

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



Oregon, Inc.
*Let Those Who
Ride Decide!*

DECEMBERRRR 1994 NEWSLETTER — edited by G. W. H. & M.B.R.H. N.E. Portland Chapter

TWO NEW CHAPTERS FORM AS YEAR DRAWS TO A CLOSE!

Welcome aboard Grant Co. And Willamette Valley Chapters. Read their chapter highlights inside!

How to get home for the holidays.



1. If you're planning to drive, plan not to drink.
2. If your friends drink too much, take their keys and drive them home.
3. When you decide to go out, decide on a designated driver.
4. If you drink more than you planned to, take a taxi or phone a friend for a ride.
5. If the party's at your house and your friends drink too much, don't let them drive. If you can't take them home or can't call a cab, have them stay overnight.

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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.

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

BUSINESS CARD	\$25.00	3 months
SIZE:	45.00	6 months
	75.00	12 months
1/4 PAGE:	44.00	3 months
	80.00	6 months
	133.00	12 months
1/2 PAGE:	67.00	3 months
	127.00	6 months
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FULL PAGE:	113.00	3 months
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A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon 97208
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ABATE OF OREGON STATE OFFICERS AS OF JANUARY 1, 1993

COORDINATOR Rich Benson 287-8674	SGT-AT-ARMS NORTH Bear
VICE-COORDINATOR NORTH *Captain Mitch Putman 648-9311	SGT-AT-ARMS SOUTH Tim Maey 672-3210
VICE-COORDINATOR SOUTH Dennis Deaton 839-4368	NEWSLETTER EDITOR Gordon Hieronimus 253-7343
SECRETARY	PRODUCTS DIRECTOR Angie Jensen 285-4329
TREASURER Joy Hoover 673-1304	PUBLIC RELATIONS DIR. Ken Ray 645-3376
MEMBERSHIP SECRETARY Carolyn "Mother" Meerzo 255-7793	RUN COORDINATOR Roger Hendricks 285-4329
LEGISLATIVE DIRECTOR Jim Rhodes 879-2902	HISTORIAN Ronna Buckanon 780-3817
EDUCATION DIRECTOR Nic Oliver 394-3456	
PHONE NUMBERS ABOVE ARE AREA CODE 503	

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

November 12, 1994

The meeting was called to order by Mitch Putman in Eugene at 12:08pm. Chapter roll call indicated that Blue Mt., Jackson Co., North Coast, and Yamhill Co. were not present. We had a quorum of NINE voting chapters. Guests and Two NEW chapters were welcomed and received their charters. The new chapters are called Willamette Valley and Grant County. Welcome aboard!

(VICE) COORDINATOR'S COMMENTS- Mitch talked about perception, that ABATE of Oregon is a value for the money, also that we are an organization of bikers for bikers. Minutes were read and excepted

CORRESPONDENCE- OPB stated that they do not have time to run PSAs/ OTSEA thanking us for our donation/ MRF thanking us for our donation/ Salem Chapter.

REPORTS:

EDUCATION DIRECTOR- Oct. 16th training session was disappointingly attended by all of 5 people. Now have regional directors-N. is Edd Dahl/ S. is Jenny Lindey/ E. is Bull Thompson. Will be contacting each chapter to let them know that the program is in full swing.

HISTORIAN- Not present.

LEGISLATION DIRECTOR- Not present. Did you get active in elections? Legislative buddy program needs you. Helmet rule update given by Brian Stovall. Be ready to activate a phone tree for your chapter at any given moment.

MEMBERSHIP SECRETARY- Mother is out of town. Gordon reported the membership as of 10-1-94 is still 1730.

NEWSLETTER EDITOR- Reprinted AMA article about insurance discrimination. Need to get our newsletter out to the shops. Lack of input and then thanked those that did input. Reminded what can and cannot be said in our newsletter. Thanks for the information updating. Keep those cards and letters coming.

PRODUCTS DIRECTOR- 4 entries for the 20 year pin design. Order your stuff today!

PUBLIC RELATIONS- Needs the PSA tapes turned back in next meeting so we can start the new year off. Writing newly voted in people to congratulate them and seek support for our cause.

ACCIDENT??

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- Financial Sponsor of
National Coalition of Motorcyclists

24 Hours — Toll Free

**(800) ON-A-BIKE
(800) 531-2424**

STATE RUN COORDINATOR- Sight seeing and will inform in Dec. as to site location.
TREASURER- Checking=\$2,405.42/ General Sav.=\$29,113.54/ Legal=\$1,823.76/ M/C Ed.=\$247.21/ Bulk Mail=\$1,275.63= GRAND TOTAL=34,697.91.

UNFINISHED BUSINESS- Teleconferencing will be finally decided in Dec. Minutes need to be turned in completed by 7 days after your chapter has it's meetings. Letter to be sent registered mail to Lincoln County in regards to unaccounted funds to inform them of probation. Tri-folds to be finalized in Dec. Lobbyist contract with BikePac was accepted as written. Gordon gave his report from the NCOM Convention in Seattle. Carla Richesin is the winner of the 20 year pin contest. BikePac needs an advisor from ABATE in regards to lobbyist's activity.

NEW BUSINESS- Record of donations raised and distributed by each chapter is being requested for a grand total recognition. STEAM 95 was brought up. Letter from Salem chapter with accusations of theft and embezzlement by Nic Oliver over a generator. No records shown and will be looked into for the next state board meeting in December.

MOTION by Rusty(NE) to approve statement of work for Lobbyist BikePac of Oregon. Y=9 N=0 AB=0 **PASSED**

Motion by Larry(SE) ABATE of Oregon donate \$5,000 to BikePac of Oregon for their Lobbyist Fund. Y=9 N=0 AB=0 **PASSED**

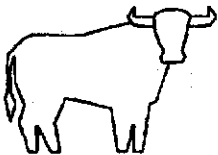
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- Annual Individual Membership.....\$20.00 Annual Sustaining Membership.....\$100.00
 Annual Joint Membership....\$30.00 New Membership Renewal Member#

Please Print or Type

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Are you a member of a state motorcyclists' rights organization? Y / N Name _____

What talents do you have that might benefit motorcyclists' rights and the MRF? _____

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

Mail with remittance to: **MOTORCYCLE RIDERS FOUNDATION • (202) 546-0983**

Membership is not tax deductible **P.O. BOX 1006, Washington D.C. 20013-1906 • FAX (202) 546-0986**



NOMINATIONS FOR 1995 OFFICERS

COORDINATOR
VICE COORDINATOR N.
VICE COORDINATOR S.
VICE COORDINATOR E.
SECRETARY
HISTORIAN
EDUCATION DIRECTOR
LEGISLATIVE DIRECTOR
NEWSLETTER EDITOR
MEMBERSHIP SECRETARY
PRODUCTS DIRECTOR
PUBLIC RELATIONS
STATE RUN COORDINATOR
TREASURER
SGT. AT ARMS N.
SGT. AT ARMS S.
SGT. AT ARMS E.

Larry Schalk withdrew Roger Hendricks accepted
Larry Schalk
Chris Viera
Mitch Maxwell
Ken Ray

Nic Oliver
John Whitaker
Gordon Hieronimus
Carolyn Meerzo
Angie Jensen

Rotten Roger
Joy Hoover
Bear

Brian Stovall

Mitch adjourn the meeting at 3:38 pm.

Minutes submitted by Gordon Hieronimus (Temp. Secretary)

NEXT MEETING DECEMBER 10, 1994. ELECTIONS TO BE HELD AND YOU MUST BE PRESENT TO WIN. THE MEETING IS HELD AT LANE COMMUNITY COLLEGE ROOM #201, IN THE INDUSTRIAL TECHNOLOGY BUILDING. LANE COM. COL. IS OFF EXIT 189 ON I-5

BikePAC of Oregon is YOUR political action committee in Salem. A PAC is the most effective way to promote YOUR interests to elected officials.

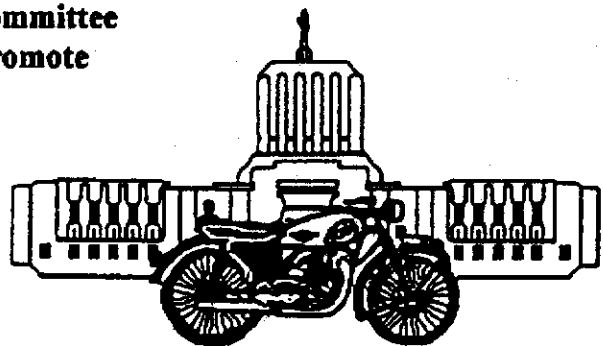
BikePAC listens to Oregon's riders and is currently working with the state legislature on: (1) enhancing Oregon's rider education program and motorist awareness, (2) fair and effective testing and licensing of motorcycle and moped operators, (3) fair insurance coverage for motorcyclists, (4) fair and reasonable access to recreational areas for off-road motorized activities and (5) adult freedom of choice on helmet use.

If these are your goals as well, join BikePAC.

"If you band together and talk as a group...they listen. An awful lot of riders don't belong to anything. They just ride for the heck of it. They don't recognize that somebody is protecting their freedoms. If you want to protect your rights, you've got to be active all the time."

—U.S. Senator Ben Nighthorse Campbell
(D-Colo.)

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



BikePAC of Oregon

P.O. Box 5612, Salem, Oregon 97304

Jack Fassel	Butch Harbaugh	Steve Benson
Executive Director	Legislative Director	Secretary/Treasurer
(503) 650-9336	(503) 838-1460	(503) 399-7514

I'm ready to join. Enclosed is [] \$10 (single member) [] \$15 (couple)

[] Please send more information about BikePAC of Oregon.

