the time wasn't right and a lot more thought had to go into it. I don't know if he left here feeling it was a bust or not, I have never asked. But along with all the information he left behind he also left two other very precious things: the first was a felling of friendship and camaraderie which will last a life time, the other was a faded out patch he gave from his own jacket.

That was the first piece of "circus cornucopia" I ever sewed on my jacket. Since then several others have been added.

One is in memory of a little girl who I never even knew whose life was taken early by a drunk driver while riding behind her father. I paid a donation to help establish a fund for people who suffer these type hardships. Yes, I have children and this tore my heart out.

The next patch added was in memory of a dear friend who is now in the heavens above, his life shortened by

fate. The patch and the memories are all I have left to keep him alive.

Other emblems may simply state my support of organizations which I belong to. These too however make me remember all the wonderful people who have been there to help whether it was with facts and figures or just the ol' friendly shoulder.

I now proudly display several different state patches from other motorcyclist rights organizations. Some of these I keep memberships in just to stay in touch and others are friendship badges earned by many of us through networking our information together and helping each other out. These are just small reminders that there are people out there just like me who have the guts to give it all and then some through the blood, sweat and tears that are necessary to make an organization like we work in successful. They are the memory keepers of all the long bull sessions, endless phone conversations and late night hours of dedication.

As the years pass more will be added to my 'coat of many colors'. I no longer ridicule people who dress this way. For you see I finally understand just what it takes to create such a precious piece of clothing. Now when I slip on my jacket not only for those whose lives were prematurely taken, but also for those still amongst us who give so much of themselves to fight for freedom regardless of the costs. I can wear my coat with pride for I too belong to this very special group of individuals whom I call brothers, sisters, and "family".

I would like to thank all of the wonderful people I've been lucky enough to have crossed paths with both the living and those who have left us early to save us a place somewhere and I shall always strive to be a better person for it.

When I'm tired and I get weary and I feel like giving up, I pick up my 'coat of many colors' and will always remember I am never alone.

I would especially like to thank Shane Hagen. Because of him giving me that first patch, where one I was blind, now I can see.

When the threads wear out of my 'coat of many colors', and I am forced to retire it amongst my other keepsakes I will still continue to carry the understanding these bits of cloth have given me and I will always feel the true love, friendship and wisdom they possess.



MRF REPORTS

A GRASS ROOTS APPROACH TO TO FREEING THE EAGLE IN 1993 THE BURDEN IS ON YOU

(Reprinted from MRF REPORTS January-February 1993)
By Wayne T. Curtin-Motorcycle Riders Foundations

As we prepare for the 103 Congress, which convenes on January 5, 1993, all motorcyclists who care about Freedom-Of-Choice must become politically active. With the election of 12 new senators and 110 new members of the House, grass roots activism is more important than ever before!

Most of these new members ran for election on two key themes: Its time for a CHANGE and I'll listen to and be more responsive to the PEOPLE BACK HOME. During the 1992 campaign highly paid lobbyist(with big expensive accounts) and political action committees were cited as two main reasons Congressmen and Senators were isolated from and unresponsive to the people in their districts and states.

Though much debated by MRF's Board of Directors, the MRF does not have a PAC. And ,as the MRF's lobbyist I clearly don't fall into the highly paid category. MRF's political strategy has always been GRASS ROOTS. Getting the motorcyclists back in the states to write letters, make phone calls, to meet with senators and representatives back in the states, working in campaigns, and to visit our nation's capital to express motorcyclists' point of views on the issue is how MRF does its political and legislative work. The best proof of this is how motorcyclists recruited supporters and co-sponsors on the issue of Freedom-of-Choice.

When S.1204 was on the Senate floor, why did Senator Kohl(d-WI) challenge Senator Chafee (R-RI) in a colloquy? Because ABATE of Wisconsin and the motorcyclist of Wisconsin asked him to help us. When R.2950 was in the Public Works and Transportation Committee, why did Rep. Applegate(D-OH) offer an amendment to weaken the helmet law provisions? Because ABATE of Ohio and motorcyclists in the 18th congressional district of Ohio asked him to help us. Why did Rep. Kulg(R-WI) try to offer his own version of Applegate's amendment when H.R.2950 was going to the House floor? Because ABATE of Wisconsin and motorcyclists from the 2nd congressional district of Wisconsin asked him to help us.

When the second session of 102nd Congress convened in 1992, why did Senator Durenberger(R-MN) sponsor S.2204? Because the Minnesota Motorcycle Riders Association, ABATE of Minnesota, the motorcyclists of Minnesota and his friend Bob Illingworth asked him to help us! Why did Congresswoman Snowe (R-ME) sponsor H.R.4207? Because the United Bikers of Maine, motorcyclists in Maine, and Greig Perkins and Paul Vestal asked her to help us! Why did 17 other senators and 68 other representatives sign-on as co-sponsors to S2204 and H.R.4207? Because motorcyclists in their states asked to

help us!

Not one of those members signed on because I asked them to. Yes, I talked to many of them and their staff about the issue. But, the reason they signed on was because people back home asked them to help, then, if asked, I helped provide supporting information to them.

