



DECEMBER 1992 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

TO ALL OF YOU ...

Throughout 1992 we have had some fences to climb over and some to mend. We have come together and done our very best.

As we look back we can say we've done well this year. We have accomplished many of our goals, and set new ones for the future. We have helped the poor by donating our time, money and strength when it was needed. We have reached out to some of our own who are sick and need special care. We volunteered for politicians that were on our side, putting out lawn signs, canvassing, and having them as guests speakers. Yes, we can look back and say we have done very well in 1992.

As we look at today, we know we have a lot of work ahead of us, a lot of yet unexplored territory that we can't forget. We know what could happen in our future if we don't get involved and we know what can change if we do get involved.

As we look forward into 1993, we can see clearly what our goals will be. A new legislative session will be starting, and BikePAC has the agenda set for the issues we will be supporting. The lobbyist has been hired and will be ready to work towards our goals with us. Our financial stability is better going into 1993 than it has ever been. We can feel good about our goals in 1993. We will unite and gain back our ground! Our charity work will continue throughout this next year as will our help to those of our own still needing it.

Be proud of your work in ABATE of Oregon, whether it was one little job, several jobs, you wrote letters or made a phone call, you were an officer in a Chapter or on the State Board, or you donated money because you didn't have time to give. Whatever you have contributed you can be proud of. Every effort you make, no matter how small it may seem, is a contribution toward total unity in this organization and with all motorcyclists.

**FROM ABATE OF OREGON
WE THANK YOU ALL FOR BEING THERE
HAVE A VERY MERRY CHRISTMAS AND A SAFE AND PROSPEROUS NEW YEAR!**

WHY ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

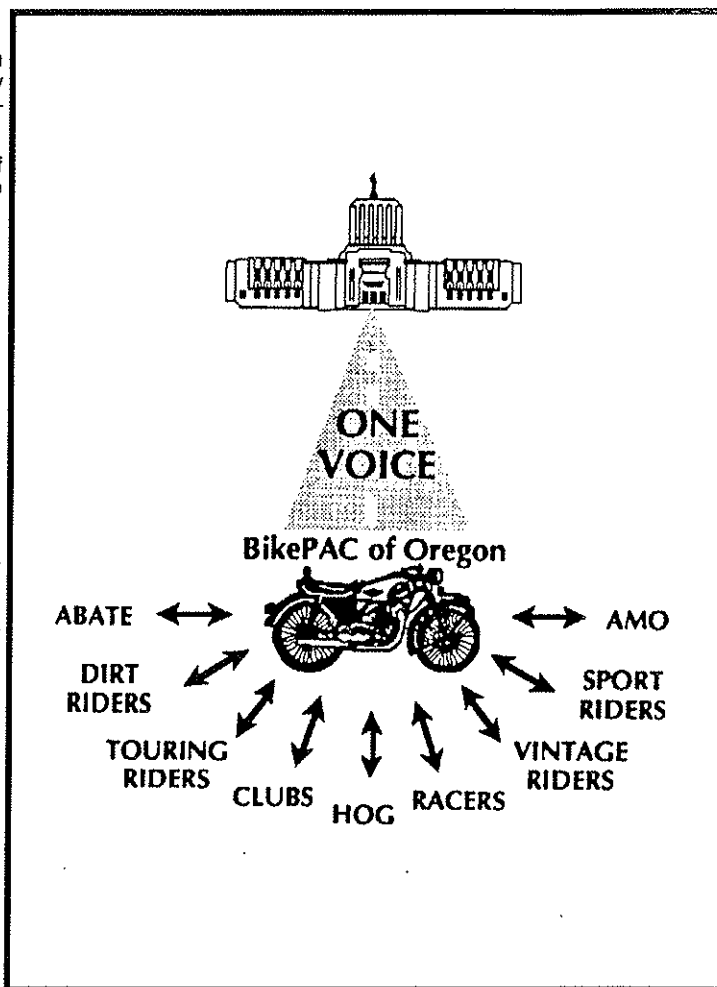
To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a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

ABATE of Oregon, Inc., P.O. Box 4504, Portland, OR 97208
Please make checks payable to ABATE of Oregon, Inc.

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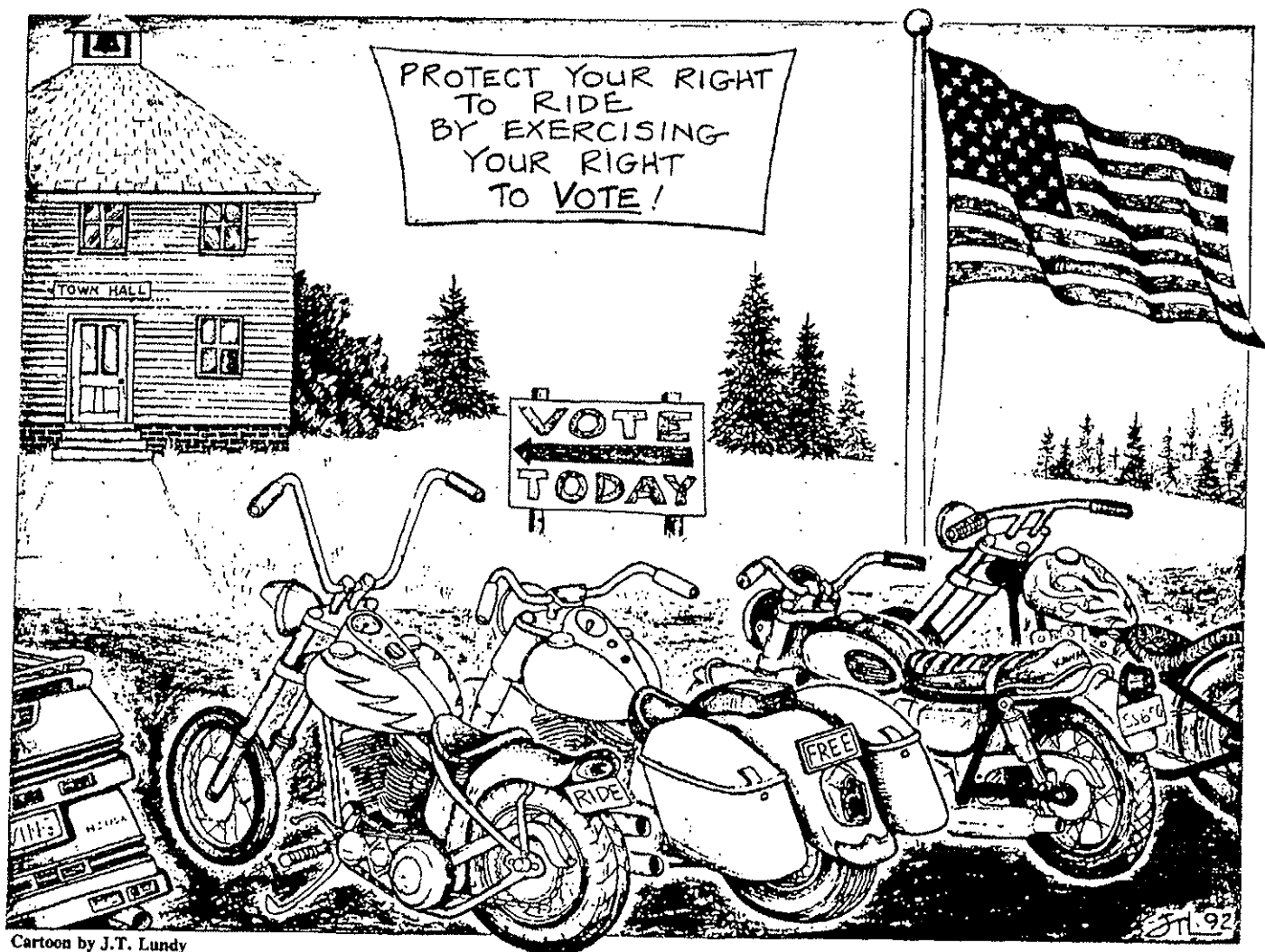
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Cartoon by J.T. Lundy

ABATE OF OREGON

STATE OFFICERS AS OF SEPTEMBER 1992

COORDINATOR

Rotten Roger Hendricks
285-4329

FIRST VICE COORDINATOR

Tony Franklin
774-7076

SECOND VICE COORDINATOR

Captain Guy Putman
648-9311

SECRETARY

Lois Gleason
775-4593

TREASURER

Joy Hoover
672-5415

MEMBERSHIP SECRETARY

Carolyn "Mother" Meerzo
255-7793

LEGISLATIVE DIRECTOR

Steve Dodds
472-8885

EDUCATION DIRECTOR

Mel Yeager
363-1697

SERGEANT-AT-ARMS I

Tim Maley
673-1469

SERGEANT-AT-ARMS II

Kelvin Wilhoit
363-7520

NEWSLETTER EDITOR

Donna Adkins
631-8581

ABATE PRODUCTS DIRECTOR

Angie Jensen
285-4329

PUBLIC RELATIONS

Rich Benson
762-2823

STATE RUN COORDINATOR

Rotten Roger Hendricks
285-4329

HISTORIAN

Larry Burrows
735-0265

WAYS & MEANS DIRECTOR

Kraig Markusen
876-5135

ATTN: Members

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

ABATE PRODUCTS ORDER FORM – PRICE LIST

QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL	QTY.	PART NO.	DESCRIPTION	PRICE	TOTAL
YEAR PINS					STICKERS				
	AYP2	Year Pin - 2 yr. member - blue	3.00			AWS-L	ABATE Wing Sticker - black/red (left side)	1.75	
	AYP3	Year Pin - 3 yr. member - white	3.00			AWS-R	ABATE Wing Sticker - black/red (right side)	1.75	
	AYP4	Year Pin - 4 yr. member - red/black	3.00			AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.50	
	AYP5	Year Pin - 5 yr. member - white/black	3.00			AMS	ABATE #1 Membership Sticker- large, 5 color	2.25	
	AYP6	Year Pin - 6 yr. member - black/orange	3.00			HLS	HELMET LAWS SUCK Sticker - small	.50	
	AYP7	Year Pin - 7 yr. member - black	3.00			HLSS	HELMET LAWS STILL SUCK Sticker - small	.50	
	AYP8	Year Pin - 8 yr. member - dark blue	3.00			LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small	.50	
	AYP9	Year Pin - 9 yr. member - yellow	3.00			ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It	1.00	
	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25			HLSB	HELMET LAWS SUCK Bumper Sticker	1.00	
	AYP11	Year Pin - 11 yr. member - purple/black	3.00			LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00	
	AYP12	Year Pin - 12 yr. member - blue/red	3.00			MIM	UNITED WE STAND, DIVIDED WE FALL Patch	4.00	
	AYP13	Year Pin - 13 yr. member - green/black	3.00			MMOL	"LEGALIZE FREEDOM" Bumper Sticker	1.00	
	AYP14	Year Pin - 14 yr. member - black/red	3.00			SPECIAL ORDER ITEMS			
	AYP15	Year Pin - 15 yr. member - gold/black	3.00			G525	ABATE Membership Patch w/Dedicated To Freedom Of The Road	4.00	
	AYP16	Year Pin - 16 yr. member - grey/black	3.00			ANG	Year Bars (indicate year _____)	1.25	
	AYP17	Year Pin - 17 yr. member - copper/black	3.00			CHPT	Chapter Rockers (indicate Chapter _____)	3.25	
ABATE PINS						CHOF	Chapter Officer Patches	3.25	
	ALAN	ABATE Anniversary Pin	3.25			CLOTH	Year Bars (indicate year _____) - small	1.75	
	ALPIG	ABATE Logo Pin - gold	5.00			CLOTH	Year Bars (indicate year _____) - large	2.25	
	ALPIS	ABATE Logo Pin - silver	5.00				Courtesy Cards	50 for 1.00	
	ALPIP	ABATE Logo Pin - pewter	5.00				License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	
	AEPIB	ABATE Eagle Pin - large, silver	5.00				License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	
	AEPIG	ABATE Eagle Pin - large, gold	5.00			ABATE PRODUCTS, INC. P.O. Box 4504 Portland, Oregon 97208 Angie Jensen, Products Director PHONE: 503-285-4329			
	AWP	ABATE Wing Pin - silver	5.00			PREPAID _____ COD _____ DATE _____			
	AWPG	ABATE Wing Pin - gold	5.00			NAME _____ PHONE NUMBER _____			
	ASP	ABATE Supporter Pin	4.00			ADDRESS _____			
	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00			CITY _____ STATE _____ ZIP CODE _____			
	ALOP	ABATE Oval Logo Pin - black/gold	4.00			Please use street address - we ship UPS where ever possible.			
	A#1P	ABATE #1 Pin - small, 3 color	2.25			THANK YOU FOR YOUR ORDER!!			
MISCELLANEOUS									
	ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black	.75						
	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00						
	AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50						
	AHBS	ABATE Uplifted Wing Hat - black/silver logo	5.50						
	ALH	ABATE Logo Hat - white on black	5.00						
	AMUG	ABATE Ceramic Tankard - black .24kt gold, 16oz.	7.00						
	CW	Can Wrapper	2.50						
JEWELRY									
	ALON	ABATE Logo Oval Necklace - black/gold	7.00						
	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50						
	AER-	Fossil Pin	3.75						
ABATE T-SHIRTS									
	AFRTS	ABATE T-Shirts	10.00						
		Sm _____ Med _____ Lg _____ X-Lg _____							
	AFRTL	ABATE Sweatshirts	15.00						
		Sm _____ Med _____ Lg _____ X-Lg _____							
NOTE: Assorted Colors									