Name(s) _____

Street _____ City _____ Zip _____

CHAPTER REPORTS

Blue Mountain

Meets 3rd Sunday, 1:00 pm
Klondike Pizza, LaGrande
Chapter Address: 2410 NW Garden #27,
Pendleton, Or. 97801
Chapter Contact: Bruce Coats (503) 963-4622

Hello everyone,

It has been a quiet month for our chapter. Most of our energies went into preparations to vote for congress people who we felt were supportive of motorcycling. Our participation with Glamor Northwest, a company who promotes the northwest through pictures. Our PR Officer used his bike for them to take photos of different people from the general public sitting on it. This was a great public exposure for our chapter. We plan on having a Christmas party in December on the 17th. Those interested in attending please contact our chapter contact.

Till next time---have fun
JP

Central Oregon

Meets 3rd Wednesday, 7 pm
American Legion Hall, 8th St., Redmond
Chapter address: P.O. Box 1527, Redmond, Or 97756
Chapter contact: Cindy Maxwell (503)382-7079

Hiy Ho from Central Oregon,

Getting ready to put the old sleigh bells on the scoot! We've had snow already, bet you haven't. It's always fun to run up to the corner and cut some cookies on the first few inches of snow. Things are busier than ever with the Toy Run right around the corner and planning for next year's runs. Our chapter voted to take on the challenge of the Central Oregon Swap Meet, which means that we really have our work cut out for us. More info to come as the plans develop. Hope to have it sometime in June. Hey check the membership numbers in this news letter! We hear that were the fastest growing chapter in the U.S. I'm walking around with my chest puffed out! (if you can picture that). It's late and I'm tired, I've froze my *** off today at work, and I've lost my sense of humor tonight. So we'll leave it at this and hope to do better next month.

till next time, good night, sleep tight.

I'm gone!
CindyLou"WHO"

Columbia River

Meets 2nd & 4th Sundays, 12:30 pm
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angle, (503)285-4329

NO REPORT, FIRST TIME.



Douglas County

Meets 3rd Sunday at 11:00 am
Round Table Pizza, Roseburg Valley Mall, Roseburg
(Contact Ed Halkyard at (503)673-6120 for info.)
Chapter Address: P.O. Box 61, Roseburg, OR 97457
Chapter Contact: Joy Hoover(503)673-1304

Hi friends,

I don't have much to say this month, mainly because long hours at work are kicking the **** out of me. Anyway, I want to thank Roger and the Portland Chapters for having us up for the Halloween Benefit party, we had a blast. Special thanks to Tim for letting us crash at his place and for listening to my ramblings into the wee hours of the morning, THANKS.

One other note D.C. ABATE, remember that chapter you joined(?) is having a Toy Run Dec. 11th, so where in the ****are all of you?

Later
Chris

Grant County

Meets 3rd Saturday, 11:00 am
Stull Residence, 858 E. Main, John Day
Chapter Address: P.O. Box 532, Canyon City, Or. 97820
Chapter Contact: Sherri Stull,(503) 575-0741

Hi there.

First report from G.C., just getting started. Nov. 5th we had our first ABATE meeting. Many thanks to R. Roger and crew for taking the long drive east to help us get the ball rolling. Weather permitting Sherri(state rep.) will be in Eugene to pick up our charter next Saturday.

We divided up the officer positions between us. Now if I was a good secretary, I would have taken notes, learned to spell, gotten names, & phone numbers, etc. But I am not!! I do know Dennis Stull is Coordinator. Also it is to him we owe thanks for getting us together, RIGHT ON Dennis,(and it is not more than you can chew).

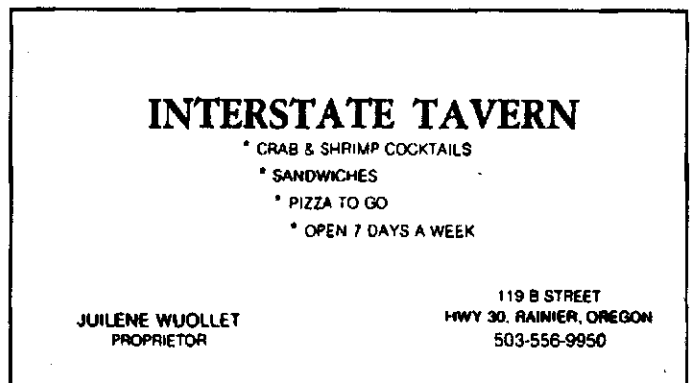
Sherri- State Rep & Treasurer
Peach-Membership Secretary
and me Secretary(el Ray). Some folks in Douglas County may remember.

We have other members, but this is Eastern Oregon and Saturday of Elk season is not a good day to hold a meeting. But it was a nice day for a short ride, probably the last one for the year, like I said, Eastern Or., sub-zero-snow, think I will buy a snowmobile.

Anyhow you'll be hearing from us again, soon.

To those who can still ride, keep the rubber side down.

See ya
El Ray



Jackson County

Meets 1st & 3rd Sundays, 11 am

Oreaganos Pizza 828 2nd Ave., Gold Hill

Chapter Address: P.O. Box 1184, Medford, OR 97501

Chapter Contact: Gene Nelson (503)855-7345

NO REPORT, SECOND TIME.

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, (503)563-3520

October Chapter Report:

Hi everyone,

We've been busy reviewing our Bylaws/Order of Operations and Financial Policies. It seems that in the normal course of "growth" and "community service activity" we've overlooked the "official way" we are to go about all these activities. If you don't know the difference between our Order of Operations, Bylaws, and Articles of Incorporation, and have a good working knowledge of the Financial Policies and Procedures Manual.... we advise your chapter to do the same thing. Its been a learning process for even the oldest members of our chapter!! What Lincoln County did was to form a "committee" that meets weekly to go over the wholething, then they report at the members meetings. So far so good.

We are also getting organized to host the Thanksgiving Dinner at the Senior Center in Newport again. We sure do enjoy the older folks in our community.

By the time you read this we have completed our second Adopt-A-Highway Clean-Up on Hwy 101. This time Archie agreed to let us use his house for a pot luck afterwards. He luckily lives at the end of "our section" of highway..Thanks Archie!

This is a busy season for Lincoln County as we also begin collecting contributions for our Toy Run/Auction and are making arrangements for Christmas Tree cutting to set up the Tree Lot.

Hope this report finds all of you... in good health and prosperity as the winter months begin and the riding season comes to and end..for some of us...it does provide us with more time to donate to education projects/community service and supporting young rider programs. If there is anything that we, at Lincoln County can do to help other chapters with these projects please call us at 503-563-2398 or 503-444-2708 for information. Ride Safe... especially this time of year...

Deb

November Chapter Report:

Well folks Lincoln Counties chapter report for November will include a copy of our October chapter report that I sent somewhere on October 15th (the deadline) I only wish I had a copy of the envelope I addressed... oh well. This last month Lincoln county has been real busy with the Highway Clean-up project we're involved with and gathering contributions for our annual Senior Thanksgiving Dinner. This year we're hosting it on Sunday the 20th. We've had our organizational meeting for the Toy Run by the time you read this and are currently involved with Toy Run activities. We have a "few" members

recovering from major type surgeries and we wish them speedy and full recoveries. Anniversary's and Birthdays have also been a reason for us to gather together. Some of our more active members are reaching or surpassing their 40's... we also wish them "well" ha ha ha. All in all Lincoln county is doing OK we're "weathering the storm" complying with Joy's request for our "cash receipts" for the last two years and have continued to research and study our Rules Of Operation's, Bylaws, and Financial Procedures. We hope our lesson's will be taken seriously by other chapters and pay CLOSE attention to the why's, where's and how's of ABATE of Oregon, Inc.

Ride Safe..

Deb

North Coast

Meets 1st & 3rd Wednesday, 7:00pm

Pizza Harbor, Seaside

Chapter Address: P.O. Box 468, Seaside, Or 97138

Chapter Contact: Don Smack, (503)738-7156

NO REPORT, FIRST TIME.

N.E. Portland

Meets 1st & 3rd Wednesday, 7:30 pm

Izzy's Pizza, 1307 N.E. 102nd, Portland

Chapter Address: P.O. Box 5792, Portland, OR 97228

Chapter Contact: Rusty Taylor (503) 777-5121


Wasn't the Toy Run GREAT? I don't know at the time I'm writing this, but I hope I'm riding my new Toy Run Bike. I might buy a few more last minute tickets, if there are any left, just to make sure. I'm sure every one had a great time because every one knows it's all for the children. Every thing should go smoothly, even though we met at a new location, because of all the HARD WORK and TIME the Toy Run Committee put into this event. Thank every one you see for making this event so successful.

Officer Elections are coming and hopefully all the positions will be filled. I don't think I'll be Secretary this year, but this won't be my last article, I have one more to do. So maybe I can think of something inspiring and motivating to say to get more people involved and push this organization forward into the future in a positive way. ABATE needs you, and we all need ABATE. We both (You and ABATE) need to work together to protect our rights to ride free from mandated laws and personal restrictions. Our Chapter has one more meeting for you to volunteer or get nominated for a chapter officer, then we vote. Get involved!!!!!!!!!!!!!!!!!!!!!!

Ride safe

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Salem

Meets 2nd & 4th Mondays, 7:00 pm
Pietro's Pizza, 1637 Hawthorne Ave NE
(Call 581-3138 or 581-8637 for Information)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Ruby Vigil (503)769-7976

Not much happening, other than planning our chapter Christmas Run and our annual thanksgiving Run to the Stayton family.

On Nov. 21st we are going to make our annual Thanksgiving Run to deliver a basket to the Haas Family in Stayton. By the time you read this, it will have happened. Thanks to all of you who helped plan for this and all who participated. I'm sure they will be thankful for our continued support.

Dec 18th will be our Christmas Run. We are going to be delivering blankets and food to mission in Salem, S.O.S., and Home a Shelter for the homeless children in Salem. We invite everyone to come join us on the run. See flyer for more info.

Due to having to do criminal history checks and only a few people being able to go inside the State Hospital, Salem chapter has decided no to do the Toy Run to the State Hospital this year.