In the 103rd Congress things are going to get done when a large group of citizens from the majority of the states express their desire for CHANGING the way things have been done. Motorcyclists want a Change! We believe the federal government should not mandate that states take away our Freedom-Of-Choice. That Liberty will be taken away unless the 103rd Congress passes a law to REPEAL the penalty provision of section 153 of Title 23 United States Code. Ask your senators and representatives in the 103rd Congress to help you, us, regain our and our states right to FREEDOM-OF-CHOICE! The federal government has placed a burden on YOU, Its YOUR responsibility to take action to CHANGE the way Congress interferes in YOUR LIFE!!

NHTSA AWARDS \$5 MILLION TO SEVEN STATES FOR JOINT STUDY

Reprinted from MRF Reports

January 1993

The National Highway Traffic Safety Administration today awarded seven states nearly \$5 million as part of a cooperative agreement to study the benefits of safety belts and motorcycle helmets.

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) set aside the money for studies on the impact of safety belt and motorcycle helmet use on injury, long term care after injury, total costs and actual reimbursements, and mortality.

The seven participation states are Missouri, Maine, New York, Hawaii, Wisconsin, Pennsylvania and Utah. They were selected from 20 applicants based on their ability to carry out the project. They will divide approximately \$4.9 million and evaluate how short and long-term medical care is related to specific vehicle and crash characteristics. NHTSA will provide training, software, and technology transfer workshops to the states.

Studies will follow injured victims of motor vehicle crashes through emergency, hospital and rehabilitation treatment. The states' reports will be completed by April 1994. NHTSA will then review the data and prepare a final report for Congress by April 1995.

Are you a Biker or what?

There goes that ol'blue light special again. Brake, downshift, steer to the right. OK, kickstand down. Foot on the ground. Reach for the old billfold. How much is it gonna cost this time and how long's the cop gonna hold me up running number checks and stuff???

That's probably some of the stuff that goes through your head at a traffic stop. But did you ever wonder what the cop was thinkin'?? What he expected out of you?? well, for one thing, he was probably wondering whether you were more likely to offer to bribe him with a free visit to you hair dressing salon than to try and hurt him. In other words, were you a hardcore biker or a hollyweird pimp?? Now at last, the good ol' boy cop network is ridin' to his rescue.

In a "field interrogation guide" originally published in a California cop rag and now being circulated throughout the country, law enforcement officers are instructed how to identify so-called "outlaw motorcyclists," a task dubbed "vitally important to law enforcement." Fortunately for those of us who'd like to know where we stand, no sophisticated testing equipment or crime computer linkups are necessary. The test is mad so simple that even an a cop can do it, which means it's easy to apply it yourself. (Ya might need to borrow the ol' lady's mirror, though.)

First, do you have a nickname (called street name by the fozzerolas.) "All real bikers have street names," the field interrogation bulletin reveals, "and are usually proud to reveal them if you just ask. Many bikers do not know other bikers by their legal names."

Other tip offs. Do you have any tats (this is indicated as very important) or "oddities" such as "missing fingers, crooked nose or yellow or rotted teeth." Are you carrying a "buck knife, motorcycle chain, razor, bayonet, hatchet, blub of gun?" How 'bout a "homemade shotgun resembling a fountain pen??" (Who's even seen a fountain pen in 15 or 20 yrs.) Maybe you've got a "shotgun mounted in a footpeg" (talk about your ultimate sawed-off) or " a weapon hidden in your gas tank or headlight assembly."

What, you don't fit the profile of a true hardcore biker?? Don't kill yourself yet, maybe you ol' lady can save your butt. See, in The World According to Porky, you can still qualify as a genuine bad guy if you're packing the proper partner. "Do not overlook the girlfriend of the subject" cops are warned in bold faced type. Maybe you've got as few tattoos as Bill Clinton and you supply of weapons is as limp as PeeWee Herman's; your girlfriend could still propel you into the ranks of a genuine Threat to Society. Does she "carry a gun or knife." Does she feel that she could earn "no higher honor than to knife or shoot a cop to save her old man?" If she falls in that category, according to the field interrogation bulletin, you're in--- a

bonafide biker. (According to us, it means you have one hell of a woman behind you. Treasure her, and if somethin' does to sour, point her our way.)

Flunked out again, huh? Don't despair quite yet. What about the bros you ride with? If you're truly an evil biker, the cops are told, you'll always be ridding with two guys who have no wants or warrants. Their job, ya see, is to make a run for it when you're all pulled over. J. Edgar Cop is then supposed to give e chase, leavin' all you guys on the "most wanted list" free to escape. Hey, stop laughing at us, we don't make the news, we just report it.

OK, say you've made it. The cop who pulled you over decides, "yeah, s is one of them one-percenters." What's the prize, what do you get? Well, you're gonna love it. You're gonna be considered "very dangerous," says the pig paterd, and you're gonna get a cop who, to quote, is going to be at his 'best.' because, they say, you "surely will be."

Supercycle Jan '93

(reprinted from February, 1993 A.B.A.T.E. of N. Idaho)

Motorcycle Musing

Cabin fever is something that hits a number of people this time of year, But for the motorcyclist it's like wearing shackles and chains. The snow, the cold, the ol' two wheeler locked away, the weatherman saying "no relief in sight", just how much can a person take? "Well" let's see, if this poem don't get ya, nothing will.