A.B.A.T.E. of Oregon, Inc.
STATE BOARD MEETING MINUTES
November 14, 1992

Meeting held at the Angus Inn in Eugene, Oregon. The meeting was called to order at 12:30 by Roger Hendricks.

Roll call was taken with the following chapters represented:

Columbia River-2	Douglas County-2
Jackson County-2	Josephine County-2
Lane County-2	Lincoln County-2
NE Portland-2	Rivergate-2
Salem-2	SE Portland-2
Washington County-2	Yamhill County-2

Minutes of the October 10, 1992 meeting were accepted.

During correspondence Roger handed out awards for those who helped with the Fall Bash and some of the awards that were left from the NCOM dinner.

Roger read a letter from the national AMA office. It gave details about the conference they are holding Dec. 12, 1992 in Columbus to develop a strategy working with MRO leaders from all the states who can send representation.

REPORTS:

Captain (vice) spoke of the campaign debts and the fact that politicians still need our support.

Rich (PR) reminded people to get their PSA's out 30 days and 2 weeks prior to their holiday events.

Roger (State run) reported that he has already taken care of the OLCC permit application and has secured the park for Fossil already. The Fall Bash has shown 1108.00 profit as of 11/12/92.

Mel (education) has several classes scheduled and has bought a tape and some materials for the classes. He and Nick will be working the bugs out of the program and then get a training session for presentation.

During legislation it was reported that Kraig Markusen got 40% of the votes for Willamina mayor. Jim Rhodes is now a City Councilman. Steve Jenks ran for city Council in Medford. It was brought up by Mel that Jeff Gilmore may possibly replace Jim Hills in his vacated senatorial seat. Roger spoke of a State Police Bulletin and Sam's letter to them. Please send a copy of the letter (Sam's) with your letter to your state reps.

Carolyn (membership) reported 1339 members at 11/1/92.

Larry (historian) will be bringing the books to the December/92 meeting and he is still requesting information to put in the books.

Joy (treasurer) reports a grand total of 18,423 through 11/12/92.

Checking	\$ 3,673.05
Savings	14,032.76
P.O. fund	718.00

OLD BUSINESS:

Tri-fold: the acronym addition has been voted on so we can now follow through with the new tri-fold.

Acronym: The vote by chapter to "adopt legally, both A Brotherhood Against Totalitarian Enactments and A Brotherhood Aimed Toward Education" failed with a vote of 12 no, 8 yes and 3 abstentions. After discussion a motion was made to "reconsider the vote, not to postpone the decision to change or adopt further acronyms for ABATE. This failed with 7 for, 14 against and 1 abstention.

Run Calendar '93: only 5 chapters have turned in their dates for next year to Angie (Columbia River, Douglas County, Salem, NE Portland and SE Portland.)

NEW BUSINESS:

Helmet appeal: A motion was made by Mel Yeager, seconded

by Larry Burrows "to donate \$300 to the Sam Hochberg (Helmet Law Appeal Trust Fund) to be used to prepare defense paperwork for those in need". It passed with a vote of 22 for and 0 against and 0 abstentions.

Reimbursement/Teresa: motion was made to reimburse Teresa for \$126 for her trip to Boston. It passed with a 22 for, 0 against, 0 abstentions.

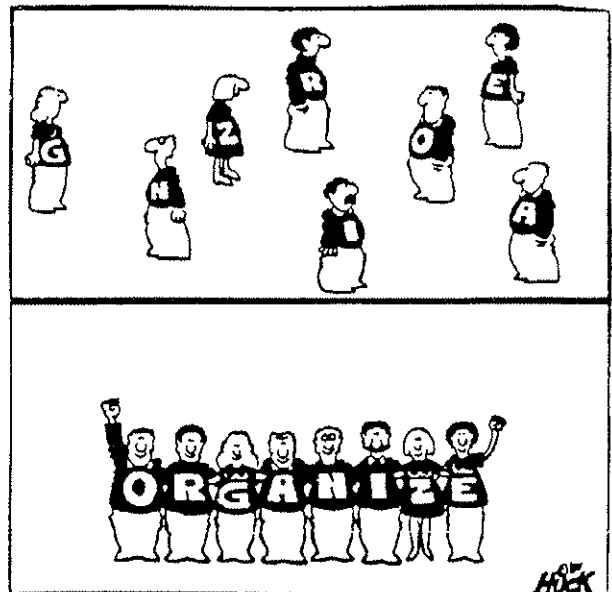
National Helmet Law/AMA: Angie made a motion seconded by Dale Jencks, "to give Brian Stovall \$400 to Columbus, Ohio." This passed with 22 for, 0 against, 0 abstentions.

Oregon delegate to Washington, D.C.: Brian Stovall- Lesley Vinson made a motion seconded by Angie for "\$850 for room and airfare." It passed with a vote of 19 for, 0 against, 0 abstentions.

OFFICER NOMINATIONS:

Coordinator:	Rich Benson Roger Hendricks
Vice-coordinator North:	Rich Benson Captain
Vice-coordinator South:	Dennis Deaton Mike DeCamp Ray Best
Secretary:	Ann Bahrs Lesley Vinson Joy Hoover
Treasurer:	Carolyn
Membership Secretary:	Steve Dodds
Legislative Director:	Mel Yeager
Education Director:	
Sgt-at-Arms North:	
Sgt-at-Arms South:	
Newsletter Editor:	Gordon Hieronimus Edd Dahl
ABATE Products Director:	Angie Jensen
Public Relations:	Rich Benson? Dennis Deaton?
State Run Coordinator:	Roger Hendricks
Historian:	Larry Burrows
Ways & Means Director:	

Lois Gleason
Secretary



CHAPTER REPORTS

COLUMBIA RIVER

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

No report. First time.

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. First 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
(Call Frank at 535-6537 or Chris at 776-9824)
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Alan Pitts, 826-1875
or Benita Coleman, 779-2910

No report. First time.

JOSEPHINE COUNTY

Meets 1st and 3rd Sundays at 11 am
Fatte's Pizza, 7th & Hillcrest
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 471-1642 or Ron Kyler, 476-2049

No report. First time.

LANE COUNTY

Meets 1st Sunday 7:00 pm and 3rd Tuesday at 7 pm
Abby's Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: P.O. Box 23325, Eugene, OR 97402
Chapter Contact: Bob Hevle, 461-0873

No report. Third time.

● ATTENTION MEMBERS ●

If you Chapter has no news in this column or any other Contact your Chapter Coordinator and find out why!

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!

Finally a few things are happening with our chapter. Some are good and some not so good. Due to a lack of participation we were forced to cancel our annual Senior Thanksgiving Dinner. Hopefully by next Thanksgiving we will be able to do the dinner again.

Election of officers is coming up soon. Sure hope we can get more people interested in running for office. I'm sure that several officers are interested in sitting on the other side of the table after elections.

Our annual Toy Run for Mrs. Santa Claus is scheduled for December 6th at Moby Dicks. Since the Senior Dinner was cancelled maybe people will put their energy into this project. Last year we were able to donate \$1,500 to Mrs. Santa and hopefully this year we'll donate more.

Lincoln County Chapter would like to wish everyone a Merry Christmas and a safe and happy New Year!

Until next time, take care,
Brenda

NORTH COAST ABATE

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

No report. First time.

N.E. PORTLAND

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

Thank You Donna for covering my butt last month. You are a gem among stones.

Well as an active Membership officer I personally added (with the big help from Mary Beth) to our chapters membership count. Have you done the same recently?

Now that it is December elections are here at our chapter, is there any interested person or persons? There are still a few offices available for some interested person, come to the meetings and find out who is doing what for you and your chapter.

Did you make it to the TOY RUN? Well me and the kids did, what a great new route this year. Gary Martin your efforts are more and more appreciated than ever before. Please don't give up the ship because we the people say thank you. To the other people who put in the time and energy you also deserve a big thank you without you all nothing like this would be possible. Finally, Who is this person who won that cool looking scooter anyway???????

Lets see if next newsletter has the answer.

The Toy Run party in October raised a good chunk of change thanks to all those who showed and had a good time.

Thanksgiving has come and gone and do you feel the govern-

ment is trying to treat you like that proverbial turkey, stuffing legislation down your throat? Well hell people fight back with the mighty pen and voice of the people. Did you read the newsletter last month about the three little bikers???? Which one are YOU???????

Until next time here is wishing you **A MERRY CHRISTMAS TO ALL** and to all a good ride.

GORDON

RIVERGATE

Meets 1st Sundays, 1:00 pm

St. Johns Pietro's, 3011 N. Lombard, Portland

**Chapters Address: 630 N.E. Marine Drive, Suite 154,
Portland, OR 97211**

Chapter Contact: Terry, 283-4090

Hi Everybody!

Looks (and FEELS) like winter is finally here. Time for the ol' mittens and earmuffs!

Our Chapter is still growing. Every month we need to add 1-2 more chairs around the meeting tables. We're pushing for that "BIG 50" mark; it's in sight! A big THANKS to our members who regularly attend (and guests!), and a personal invitation to those members who don't. We'd sure love to see you warmin' a chair.

Meetings for Rivergate Chapter are now back to two times per month. The first Sunday, at the same time and place. The third Sunday is something new we are trying - roving meetings. Ted Swope was chosen for our December 20th meeting. If you would like to join us, just call Terry at 283-4090, to get all the particulars. For future roving meeting locations, keep an eye on the newsletter reports, or better yet ... COME TO A MEETING!!!

Even though our October 3rd fund raiser is long past, our chapter would like to express a special appreciation to Tom and Rick at American Cycle in Vancouver, WA, for their door prize donation. THANKS guys!

That's all for now, folks!
Til next time,
Vickey

P.S. A special note to our State Coordinator, Rotten Roger, and to all of our Brothers and Sisters in all Chapters of ABATE of Oregon. from Rivergate Chapter:

We wish each and every one of you a very Merry Christmas and a safe and happy New Year ... and a successful next year!

SALEM

Meets 2nd & 4th Mondays, 7:00 pm

Locomotion Pizza, 4500 S. Commercial

(Call 581-3138 or 362-1891 for information)

Chapter Address: P.O. Box 13957, Salem, OR 97309

Chapter Contact: Dave Beck, 581-3138

Hello Everyone.

Seems this is to be my last Chapter report. I'm not running for any offices in "93" but intend to stay on as an active member. Dave (now the Coordinator) and myself have been officers for our Chapter the last three years and feel maybe it's time to give someone else the opportunity to see what they can do!