On the 18th we are meeting at Locomotion Pizza on Commercial St. at 11:00 and leave at 12:00 to the mission and make our way through town to S.O.S. and home.

Lets all get together and make this a great ride! See you there.

Well, wishing you a wonderful Holiday Season and a great New Year!

Come to the meetings and lets get 95' off to a good start. It takes participation to make it work.

Happy Holidays!

Ruby

South Coast

Meets 3rd Sunday, 11 am
Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 4175, Coos Bay, OR 97420
Chapter Contact: Tony & Vikki Haines, (503)759-4961

NO REPORT, FIRST TIME.

S.E. Portland

Meets 1st & 3rd Sundays, 12 Noon
The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 90233, Portland, OR 97290
Chapter Contact: Larry Schalk (503)774-2479

HELLO,

By the time you read this, a lot of events will be over, like elections for chapter officers, the Toy Run Fund Raiser, and the Toy Run it self. I hope everyone could be there.

I wish all officers of all chapters a good year, and to the new chapter in John Day CONGRATULATION!

A list of our new officers will be in the next newsletter.

We all need to get ready for the up coming Legislative Session in January. There are going to be some important Bills, we need to be prepared for our states new Legislators. First of all we need to know who our Legislators are, and start writing letters and making phone calls to them. We need to be

setting some goals.

Become a Legislators Buddy. Get to know him by calling him, and letting him know your views on motorcyclists rights. We all need to stay free.

LET'S HAVE A FREE YEAR!
DEBBY

Washington County

Meets 2nd & 4th Tuesdays, 8:00 pm
Pizza Hut, 3190 N.W. 185th, Portland
Chapter Address: P.O. Box 830, Cornelius, OR 97113
Chapter Contact: Don Murry 693-6465,
Bill Ballard (503)640-5461

NO REPORT, FIRST TIME

Willamette Valley

Meets 1st Thursday, 7:00 pm
Red Rooster Restaurant, Garfield between 7th & W. 11th
Chapter address: P.O. Box 23325, Eugene, Or. 97402
Chapter Contact: Bob Avery (503)998-1309
Russ Lax (503) 747-4626

Bros. & Sisters in the Wind:

We are up and running and looking forward to working with our brothers and sisters against totalitarian enactment's. Sooo much to do and sooo little time!

Over the last two months we have been getting organized. By the time you read this we should have our charter! YES! Our first membership list shows 41 and climbing! Many of those are new to ABATE!

We started out running. Being right on top of the elections, and seeing that BikePAC had not published any response from our district OR Senate candidates, we contacted Bob Kintigh (R) and Karsten Rasmussen (D) to find out their positions on the BikePAC questions. We were surprised at their answers. Bob Kintigh was strongly opposed to government forcing legislation like helmet and seat belt laws down our throats. A clear opposite, Rasmussen was strongly in favor of mandatory helmet laws. Getting direct answers to our questions opened many of our eyes. While we understand, due to the legal structure of our organization, we can not endorse specific candidates, we did make sure our members knew the positions of the candidates on the issues we are interested in. At the time of this writing this is a close race, awaiting the results of the absentee ballots. We are not celebrating yet, but we may have a new friend in the OR senate!

Come join us for our first run, a TOY RUN, December 17th, meeting at 11AM at the Red Rooster Restaurant on Garfield Ave between 6th and W. 11th. Bring a new toy for the benefit of the Eugene Family Shelter Kids. We'll be ending up at the shelter. Join us.

In the near future we will be establishing specific goals for our group in the areas of Legislation, Education, and Community M/C Awareness.

Our thanks to all those who have gone before us to get this group up and running. We are looking forward to working hard and having fun - IN THE WIND

Bagger Bob

Yamhill County

Meets 2nd Sunday, 3:00 pm

Westward Ho, McMinnville (3rd Street)

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

Chapter Contact: Kraig, (503)876-5135

Tree of Giving is happening on December 17th. There is a wrap party and Route organizational meeting December 15th & 16th evening. Back to the Tree of Giving, it starts at the Old Grade School in Willamina at 8am. There is a pot luck afterwards. Please show up in quantity,(and quality) for there are more in need than ever. By the way, the tree itself is located at the True Value Hardware store, Main street, Willamina----Call Craig to get more information or just to let him know you want to help(PLEASE).

Santas are needed, are you one? Ride helmetless if you are in full Santa Suit in the parade. Come keep Craig company.

Please also come out to the chapter's meetings, Craig is getting lonely and besides it is your chapter, is it not? (CALLED IN TO THE EDITOR, I HOPE I GOT IT RIGHT.)

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94

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TOTALLY FAIR, COMPLETELY IMPARTIAL, POLITICALLY CORRECT, UNSLANTED EDITORIAL!

(Reprinted from the Portland Sport/Touring center Gazette Fall 1994 issue with permission from Bill Stafford who wrote the article itself.)

Those of you who bothered to read this rag might remember the spring issue this year in which I wrote an editorial whining about the State of Oregon's decision to jack up the cost of traffic fines. My opinion back then (and still is) that the fines imposed on traffic offenders had grown to the point that they were way out of proportion to the nature of the offense. The theory behind this was that in light of Measure 5 budget cutbacks, the state had to scramble to find other ways to fill its coffers: sticking it to traffic offenders was one good way to do it. Somehow, justice kind of got lost in the money grabbing frenzy that ensued.

It is not enough to simply write opinion-based editorials and pontificate about problems that effect us all. Responsible journalism demands that we back up our articles with thorough research. It was with this heavy responsibility in mind that I went out and got myself a speeding ticket last month.

It wouldn't do to go after a wild-eyed 100 m.p.h. ticket for racing or eluding. That type of ticket would have messed up the research base (not to mention my home life). What I was after was your normal, run-of-the-mill, exceeding the posted limit ticket. I managed to come up with a 40 in a 25 offense. This kind of ticket we all get from time to time. It was perfect for the purpose of my research and a good way to put the new Oregon traffic fine program to the test.

I picked up this ticket at one of the rather blatant speed traps in the city of Milwaukie. It seems that Milwaukie has discovered the benefits of police enforced commercialism and is doing its best to catch up with the rest of the state.

With utter disregard for the Public Good, I actually shifted into second gear on my way to work one morning and soon found myself screaming down the road at the unheard of speed of 40 m.p.h. This shameless exhibition of recklessness caused one of Milwaukie's finest to throw down his donut in disgust and take off after my bike with flashing lights and blaring siren. Since dealing with the police is always such a pleasant experience, I refrained from arguing with the 20 year old, stone-faced robo-cop and accepted my ticket gracefully. Maybe it's just me, but they seem awfully eager to shoot you for traffic offenses these days.

Since my bail amount was \$120.00, I decided to show up for court at city hall in Milwaukie on the appointed day in an effort to get it reduced a little. I sat there in the cavernous courtroom and listened to the litany of lame excuses people use to weasel out of the situations they have gotten themselves into. Traffic court is usually a pretty good sideshow if you have the time for it. When my time came, I chose not to belittle myself with some moronic excuse for my behavior. I stood before the Judge and pled guilty by reason of insanity.

He seemed to accept this, fined me \$75.00, and sent me outside to pay the Court Clerk.

It was while waiting in line to pay my fine that things started to become interesting. Everybody who got to the clerk's window to pay was giving the clerk a hard time. It was taking longer than it should for the line to shorten and the reason seemed to be that everybody felt it necessary to start an argument with the clerk. As I got closer to the window, I began to catch bits of the conversations. To my great amazement, I learned that I had to pay taxes on my fine! This is what everybody in front of me was arguing about. Nobody could believe what they were hearing. In my wildest imagination I would never have suspected that any body of government would have the audacity to actually place a tax on a form of punishment. When I finally got to the window I was already mad so when the officious little snit of a clerk demanded \$114.00 dollars from me, I wrote the check, gave her my best feral dog snarl, snagged my receipt and made it out the door.

The fine worked out as follows: \$75.00 fine for the offense, \$25.00 "Unitary Assessment" (State tax) and \$14.00 "County Assessment" (County tax). In all, not a bad haul for the state for a 15 m.p.h. traffic infraction, I was furious and for a few days raged on about stringing up the politicians. After a while I calmed down. It was for the purposes of research (remember?) and I decided to pick up the phone and find out what was going on.

I had suspected that this tax business was something that Milwaukie and Clackamas county had cooked up, so I called the city hall in Milwaukie and talked to the same snotty little clerk I had dealt with a few days earlier. When I told her I was writing about the tax deal for a motorcycle publication she got even snottier with me and informed me that it was a statewide law and if I wanted to know more that I should talk with someone at the state level. I said thank you to a dead phone and proceeded to start making phone calls.

My first call was to DMV information. I explained who I was and that I was writing a piece about traffic fine taxes. It is amazing how chilly the conversation gets when you tell a bureaucrat that you are publishing an article about what they do. Apparently there is a procedure for people like me because I was immediately put on hold for five minutes. At the end of that time the informationcrat came back on the line (since I hadn't hung up) and in a controlled voice informed me that she could not help me in any way and that I should hang up and contact the accounting office. I then called the accounting office, again explained myself and my mission, and was again put on hold for five minutes. When my five minute time allotment was up, I was informed that accounting could not be of assistance and that I should contact the administration office. Being nothing if not persistent, I called the administration and told them the same story. As expected, I went into the holding pattern for another five minutes. At the proper time the disinterested voice came back on the line and told me that they were sorry, but administrations would not be able to help me. I should contact the presiding court. Dutifully, I called the presiding court and went on hold for

another five. By this time some of the other people in my office had become interested and were standing around my desk in order to see how far this farce would have to go. At five minutes to the second I got the voice again and was told that the presiding court could not be of assistance and that I should call the Court Administrator. I was beginning to lose steam, but I gathered myself and forced my shaking dialing finger into action. The Court Administrator's aid came on the line and I again explained who I was and what I was trying to do. After another five minutes of elevator music, she came back on the line and told me that the Court Administrator was not available and that if I would leave my name and number, he would return my call. A chorus of boos and hisses from my co-workers greeted this piece of information. I think they were all really pulling for me and felt that the state had cheated somehow.