Beyond this window where I stand
there lies a great and wondrous land,
and silver highways long and free
are beckoning and calling me.
My heart's on fire with lovely dreams
of wooded hills and sunlit streams,
of meadows washed with golden hue
beneath a sky of brilliant blue.
I long to see each splendid scene-
red desert sands and forest green...
a magic world beyond the hill
that sets outside my windowsill.

"Gotcha! Didn't I?"

I'm sure who wrote the poem, but I feel it must have been a biker during the winter in North Idaho.

Clark Sampont
A.B.A.T.E.

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THE HORRORS OF INSURANCE TODAY

By Dal Smilie, AMA Vice Chairman, Reprinted from the ABATE of Montana Newsletter, Autumn Quarter 1992

Most of us are insured through a group plan at work. Much of our personal injury insurance usually comes from that source and not from the anemic personal injury portion of our motorcycle insurance. Motorcycle insurance is high enough now, if we added a suitable amount of personal injury insurance to it the cost could be much higher.

We all are getting used to our employer explaining that our group coverage is going to be less, our deductibles are going up, etc. Now we are starting to see the insurance companies start to suggest that they not cover some "risks" at all. When asked, your fellow workers will often be glad to eliminate coverage for some ultra risky group so that their rates will stay lower and their deductible smaller.

Blue Cross and Blue Shield, in my Montana, recently ran a multi-page advertisement. The ad concerned not allowing the (political) candidates to seek some sort of national health insurance. Without getting into the pros and cons of that debated, the thing that concerned me was they suggested we cut down our risky lifestyle habits.

The advertisements contained a large international "ban" sign picturing a cigarette, a cocktail, a hamburger and milk shake and a helmeted motorcyclist. They were advocacy giving up these "ultra hazardous lifestyles". Did you get that? Serious marketing people and managers of the largest network of health insurers are talking about us NOT riding motorcycles because it is ultra-hazardous!!

Don't believe this is merely a silly ad! These people think motorcyclists are such a minority and out of the mainstream that our freedom can be eliminated to cut their risk. They think we are so unpopular with regular society and our fellow workers that there would be no hue and cry about eliminating us. Are they right? They may be!

The point here is: It isn't only government who can do us wrong! If our health insurance at work would no longer cover us when we ride, then we would have to seriously consider not riding. A simple broken arm is pretty expensive. If a large number of motorcyclists stop riding then dealers and manufactures will go bust. There will not be a sport for the remainder of us, except for "vintage" bikes, which all of ours will soon be if no more are made.

Crazy? We are seeing some health insurers, like the Teamsters Plan in ventral Pennsylvania and Blue Cross and Blue Shield in Delaware, start dropping injuries caused by motorcycling. Some employers won't allow you to drive onto company premises.

You need to be very watchful and active to help guide your employer into making the right decision in this area. Get active if it concerns someone else's activity also. Don't let them get rid of small plane pilots, rodeo cowboys or anything because we are next in line!! Copy all letters to

you state's insurance commissioner and your state senator and house member.

It is like our sport is infected with termites. Every way you look somebody is taking a little bite. Eventually nothing will be left.

A FOOL THINKS HE NEED NO ADVICE, BUT A WISE MAN LISTENS TO OTHERS. PROVERBS 12:15

PUTTING THE TAG ON BIKE THIEVES

(REPRINTED FROM MMRA January 1993)

No motorcycle is ever theft-proof. You can anchor it with locks and chain, wire it with alarms, store it inside a locked garage and station an attack dog at your door. But if thieves really want your motorcycle, they'll find a way to get it.

However, a company in Great Britain has come up with a product that could make motorcycle theft a lot less attractive. It doesn't make it harder for someone to steal your machine, but it has the potential to make motorcycle theft a lot less profitable. The new system is called Datatag, and it's been in use in Great Britain for about a year. Introduced by Mitsui Machinery Sales, the Datatag system uses hidden microchips to identify major components of a motorcycle.

Here's how it works: With a Datatag kit, you get five microchips-four that are about the size of an aspirin and one that's even smaller. The chips come programmed with a code number that's assigned to you. You glue the tiny chips in out-of-the-way places on your motorcycle. One might go inside a frame tube, another in the gas tank or inside the felloe spokes of a cat wheel. The smallest chip is designed to be injected into the foam of the seat.

Police Departments in Great Britain have a special scanner that they can just pass over the motorcycle or the parts. If there's a chip inside, the scanner will read and display its code number. Then the police call Mitsui and find out who the owner is.

In the case of complete motorcycles, the Vehicle Identification Number (VIN) provides information that can lead police back to the owner. But when bikes are disassembled and sold for parts, most of the pieces carry no identification. That's where the Datatag system can really help.