We've had nominations already and will vote at our Anniversary Party on December 4th. However, new officers won't take office until January 1, 1993. To all those running, good luck!

We are still collecting toys for Christmas and will be delivering our Thanksgiving baskets.

We've been having some trouble with the superintendent at the State hospital but hope to have all resolved by the Toy Run sched-

uled for December 20th. For more information on run or donations call Dave at 581-3138. Hope to see a lot of people show up. Last year we had 38 motorcycles and 10 cars.

Good luck to my successor!

Later,
Tracy

SOUTH COAST

Meets 2nd Sunday, 11 am

Gino's Pizza, 1324 Virginia Street, North Bend

Chapter Address: P.O. Box 222, Lakeside, OR 97449

Chapter Contact: Tony & Vikki Haines, 759-4961

No report. Second time.

● ATTENTION CHAPTER SECRETARIES IN CHAPTERS NOW HAVING ELECTIONS ●

Please remember that even though you are replaced in December you are still responsible to write the January 1993 Chapter report and turn in your Chapter minutes to the State Coordinator by December 15th. Some of you are already mentioning this is the last time we will hear from you. Don't let your Chapter news go unreported for one month.

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon

The Pizza Baron, S.E. 122nd & Division, Portland

Chapter Address: P.O. Box 66582, Portland, OR 97290

Chapter Contact: Edd Dahl, 771-0188

Merry Christmas All!

Hope everyone had a great 1992, and has a happy New Year.

We just had elections and I won't be writing to you anymore. I wish you all well.

I'd like to thank our retiring Newsletter Editor, Donna Adkins. She has done a fabulous job over the years, and has even been tolerant with my tardiness (I've been late sending our Chapter Highlights a few times).

I missed you all a couple of times this year. I have been really busy.

I hope everyone who participated in our Shriner's Toy Run enjoyed the longer route and the kids.

Our new officers are:

Richard Lorang

Milt Carvell

Georgia Darcentas

Patty Dahl

Dave Arnolds &

Jack Dick

Robert Muessig

Coordinator

Vice-Coordinator

Secretary

Membership Secretary

Ways & Means

Sgt-At-Arms

Elizabeth Ekstrom
Richard Lorang &
Gary Krutsinger
Georgia Darcentas
Rich Benson
Ron Dahl
Edd Dahl

Treasurer

State Reps.
Alternate State Rep.
Education & Legislation
Historian
S.E. Toy Run Coordinator

I think the officers that are leaving will pass on the knowledge they have gained onto the new officers. I hope the new officers will gain this knowledge and more. Thanks to those leaving and good luck to those coming on.

Elizabeth

WASHINGTON COUNTY

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

Little Italy Pizza, Cornelius

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

Chapter Contact: Dave, 648-4103 or Bill, 681-9200

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

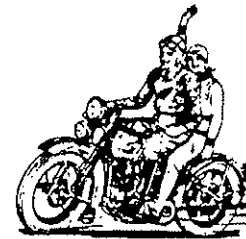
Chapter Contact: Kraig, 876-5135

Greetings from Yamhill County Chapter.

First, we would like to congratulate Jim Rhodes for winning a seat on the Willamina City Council. We wish him good luck.

We are also involved with the Tree of Giving. This is on 3rd year with help to give kids less fortunate to have a Merry Christmas. This will be happening on December 19th at the Old Willamina Grade School between 8:00 and 8:30 am. We will be needing Santa Claus to help again this year. If you can help please call Kraig at 876-5135 and leave a message. And if anybody knows the State Statute to exempt you from wearing a helmet in a Parade please call Kraig. Willamina will give us a parade permit. There will be beverages and food served afterwards. Thank you.

Good luck and good riding,
Renee



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

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

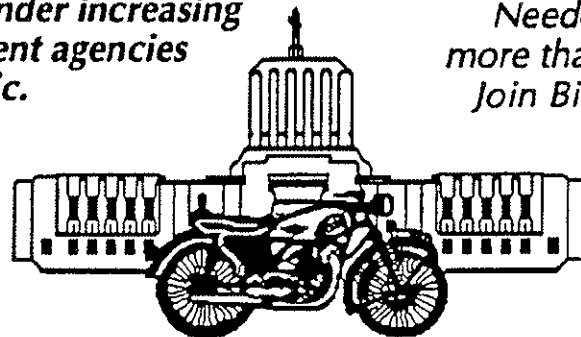
BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
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TO ALL WHO HELPED AT THE STATE RUNS ON SECURITY

I would like to thank all of you for your support and help at Fossil and The Fall Bash this year. Without your help it couldn't have been done.

Both runs were a great success. There was a good turnout and lots of good people showed up. Hope to see you all next year.

Hope everyone had a good Thanksgiving. Have a good Christmas and Happy New Year!

Tim
State Sgt.-At-Arms I

MEETING OF THE MINDS

by Lois Gleason

Can any of these ideas work in our organization to make it stronger and pack more punch into our credibility with other organizations?

..All biking groups to support one state bikers PAC.

..Make the state the primary run sponsor for all current chapter runs with the chapter being secondary. If the runs aren't making the money we need for our state needs then why are we putting them on?

..Chapter accounts only have small checking accounts with the state handling any excess funds over \$200 so the chapters can borrow from the state organization when seed money is needed to put on local events or runs.

..Keep state apprised of all properties acquired by chapters so all can use the property, ABATE is ABATE.

..Seriously consider dropping our tax-exempt status, some states have paid officers (who do nothing but ABATE) and are very successful organizations.

..Restructure chapters by boundaries or districts so we can cover the state better.

..Don't force our people into taking a job they may not be able to learn or have the time to do the way it needs to be done.

..Have more training sessions for offices like secretary, treasurer, products, etc. Just telling a person they have the job just doesn't cut it. They need the tools and the knowledge too!!

..Streamline at chapter level. Do we need all the officers positions we have?

The above are just some ideas given by other organizations. Can any of these ideas be revised or used ?? Give it some thought and help your organization become stronger and more credible. I was very surprised at Meeting of the Minds. The only place our organization really excels is in grass roots lobbying.

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CHAPLAIN'S CORNER

I'm sitting here at my desk writing this month's article and am painfully aware of the cold, rainy weather as I snatch an occasional glance out the window. The unraked leaves are piling up in the yard, yet another reminder that the warm sunny riding days are gone for this year. By the time you read this most of the toy runs will be history and we will finally be moving toward that most special day of the year called Christmas by some and Xmas by others and a big nuisance by yet others. Some religious groups will verbally run down other groups because as we all know, December 25th is not actually the anniversary day of the birth of Christ. Best guess is that Jesus was actually born in the springtime or possibly even summer. Makes no difference tho what day the modern world wants to set aside to honor Jesus' birth.

What is important to us is to realize what Christmas is really all about. Take "Christ" out of Christmas (Xmas) and you have just another commercial holiday where the store merchants rake in their biggest bucks of the year and most of us spend money we don't really have for presents that so often the recipients don't need or sometimes don't even want. For others, Christmas is a time of family get-togethers and a special feast of good food of a kind only seen at these special times of the year. Christmas is a time of loneliness for the homeless and for those who have no one to be with.

At the time of Jesus' birth the angels proclaimed "*Peace On Earth, Good Will Toward Men.*" Well, *peace* has managed to elude mankind for the last two thousand years but "*Good Will Toward Others*" is within the grasp of each one of us.

As Bikers, we stand apart from the rest of society, especially when we are on the road and in the wind. Most of the citizens out there see us as "unfriendly" to say the least. Who of us hasn't seen the nervous cager watching his rear-view mirror when one of us just happens to be behind him or her in city traffic. Sometimes I feel I can hear a sigh of relief as I pull into another lane and pull away from the cager. I'm sure we've all seen the nervous looks on some of the citizens faces when we pull into a shopping center or some other place. Here is where "Good Will Toward Others" comes into play for us bikers. Don't cop an attitude and look tough!! Instead, look people in the eye, smile and say hello!! Hold or open a door for someone when appropriate. Offer a helping hand to a handicapped person. See those envious teenagers admiring your ride? Give 'em a nod or a wave ... you will "*make their day*". Someday when you and I are gone, they will pick-up the lifestyle we leave behind. A friendly smile directed toward a child as they warily watch you approach will go far with them AND their parents. Yes, promoting a favorable image is a part of what ABATE is about. But lets not limit it to those benefit runs we give during the year.

Educating people and changing some of the false image attached to us should be a year-around effort for us all. We don't have to be *religious* to be a pleasant person and we certainly don't have to sacrifice any of our biker lifestyle to have others respect and like us. If you are one of those "attitude" bikers, then this is the time of year to mellow-out and show some of that "*Good Will Toward Men*" that the Angel spoke about 2,000 years ago.

P.S. Thanks to all of you who wrote or inquired about the absence of my articles lately. I'm back now to help and serve my brothers and sisters in this greatest of all lifestyles.

Merry CHRISTMAS to all and I leave you with this thought ... "*JESUS IS THE REASON FOR THE SEASON!!!*"

Preacher Jim

Do not follow where the path may lead. Go, instead where there is no path. And leave a trail.

— JFK

EDUCATION PODIUM

A matter of importance is that the Motorcycle Awareness program is underway. Nic Oliver and I have commitments at Cascade High School and Stayton High School to introduce our message during the Driver's Education program. We have three sessions at Cascade and one at Stayton, per semester.

Watch for more information about a training session for those from each Chapter who will be doing the same message in your community. At this time ABATE, AMO and The Christian Motorcyclists are participating in putting on the Awareness program. I look forward to passing this torch to others who are as interested in helping us all be safer in the future.

Sincerely, in biking freely and safely,
Mel Yeager, Education Director

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"Are you sure that's the way
to revive him?"

YOUR RAVING ROVING REPORTER

Crazy Steve

Well, here I go again playing catch up on all the runs I've been to since the last report I made. Well, I had a wonderful trip down to the Last Chance run. Left on Thursday, headed down I-5 and the weather was fantastic. It was so nice we had to stop more often just to wet our whistle, but we finally made it down to our friends for the night. Stayed and played cards that night, got up the next morning, had breakfast and headed to the campgrounds about an hour away. We arrived at the gate, gave the gate people Fall Bash fliers to hand out to people coming in. Then onto find a nice campsite under two trees which was out of the sun (most of the time). Got campsite set up, so decided to see what was going on. Not many people were there yet so I decided to grab a bite to eat. There was a group of gentlemen cooking and I swore I wouldn't forget who they were, but guess what, I did. But they had the best damn steak sandwiches I ever had. After that I felt so tired I decided to take a nap. When I got up there were a hell of a lot more people. I walked around and met lots of old friends and just out meeting new ones when I was asked if I would like to help with security and I agreed.

Saturday they had lots of fun and exciting bike games. One was called Biker-Bungiecord and I still haven't figured that one out, but I don't think they did either. They had lots of bikes in the bike show. Some older than I was. They were beautiful bikes. I guess some things get better with age.

That night I sat around listening to the music and talking with friends. I hit the bed about 1:00 am. Got up the next morning, packed up and headed on home. It was a nice day for the trip home. The sun was shining real nice. Hope to see some of you guys next year. Couldn't have asked for better weather or company. The run was fun, but its always good to get back home for a little while that is.