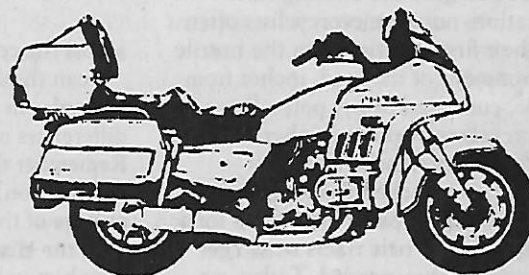
Surprisingly, I did receive a call from the Court Administrator a couple of days later. Since I was already wise to the bureaucratic mind set, I decided to change my tactics. I put on my best earnest good citizen voice and told the twerp that I was interested in explaining the situation to my readers in the best possible light and how these additional tax revenues would be used to better the standard of living for everyone in Oregon. I was sucking up, but at least I got the guy to talk to me. He told me that the taxes had always been in place. He must have sensed my disbelief when I choked a little bit, so he quickly explained that before they had always been hidden within the fine itself, but the state legislature had made them separate items when they doubled the fines last January. Sweet deal, huh? He went on to explain the tax structure.

For violations and infractions, the state tax is \$25.00. For traffic misdemeanors the tax is \$54.00. For DUII offense the tax is \$84.00 and for a traffic felony it is \$94.00. These are just the state taxes. The counties get a cut also. Their cut is based on a sliding scale which is dependent on how much your fine is. The county tax ranges from \$5.00 to \$59.00. All of this in addition to the fact the fines themselves are wildly inflated.

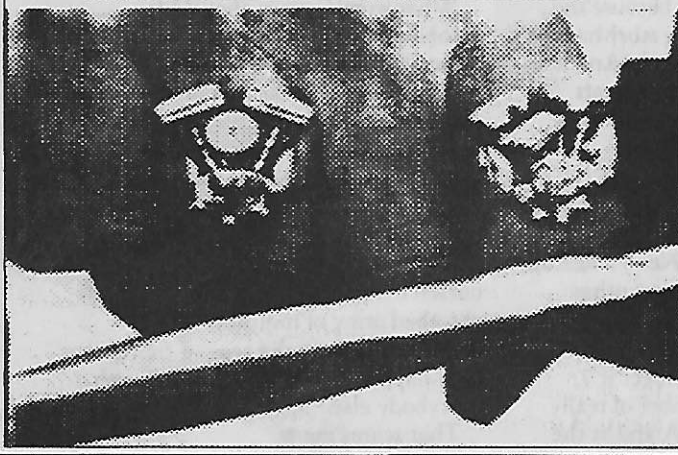
Those of you who have already managed to get a traffic ticket already know all of this stuff, but as my experience in court taught me, most of the people haven't got a clue. The people I first told about this refused to believe me until I showed them my court receipt.

There was one thing that was consistent here. There was nobody throughout this entire ordeal who ever mentioned public safety. I didn't get a lecture from the cop, nor the judge. Nobody I talked with on the phone even hinted that what he did was for the public good. This is a business folks, pure and simple. Take my advice. Ride softly and carry a big wallet. You probably don't have access to an R and D fund such as Tom gives us. The receipt is on his desk and we're sure he'll sign the check as soon as he returns from places south.

In the meantime, here is a suggestion for the traffic courts throughout Oregon: If you really need money this badly, why don't you people get yourselves some video poker machines for those big courtrooms of yours. The state lottery pays 35 percent of the action to the machine operators and the people have something to do while they're waiting for their turn in the barrel. C'mon, it's a good deal and everybody wins. Well, almost everybody.



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HATEFUL

Is it just me, or is there something really ugly going on?

Remember the days when we called each other motorcyclists, rather than half of us calling the other half scum because they ride the wrong brand or style of motorcycle? Remember when the fact that we rode was more important than what we rode, or how we rode, or where we rode? Remember when intolerance was something we endured from non-motorcyclists?

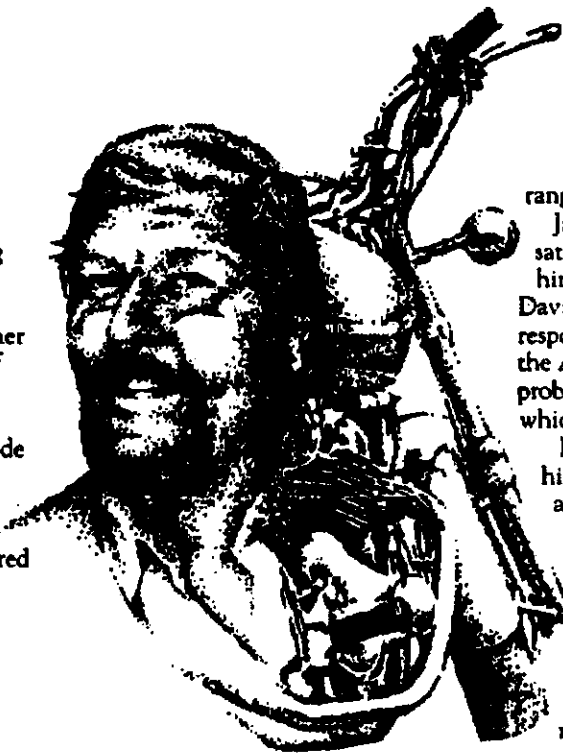
If you do, you probably remember our accomplishments back then.

Think about it.

Back in the 1970s, when there wasn't a single state offering rider education, novice motorcyclists often got their first experience in the hostile environment of the road, inches from traffic, curbs and utility poles. So motorcyclists worked together to find a solution. Experienced riders put themselves and their money on the line, agreeing to pay a little more for a license plate so new riders would get the training they needed. Today, we have rider-education programs in 42 states, and motorcyclist fatalities have dropped nearly 50 percent.

Back in 1986, the Insurance Institute for Highway Safety tried to kill sportbikes in the U.S. Using flawed research and a giant public-relations campaign, the group convinced a U.S. senator to introduce a bill that could have done away with everything from Ninjas to Nighthawks, from GSXR's to BMW K's.

Remember how the AMA asked motorcyclists like you to band together on that issue? Remember how enduro riders, cruiser riders, touring-bike riders and sportbike riders looked beyond their own interests to fight this legislation? Remember when the senator told the AMA he was abandoning the proposal due to the "overwhelming negative response" he'd received from "American motorcyclists



across the country"?

I can think of several other good examples in which putting aside our differences made a difference. Remember the defeat of the bike ban in Brockton, Massachusetts, the passage of the National Trails Funding Act, the elimination of bizarre helmet penalties in Iowa, the reinstatement of Maryland's rider-training program?

I'd like to think that camaraderie still exists among motorcyclists. Unfortunately, I keep running into evidence suggesting I'm naive.

It's bad enough when we get letters from members saying they're going to cut up their AMA cards because the bike pictured in a touring story has the wrong name on the gas tank. And it's even scarier when road riders start aligning themselves against off-road riders, and vice versa.

But the most disturbing sign I've seen is an editorial in a recent issue of the BMW Motorcycle Owners of America (BMWMOA) News magazine by a writer who clearly hates other motorcyclists.

Writing under the pen name of Louis Cypher (or Lu-cifer, get it?), Doug Jacobs takes a number of really hateful shots at the AMA and at the

range of motorcyclists we represent.

Jacobs' point, buried between accusations that we are the "whores for hire" for "poser-heavy Harley-Davidson," seems to be this: Every responsible motorcyclist should quit the AMA because it refuses to fix the problem of loud motorcycles. . . by which he means Harleys.

It's beyond me how Jacobs came to his conclusion. The AMA has been a leader in promoting the use of quiet motorcycles for over 50 years. Early issues of this magazine prominently featured "Muffler Mike," a character created to represent responsible riding in the 1940s. Much more recently, we've won awards for our national "Un-rider" campaign,

which targeted all types of irresponsible motorcycling; received a federal grant for the "Pro-Rider" program that took on the noise issue; and invested tens of thousands of dollars in advertising specifically aimed at the noise problem in 1994 alone.

Maybe Jacobs isn't aware of all that because he isn't even an AMA member.

However, his venom hardly stops with the AMA and Harley riders. Even while inviting them to join in an AMA boycott, Jacobs manages to offend "sportbike-riding squids" and "bigger-than-Montana Gold Wing riders."

What worries me is that if Mr. Jacobs' attitude represents a trend, sometime in the near future we may run into another bike ban or well-organized insurance-industry campaign against a particular type of motorcycle. Or perhaps we'll need to build broad-based support for programs like rider education or trail funding.

Only this time, we may find ourselves fighting the battle with a self-absorbed army of motorcyclists interested only in the type of riding they happen to do. . . and to hell with everybody else.

That scares me. ■



15910 Ventura Boulevard
Suite 1719
Encino, California 91436



Press Release

Press Release

Press Release

ELECTION ANALYSIS -- MOTORCYCLISTS PREPARE '95 GAME PLAN

By Bill Bish

NCOM, NOVEMBER 9, 1994 – From Maine to California, motorcyclists are celebrating general election victories as they brace for their most concerted lobbying attack on Congress since the federal helmet law repeal in 1976.

As the political power structure in Washington, D.C. shifts from Democrat to Republican, key congressional shake-ups may provide a more favorable venue for motorcyclists' rights.

"I think people are saying they want to stop taxing and regulating," said Senator Phil Gramm (R-TX), who headed the Republican Senate Campaign Committee.

The "regulation" of most concern to motorcyclists is the federal requirement for all states to enact mandatory helmet laws or face redistribution of their highway funds.

Although eight separate pieces of legislation were introduced to repeal or amend the Section 153 penalty provisions of ISTEA (the national helmet law language), those bills will die as the gavel comes down on the 103rd Congress and motorcyclists must be prepared to take advantage of sweeping changes when a new Congress convenes in January.