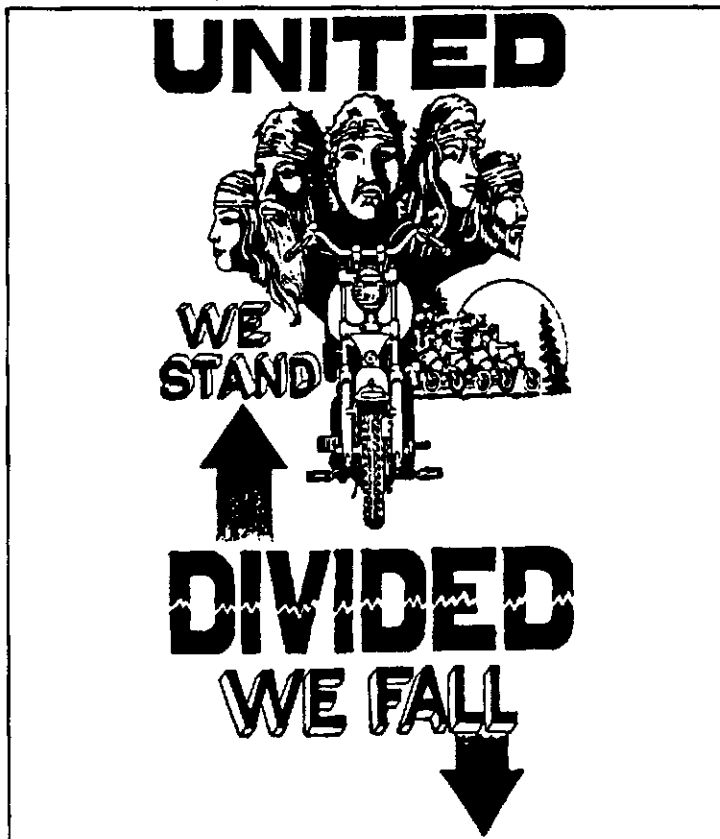
The key to the Datatag system is the code programmed into each microchip. The code is tied to a file in Mitsui's mainframe computer which lists the name and address of the owner. Coded ID numbers aren't news as a theft deterrent. Police agencies have long advocated inscribing personal property with a Social Security number so that they can locate the rightful owner.

However, the Datatag system offers two advantages over inscribing an identification number. First, it's harder for the thief to detect. Anyone stealing a motorcycle and stripping it for parts can check each part for hidden identification codes. A thief can then grind off those code numbers or simply throw away that part and sell the rest of the machine. Since Datatag chips are hidden inside the parts, however, they aren't as obvious to a thief.

In addition, the Datatag chips make it easier for police to identify stolen parts. In the past, police would have to subject each suspected stolen part in an examination in hopes of finding and inscribed code number. With the Datatag system, they can just pass a scanner over the part and see if it reads a microchip code.

In addition to the microchip implants, each Datatag kit contains an etcher and stencils for etching an I.D. number onto plastic and glass parts, making them less desirable to a thief. The entire kit sells for about \$75 in Great Britain. Extra chips are available for an additional charge.

Can you expect a Datatag system to be available in the U.S. soon? Maybe. But there will be some hurdles to overcome first. "Bike theft in the United States is a whole different ball game than here in the United Kingdom," admits Nigel Groom, Customer Relations Manager for Mitsui. "But we feel very strongly that Datatag can make a difference." Keep on the lookout for Datatag to enter the U.S. if several logistical hurdles can be overcome.



A Raving Roving Report

Not much going on yet, but I'm really restless with no runs to go on yet. One morning Rotten Roger and I decided to go to a mineral spring. We jumped in my truck headed down highway 84, crossed the Bridge of the Gods and on up to Carson Hot Mineral Springs. The roads were clear, but a little snow and ice was on the sides and hills.

We bottled up some water to take home and then went and had a mineral bath, we relaxed for a half hour and felt like a new person. Well for a little while anyway. Don't worry I'm still crazy, it didn't change that; SORRY!!

We had a bite to eat and then headed for home. It was a good trip, the mineral springs even had RV hook ups, tent space or you can rent a cabin or hotel rooms. So you can camp and relax at the same time. Sounds like fun to me. So if you enjoy that kind of thing, it would be nice little scoot when the weather warms up a little.

Well not much else going on, so I have been going to chapter meetings. Guess what???? **YES!!** I'm selling tickets again on the leather jacket for the EMT's of Fossil, so I'll be going to a lot of chapter meetings and fund raisers until Fossil. So for all of you who haven't bought your tickets yet, I'll be out there so I'll see you then.

Your Raving Roving Reporter

CRAZY STEVE

SAFETY REPORT

Reprinted from ABATE of Wisconsin February 1993, by Troll

Following distance, lead time, and how fast is too fast

Every time you walk, drive, or ride, you must address these questions. There are only two things that you can do, either alone or in combination, to avoid a crash. You can adjust your speed, either up or down, and you can adjust your path of travel, either left or right. These may not seem like enough options, but if used to avoid "conflicts" by adding time to the mix, they offer all the options you should need.

The biggest problem that we have is time. Time to do things we need to do. Time is expressed in distance. Let's look at some facts about the time and distance. If you are travelling at 60 mph, you are moving 88 feet a second. If you travel two seconds behind the vehicle in front of you that gives you 196 feet of space to react to a problem that may offer. Studies indicate that it takes approximately half-a-second for you to recognize a problem and begin to act. Half-a-second at that speed is 44 feet. Subtract that 44 feet from your 196 foot following distance, and you see that you have 152 feet to stop or swerve or perform a

combination of the two. This is a good safety margin, and if the road and you are in good condition, then there should be no problem. The big trouble is that most of the time, we follow too closely, don't pay attention (which causes the reaction time to increase), or ride too fast for the traction or visibility conditions to keep a safety margin.