The following weekend I headed to Windy Creek II. That's II because the first one was called off because of the fire danger. I guess that's a better reason then rain, which is usually what we get. Well, I headed on down the highway by myself, so I took my time and stopped at all the rest stops. People at the rest stops know me by my name because I have stopped there so many times during the summer. I got to the campgrounds, found a campsite and set

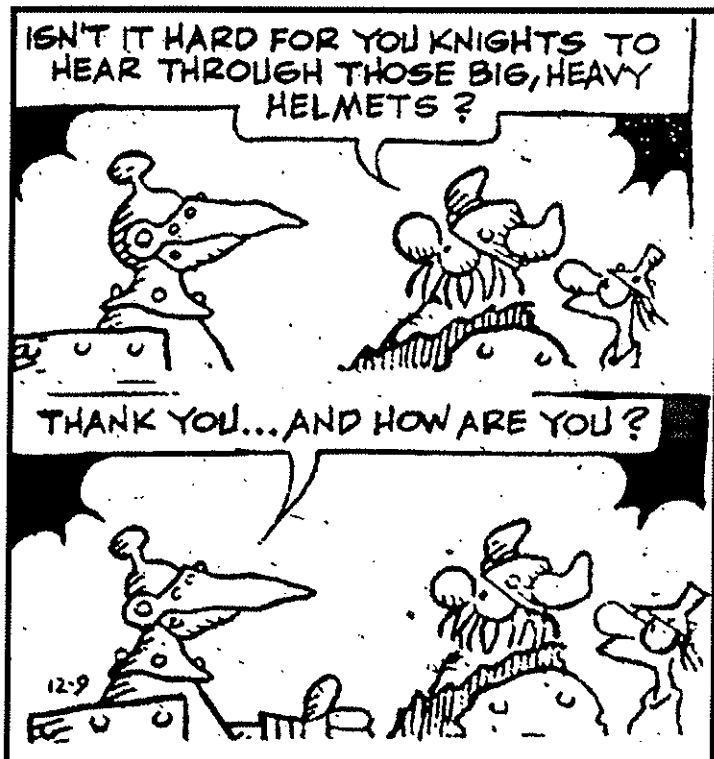
up my tent. Seen lots of people I saw last year and also met some new ones. They had good games, good food, good friends, and more. Fore you people who are looking for a good time you should try going to some of these runs. You never know, you just might have some fun. There was 125 people there who were having fun and 4 cops (who didn't pay) but they left after they checked out the grounds, as usual. Well, Sunday same as always ... loaded up and headed home. I bet you haven't noticed anything yet, huh? I haven't been getting lost or taking any shortcuts!

Last run for the Summer was the Fall Bash. The campgrounds were terrific. They had everything you needed, even running water. I got there Thursday and helped where ever I could. It got cool at night, but had a campfire. Sat around and just talked with friends. That's what it's all about, being with friends. Got up Friday and had breakfast with Angie and Roger. Then some of us got together and set things up. By then a lot more people had arrived. There were quite a few people who came which was terrific for the first Fall Bash.

There were plenty of vendors and lots of things to see. It did rain a little bit, but not enough to dampen people's spirits. We all had fun and a good time. I think the Fall Bash was a good run and was worth having. Hopefully more people will turn out next year. Campsites were great.

Well, as I said that was the end of camping, but not the runs. I didn't make it to the First Chance run for Shriner's, but Annie did, and she said she had a great time. Maybe because I wasn't there? Oh well, shit happens.

I did make it to the Halloween party though. There was all kinds of costumes, from the devil to the grave. There were draculas, the devil, gangsters, and a dick head. Well there was probably more than one of those there, but it was fun just watching the faces of people when they saw another costume come through the door. There was plenty of excitement there and you should have been there. Fun was had by all and hopefully the kids will have a great Xmas because of what we are doing. Well, that's all for now. Catch ya next time and hope to see ya all out there.



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**AN EFFORT A DAY
HELPS KEEP
FAILURE AWAY**

WHAT IT'S LIKE TO BE MARRIED TO P.T.S.D.

FROM A VETERANS WIFE'S POINT OF VIEW
by Beth Bachand, Northwest Indian Veteran Association

I have been in the 'dark' with the realities of Post Traumatic Stress Disorder until just a month ago. In January of 1987, I met a wonderful fellow Native American in a recovery treatment center. I was secretary to an Alcoholics Anonymous group that specializes in the alcoholism of Native Americans. He was incarcerated in this center. I was swept off my feet by this gentleman, his respect to others, the way he shared his interests in the collection of various articles that he had. I appreciated the way he saw to my needs, and the way he reached out to others in his own way. He liked to be courteous, to socialize, to be a friendly face in a group.

To me, he didn't seem to be a person with problems. I thought he had the world fitted to his satisfaction. Sometimes I did notice that he kept his distance from authority figures, shunned Fourth of July events, had moments of distancing himself from me. I didn't understand him then. Although he told me about his close friend, Rick, a year into our marriage, I never knew just how close he was to his friend until a year after that. I had to be told, in painful detail, the closeness of a friend that didn't make it back from Vietnam.

To Miles, Rick was a true brother, like twins, each man sharing activities and a special friendship that anything in life couldn't separate. Until death. An unnecessary war that just didn't have to happen. He told me that if Rick didn't save him that day, he would have died. He was the only one in his platoon that survived. To me, that sounds like a major tragedy. But since I have never been in a war myself, I cannot comprehend the actuality of what did happen to Miles that fateful day. I know I never will. I am trying to understand, though. But as early as a year ago, I didn't even want to understand. Since I never had any kind of close friendship with anyone in my life, I had not come close to grasping the serious and significance of his emotions to this touchy subject. I felt left out of marital importance. I wasn't the unselfish wife to a needy veteran as I should have been. It took quite a while of patience on his part, that I needed to quit being self-centered and listen to him, let down my walls and help him find help.

He, to this day, has a hard time reaching out for help. He is carrying a large load of hurt and anger, the "why couldn't it have been me?" feelings. Guilt. I know I could never fully understand his frustrations, but I can be there for him. Sometimes I feel helpless, that there should be SOMETHING I can do for him. I know I can never replace Rick, and I don't want to. But I came to realize that Rick and I are two different people who became a part of Miles' life. One is no longer around, but the other person is.

Once I gained knowledge of P.T.S.D. I have a new tolerance for his attitudes and behavior that plague him. I let him 'ride it out', take him to A.A. meetings, encourage him to keep his counselor appointments, and give him space when I feel he needs it. In a way, I am glad I found out about P.T.S.D. and the way it affects people. I am grateful for the knowledge I have achieved on this subject. I hope the day will come where he will find peace within himself and leave the hurtful past behind him. Then he will be the happy-go-lucky man I met to others, the way he used to be. *END*

**ABATE IS YOU ...
YOU ARE ABATE
ABATE AND YOU CAN
MAKE A DIFFERENCE!**

CONGRESSIONAL BILL WOULD SUSPEND CONSTITUTION, DECLARE MARTIAL LAW

by Tomas Estrada-Palma & Larry Monaghan

A new bill, HR 4079 co-sponsored by Representative Newt Gingrich and Senator Phil Gramm, would open the way for American concentration camps to be built, and thereafter permit the state to round up *suspected* drug users and force them to work without compensation for the state.

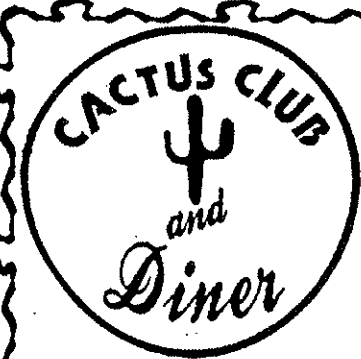
The bill proposes suspending the Constitution for five years so that millions of illegal drug users could be held by the state in concentration camps. All internees would be forced to work and if anyone is caught with drugs in the camps, they would have one year added to their sentence each time - with no right to appeal.

HR 4079 calls for declaration of a five year national state of emergency - in essence martial law. It proposes reopening the Japanese Internment Camps used during WWII, using active and inactive military bases as prisons, and instituting a new privately owned prison system as well. To aid in accomplishing this, the 4th Amendment, the 8th Amendment, and habeas corpus are to be either superseded, redefined, or disallowed. A provision has been built to allow the government to purchase goods manufactured by prison slave labor. To ensure the duration of this labor force, all previous maximum sentences would be changed to minimum sentences. New mandatory sentences would be applied, and probation, parole, and suspension of sentences revoked.

To provide an even greater pool to draw from, mandatory drug testing of just about everyone above junior high school level has been included in the bill. However, the resolution carefully avoids addressing the necessary funding.

Although press releases regarding the bill were sent out to all the national and local news outlets in the Maryland Libertarian Party, there has been practically no mention of the bill in the media. The state evidently is hoping to sweep this bill into law right under our noses while we are all preoccupied with other events taking place around the world.

Everyone needs to make phone calls and write letters. Direct your correspondence to the media and your representatives as well as Gingrich and Gramm. If they don't think you care about this bill becoming law - it will! Act now or cry behind the barbed wire later. *reproduced from the July 1990 Libertarian Party NEWS.*



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After reading the articles below, my first thought was if NHTSA cannot provide a safe helmet how can they enforce mandatory helmet laws. I saw a lot of statements here that could actually be used to fight for a repeal of the helmet law. If you can't guarantee the standards are going to be met than you can't require motorcyclists to wear helmets!! What do you think readers??? As you read on, you can see how statistics are sometimes compiled (refer to the "ROADSIDE HELMET-USE STUDY"). Even though on the surface these articles are definitely pro-helmet you can gain a lot of knowledge and fighting power if you read through all articles and think about what is being said.

If it is possible to show statistics in favor of the helmet, it is equally possible to show statistics proving that education is more viable and will save lives better than a helmet. - Donna

Reprinted from Autumn 1992

Safe Cycling

THE BOGUS-HELMET PROBLEM

The Editor of a respected industry publication flings the Gauntlet at NHTSA, and the Administration Reponds

Bob Jackson Says, "Listen Up!"

I've come back from Daytona Speed Week angered, to the point of sizzling, at the amount of absolute trash I saw being sold and worn as "head protection"! And my anger is directed toward both the advocates and enemies of the motorcycle safety helmet.

Yo, DOT and NHTSA!

I have a very clear recollection of then-Transportation Secretary Samuel Skinner, NHTSA Administrator Jerry Curry, and NHTSA Deputy Jeffrey Miller telling the opening session of the Motorcycle Safety Conference in Orlando, Florida - in person and on videotape - of their absolute belief in the motorcycle safety helmet's ability to reduce American motorcycle riders' injuries and fatalities, and of their intention to promote mandatory use, whenever possible.

If you're truly convinced of the safety helmet's benefits - and I'm not saying your view is inaccurate - then what have you done to make sure there's quality safety protection available; and how can you allow the sale and manufacture of the farcical crap we're seeing on riders' and passengers' heads in states that require helmet use?

Your DOT "certification" is a cruel hoax, and will continue to be, as long as you allow "voluntary" compliance by helmet makers; and until you produce DOT-approval stickers that are registered or

coded in a way that will give the consumer complete confidence that you have looked at it, and his or her helmet is damn sure of quality construction.

I know NHTSA has printed warnings about sub-quality helmets. I've heard it has actually "busted" a couple of "non-compliance" helmet makers. But, to this point, your compliance section's record on helmet-quality vigilance has been criminal, given your stated concern for the safety of the U.S. motorcycle rider.

And you mandatory-helmet opponents! What have you done to make sure the agencies requiring you to wear helmets are doing their job? How can you let your "brothers and sisters" - your constituents and members - put that garbage on their heads?

The mandatory-helmet laws already in place are "done deals". If their repeal is important to you, go after them, in the most tactful, legal way possible.

But in the meantime, save the energy you're using being angry at the laws, and redirect that anger toward the people who are producing junk that is, at best, "marginal" in providing head protection, and at the legislators and regulators who are allowing them to operate.

A couple of months ago, I said it wasn't time to "get mad" or "get even," but to "get smart."

That wasn't completely accurate. It's time to get real mad.

Just direct the anger where it belongs.