For starters, as the GOP assumes majority control of both the House and Senate for the first time in 40 years, Senator Bob Dole (R-KS) will likely assume duties as Senate majority leader while Rep. Newt Gingrich (R-GA) is expected to succeed Tom Foley (D-WA), who lost his re-election bid anyway, as speaker of the House. Gingrich is a cosponsor to H.R.799 which would repeal the federal helmet mandate.

Further, since the majority party controls committee assignments and chairmanships, transportation committees in both the Senate and House will experience changes in leadership.

In the House of Representatives, attempts to repeal or modify the Section 153 penalty provisions of ISTEA have been stymied by Rep. Norm Mineta (D-CA), chairman of the House Public Works and Transportation committee. Although Mineta won re-election, under Republican leadership the committee's Ranking Republican Bud Shuster (R-PA) should inherit the leadership post while Rep. Tom Petri (R-WI) assumes chairmanship of the Surface Transportation Subcommittee. As motorcyclists should be aware, Petri offered an amendment to repeal the Section 153 penalties during subcommittee markup of the National Highway System Designation Act. Mineta blocked the amendment in full committee less than a week later.

The situation is less optimistic on the Senate side, with Senator John Chafee (R-RI) apparently assuming chairmanship of the Environment and Public Works committee. Chafee was the mastermind behind the federal helmet and seatbelt

ELECTION ANALYSIS (continued)

Page Two

mandate and wrote the penalty language incorporated into ISTEA. He replaces Senator Max Baucus (D-MT) who, although a cosponsor of S.295 to repeal the penalties, would not allow our issues to be addressed during debate over the National Highway System Designation Act. Baucus had, however, promised motorcyclists that the helmet issue would be discussed during ISTEA oversight hearings, but it remains to be seen if Chafee will honor that commitment.

Both the Highway System Map and the ISTEA Technical Corrections bill are "must-pass" legislation for 1995 and are motorcyclists' best hope for attaching repeal language to. Transportation bills are usually considered only every 2-4 years and, since an amendment must be germane to the intent of the legislation, may present motorcyclists with our only opportunity for repeal of federal helmet mandates this session.

Motorcyclists' first priority must be to recruit cosponsors for the repeal and modification bills which will surely be re-introduced in the opening days of the 104th Congress. Senator Ben Nighthorse Campbell (D-CO) has already indicated that, with the retirement of Senator Dave Durenburger (R-MN) who authored S.295, he and newly elected U.S. Senator Olympia Snowe (R-ME) will introduce similar legislation. Snowe introduced H.R.799 while in the House as a companion bill to S.295.

Of the 130 cosponsors of H.R.799, all but 28 will be returning to Congress. Rep. Douglas Applegate (D-OH) retired and five others, including Snowe, were promoted to U.S. Senators: Rod Grams (R-MN), James Inhofe (R-OK), Rick Santorum (R-PA) and Craig Thomas (R-WY). Don Sundquist (R-TN) was elected governor of Tennessee, while Jim Slattery (D-KS) lost his bid for governor of Kansas. 21 cosponsors lost re-election.

Only one of the 27 cosponsors of S.295 was defeated in the general elections, Senator James Jeffords (R-VT), though the bill's sponsor Senator Durenburger is among those retiring.

In preparation for a full frontal assault on Congress in 1995, motorcycle rights organizations should contact those Senators and Representatives who were cosponsors of one of the eight bills to weaken or remove the ISTEA penalties and make sure that they sign on again when the bills are reintroduced under new numbers.

Secondly, any freshman legislators should be lobbied to sign on as cosponsors. Contact them before our opponents do!

Lastly, in addition to letter-writing drives, each MRO should be ready to send motorcyclists to Washington, D.C. in early 1995 to lobby their entire state delegation.

Cosponsors are immensely important. In most cases, Congress does not act on separate pieces of legislation but rather attach these single issues to a larger legislative package after enough cosponsors have signed-on to demonstrate majority support. This translates into 51 (of 100) Senators or 218 (of 434) Congressmen.

With the only two transportation measures required to be passed before October 1995, the time to strike is NOW!

After new committee assignments are made, motorcyclists need to concentrate on members of the House Public Works and Transportation committee and the Senate Environment and Public Works committee. The National Coalition of Motorcyclists (NCOM) will make these lists available to MRO's.

NCOM has subscribed to the Congressional Quarterly, a legislative tracking service, in order to give riders instant access to the latest information. The computer service not only tracks existing legislation, but automatically scans all new bills for any reference to motorcyclists.

To keep informed on federal legislation and our attempts to repeal the federal helmet law the NCOM Legislative Hotline at 800/300-NCOM.

- end -

HELMET STOP REPORT FORM

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

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

NAME: _____ ADDRESS: _____ CITY: _____

STATE: _____ ZIP: _____ PHONE: work _____ home _____

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

WHAT HAPPENED WHEN YOU WERE STOPPED?

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

LOCATION: _____

OFFICER NAME: _____ ID NO: _____ POLICE AGENCY _____

PRIMARY REASON FOR STOP: HELMET OTHER (specify) _____

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

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

COURT LOCATION: city/county, _____

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

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

You should **IMMEDIATELY** obtain LEGAL ADVICE if you were so charged.

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

If no explain: _____

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

Was your helmet confiscated? YES / NO Explain: _____

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

If YES was the explanation? WRITTEN VERBAL BOTH

If verbal, describe: _____

WHAT HAPPENED IN COURT?

Have you gone to court?

NO When is court Date? _____

YES How did you plead? _____

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

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

NO When is your court date? _____

YES What was the verdict? GUILTY NOT GUILTY

If guilty, what was the sentence? _____

Briefly describe the evidence you presented at your trial (or include

a copy) _____

DESCRIBE THE HELMET YOU WERE WEARING

BRAND: _____

MODEL: _____

When you bought the helmet did it have:

DOT sticker on the outside? YES NO

Label permanently fastened inside? YES NO

Was helmet modified? YES NO

If YES describe: _____

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Drafting table!
\$1,500. value, \$250.
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DANIELLE
(12-94)

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Today!

For Sale: New in crate
Ramco vertical and
horizontal band saw.
Suggested retail price=\$4,980.00
(503)285-5471 after 5pm
(2-95)

FOR SALE: 83-84 Yamaha Ventera
full dresser, good shape
\$1,800 FIRM
Bull (503)548-1859
(2-95)

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4600 Orig. miles, like new
lots of extras, see to appreciate.
\$6,300.00 O.B.O.
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WANTED:
Cases for a '70 Sportster
Mike (206)748-6018
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always will) belongs to you.

Love
GWH



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14 Kt Gold wire wrap style
4.18 carat stone
light color, very clear(some flaws)
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ALSO

EMERALD RING

14kt GOLD, 1.2 carat stone
good color, clarity
appraised at \$1,400.00=\$700.00

OBO

OR WE HAVE;

318 Dodge engine
727 Dodge transmission
\$400.00 for BOTH
Call Danielle Bradshaw
(503) 240-0717
(12-94)

WANTED:
Hummer Parts
call Mick
503-233-2343
(12-94)

For Sale: Ramco 5,000 lb hoist
with safety bar
suggested retail price=\$2,460.00
(503)285-5471 after 5pm
(2-95)

FOR SALE: Super nintendo with
seven(7) games \$250.00
Glen (503) 760-7378

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To J.C.
from the staff and family



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Anytime of the year. See inside back
cover for details and application.
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SOLD THRU THESE ADS. THESE
ARE THINGS THAT INDIVIDUALS
ARE SELLING
NOT ABATE OF OREGON.
(except membership to ABATE)
THE EDITOR 3-94**

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Buy, trade, sell
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food drive.
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(2-95)

FOR SALE: Hamm's Beer truck, 1975
IHC Loadstar 1700
Excellent cond., complete maintainance
records available, \$3,500.00 OBO
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Revised: February 1994

ABATE PRODUCTS ORDER FORM - PRICE LIST

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

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
ABATE PINS				
_____	ALAN	ABATE Anniversary Pin	3.25	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____
_____	ALPIP	ABATE Logo Pin - pewter	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, silver	5.00	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____
_____	ASP	ABATE Supporter Pin	4.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	4.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
MISCELLANEOUS				
_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____
_____	ALH	ABATE Logo Hats - white on black	5.00	_____
_____	CW	Screw The Helmet pin	3.00	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
JEWELRY				
_____	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	_____
_____	AFP	Fossil Pin	3.75	_____

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
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		Sm _____ Med _____ Lg _____ X-Lg _____		
_____	AFRTL	ABATE Sweatshirts	15.00	_____
		Sm _____ Med _____ Lg _____ X-Lg _____		
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fee with each order (One time charge) 9.50				
(In order to be able to obtain shirts at this price, orders must be a minimum of 12 shirts or more.)				

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
SPECIAL ORDER ITEMS				
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_____	CLOTH	Year Bars (indicate year _____) Small 1984-1993 avail.	1.00	_____
_____	CLOTH	Year Bars (indicate year _____) Large 1984-1992 avail.	1.50	_____
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"In many cases, employers or unions have cut off coverage for injuries from any motorcycle accident."

(Reprinted from American Motorcyclist Oct 1994)

That's the actual message employees of Sturm, Ruger and Co., a large gun manufacturer based in New Hampshire, received in early June. Without warning motorcyclists at the company were being told they could lose coverage under the company health-insurance plan.

The situation at Sturm, Ruger and Co. is the latest in a long line of health-insurance problems reported to us by riders across the country. It's not the most blatant example of anti-motorcyclist discrimination by any means, but it illustrates a trend that has dangerous implications for all of us.

Imagine this hypothetical scenario: A Sturm, Ruger and Co. employee is out riding his motorcycle on a summer weekend. In keeping with the laws of the state, he's exercised his right not to wear a helmet. His decision on helmet use is not the issue here - the point is that he's riding legally under New Hampshire law. As he rides through an intersection, a car driven by a drunk driver runs a stop sign and hits him broadside. The motorcyclist suffers a shattered pelvis and internal injuries. He'll recover, but medical bills will run into six figures.