You should always try to see as far ahead of the bike as possible to see things developing in the distance before they get too close to do anything about. A good lead time is about twelve seconds at 65 mph. On the interstate, for example, that would be about a quarter mile. At typical city speeds, this would amount to about two or three blocks. See what's out there before you get there.

How fast is too fast? Let's look at what constitutes conditions. Weather and traffic density, as well as a lighting all affect the speed that you should travel to maintain a safety margin. The worse the stuff gets, the less speed you can afford to have. In the end, your judgement, good or bad, will dictate how safe you will be, but if you try to use the two-second following distance and the 12 second lead time to maintain a safe margin, you can't lose.

This Will Never Happen Here!

From the top of Scotland to the tip of Cornwall, the biker's way of life is in danger. The things we are up against today would make the cafe racers of the '60s turn in their graves. Indeed, some of us see a hidden agenda to get rid of bikers altogether.

Suppose you turn 16 and want to ride in England. First off, you have to save enough money for a bike - along with helmet, gloves, training, taxes, test, insurance, leathers and, finally, the license itself. None of this comes cheap, either.

At age 16, the law allows you to ride a 50cc scooter that is restricted to 33mph. To ride it on the road, you must pay for and pass the Compulsory Bike Training (CBT). The CBT test involves balance, handling, doing figure-eights, riding through cones, emergency stops, etc. After a year on the 50cc, you can pay more money and take CBT Part 2. The catch is that you must take Part 2 on a bike between 120cc and 125cc, which means you have to sell your 50cc and buy a bigger bike.

Part 2 is a road test. You wear a helmet with an inter-com and the examiner follows you on a police bike, radioing instructions to you. If the examiner fails you, you can take the test again - and pay again, too. Legally, you can appeal the examiner's decision, but in practice you would have to file a lawsuit to make any headway. If you pass Part 2, and ride for two more years, you are then eligible for a bike of larger displacement - if you can afford the insurance, that is.

Our leading insurance companies recently raised

their rates from 50 to 75%, but some riders have reported increases of up to 130%. This prices riders out of comprehensive insurance, and that means that they can't get loans for bikes. Worst of all, the insurance companies no longer insure the rider. They only insure the bike, which means that if you've got three bikes, you must insure each one.

The big, black cloud up ahead called "Type Approval," is our next nightmare. Type Approval means that every bike manufacturer must meet up to 1,500 government specifications for design, materials, safety, etc. Customizers will have to have type approval for custom jobs, and since the process will be quite costly, the customizers will be driven out of business. Owners will have to have approval for any change they make from the manufacturer's original specifications and/or equipment. Basically, this means the end of the aftermarket: You'll get parts from a dealer.

Type Approval isn't here yet, but the bureaucrats are working on it. They'll get a big boost if the European Community (EC) thing forms up, since Type Approval is a major item on the EC agenda.

The EC agenda also includes mandatory leg protectors, an awful looking pair of things bunged onto the front of the bike. They are so big and bulbous that a rider can't assume a normal position. They are death-traps. If you take a slide, the leg protectors won't let you loose from the bike. If you hit something dead center, they break your legs and smash your kneecaps. Otherwise, they dislocate your hips, which flips your body forward so that your face smashes the handlebars. In one test with a dummy, the head wound up stuck between the bike and the car. In tests without leg protectors, the dummy flew over the car the bike hit. To protect us even more, the government also wants "airbags" on our bikes. (editor's note: "Airbags" contain sodium azide, a deadly poison.) The device to trigger it will be up on the forks somewhere, and it can't tell the difference between a crash and a pothole. If some punk kid kicked the front tire of a bike parked in front of a pub, the rider would come out to find his airbag tangled up on the front wheel. And if the thing tears, you get a faceful of sodium azide, which can stop your heart by the time the day is out.

Along with daytime headlight laws, we're also faced with wearing reflective clothing and more noise restrictions - restrictions that will effectively eliminate air-cooled engines. Our Motorcycle Action Group (MAG) is doing its best against all this and has actually scored some victories with our Transport and Road Research Laboratory, the agency that serves up recommendations to our Parliament. However, if the European Community bit carries, our Parliament takes a back seat to a bunch of bureaucrats in Brussels - so that's our next fight.

Across the Channel, we've joined forces with the Federation of European Motorcyclists (FEM). This is a consortium of biker groups from England, France, Germany, Belgium, Austria, Holland, Ireland, Denmark, Greece and Czechoslovakia. Besides help for national MAG groups,

FEM gets help from the National Chopper Club, which has members in Ireland, Holland, Belgium, Luxembourg, and the U.K. Working together, we may be able to save biking over here. If we lose it, you can bet that you'll be next, American bros.

R.P. Reaney
Motorcycle Action Group, United Kingdom

FUTURE TRENDS FOR MOTORCYCLES...OR IS THERE

By Bill Bish, Past National Director
Bikers Against Manslaughter
REPRINTED FROM ABATE of NEVADA NOV/DEC 1992

"Motorcycles may be illegal in the United States within the 10 years"

You've probably heard similar statements before if you've been at an ABATE meeting or Motorcycle Rights Rally, but this time it's not the "paranoid" ramblings of some "radical" biker. Would you believe that these words were uttered by top-level corporate executive at Honda?!