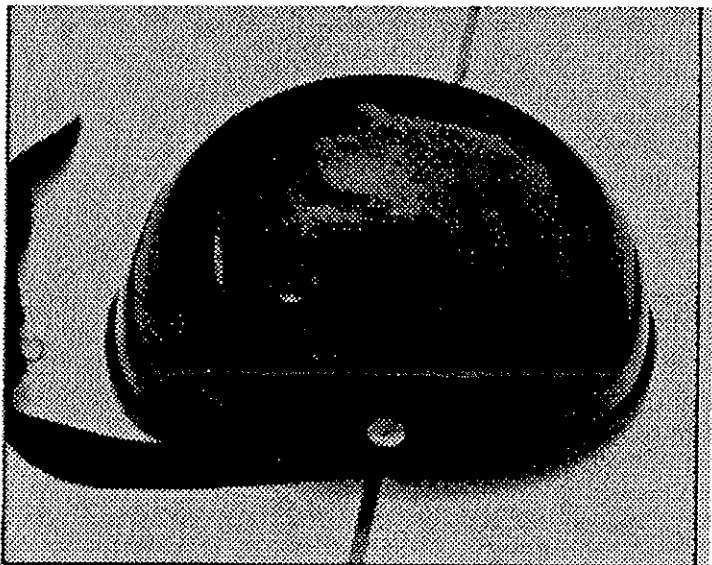
Bob Jackson is the editor of Motorcycle Product News, who kindly granted us permission to reprint this article, which appeared in the April 1992 issue.

NHTSA Speaks Out On The Issue

When we spoke with the National Highway Traffic Safety Administration, they also had seen an alarming increase in the number of motorcyclists wearing helmets that don't meet FMVSS 218.

"Our belief in helmets has not diminished," said Diane Wigle, the motorcycle-safety specialist at NHTSA. "The growth of costume or novelty helmets, which fail to meet the federal standard and therefore fail to provide head protection, increases the urgency of informing buyers to be sure the helmet they're purchasing meets the standard providing them the protection they need."

FMVSS 218 became effective in 1974 and specifies safety-performance requirements for impact resistance, penetration, retention system, projections, and peripheral vision. Helmet manufacturers are required to build their products to comply with these requirements and to certify compliance by placing the letters "DOT" on the helmet. Helmets must be tested by the manufacturer, and test results kept to verify that the helmets meet the performance requirements. This same self-certification process is used by all motor-vehicle and automotive-equipment manufacturers regulated by



Sold as costume or novelty helmets, these cheaply made items don't possess the safety-performance features of FMVSS 218.

Federal motor-vehicle-safety standards.

The government lacks the resources to test all vehicles and equipment governed by Federal motor vehicle safety standards. Instead, it takes the practical and effective approach of spot testing. NHTSA purchases random samples of helmets from the marketplace and administers the performance tests specified in the standard. If failures occur, thorough technical investigations are conducted to determine whether there is an actual non-compliance. If it is found that a helmet doesn't meet FMVSS 218, the manufacturer generally agrees to conduct a recall campaign. If the manufacturer refuses, NHTSA may order a recall. Over the years there have been 28 recall campaigns involving 260,489 helmets.

Many of the motorcycle helmets that don't meet FMVSS 218 requirements are sold as costume or novelty helmets. These cheaply-made items outwardly resemble some legitimate helmets but don't possess the safety-performance features of helmets that meet FMVSS 218. Manufacturers of these helmets advertise them as novelty or costume helmets to circumvent the federal safety requirements. Few novelty helmets have the manufacturer's name displayed, or are sold by motorcycle dealers or equipment retailers. Some novelty helmets don't have DOT labels on the back, some offer a DOT label separately, implying compliance with the standard, and some place a DOT label on their helmets knowing that they don't meet the standard.

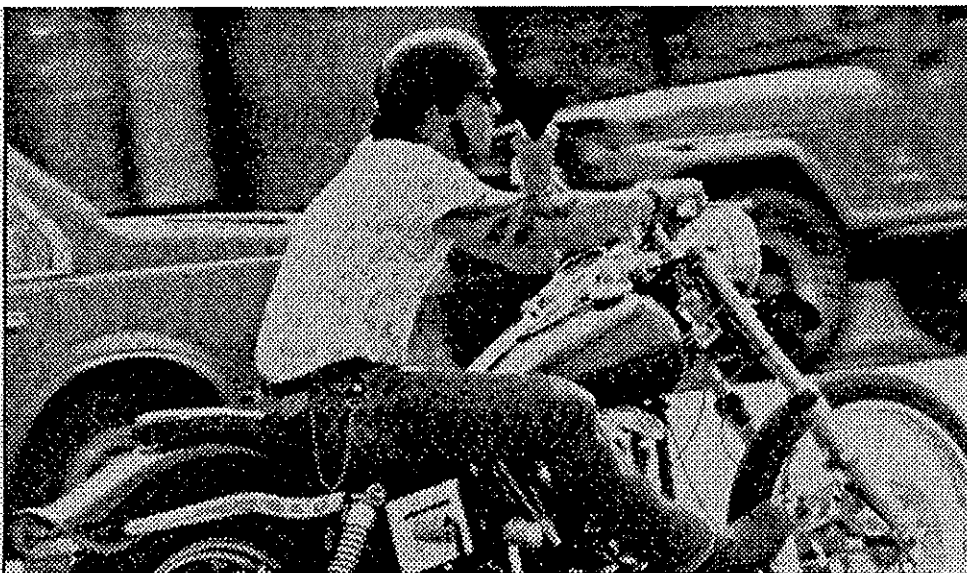
NHTSA believes the great majority of people who wear these fake helmets know what they are buying and wearing. They wear the novelty helmets as a way to fool police officers and get around state helmet-use laws that require motorcyclists to wear helmets complying with FMVSS 218.

According to Wigle, NHTSA combats the fake helmet problem in several ways. First, it tracks non-standard helmet manufacturers that misrepresent their products and pursues criminal sanctions against them. Sometimes these manufacturers go out of business or eliminate any reference to DOT. They then continue to sell their products as a novelty item. Often novelty-helmet manufacturers cannot be identified. In Harrisburg, Pennsylvania, a Federal grand jury has returned a three-count indictment against a manufacturer and a retailer of "German-style World War II" fiberglass helmets. The indictment charges the defendants with conspiracy to defraud the United States by manufacturing "German-style" helmets that failed to meet all but one requirement of FMVSS 218 and selling them with DOT labels attached for use by motorcyclists.

Second, NHTSA teaches law-enforcement personnel how to determine if a helmet meets the standard. A training video and brochure to assist police officers in identifying non-standard helmets will be available soon. The video will be widely distributed to law-enforcement personnel. The agency issued a press release on January 8, 1992, pointing out the potential hazards of fake helmets. Copies were widely distributed to law enforcement personnel across the country.

Third, motorcyclists are informed of both the importance and the legal necessity of wearing a helmet that meets the standard. The information is disseminated through press releases, magazine articles, and through motorcycle organizations and their publications.

When buying a motorcycle helmet, riders should look for the following characteristics to be sure the helmet meets the federal standard: 1) a DOT label on the lower center of the outside back of the helmet; 2) the manufacturer's name, model designation, size, month and year of manufacture; 3) instructions that provide shell and liner material, and how to properly care for and wear the helmet; 4) an inner core about 1" thick made of polystyrene (styrofoam);



A motorcyclist captured on film as part of the University of Southern California roadside helmet-use study (see next page).

and 5) a chin strap that is strong and well attached.

Bob Jackson asks what NHTSA has done to make sure there's quality safety protection available.

"Quality protection is available," Wigle said. "Motorcyclists can be sure they obtain it by knowing what to look for in a helmet. We don't, to the best of our ability and resources, allow the sale of non-standard helmets."

NHTSA admits that they need help to combat the problem. Buyers can insist on a product that meets the standard, retailers can refuse to sell non-standard helmets, and concerned motorcyclists can spread the message among other enthusiasts.

If you believe you own a helmet that doesn't meet the standard, or know of a retailer that is representing novelty helmets, let NHTSA know by calling their toll-free Auto Safety Hotline at (800) 424-9393.

BOGUS HELMETS

How can you tell if that helmet is bogus? Here's a brief history, and a short list of requirements.

The National Highway Traffic Safety Administration issued Federal Motor Vehicle Standard Number 218, Motorcycle Helmets, in 1973. It was most recently amended in 1988.

FMVSS No. 218 establishes performance requirements. There is also a section that explains the labeling requirements. The label must be permanent and legible, so that it can be read easily without removing the padding or other permanent part. It must include the manufacturer's name or identification, the precise model designation, the size, the month and year of manufacture (for example, June 1992 or 6/92), and the symbol "DOT". By printing "DOT" on the label, the manufacturer is certifying that the helmet conforms to FMVSS No. 218. The DOT symbol must appear on the outer surface, in a color that contrasts with the background, in letters at least 3/8" high.

The label must also include:

- "Shell constructed of polystyrene foam and liner constructed of [material]."
- "Helmet can be seriously damaged by some common substances without damage being visible to the user. Apply only the following: [Cleaning agents, paints, adhesives, etc., recommended by manufacturers]."
- "Make no modifications. Fasten helmet securely. If helmet experiences a severe blow, return it to the manufac-

turer for inspection, or destroy it and replace it."

any additional relevant information will be on a tag or a brochure.

If there is a DOT label on the lower back of the helmet, but you suspect it does not meet FMVSS No. 218, inspect the inside of the helmet. Has the manufacturer complied with the other labeling requirements, described above? If not, it does not meet FMVSS No. 218 standards.

Also, helmets may have labels from the American National Standards Institute (ANSI) or the Snell Memorial Foundation. ANSI and Snell have somewhat different requirements. The DOT standard is the only one the helmet is required to meet by law.

ROADSIDE HELMET-USE STUDY

On January 1, 1992, a mandatory helmet-use law became effective in California that requires anyone riding a motorcycle, scooter, or motorized bicycle to wear a U.S. Department of Transportation (DOT) approved helmet. This law specifies that helmets must meet or exceed Federal Motor Vehicle Safety Standard 218 (FMVSS 218) and that they be properly fitted and securely fastened.

Informal observations revealed a new phenomenon in the Los Angeles area - the use of "bogus" helmets by some motorcycle riders. The bogus helmet is headgear available through certain motorcycle parts houses, mail-order businesses and novelty shops. These "helmets" do not offer the protection required by FMVSS 218, and so are not DOT approved helmets. To the casual observer, the bogus helmet appears to be a motorcycle helmet because it has a hard shell. However, closer inspection reveals they offer little or no protection to the rider because they lack an energy-absorbing liner, "the single most critical part of any helmet," according to David Thom of the University of Southern California's Head Protection Research Laboratory.

The USC team believed that improper helmet-wearing behavior, including unfastened or loosely fitted chin straps and now

bogus-helmet use, could be factors in helmet effectiveness. They wanted to know what was happening since the introduction of the mandatory helmet-use law.

Darren Tees, a second-year graduate student at USC, and James Ferris, a senior, embarked on a study to discover current helmet-use factors. The student investigators started by looking at other related research. The USC accident-research team had released two previous studies in 1981 and 1988 that examined helmet use. These studies examined many aspects of the motorcycle population, including features of both the motorcycle and rider.

Then Tees and Ferris chose 15 locations in the Los Angeles area with significant motorcycle traffic. Care was taken to assure a fair representation of geographical area, roadway, and traffic types. They went to each of these sites to record and photograph the riders who passed by. Helmet types and retention-system use, along with many other features of the motorcycles and riders' apparel, were recorded.

The investigation showed that 100% of the riders observed were indeed wearing helmets, as compared to 55% and 56% of those in the 1981 and 1988 studies. On the surface it appears that the helmet law has been successful at increasing helmet-use rates. However, 23% of the riders observed were either wearing their helmets incorrectly or were wearing non-DOT helmets. Seven percent of the riders in the new study were observed wearing non-DOT-approved helmets. Sixteen percent were improperly wearing their approved helmets. This compares to the 7% observed wearing their helmets incorrectly in the 1988 study. No bogus helmets were observed in the 1981 study.

Thom offered, "(that) these statistics are alarming since almost one-quarter of all riders are inadequately protected while riding a motorcycle."

Those 23% need to know that for a helmet to properly protect them in the event of a crash, it must be fastened securely.

— Peter Fassnacht

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LEGAL CORNER

Sam Hochberg received an answer to the letter we ran in the October 1992 Newsletter and along with it a copy of the NHTSA brochure being supplied to police departments everywhere to help them identify illegal style helmets.