What happens to the motorcyclist, the innocent victim in this accident? Even assuming the car driver has insurance, the state of New Hampshire requires only \$25,000 worth of personal-injury coverage, an amount that doesn't come close to covering the rider's expenses. The driver's insurance would stop paying when that limit was reached, and because he wasn't wearing a helmet, the rider's company-provided health insurance wouldn't pay a dime of his expenses!

Even though he did nothing wrong, the motorcyclist could face bankruptcy. His only hope would be to sue the car driver in hopes of someday collecting enough money to pay the bills and legal expenses.

Sturm, Ruger and Co. won't provide

health insurance to such a motorcyclist because the rider is engaging in "reckless or illegal acts." But what if the situations were reversed? What if Sturm, Ruger and Co. had an employee who engaged in an activity that was both reckless and illegal, like driving while drunk?

We wanted to get an answer to that question, but company officials declined to talk to us about company policies. They wouldn't discuss what they'd do under those circumstances, but their employee memo has made one thing very plain: Sturm, Ruger and Co. won't cover a motorcyclist even if he's in compliance with all the laws of the state.

What's particularly discouraging about this case is that we would have expected Sturm, Ruger and Co. as a gun manufacturer, to understand that the stereotypes accompanying so called risky activities are often false. What if a motorcycle manufacturer refused to extend health-insurance benefits to any of its employees injured while hunting? We suspect Sturm, Ruger and Co. would consider that a very serious example of discrimination.

By itself, discrimination against motorcyclist working for a single company is cause for concern. But the letters we've received in recent months demonstrate that this isn't an isolated example. In fact, the insurance discrimination being perpetrated by Sturm, Ruger and Co. isn't as far reaching as that faced by other AMA members who have written to us.

In many cases, employers or unions who provide health insurance have cut off coverage for injuries resulting from any motorcycle accident, no matter what steps the rider takes to protect himself. And we've even seen examples of companies attempting to withhold health-insurance benefits from employees and their entire families just because one member of the family rides a motorcycle.

How prevalent is this type of discrimination? How many riders are being

denied health benefits because they ride? Those are important questions, and we had no precise answers until recently, when the AMA's Government Relations Department supported a research project to look into this increasingly common form of discrimination.

Karen Schlieter, a graduate student at California's University of Redlands, conducted the study. Schlieter is an AMA member who has been alarmed by reports of motorcyclists being cut off from their health insurance, and she decided to perform a comprehensive statistical analysis of the problem as part of her graduate studies.

Working with the AMA, Schlieter devised a questionnaire to measure the prevalence of motorcyclist discrimination in the workplace. The AMA mailed the survey to 4,000 members randomly selected from our four states: California, Texas, Ohio and New York.

The results of that study are in, and they identify a significant problem. Nearly five percent of those surveyed reported that they have been the victim of some form of workplace discrimination because they ride. And by far the largest category consists of those reporting problems related to their health-insurance coverage.

That five percent figure may not seem large at first glance, but as the Schlieter report notes, it represents a sizable number of riders from coast to coast.

"The total approximated population of on-highway motorcyclists is 4.73 million," the report states. "By extending the results to the total population, it can be estimated that up to 232,000 motorcyclists may be affected by discrimination in the workplace and the health-care industry."

In other words, that five percent of motorcyclists who say they're facing discrimination in the workplace adds up to more than the total number of members in the AMA. And that figure doesn't include off-road motorcycle and ATV riders. Add in those groups, and the number of riders facing discrimination could hit a half-million or more.

Even more staggering is the economic impact of this form of discrimination. Most of

the employees who have written tell us they haven't lost all of their health-insurance benefits, but they might as well have. No insurance company we've contacted will write a health-insurance policy to cover a motorcyclist only while riding, so those workers who lose their motorcycling coverage often have to buy a complete, separate insurance policy to cover themselves and their family members who ride. That kind of insurance can cost several thousand dollars a year.

Multiply that times the number of affected motorcyclists and it's easy to see that workplace discrimination could be costing American motorcyclist a billion dollars a year.

The bad news is that the problem is only getting worse. Three years ago, we know of only a handful of employees who had been told their health insurance no longer applied to motorcycle accident injuries. Today, we receive additional reports of this form of discrimination on a regular basis. If you haven't been affected, chances are you know someone who has. And it might not be long before you get a memo from your boss explaining that your health insurance no longer applies when you're riding a motorcycle.

All of this information comes as the U.S. Congress is debating ways to change the American health-care system. Various proposals are being considered in Washington that could extend health-care benefits to 90 percent, 95 percent or 100 percent of Americans.

For better or worse, any national health-care system will have an impact on the medical benefits available to motorcyclists, so the AMA has conducted two studies of your opinions of this issue to help us better understand your feelings.

The first survey was distributed through membership renewals in order to get a quick impression of where AMA members stand on this issue. The other was a more scientific direct mail survey conducted by an independent consulting firm.

After tabulating the results from these two surveys, two things are clear. The first is that a large percentage of you are at least potentially

at risk from employer discrimination in health-insurance benefits. Nearly two-thirds of the respondents in both surveys told us that they currently obtain health insurance through their employer, and another 9 percent said they get their coverage through their spouse's place of employment.

The second clear trend is that you believe the AMA should take a position on national health care. An over whelming majority--more than 80 percent of you in each survey--told us that the Association should be involved in this debate.

There is, however, a significant difference of opinion about what our position should be. When we asked whether you support national health care as currently proposed, 30 percent to 35 percent of you (in the two surveys) were in favor, while more that 60 percent were opposed.

The key matter of contention seems to be whether a national health-care program would guarantee coverage for all motorcyclists. If it would, the numbers change dramatically. Under those circumstances, more than 60 percent of the respondents in both surveys said they would support national health care, while about 35 percent were opposed.

The problem all Americans face is that no one knows yet what a national health-care plan might include by the time Congress is through with it. As this story was being written, proposals in Congress ranged from a plan to mandate employer-provided health insurance for all workers to a system that would simply require all Americans to buy health insurance.

At face value, and before all the inevitable amendments are attached to the bill, the first approach might someday lead to the elimination of the types of discrimination being reported by growing numbers of AMA members. Some of the other proposals might aggravate those problems by encouraging more employers to eliminate some or all of the health-insurance benefits they currently provide.

What seems likely to emerge, if an plan is passed this year, is a national health-care program that sets targets for percentages of Americans who would be covered by health insurance five or seven years down the road.

The ways in which those goals are achieved (and the actions to be taken if they aren't achieved) could determine whether those proposals offer any relief to motorcyclists who have been cut off from their health insurance.

All of the discussion about government proposals and survey results tend to make this problem sound theoretical: Will a national health-care plan help or hurt motorcyclists? Do you favor this direction for government? Is it in our best interests to support or oppose such proposals?

But it's important to remember that for a significant percentage of you fellow AMA members, health-care discrimination is very real.

How bad can it get? Consider the case of AMA member James L. Ford of Homestead, Florida.

Ford, a graphic artist working for a large printing company, was injured in a motorcycle accident in February of 1992. While recovering, he was visited in the hospital by a company personnel representative passing along a message from the company president.

"If you want to stay with the company," Ford says he was told, "you'll have to give up motorcycling." The company representative knew the firm had no right to make this demand, but without anything in writing, how could Ford prove discrimination?

After his hospital stay, Ford returned to work and resumed riding his motorcycle. A few months later, he was laid off. Coincidence?

For James Ford, for motorcyclists who work at Sturm, Ruger and CO., and for a growing number of other motorcycle riders, health insurance discrimination in the workplace is no longer a theoretical issue. It's something they live with every day.

If you would like to respond to this type of discrimination, please write to :
William B. Ruger Jr., President
Sturm, Ruger and Co.
411 Sunapee St.
Newport, NH 03773

THE LITTLE RED SCHOOLHOUSE

This month, it is my intention to explain just what has been happening in the Yeager household. Since Sharon and I went on a driving tour through 12 Western states and driving 4,418 miles during the month of September, some important things have occurred to my sweetheart.

Most of you know that Sharon was diagnosed with Pulmonary Fibrosis just over two years ago. The drugs that she has to take to keep her breathing have some radical side effects, one of these is that the calcium is leached from her bones, leaving them prone to injury and breakage.

A recent bone scan showed several broken ribs and a couple of compression fractures of Sharon's spine. These cause her a great deal of pain and she has to take some really strong drugs to offset the pain. She has been on Opium duragesic transdermal patches, Hydromorphone, (morphine), Hydrocodone (codine), and Percoset, to name a few, just for the pain. No combination of these drugs could slow down her pain.

Sharon was referred to a doctor who deals with cancer patients, who also experience these kinds of pain, to help get some control of the excruciating pain she was experiencing. After a couple of new drugs that didn't do the trick. It was decided to try nerve block injections along the spine to deaden the damaged areas. After spending several days in the hospital receiving these injections and other drugs intravenously Sharon was sent home to recover and to receive follow up injections. This procedure was also not able to control her pain.

Back to the hospital she goes to have a plastic tube installed directly into her spinal fluid and then she was injected every tow hours with the purest morphine available to find out whether this procedure would do the trick. At the time the tube was installed, all other pain meds were discontinued, and as a result. Sharon had some withdrawal problems that night and pulled the tube completely our of her back.

After reinstalling the tube and establishing the proper drug dosage the tube was removed and Sharon was put back on oral drugs until surgery can be scheduled to install a permanent drug pump under her skin that will pump the proper amount of drugs directly into her spinal fluid as ordered by computer in the doctor's office.

We expect that the surgery will be scheduled about November 7th or 8th. It is considered major surgery but she should be released after a brief stay to check for rejection problems and it insure proper recovery.