This scary prediction was made during open discussion at an AMA (American Motorcyclist Association) board meeting last year in Memphis.

And if THAT is not enough to get you off your wallet to join your local motorcycle rights organization and national rights group, then ponder THESE tidbits:

We now know that mandatory helmet laws reduce ridership by 50%, but now the powers-that-be have uncovered a new gimmick to get bikers off the road; by applying the "public burden" theory to motorcycle insurance, lawmakers in 5 states have pushed for laws requiring riders to carry \$ million catastrophic health insurance policies that could cost thousands of dollars per year. Such legislation would price riders right out of motorcycling.

That's not all....NHTSA (National Highway Traffic Safety Administration), famous for their "backwards bike" debacle, has researched such motorcycle "safety" devices as seatbelts and air bags, and rumor has it that shown some interest in a German study of body suits that inflate upon impact.

Of course, mandatory leg protectors ("crash bars") are currently a hot topic both here in the U.S. and abroad, as is tiered licensing which limits engine size based upon a riders' experience.

Orange vests, reflectorization, catalytic and eye protection laws are a preennial favorite for some lawmakers. In California, Dick "Helmet Law" Floyd passed a bill making it illegal to have a milk crate without a receipt.....so much for shade tree mechanics and those who would strap a crate to the back of the bike to carry their groceries home in.

And with every restrictive new law passed, a certain number of motorcyclists will simply exit the sport, allowing the insurance industry, medical community and government

to come one step closer to accomplishing their ultimate goal: eliminating motorcycles!

Motorcycle rights leaders have been telling us for years that helmet laws are only the beginning and motorcycles will be legislated out of existence if we don't get off our duffs and start protecting our right to ride.

Remember, you're not paranoid if everybody really is out to get you.

IN PURSUIT OF THE OBVIOUS

Reprinted from JERSEY A.B.A.T.E February 1993

Did you ever notice it seems that almost everyday somebody is trying to tell you something that you either already know, already should know, or just don't care to know. This onslaught rarely ceased to amaze, yet unfortunately most people don't stop to fully appreciate these painfully obvious tidbits of information. Well Bunky, fear not, for I have compiled a small collection of these little gems as a reminder of just how stupid this world can be.

In a leading motorcycle manufacturer's owners manual you will find the following statements in the maintenance section: **WARNING - BE SURE NO OIL GETS ON REAR TIRE WHEN CHANGING THE FILTER. TRACTION WILL BE ADVERSELY AFFECTED.** Now... if you don't know by now that oil and rubber go together about as well as sand and vaseline, then the only bars your hands should be wrapped around are those of a big wheel.

Have you ever been pulled over by the police and somewhere between the license, registration, insurance card bit and the Miranda Act, the interrogating officer asks you "Are there any warrants out for your arrest?" Now, don't take offense at this because I'm sure a great many of the criminal community who, by the way, have avoided detection from the neighborhood watch dogs as well as the America's Most Wanted shows were tripped up by the fiendishly clever tactic.

So Bunky, you've finally sprung for that new hot plate you've always wanted. You open the carton and after tearing through those styrofoam cheesedoodles, discover a little hot plate with a **BIG** silver and red sticker which reads; **CAUTION - HOT SURFACE**(the obvious is everywhere isn't it).

WARNING; DO NOT TAKE INTERNALLY. So goes the label on a bottle of liquid bleach. Damn. No Clorox cocktails the St. Patrick's Day. Now assuming that you've yet to get hooked on phonics and are having a tough time reading the label, you, in all probability need not be reminded that a substance which turns black tee shirts into not-so-black tee shirts, does not a good beverage make.

Sign on a hot tub reads: **NO DIVING!** No diving? Yeah, no s--t. Considering that a hot tub has no real **DEEP**

end to speak of, they are only suitable for one particular type of diving and being a family oriented rag, we won't get into that here.

Instructions of a fire extinguisher; 1. **PULL PIN** 2. **SQUEEZE HANDLE** 3. **POINT AT FIRE**. Now even I must admit that there have been nights hanging around the Taco Bell Burrito Bar when a shot down the shorts from an industrial size extinguisher would have been more than welcome, but I seriously doubt that anyone confronting a non-jalapeno induced inferno would have trouble trying to determine in which direction to point the aforementioned apparatus.

Lawn mowers come not only with advise, but consequences for not following that advise. **CAUTION: DO NOT PLACE HANDS OF FEED UNDER BLADE GUARDS WHILE ENGINE IS RUNNING - SERIOUS INJURY MAY RESULT**. Now if you stop and think about it, the majority of the people who operate these turf grinding, dual auto piloted, power ashtrayed, capable of rendering one limbless machines are primarily landscaper enslaved, third world immigrants who can't even speak english never mind read it.

Well, the you have it. Now, you may draw your own conclusions on the subject, but I personally believe that somewhere in Washington the exists a group of bug-eyed, hunch backed, self-righteous zealots whose only function in life is to infiltrate your world with excessive stupidity. Yes Bunky, Ralph Nader **HAS BEEN CLONED**.

"Piston Pete" Melton
Union/Middlesex



Officer Jack Powell shows off the Portland Police Bureau's newly acquired laser speed gun. Bureau officials said Wednesday that the gun's rays can't be read by radar detection devices.