Oregon

November 17, 1992

DEPARTMENT OF
STATE POLICE

GENERAL
HEADQUARTERS

Samuel I. Hochberg
Attorney At Law
750 Morgan Building
720 SW Washington Street
Portland, OR 97205

Reference is made to your letter dated November 6, 1992, concerning enforcement of ORS 814.269.

Since the law was effective, this agency has done a very good job informing its membership as to the law, including sending out Federal Motor Vehicle Safety Standard (FMVSS) 218 on two prior occasions.

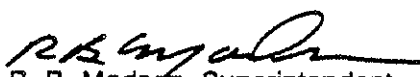
The memorandum discussed in your letter dated August 5, 1992, by Lieutenant Phillip D. Mohr, has been carefully reviewed. We conclude the memorandum does not properly interpret FMVSS 218 and we are rescinding the memorandum.

Since May 17, 1988, this agency has sent out information to its membership on several occasions which is accurate and very informative as pertaining to the helmet law. In addition, we are sending out to our membership the enclosed memorandum, along with the video by the United States Department of Transportation, National Highway Traffic Safety Administration, entitled Fake Helmets Unsafe On Any Head; the enclosed brochure; and a copy of FMVSS 218 for the third time.

This agency will continue to enforce the Oregon helmet law according to statute and Oregon's adoption of FMVSS 218.

I appreciate the opportunity to address your concerns on this matter.

Sincerely,


R. B. Madsen, Superintendent

RBM:tib
Enclosures



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FAX (503) 363-5473

HOW TO IDENTIFY UNSAFE MOTORCYCLE HELMETS

U.S. Department of Transportation
National Highway Traffic Safety Administration

It's clear - Helmets save lives. According to the National Highway Traffic Safety Administration, Motorcycle Riders who do not wear helmets are 40 percent more likely to incur fatal head injuries than riders who do. From 1984 through 1990, helmets saved the lives of more than 4,740 motorcyclists. To help protect the lives of motorcycle riders, the U.S. Department of Transportation requires that all motorcycle helmets sold in the United States meet federal motor vehicle safety standard (FMVSS) 218. Each year, DOT conducts compliance testing of a variety of motorcycle helmets to determine whether helmets being sold in the U.S. meet the federal safety standard. Because helmets add such a critical margin of safety for motorcycle riders, many states now have laws requiring use of helmets that meet FMVSS 218 requirements. Increasingly though, motorcycle riders are violating these state laws by wearing cheap and unsafe helmets that do not meet FMVSS 218. Most of these helmets are sold as novelty items by unscrupulous merchants to circumvent the FMVSS 218 requirements. In some cases, people purchase these helmets in the mistaken belief that they provide protection. However, many people who wear these novelty helmets know that they are unsafe, but wear them anyway. This brochure will tell you how to spot these unsafe novelty helmets and how to distinguish them from helmets that meet the federal safety standard.

Here's what to check for:

DOT STICKER

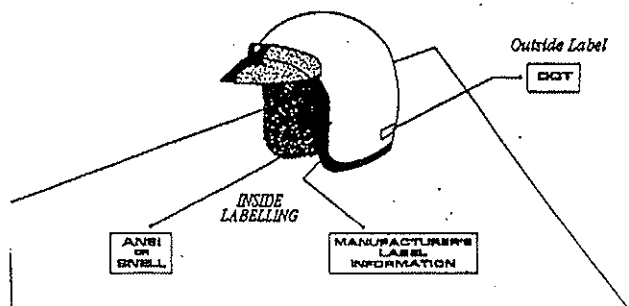
Helmets that meet FMVSS 218 must have a sticker on the outside back of the helmet with the letters DOT, placed there certifying that the helmet meets or exceeds FMVSS 218. It is important to note that some sellers of novelty helmets provide DOT stickers separately for motorcyclists to place on noncomplying helmets. In this case, the DOT sticker is *invalid* and does not certify compliance.

SNELL OR ANSI STICKER

In addition to the DOT sticker, labels located inside the helmet showing that a helmet meets the standards of private organizations like Snell or the American National Standards Institute (ANSI) are a good indicator that the helmet meets the federal safety standard. To date, we have never seen a novelty helmet that has a phony DOT sticker *plus* a phony Snell or ANSI Sticker.

MANUFACTURER'S LABELLING

Manufacturers are required by FMVSS 218 to place a label on or inside the helmet stating the manufacturer's name, model, size, month and year of manufacture, construction materials, and owner information. The cheap helmet that does not meet the federal safety standard usually does not have such a label.



THICK INNER LINERS

Helmets meeting the minimum federal safety standard have an inner liner - usually about one inch thick - of firm polystyrene foam. Sometimes the inner liner will not be visible, but you should still be able to feel its thickness. Unsafe helmets normally contain only soft foam padding or a bare plastic shell with no foam at all.

STURDY CHIN STRAP AND RIVETS

Helmets meeting the DOT safety standard have sturdy chin straps with solid rivets.

WEIGHT OF HELMET

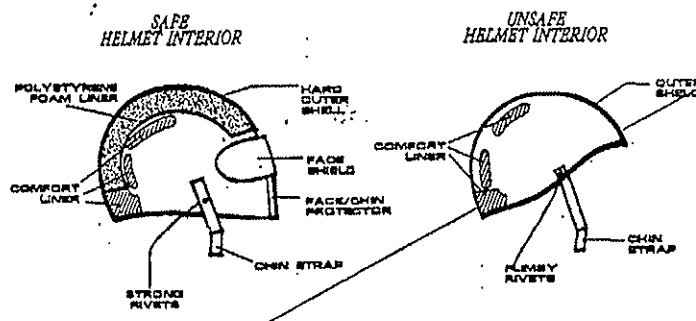
Depending on design, unsafe helmets weigh only one pound or less - helmets meeting FMVSS 218 weigh about three pounds. Become familiar with the weight of helmets that comply with the federal safety standard. They feel more substantial.

DESIGN/STYLE OF HELMET

The DOT safety standard does not allow anything to extend further than two tenths of an inch from the surface of a helmet. For example, while visor fasteners are allowed, a spike or other protruding decorations indicate an unsafe helmet.

A design such as the German Army style or skullcap style may be a clue to an unsafe helmet. Unsafe helmets are noticeable smaller in diameter and thinner than ones meeting the DOT standard. However, some German Army style helmets may meet federal requirements. You'll need to check for weight, thickness, sturdy chin straps, as well as the "DOT" safety standard.

Try to become familiar with brand names and designs of helmets that comply with DOT requirements. For example, a full-face design is a good indicator of a safety helmet. We have never seen a full-face design novelty helmet.



Remember, a DOT sticker on the back of the helmet and proper inside labelling do not necessarily prove that a helmet meets all DOT requirements. Many helmets have phony DOT stickers and a limited few also have manufacturer's labelling. But the design and weight of a helmet, thickness of the inner liner, and quality of the chin strap and rivets are extra clues to help distinguish safe helmets from noncomplying ones.

FOR MORE INFORMATION CONTACT:

The National Highway Traffic
Safety Administration
Safety Countermeasures Division
NTS-23
400 Seventh Street, SW
Washington, DC 20590
202/366-1739

RENT-A-GULAG WOULD MAKE U.S. SAFE AGAIN

Commentary

by Mike Royko

So now we have a stretch of interstate highway in Florida being patrolled by the National Guard because wackos try to kill passing motorists.

Only a few weeks ago, the head of public housing in Chicago suggested calling out the National Guard to battle heavily armed gangs that have turned Cabrini-Green into a war zone.

Every 30 minutes, police stats say, somebody in Chicago is shot. The numbers are similar in New York, Detroit, Los Angeles and most other big cities. And things aren't too calm in smaller cities and suburbs, where the drugs trade has spread and the shootings have followed.

It's remarkable how calm we are, considering that we have become the most violent country in the developed world. By the time the year is over, more people will be shot in this country than in Bosnia. And we're not at war.

A measure of how we have adjusted to this maniacal behavior is that crime wasn't even a major issue in the presidential campaign. It was seldom mentioned.

There was a reason. The candidates couldn't make a big deal out of it because they would have had to offer solutions. And they have none.

Sure, we can say that a long-range solution is to improve education in the crime-plagued inner cities and other poor areas. Improve education and the young men will get jobs. If they get jobs, they won't be joining gangs., dealing drugs and shooting each other and bystanders.

But that's long range. And after years of Reagan-Bush's to-hell-with-the-cities policy (the punishment for being urban Democrats), the range is even longer.

Which brings us to short-term remedies. Some academics and sociologists might disagree, but the only practical short-term solution is to put criminals behind bars. It won't make them nicer people, but while they are locked up, they won't shoot anyone.

But that doesn't work well because we don't have enough space in our prisons. The cops bring them in, the juries or judges find them guilty, then what? If the prisons open the door to let a menace in, they have to shove another menace out to make room. We trade a new thug for a more experienced thug.

We could use more prisons. But we also could use better schools, bridges that won't collapse, highways that aren't falling apart and billions of dollars in other projects.

And because of the nature of the clientele, it costs more to build prisons than schools, motels and maybe even hospitals.

So the question is, how can we handle our world-renowned, record-setting, superstar criminal population on the cheap?

I have a proposal.

As we know, Russia and the other former Soviet states are staggering their way toward something that is supposed to be a capitalistic, free-enterprise system.

But they're having a hard time because they are novices and don't have much to sell.

If they were good at anything, it was locking people away. Joe Stalin may have been the most efficient prison warden in the history of the world. And they did it economically. Instead of building stately prisons with enormous walls and all sorts of high-tech electronic doodads, they just hauled the unfortunates to places so remote,

there was no point in escaping. How do you plan a breakout when the final step is: "Then we walk 1,500 miles through hip-deep snow and wolves, and we're home free."

You probably see my proposal shaping up. Now that the Soviet Union is no more, they have all these vacant gulags. They also have an army of unemployed gulag guards, gulag wardens and other gulag experts.

So it is a straight business deal. We have this huge surplus criminal population. They have this huge surplus prison space and surplus guard population. We were made for each other.

We ship them our surplus criminals and pay them so much per year in storage fees.

I'm sure there are all sorts of legalistic obstructions to this plan. But if we can legally export war weapons, why can't we legally export criminals? I'm sure the creative minds of Congress could find a way.

You say the idea is preposterous and that I'm kidding, right? Think of it this way: Some retired geezers want to drive their camper to their Florida condo. But troops have to protect them from snipers. And I'm the one who is kidding?

Mike Royko is a *Chicago Tribune* columnist. He won the 1972 Pulitzer Prize for commentary.

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SETTING THE STORY STRAIGHT

"It doesn't matter what is true, it only matters what people believe to be true ..."

Paul Watson, founder of Greenpeace

This quote seems to describe the tactics used by every group who is trying to reduce the movements, and the individual freedoms of adult Americans who are capable of making their own decisions.

I have always believed that the truth will eventually prevail, but sometimes you have to wonder how long it will take for some people to realize they have been the victims of nothing more than propaganda.

Just the other day I was waiting at a hospital to bring a friend home after surgery. It seemed to be a simple task, and I was sure I would not encounter any confrontations with anyone. After reading nearly all the three year old magazines in the waiting room, a doctor popped in and asked me to come into the next room. He told me how my friend's surgery had gone, and what care was required at home. I was taking half-assed mental notes, when the doctor stated that he was shocked to learn his patient was a motorcyclist or "biker", then made comments insinuating that it was obvious I was one.

When the topic of helmet usage came up, it seemed obvious to me that he was set on putting me in my place on this subject. I would love to have a picture of his face when I started throwing facts, and other information from the studies I had read at him, in support of my case. He was totally unprepared for a half-intelligent response from me. It didn't take long before he was trying to change the subject, but the way I figured it, he started it and now I wanted to finish it.

Next, he tried to wrap the conversation up by saying that all of us, including himself, have to pay for those who ride helmetless and become injured (the old "public-burden" theory). I believe he felt he would back me into a corner on that one. Needless to say, the "who pays" issue put me even more on the offensive; I started shooting out facts and statistics from different studies, which show all the flaws and lies that were used to support the "public-burden" theory. I don't think I changed his mind, but I do think that after I left he had some doubts about his information.