By the time you read this it will be all over and we will know whether this procedure actually did the trick. Along with everybody else I sure hope so...This is her last chance. If it does not work I guess I'll just have to take her to the vet...

Marvelous Mel Yeager,
Member, ABATE of Oregon
P.S. Thank you ALL for the cards and gifts.

"In Germany, they came first for the communists,
and I didn't speak up because I wasn't a communist...

Then they came for the Jews,
and I didn't speak up because I wasn't a Jew...

Then they came for the trade unionists,
and I didn't speak up because I wasn't a trade unionist...

Then they came for the catholics,
and I didn't speak up because I was a Protestant.

THEN THEY CAME FOR ME,
AND BY THAT TIME
NO ONE WAS LEFT TO SPEAK UP....."
attributed to Martin Niemoller

(reprinted from ABATE OF OREGON NEWSLETTER December 1988)

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SUNNY-SIDE UP

Sorry I missed last month's newsletter. Like they say, "Life is what happens when you're busy making other plans." Due to sickness in the family we made an unexpected trip to Arizona. Unfortunately, the end result was that my mother-in-law passed away and I officiated at her funeral. Top that off with finding out I have a herniated disk in my back! Life goes on.

I'm really looking forward to the Season ahead, and believe that many of you too feel the need for some rest. As I look to the events that we most commonly celebrate at this time of year, Thanksgiving, the birth of Christ, or the lighting of the Channakuh, I think mostly of PEACE. Religion has long been used to comfort the troubled. May it sometimes trouble the comfortable. Sometimes we become so used to being stressed with the rigors of everyday life we begin to feel that it's normal. Remember that Jesus said, "Come unto Me, all ye that labor and are heavy laden, and I will give you rest." Don't let the rush of the holiday season be confused with the real purpose for our celebration because God is not the author of confusion, but of Peace. Think about it!

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The AIM. . . ing Point

GUNNY'S COMMENTS . . .

Another month has passed and we are very near the end of the riding season for some of us. This has been one of the best summers we've had in a long time. The runs I was involved in were for the most part the best yet and next year holds promise of being even better. I have been to several seminars on motorcycle issues recently. I'm finding improvement in every aspect of the motorcycle scene. People are becoming much better at presentations and by doing a good job with getting their messages to others they help us all. At last we are beginning to wake up to the fact we must improve and expand our image to the general public.

In fact, there are groups I can talk to now, about motorcycle issues, when in the past we were not welcome. This includes the general public and motorcycle groups.

Over the years many changes have taken place that affect us as bikers, and it doesn't matter what kind of bike we ride or what financial layer we live in. If we ride motorcycles we are all affected. Mister Hildebrand of the Goldwing Road Riders Association admits that in his comments in the latest issue of GWRRA's magazine WINGWORLD, and holds the organization to be NON-POLITICAL. There is clearly a place for social organizations that are not political. Many other organizations including Harley Owners Group (H.O.G.) feel the same way. Even so, they all say their goals are fun, friendship, safety, and knowledge, stated in one way or another. The key word for me is KNOWLEDGE, because knowledge about riding can't help but be closely related to politics. That's perhaps why so many members of the non-political groups also belong to BikePAC, or ABATE, or NCOM, or the MRF, or other motorcycle rights organizations.

Nevertheless, most of us do not have the time or energy to devote to more than our membership, or accepting one office, even if we do belong to more than one group. Volunteer work of any kind requires a great commitment and if we overload we tend to burn out and then do no good for anyone. (continued next page)

If people want to get politically active in motorcycle movements we have that choice. There are groups out there for us. If you want to be put in touch with one please give me a call, we do need your help. The work phone is 224-1106 or evenings 777-410.

It is healthy for ALL GROUPS to SUPPORT OTHERS in the motorcycle community. This is not to say we should forsake our group run to go on another but we should try when we can to schedule events so there is no conflict. We're sure happy when other GROUPS SUPPORT us when we're trying to raise money or do something charitable. That fence has two sides and we need to be sure we give as well as take.

NCOM CONVENTION . . .

I just returned from the regional NCOM (National Coalition of Motorcyclists) convention in Seattle. THERE was the place to get information! We listened to speakers from all over the country, including several AIM attorneys, and a lot of information was

presented, mainly about the discrimination motorcyclists are faced with. I'm not talking about the occasional time we aren't served because we rode in on a bike and wear leather clothing. I'm concerned with huge manufacturing companies, and Unions, telling the people that work for them, or pay dues, that the company or union health insurance (TO WHICH MOST WORKERS MUST CONTRIBUTE) will not cover them if they ride a motorcycle !

For example, Sturm-Ruger (the gun manufacturer) is in a helmet-less state and the company health insurance will not cover workers if they have an accident and they are not wearing a helmet. It doesn't matter whether or not they are at fault. In another area the Teamsters Union does not provide health insurance for its members that ride. This kind of discrimination makes me want to scream. I encourage you all to get your hands on a copy of the November issue of the American Motorcyclist Association magazine.(cont.nxt pg)

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Read the article that starts on page 35 in particular. In another example of GROSS DISCRIMINATION, the BMW riders in South Carolina set up a poker run that was to end at a park with a blood drive for the Red Cross as the finish of the event. These riders paid \$25.00 to participate. The South Carolina and Federal Authorities treated these people like they were criminals with a road block, video filming, mug-shots, making these citizens submit to search, and all manner of indignities. EVERYONE that rides a motorcycle should be OUTRAGED.

NO RADIOS IN ARIZONA ? . . .

At the NCOM conference we were told that during the next session of the Arizona Legislature a bill will be introduced that will make having a radio, stereo system, or a CB on a motorcycle unlawful. This sound equipment is distracting to the motorcycle driver. Amazingly, it doesn't distract car drivers. Yet, no one seems to mind if a biker gets run over by someone with a cell phone in his ear trying

to write a note while traveling down the freeway at seventy miles per hour. Whoops !! Sorry about that I just got carried away. Most of us that have sound equipment on our bikes have it set up so we do not have to take our hands from the handlebars for it to function for us, not so in autos. What is the poor scooter cop going to do without a radio to keep in touch with his dispatcher ? OOPS !! Did it again.

AIM . . . (Aid To Injured Motorcyclists)

A SHORT HISTORY . . .

Speaking of AIM/NCOM, if you didn't know it was founded by Richard M. Lester, a California attorney who saw a need for protection of injured motorcyclists. AIM also has a confidential data base kept on a computer. This is accessible by medical personnel from a toll free phone number on a plastic card carried adjacent to a motorcyclist's drivers license. AIM is funded by AIM attorneys all over the country contributing a portion of their earned fees from AIM injury cases when they settle. This service costs the client

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NOTHING and is FREE to ALL motorcyclists. In addition, a part of these funds are set aside to support NCOM (the National Coalition Of Motorcyclists). NCOM functions as a watchdog for motorcycle legislation, or discrimination in any of this nation's lawmaking bodies or public areas. NCOM also has one national and several regional conferences each year with workshops. **All motorcyclists are welcome.** NCOM is supported solely by AIM funds. The NCOM board of directors are **ALL BIKERS**, and **ALL** volunteers. NCOM works with all Motorcycle groups and organizations in our common quest to keep the right to ride and make our own adult decisions as to safety. The AIM network of attorneys do three things: first **THEY RIDE**, secondly, they handle injury and accident claims, especially of motorcycles, and thirdly, and perhaps more importantly, they continually work *PRO BONO* (FREE) in many ways in the motorcycle community. These lawyers are a dedicated group of people who believe bikers have as much right to our lifestyle and sport as anyone else has to theirs. I know of no other group of professional people that will take money out of their own pocket or work as hard as these attorneys do to benefit others.

UPCOMING RUNS . . .

Remember the Shriners Hospital toy run in Portland December 3rd. Help us make some little guys smile. And don't forget the Jantzen Beach Mall All Motorcycle Show coming up January 21 and 22, 1995. Call me for information. I'm at Sam Hochberg's offices at 224-1106 or 777-8410 at home in the evening.

Keep the round side on the bottom.

Gunny,

Aim Chief of Staff for Oregon

hack'd

THE MAGAZINE
FOR & ABOUT
SIDECARISTS



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AMA Board Establishes fund to fight discrimination

(reprinted from American Motorcyclist Dec. '94)

The AMA Board of Trustees has allocated \$100,000 to combat discriminatory health-insurance policies that target motorcyclists. Recent surveys conducted by the Association have indicated that this type of health-insurance discrimination is on the rise. Many motorcyclists report that they have had their insurance benefits either reduced or eliminated entirely because they ride. In almost all instances, supplementary policies are not available to make up for the lost coverage, and in some cases motorcyclists have had to stop riding rather than put their families at risk.

Recognizing the potential long-term impact that such discrimination could have on motorcycling, the AMA Board voted to approve the special allocation during the annual budget meeting in late August at AMA headquarters. The fund will be administered by the AMA's Government Relations Department, and a detailed plan to address the health-insurance issue will be presented to the AMA Board at its November meeting.

"We have been fighting this form of discrimination for some time," noted Robert Rasor, Vice president of government relations, "but with these additional funds, we can expand our efforts."

"At this point," he added, "we are not ruling out any form of action that could yield positive results for motorcyclists. We are looking at traditional legislative solutions, but we are not ruling out legal action or regulatory changes that could put an end to health-care discrimination. The money will be spent where we get the most results."

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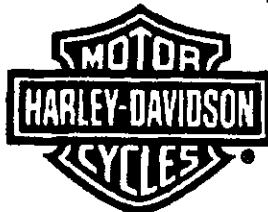
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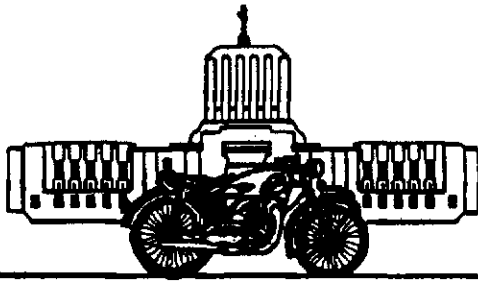
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ARE YOU READY FOR THIS RIDE?