(Oregonian, Thursday, January 28, 1993)

Watch it speeders!

Portland police get 'stealth' laser gun

Portland police have a new toy: A co-called "stealth" laser gun to clock speeders.

"It's totally undetectable," Lt. Bob Koch said. He showed the device Wednesday to the City Council.

Police have been frustrated for years by speeders who use radar detectors to avoid speed traps. Insurance companies don't like the electronic gadgets, either.

"We know that many drivers of passenger cars and trucks are using them to speed," said Cole Windisch, claims manager of Geico, an insurance company in Seattle. He said that speeding is a leading cause of fatal and serious injury crashed.

To help stop speeders, the company is donating stealth laser guns to police agencies. Because they are expensive - \$4,000 compared with about \$600 for a conventional radar gun - Portland so far has only one. A few other police agencies in the state, such as Tigard, also have laser guns.

The device, marketed by Laser Technologies Inc., looks like a regular hand-held radar detector with a sight ontop. The officer looks through the sight, trains the dot on a target and pulls a trigger. A digital readout shows the speed of the vehicle and its distance. away.

Police love it. According to Koch, a radar beam spreads out to cover an area 200-400 feet wide by the time it is 1,000 feet away. That means in busy traffic it could clock something other than the intended target. The laser gun beam at the same distance is only 3 feet wide.

Does that mean the old radar made mistakes? Koch, who used to be on the City Council, has a political answer. "Nationally, there's no question about it," he said. But in Portland, he said, "when those situations present themselves, we don't cite anybody."

Koch also said the new device emits less energy than a TV remote control, avoiding health controversies that have swirled around radar; measures distances of up to 4,000 feet with a maximum error of only 6 inches; and does its job in only three-tenths of a second.

Despite police enthusiasm, radar-detector experts appeared unimpressed by the laser gun and disputed its "stealth" status.

"We market and sell a laser detector that actually sees the laser and gives you a warning up to a couple miles away," said Larry Bruck, sales consultant at Car Toys Inc. in Portland.

Bruck said the laser detector is "very, very effective" and retails for about \$150, about half as much as a good radar detector.

Which one does he advise customers to buy?

"I say, it depends where you drive," he said. "You kind of need both. That or just slow down."

~~ACTION CYCLE~~

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Map on Reverse

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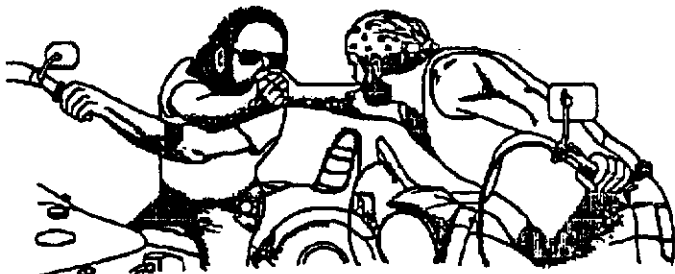
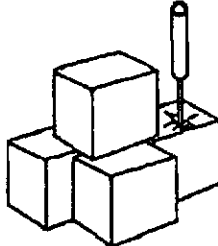
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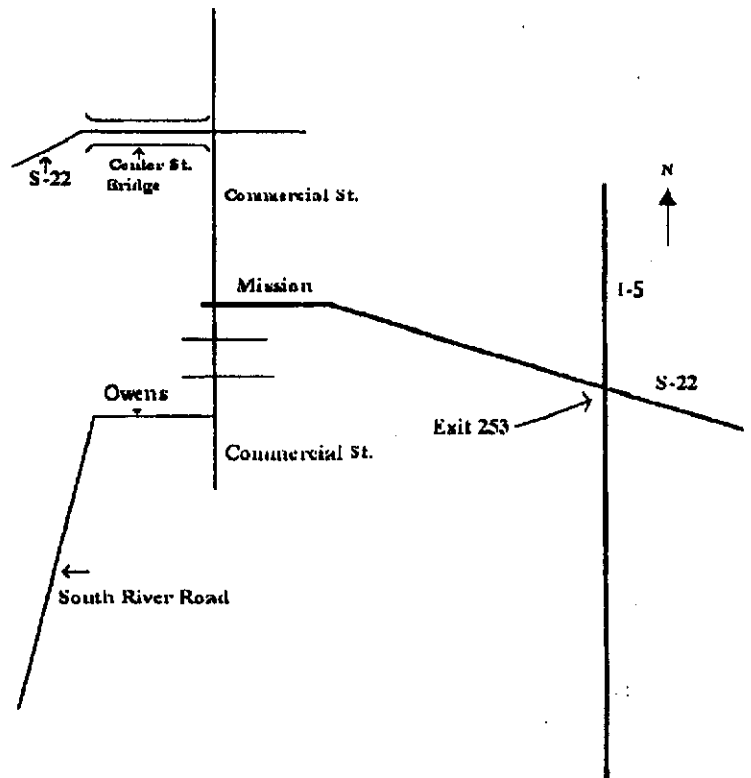


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EVERYONE IS INVITED TO ATTEND

Letters to the Editor

February 15, 1993

Attn: Newsletter Editor

Hi;

I have waited and thought about this letter, but have decided to express my opinion. After all, that is what we are all about.