The more I thought about it, the more apparent it became to me how easy it must be to convince someone even a reasonably intelligent person to believe lies. If you stop and think about it, the propaganda experts know that most doctors only see the bad side of motorcycling, and never any of the benefits of our lifestyle. They use this knowledge and prove their point with any "facts" that will get the job done. A lie told often enough will soon be accepted as fact.

In another conversation I had with an insurance agent, I listened to her say that whenever she saw someone riding without a helmet, she was sure he would die before he reached his destination. Her attitude was that riding without a helmet almost guaranteed death. I am sorry to say that there was no changing her mind, or even putting any doubts in it, on this subject. I'm sure this individual lives with every safety device known to man surrounding her at all times.

What all this boils down to is that we have a lot of negative attitudes out there when it comes to riding a motorcycle. All of us, as individuals and as a group, are the only ones who can change this. Each time we come in contact with these negative attitudes, we must point out the problems with their reasoning and also point out the many positive benefits of riding.

All the lies and half-truths about motorcycles and riders have been spread for many years. So although it may take many years to set the story straight, in the end, the truth will prevail, and the biker lifestyle will endure.

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Kidd Curry

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SMOG TAX RECOMMENDED FOR PORTLAND METRO AREA

Governor's task force suggests tax for reducing automobile use and increasing use of mass transit.

Portland metropolitan automobile owners need to pay a "smog tax", says the Governor's Task Force on Motor Vehicle Emission Reduction.

Car owners in Washington, Multnomah, and Clackamas counties will be hit with a fee starting at \$50, and rising to \$200 by the year 2000.

Why is such a tax necessary? To make sure Oregon complies with the strict standards of the 1990 Clean Air Act.

The tax was designed in order to "discourage" the use of single-car commuting in the Portland area. Put simply, that's you, driving alone to and from work.

Money generated from the new fees are supposed to go for "mass transit, car-pooling, and other alternative means of transportation"

Read this as walking, biking, and psychological pressure to use buses and light rail.

The Task Force, created by the 1991 Oregon legislature, has a mandate of putting together a plan of action so Oregon will avoid a battle with the federal Environmental Protection Agency (EPA) over ozone and air quality standards.

Before the fees can be levied, the Task Force's recommendations must be submitted to the 1993 Oregon Legislature.

Should the legislature agree with the Task Force, Oregon would stand alone as they only state in the United States with a fee/tax based on tailpipe emissions.

If Oregon legislators are unwilling to face the wrath of angry car owners and choose not to implement the tax, then who will pay the price of the federal pressure? Businesses in Oregon, of course.



Business and industry targeted.

Under the Clean Air Act, business and industry are first on the list if airshed quality standards are not met.

This rightfully alarms business organizations like Associated Oregon Industries (AOI), the lobbying group for many of Oregon's largest manufacturers. They know they are the easiest and most available target for the regulators of the EPA.

Thus regulators could force manufacturers to install new equipment to reduce emissions further. Enforcement would also create more difficult, and inevitably costly, new permitting procedures.

AOI also knows that, at present, air quality levels are close to the line that will trigger governmental action.

Members don't want to have their operating costs increased, nor do they want to bear the burden of the mandated levels alone.

The group, therefore, might seek compromises with environmental pressure groups in an effort to convince legislators that taxing car owners is not such a bad idea.

Governor's task force suggests tax for reducing automobile use and increasing use of mass transit.

That could pit industry, in league with environmental groups, against Portland area car owners. Politics will decide who pays.

In another related matter, the Task Force also recommended that local governments look for federal dollars to test what they call "congestion pricing".

Here they have focused on the most visible of Portland problems, the traffic jam. The Task Force is suggesting that rush hour traffic jams be made financially painful for those conspicuous commuters continually caught in them.

In these "test studies," just as it would be if the Task Force recommendations were made law, each car (excepting car pools) would contain a device or code that could be monitored by an electronic laser reader. The reader would know when you passed or were caught in congested areas.

An agency or department could then assess you a monthly fee for being in too many rush hour traffic jams. **END**



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MOTORCYCLE RIDERS FOUNDATION NEW LOBBY GROUP FOUNDED TO FIGHT MRF AND AMA

A new lobby group, calling itself the National Organization for Responsible Motorcycling (NORM), was formed in September to undermine the efforts of the Motorcycles Riders Foundation and the American Motorcyclist Association.

Quoting from NORM's September 27, press release: "The organization was formed partly in reaction to what the founders perceived as a trend by existing motorcycling organizations, such as the American Motorcyclist Association (AMA) and the Motorcycle Riders Foundation (MRF), to devote their efforts primarily to the repeal of the federal and state helmet law requirements for adults." The press release went on to say: "NORM cited Harley Davidson's donation to AMA of \$100,000" and "the MRF initiated campaign" ... "Free The Eagle" ... "to raise funds from Bikers in every state to finance repeal to the helmet and seat belt provisions of the recent federal Surface Transportation Act" as reasons for its formation.

NORM's founding directors are Dr. Judith E. Soukup, a Rockville, Maryland, physicist, Lillian Willis Shores of Falls Church, Virginia, and Bernard V. Parrette, a federal administrative judge from McLean, Virginia. *END*



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KRAIG MARKUSEN
COORDINATOR, YAMHILL COUNTY A.B.A.T.E.
876-5135

MURPHY'S LAWS AS APPLIED TO MOTORCYCLING

by Kenneth B. Stein

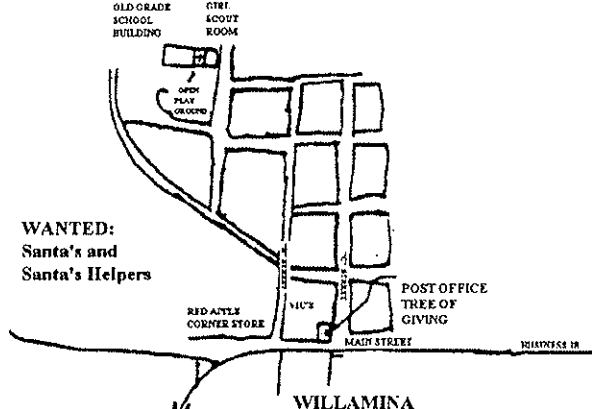
- The fact that your keys are in your pants pocket only becomes apparent after your gloves are on.
- Nothing is harder to start than a bike being shown to a prospective buyer.
- The only part needed is the one on permanent backorder.
- If the part your ordered isn't on backorder, the dealer ordered the wrong part.
- Universal fit accessories are so named because they fit no bike in this universe.
- For an accurate guess of how long it will take for a part to come in, add the figures of the parts man's guess and multiply by 2. For instance, if he says 2 or 3 days, multiply 5 by 2 and wait 10 days.
- Any loose nut or bolt will remove itself at the least opportune moment.
- Quick fixes are so named for how long they stay fixed.
- The tool needed next is always at the bottom of the toolbox.
- If you have a flat tire on the road, you left the tire repair kit at home. If you have it with you, the glue has evaporated. If the glue hasn't evaporated, it must not be very good anyway.
- Clean windshields are to bugs what aircraft carriers were to kamikaze pilots.
- Bugs will avoid a dirty bike. So will women.
- When riding double, always make sudden moves. This allows the passenger less time to counteract them.
- The most common and least effective method of impressing women is to miss a shift when leaving a stoplight.
- Get in the habit of looking mean on your bike. This gives you one less thing to think about when a car pulls out in front of you. *END*

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MY MOTORCYCLE STORY

by Maria L. Langer

Almost all my life I'd dreamed of riding a motorcycle. It began when I was about 10 years old, when my cousins (who had everything) got minibikes. But I was a girl. I wasn't allowed to ride them.

Later when mopeds became the rage in New Jersey (around 1976, remember?), I was just the right age (15) to ride one. I even managed to con my stepfather into looking at them with me. The Motobecane "Horse" was an ugly but affordable thing. But that summer was shortened by an overseas trip. When I got back it was autumn and I was advised to wait until next year. I didn't get one then. I never got one.

Years later, while riding the subway in New York on my daily commute from Bayside Queens, the Honda scooter ads haunted me. Here was a scooter for less than \$400! (Coincidentally the same price as the Jennifer Convertible sofas on the ads beside it! I guess \$400 has some kind of marketing significance.) I conned Mike, who was and still is my Significant Other, to go look at them with me. I figured for that price we could buy two.

Silly me. Mike didn't like the way the Honda scooter was put together. But the Yamaha Riva 50 was sturdier (and more expensive). We could buy one of those. We did.

Finally! Two wheels and a motor! It didn't matter that the top speed was only about 35 mph (downhill). I still managed to take the "Scoot" (as we affectionately called it) into Manhattan to work (I'll never forget the treacherous trip over the Queensborough Bridge) and out to Suffolk County to visit my parents (a whopping 35 miles!). But I couldn't make trips like this often. And I had to make them alone. The Scoot could only hold one of us.

Worse yet, when we moved to New Jersey, I was once pulled over (in Haworth) for having moped plates on a scooter. That's what the idiots at the Department of Motor Vehicles had given us! The darn thing only had a 50cc motor! Bicycles could pass me! But here was a cop asking to see my motorcycle license - which I didn't have. (If I had a motorcycle license I wouldn't have been riding such a pitiful machine.) The poor dope was more confused about it than I was when he saw the paperwork I did have. He let me go because he obviously didn't know what to do about the situation. But who wants to ride around running the risk of being pulled over all the time? The Scoot, less than 4 years and 2,000 miles old, was doomed to spend the next few years alone in the garage. (It was eventually sold to a friend and stolen last year from outside his apartment in Queens.)

Meanwhile, my lust for two wheeling had not subsided. And I wasn't getting any younger. I didn't know how to ride, I didn't know anyone who did (except my Harley-riding, tattooed all over cousin - yes, the minibike rider - but he's another story), I didn't know the first thing about motorcycles. I couldn't imagine using a clutch with my hand and shifting gears with my foot. And a woman walking into a motorcycle shop - especially one as obviously ignorant as me - gets little attention from salesmen. (Why is it that most people assume a woman only rides on the back of "her man's" motorcycle?)

When I finally found a motorcycle place that seemed to take me seriously (AMOL Motorcycle in Dumont), I didn't find my situation any better. The motorcycles I tried were big and heavy. Although I had no trouble putting both feet flat on the ground when I sat on one, I certainly didn't feel comfortable about the thought of riding one. The only motorcycles I felt halfway comfortable on was a lightweight 250cc dual purpose motorcycle (I forget which one). But I was warned that I'd probably "grow out of" something like that quickly. Still, I knew that unless I was confident about riding I'd never ride. Motorcycling isn't something to be taken lightly, despite what some people think.

Richard at AMOL gave me a card for the Motorcycle Safety Foundation (MSF). This was back in June or July of 1990. I called. There were no class availabilities for the rest of the year. But if I called the next year I'd be able to get in.

In January 1991, I called. They were shocked that anyone should call so early. They sent forms. Mike and I filled them out and sent in checks. We got the first three day training session for that year, in April.

MSF courses aren't cheap, but they're worth every single penny. I recommend them to everyone I know who hasn't taken one and wants to ride. That Friday night I arrived without knowing anything about riding a motorcycle. By the following evening I'd had hours of practice on all the basic maneuvers. I felt confident about riding. And although my butt hurt from so many hours in the saddle (a feeling I've had many times since), I loved it. This was the real thing. I could do it.

I admit now that when I purchased my motorcycle, a 1980 Honda CB400 Hawk (with only 941 miles on it), in late March 1991, I was afraid of it. It seemed just as big and as heavy as all the others I'd sat on. I couldn't ride it home, of course. Mike did that for me about three days before the MSF course. It sat in the driveway, covered with a blue tarp. When I sat on it, I felt like kicking myself for spending so much money on something I'd never be able to ride. But after taking the course, motorcycles never seemed as big or as heavy. That scary, unapproachable machine was suddenly a friend, a new toy I couldn't wait to ride. The motorcycle didn't change. I did.