The 1995 Oregon State Legislature is about to take off for parts unknown. Join BikePAC for the whole trip.

What has BikePAC been up to?

BikePAC of Oregon has represented motorcyclists in legislative matters since 1989, earning a steadily growing reputation in Salem as a "grassroots" lobbying force that speaks with the voice of the ordinary rider. BikePAC's base of support is rooted in the wide variety of people who enjoy motorcycling. It has not been easy to reach from the street into the woods and dunes, and from Harley to Gold Wing; but our experiences show that when we join together we can accomplish a great deal.

We have to, if we want to ride into the 21st Century! Think about what's been coming down during the past several years:

- The medical and insurance industries point at the "social burden" of motorcycle crash victims as a major cause of our country's health care crisis. This is a smoke screen to divert the public's attention from the real problems in our health care system.
- Some group health insurances exclude clients who engage in "high-risk" activities such as riding a motorcycle. After all, it cuts into the profits when an auto driver runs over a rider.
- BikePAC surveys show that hundreds of tickets have been issued in Oregon to riders *for wearing helmets*. The vast majority of these tickets are for "illegal" or "inadequate" helmets, based on the arresting officers' ideas of what the federal helmet standard means. BikePAC has been meeting with state officials regularly since the end of the '93 legislative session, and continues to meet with them as the '95 legislative session nears. We are making some headway in bringing them to understanding the extent of the problem, but still no solution has been reached to end the harassment.

- Off-road riding is in a squeeze that gets tighter every year. Restrictions on motorized vehicle recreation are growing, and on multiple fronts. While we all must deal with the legislative arena, off-road enthusiasts also have to struggle with Forest Service and BLM bureaucratic bogs and mazes.

BikePAC supports giving disabled motorcyclists the same considerations as other disabled drivers. Oregon must adopt a disabled parking permit that is practical for use on a motorcycle.

BikePAC supports stronger emphasis on the motorcycle as an environmentally sound alternative transportation choice.

BikePAC maintains affiliations with national groups in order to help you keep up to date on issues in Washington, DC and even in Europe, that affect our ability to enjoy motorcycling.

BikePAC needs your support.

You probably pay dues to at least one other organization already. We are asking you to dedicate a little more of your money and join BikePAC, too, or renew your membership even if it is not expired.

The only way we can field a lobbyist is to raise the money to do so. Our member organizations contribute a large share of our operating funds, but it is not enough to do the whole job.

It's been a heavy year for funding appeals, by candidates, ballot measures, and other special interest groups. Please include us in your giving!

Contributions to BikePAC of up to \$50 per individual or \$100 per couple are eligible for deduction on your Oregon State tax return.

BikePAC of Oregon, PO Box 5612, Salem, OR 97403

How does BikePAC work?

FULL BOARD OF DIRECTORS Executive Board & Regular Board

A three-member Executive Board conducts all daily business as necessary to meet organizational goals.

Currently, the executive officers are Butch Harbaugh (Legislative Director) and Steve Benson (Secretary-Treasurer). Brian Stovall has volunteered to fill the interim vacancy created in October when personal circumstances forced Jack Fassel to resign his position as Executive Director. Brian's appointment is expected to be confirmed at the December BikePAC meeting.

The Regular Board consists of representatives from qualifying organizations, and is charged with providing direction to BikePAC in planning and setting goals for the organization. Currently, the qualifying organizations are ABATE of Oregon, Inc. and Association for Motorcyclists of Oregon. Some other groups currently qualify but have not completed the application process. To qualify as a member group, an organization must:

1. Be legally incorporated in Oregon as a non-profit organization.
2. Have a statement of purpose which includes the enhancement of motorcycling, or words to that effect.
3. Have shown evidence of continued support and interest in the purposes and operation of BikePAC of Oregon through active participation in the Advisory Board for at least one year.
4. Be approved for Board Membership by at least a 2/3 vote of the Full Board (Executive Board and Regular Board combined).

MEMBERSHIP General, Supporting, Advisory Board

General, Supporting, and Advisory Board Memberships are available in four categories: Individual, Couple, Family, and Business/Club/Organization.

General Members and Supporting Members are entitled to vote in the annual election of the Executive Board officers.

Advisory Board Members are entitled to vote in elections and also in all business conducted at Advisory Board meetings. Such votes are for advisory purposes only and are not binding on decisions to be made by the Full Board of Directors.

MEETINGS

The Annual Meeting of the membership is set for the second Saturday of May each year.

Advisory Board meetings are held at least semi-annually at a place and time designated by the Executive Board.

Full Board meetings are held at least quarterly, or more often if designated by the Executive Board or called for by any three Full Board members. A simple majority of the Full Board members constitutes a quorum. In practice, most Advisory Board and Full Board meetings are conducted as one meeting.

Executive Board meetings may be held in person or via telephone as needed, and may be called by any Executive Board member.

All members of any category are welcome to attend BikePAC meetings and participate in discussions and planning sessions. BikePAC depends on member input to determine where we are going and how we are going to get there.



Drop in on our
NEXT MEETING
December 3, 1994

2:00 p.m.
Izzy's Pizza
1307 NE 102nd
Portland, Oregon

After the ABATE Toy Run

RUN DATE	EVENT	CHAPTER(s)	CONTACT & NUMBER	
May 26,27,28&29	Fossil Campout	State	Roger	503-285-4329
June 24-25	Run to the Sun	Columbia River	Angie	503-285-4329
July 22-23	Southern Ore. Summer Run	Douglas Co.. Jackson Co South Coast	Gene	503-855-7545
Aug. 4,5- 6	Fox Creek Run	Salem	Mike or Ruby	503-769-7976
Aug. 12-13	Beaver Creek	Lincoln County	Vicki Lechner	503-563-3520
Aug. 18-20	Summer Run	N.E & S.E. Portland Columbia River	Larry Shalk	503-774-2479
Sept. 1-4	Labor Day Freedom Run	STATE	Roger	503-285-4329
Sept. 22-24	End of Summer Run	Washington Co. North Coast Yamhill Co.	Don Murray Don Smack Kraig	503-648-9651 503-738-7156 503-876-5135
Oct. 28	Toy Run Benifet	Portland Chapters	Sarge	503-639-0873
December 2	Shriner's Toy Run	Portland Chapters	Sarge	503-639-0873

THESE ARE THE DATES FOR 1995 AS SET BY ROTTEN ROGER, STATE RUN
COORDINATOR. IF THERE IS A PROBLEM WITH ANY OF THEM, PLEASE CONTACT HIM
AT 503-285-4329

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

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

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

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

NAME: _____ NAME: _____

NAME: _____ NAME: _____

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

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

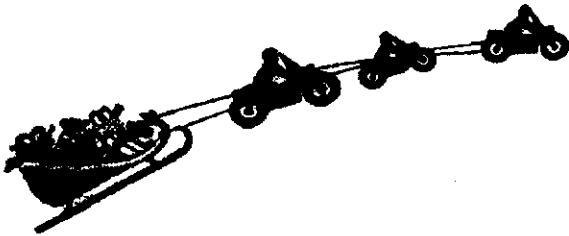
SEND TO MEMBERSHIP SECRETARY P.O. BOX 4504 PORTLAND, OREGON 97208

SEVENTH ANNUAL

ALL MOTORCYLISTS

TOY RUN

ALL DONATIONS TO BENEFIT DOUGLAS COUNTY
HEAD START KIDS



Sunday, December 11th 1994
Meet at 11:00 am
at Oregon Tool and Supply

An invitation to join ABATE of Oregon,
Douglas County Chapter and UMCI
for a fun time of riding and sharing.

For more info call 498-2412 or 673-6120

CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

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

**TIMELY DELIVERY REQUESTED
DATED MATERIAL**

*****5-DIGIT 97222
6/01/1995 20*
CRAIG BLAIR
5410 SE PARK ST
MILWAUKIE OR 97222-4597

**HAVE YOURSELVES A VERY MERRY CHRISTMAS, HAVE YOURSELVES SOME FUN.
PLEASE REMEMBER WHY THERE IS A THING CALLED CHRISTMAS. RIDE THROUGH
OUT THE HOLIDAYS SOBER. THE LIFE YOU SAVE MIGHT BE MINE!!
P.S. ALL I WANT FOR CHRISTMAS IS A NEW SIDE CAR SET UP(WITH SCOOTER) G.W.H.**

Chapter Meeting Places - Where & When

1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, Oreagano's Pizza, 828 2nd Ave. Gold Hill
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	YAMHILL COUNTY	3:00 pm, Westward Ho, (3rd Street), McMinnville
3rd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	BLUE MOUNTAIN	3:00 pm, Klondike Pizza, LaGrande
	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
2nd & 4th SUNDAYS	COLUMBIA RIVER	12:30 pm, Cactus Club & Diner, 8131 N. Denver, Portland
2nd & 4th MONDAY	SALEM	7:00 pm, Pietro's Pizza, 1637 Hawthorne Ave. NE, Salem
2nd & 4th TUESDAY	WASHINGTON COUNTY	8:00 pm, Pizza Hut, 3190 N.W. 185th, Portland
1st & 3rd WEDNESDAY	NORTH COAST ABATE	7:00pm, The Pizza Harbor, Seaside
	N.E. PORTLAND	7:30 pm, Izzy's Pizza, 1307 N.E. 102nd, Portland
3rd WEDNESDAY	CENTRAL OREGON	7:00 pm, The American Legion Hall, 8th St., Redmond
1st & 3rd FRIDAY	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport
1st THURSDAY	WILLAMETTE VALLEY	7:00 pm, Red Rooster Restaurant, Eugene
3rd SATURDAY	GRANT COUNTY	11:00 am, 858 E. Main (Stull Residence), John Day