Newsletter, January 1993, State Board Meeting, Minutes. Dated December 12th, 1992, Under New Business. There is a paragraph regarding a new chapter being formed. A quote:

"They will be a straight chapter meaning that when they ride or drive they will not be under the influence of drugs or alcohol."

It went on to say more, but that statement concerns me. I have never thought of any chapter of ABATE with any designations. If you choose to drink or not, or anything else for that matter, it is your own business. There are people in this organization of all types, life styles, beliefs, and ideas. Freedom of Choice, remember?

Yes, meetings need to accomplish goals. It has been a time for socializing and discussion. We are all in charge of our actions. Leave it to each of us to use our mind and common sense.

If anyone wants to form a new chapter, more power to them and the best of everything, go for it! We need involvement. Please explain why it is necessary to cause divisions by title. I am interested to know if any of the other chapters have designations (for lack of a better word).. Does that mean (to the common joe blow on the street) that the rest of the chapters aren't "straight" or responsible, as if some do, some don't. (Joe blow might think "most do".)

Does this open the door for other members to start chapters (yes, anyone can, with rules in hand) for let's say, Panheads only, Women only, Over 6'5tall only, Harley's or Honda's only, get my drift? It is division. How would you as a member of ABATE feel about such stuff? (sh#t, in my vocabulary)

We are all in this together, as different as we all are. That is what makes it strong, great, the individuals caring enough to participate to continue to ride as

we wish, when we wish.

I'd like to read anyone's thoughts about this.

Signed,

A member of Indian Creek Chapter, 5 years.

Dear 5 year Indian Creek Chapter member;

I am probably too close to the subject (as my wife has pointed out), to be objective to all sides and theories dealing with the subject mentioned above.

I as a person who liked the idea at first, then after getting more info from a vast many different view points on the matter, have had to just sit back and examine the facts a little closer. So I say to you, thank you for taking the time to write this letter to the editor. I do understand that it does take some thinking about before one can really state an opinion.

I wish to urge all the membership to think twice before "drinking and riding" for it is not a smart thing to do, let alone it is against the law to ride under the influence.

Please let your thoughts be heard on this and/or any other subject that is on your minds. This editor would like to encourage all who read this to at least think about what you do and how it will affect those around you.

Gordon

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Dear ABATE,

I thought you might like to see my response to the "Dear Abby" letter in the Feb.'93 newsletter.

At the same time I would like to thank the staff and contributors of the newsletter for an informative and timely publication.

Keep up the good work!

Ride Safe,

Bear

(of Bears Bike Barn Vancouver, Wa.)

Dear Abby,

I recently read your column with the letter from "Barbara in Dallas" concerning children climbing on parked motorcycles.

I totally agree with your response as to the 'awesome responsibility' of owning a motorcycle. However, I believe you shoulder a far larger responsibility.

Your response to the letter writer did not address the true problem! Whatever happened to training children to respect others property? What about, "**LOOK, BUT DON'T TOUCH**"? What about some discipline, or child control? For that matter, what is wrong with the adult that doesn't restrain themselves?

Having children is an "awesome responsibility" also! They need to be taught! If I have to educate someone else's kid, regardless of how old they might be, guaranteed I'll not be as gracious as "Barbara in Dallas".

STAY OFF WHAT IS NOT YOURS!

A MOTORCYCLE ENTHUSIAST.

(signed of course)
(using a real name no less)
Bear

"They that give up Essential Liberty to obtain a little temporary safety deserve neither Liberty nor safety."

— Ben Franklin

Dear Bear;

I found this note of yours to be, shall we say "right on the money". To all those who agree, how about writing to Abby and flooding her with proper ways to educate her readers????

Please remember in writing to Abby to be polite(as possible) and to thank her for taking time out to reply back to ya. If it works with politicians, why won't it work with Abby?

Gordon

Now here are a couple of correspondences that past over my desk that I felt needed to be shared;

2/3/93

Hi-

Enclosed is a check and a membership form for my brother John Kelley.

We have enjoyed the hell out of **FOSSIL-TRI-COUNTY(TILLAMOOK)& THE SWEETHOME CAMPOUTS**. So here's another couple of members all set to enjoy the campouts too.

Thanks

Steve Gast

&

Pat Combs(Gast)
The Dalles Members

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January 10, 1993

Ms. Mary Coronas
A.B.A.T.E. of Oregon
(her address)
Portland, Or 97217

Dear Ms. Coronas:
I want to thank you for exquisite Native American water color painting and the sentimental heirloom from your grand uncle. Obviously, this heirloom means a great deal to you and your family.

I appreciate and value this special gift and your thoughtfulness. Best wishes to you in 1993.

Sincerely,

(signed of course)

Bill Clinton
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WORD
TWIST **66**

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C N X J O C C L S E N T M L
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S W E L L K R H E L L E H S E T Z

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2. ~~BLUNT~~
3. ~~BULL NOSE~~
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10. ~~IMPERIAL VOLUTE~~
11. JUNONIA VOLUTE
12. LONG-SPINED STAR
13. SAND DOLLAR
14. SEA URCHIN
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December 1992 SUPERB WORD-TWISTS 69

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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
2nd SUNDAY	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
2nd & 4th SUNDAY	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
3rd SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland
	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 286-3139 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