I put 1,000 miles on that motorcycle last summer. That may not be much for some of you old timers, but it was quite an achievement for me. Besides, it isn't much of a touring machine. When I hit 60 on the highway I feel as if the wind will blow me right off. Still, I love it. And I can't wait to buy it a bigger brother, one I can ride to Americade (and beyond) next summer.

I'm new at all this, newer than most of you. Part of me is glad I waited so long to get involved in this sport. I approached it sensibly, unlike many of the 18 year olds who buy oversized, overpowered screamers and race down the highways in t-shirts and shorts. They only realize the folly of their actions when it's too late for them - or a friend. But another part of me realizes, with sadness, that I missed out on at least ten years of motorcycling. I could be a seasoned rider like you by now.

Still, it's better to have started motorcycling late than to have never started at all. *END*



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When you read this you will really begin to wonder what is happening to the United States of America and our Bill Of Rights.

The underlined items in the article are particularly disturbing. Let us see what the U.S. Supreme Court does with this one.

Reprinted from November 1992
Association For Motorcyclists Of Oregon Newsletter
and USA Today Newspaper

FORFEITURE LAW CALLED BIASED, RECKLESS

by Dennis Cauchon, USA Today

Landscaper Willie Jones of Nashville was a black man with \$9,000 cash.

Police figured he was a drug dealer. They took his money.

But Jones was never charged with a crime. He was at an airport on his way to buy shrubs, but police kept his money anyway.

On Wednesday, Jones told his story to a congressional committee investigating abuses in the controversial asset forfeiture law.

"It appears the time has come to change the law," said Rep. John Conyers, D-Mich., chairman of the Government Operations Committee.

Conyers says he plans a series of hearings to probe the asset forfeiture program. It is under fire for being used against innocent people and for wasteful spending, such as paying informants \$780,000 a year.

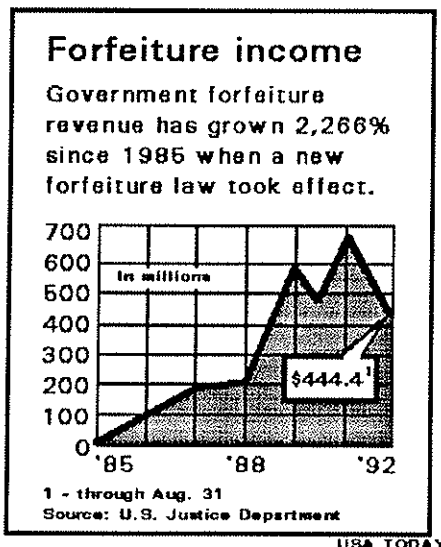
The law was designed to strip drug kingpins of their assets. But critics say it has been abused because police don't have to charge or convict a person before taking assets.

Widespread abuses in the program have been documented. Media reports have found the program targets minorities with cash.

Cary Copeland, head of the federal asset forfeiture program, told the committee that the program has made 164,485 seizures and "had relatively few complaints."

He said the Justice Department is spending more on training to prevent abuses. "We're refining and perfecting this tool," he said.

On Oct. 13, the Justice Department will ask the U.S. Supreme Court to rule in a case that would give it power to seize any home used in a crime - even if the crime was committed by a former owner.



Lawyers for bankers and title insurers have gone to court to stop the Justice Department, calling the request a violation of property rights.

Conyers says he has stacks of letters from people who want to tell how they've unfairly lost their property.

Jones lost his right to go to court because the law requires paying 10% of the money taken - \$900, in his case - to retain the right to trial.

"Why should he have to pay anything to get his money back?" asked Rep. Christopher Shays, R-Conn.

Jones has filed a civil rights suit, arguing the forfeiture program discriminates against minorities. He's awaiting a ruling.

Oregon Department of Environmental Quality

A CHANCE TO COMMENT ON WINTERTIME OXYGENATED GASOLINE PROGRAM

NOTICE OF PUBLIC HEARING CONTINUATION

WHY A CONTINUATION:

The method of funding the oxygenated fuels program was significantly changed and the fiscal impact statement was altered after the initial public hearings in June 1992. Instead of assessing a fee on terminals and distributors only, the Department currently proposes to also assess a fee on service stations located in control areas. In addition, the oxygenated fuels control areas were reduced for the Grants Pass and Klamath Falls areas. The Department believes it is important to receive public comment on these changes.

WHO IS AFFECTED:

Gasoline terminals, bulk planets, distributors, service stations, and consumers of gasolines in Clackamas, Jackson, Multnomah, Washington and Yamhill Counties and in designated areas surrounding the towns of Klamath Falls and Grants Pass.

WHAT IS PROPOSED:

The Department of Environmental Quality is proposing to amend OAR 340, Division 22.

WHAT ARE THE HIGHLIGHTS

- 1) Automobiles emit carbon monoxide, with larger quantities emitted in cold weather. The proposed rules require oxygenated fuel to be sold in the control areas in the months of November through February to reduce these autos emissions.
- 2) Gasoline distributors would be required to supply oxygenated fuel to control areas during control periods at an average oxygen content of 2.7 percent and a minimum content of 2.0 percent.
- 3) The oxygenated gasoline program would begin November 1, 1992.

END

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SPREADING THE WORD IN MARYLAND

Maryland motorcyclists, concerned about the planned elimination of the state's rider-education program, are taking matters into their own hands. A group called the Coalition Advocating Rider Education for Maryland has put together a public awareness campaign designed to alert riders about the consequences of the elimination plan and generate support for the program. The campaign, which is now under way, includes public service announcements that will be sent to the local media, plus posters that will be offered to club activists and area motorcycle dealers. Aiding in this effort is the AMA, which has provided a grant to offset the campaign's costs. The grant was part of a program made possible through a recent donation to the AMA from Harley-Davidson, Inc. **END**

Reprinted from November 6, 1992
American Motorcyclist Association Government News

CAMPAIGN TRAIL LEADS TO VICTORY FOR THREE AMA MEMBERS

WESTERVILLE, OH - The results are in, and among the winners in November's elections are three members of the American Motorcyclist Association (AMA).

On the federal level, Randy Cunningham won re-election to the U.S. House of Representatives from California's 51st District. Cunningham, who has held that office for the past two years, is famous as one of the Navy pilots upon whom the movie "Top Gun" was based. He also is an experienced trail rider and frequent participant in the annual Colorado 500 trail ride.

Sherm Packard, from Londonderry, New Hampshire, was re-elected to that state's House of Representatives from the 29th District. Packard, a longtime member of the New Hampshire Motorcyclist Rights Organization, has served on the House Transportation Committee since 1990, and he hopes to move up to the position of vice-chairman in that body.

Also re-elected was Wisconsin Assemblyman Dave Zien. As in the past, Zien took his campaign on the road on a Harley-Davidson motorcycle sporting a large American flag. Along the way, though, he ran into some unexpected surprises. First, the flag on his bike was stolen, and then he was hit by a car while returning home from a day of campaigning. Fortunately, Zien rebounded to win re-election to the state Assembly from the 68th District.

"The Association congratulates these candidates on their victories and salutes all the AMA members who ran for local, state and federal office in the November elections," said Robert Rasor, AMA vice president of government relations. **END**

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AMA NEARS 200,000 MEMBERS

WESTERVILLE, OH - The American Motorcyclist Association is just 883 members away from setting a record. Membership in the national association of motorcyclists stood at 199,117 at the end of October, putting the Association less than 1,000 members away from its 1992 goal of 200,000.

AMA membership has grown nearly 50 percent in the past decade, and is up nearly 9,000 since the beginning of the year, putting the 200,000 mark within reach for the first time in the Association's 68-year history.

"We have watched the membership numbers rising steadily over the past several years," said Ed Youngblood, AMA president. "Reaching 200,000 seemed impossible only a few years ago, but now it's within our reach."

Mark Mederski, vice president of membership for the AMA, urged current AMA members to help put the Association over the top by signing up a friend now.

"Call it an early Christmas present or whatever," he said, "but bring a friend into the AMA before the end of the year. You'll be making an important contribution to the future of motorcycling in this country."

What will a 200,000-member AMA do for America's motorcyclists? Mederski said it will give all motorcycle riders additional clout.

"We'd like to reach 200,000 because it's a nice, round number," he said. "But there's more to it than that. When we contact legislators, testify at public hearings or take motorcyclist rights cases in court, it helps to have the backing of more motorcyclists. When we tell politicians we speak for 200,000 of their constituents, they pay attention."

To sign up yourself or a friend in the AMA, call (800) AMA-JOIN (262-5646). **END**



HOW TO FOLLOW UP WITH YOUR ELECTED OFFICIALS

By Howard Segermark

A Service of THE MOTORCYCLE RIDERS FOUNDATION

The small percentage of Americans who have actually written their elected representatives know that often the response received is either "Yes, You're right. I agree," or it's: "Thanks for your views." You can build on that to become a citizen-lobbyist and effect the way your legislator votes. This manual is written by a former Capitol Hill staffer and tells you the ins-and-outs you need to make the most of your time and effort. It may be reproduced and quoted as long as credit is given to the MRF and Mr. Segermark.

Note: This method is better for work on Senators and members of the House of Representatives, but it can be helpful with the Administration. Remember, however, that the weapons bureaucrats have are momentum, inertia, and the ability to out wait you. They'll probably have their jobs whether or not the President is re-elected. They get paid to sit there while you have to use your own valuable time. Though the following is addressed to problems with the U.S. Congress, you'll find it is also helpful when dealing with state and local officials.

STEP ONE - YOU DON'T HAVE A RESPONSE:

You've done your citizenly duty and let the SOBs know what you think. But one of them (maybe two?) didn't write back. This is easy: you can check on the status of your letter by calling the Capitol at 202-224-3121. Ask for the office of the member of the Senate or your Congressperson. If you can't remember the name, no problem. The operators are discrete and won't announce your call with "This ya-hoo didn't know you were his Senator."

Simply tell the receptionist in the Senator or Congressperson's office that you wrote on May 1st, and haven't heard from him/her yet. The receptionist should know about the backlog and will know if you should have gotten a reply yet. Generally you will not get this answer: "We didn't think you wanted a reply." That just doesn't happen.

TWO - WHAT KIND OF RESPONSE DID YOU GET?:

If you found an official that agrees with you, that official will let you know. The letter you received will say something like: "Thank you for your good, thoughtful and insightful letter. I agree that (fill in the blank) for America can not long do without (fill in the blank again)."

If the office holder is up for election, and he/she agrees with you, you will probably also get a copy of a speech or press release on the topic, and maybe even a letter on the issue closer to election time.

THREE - THIS IS WISHY-WASHY GOBBLYGOOK:

But, if the officeholder hasn't taken a position on the issue or if his/her position is contrary to yours, then you're going to get a letter that sounds like this:

"This bill is presently pending in the (House/Senate Blankety Blank) Committee. At this time, no action is scheduled on the bill, but you may be sure that when it comes before the full (House/Senate), I'll have your thoughtful comments in mind."

In others words, don't bother me.

That isn't unusual, and most members of Congress don't have a position on everything. Most lowly staffers that answer the mail don't have time to ask the Congressman what he/she thinks about a particular issue. Time constraints being what they are, the elected representative is not going to take a position on most issues until absolutely necessary.

That is where you can have a very significant impact.

FOUR - DON'T TAKE BALONEY FOR AN ANSWER:

First, you can write again. Say something to the effect, that you appreciate the response, but it really didn't contain his or her views on the issue. This letter can contain more information, if you have it available. If you're a member of an organization like the MRF, American Motorcyclist Association or a local group working on an issue, you can volunteer to have your group send more information on the topic if the official needs it. If MRF has information on the motorcycle issue you're writing on, its Washington office will certainly be willing to do so.

FIVE - OR, SMILE 'N DIAL:

Or (Even better), you can call the Capitol (202-224-3121) and they'll connect you with the delinquent office. Ask the person who answers the phone, "Could you tell me who handles legislation dealing with (fill in the blank)." You can estimate that members of the House have no more than three or four legislative assistants; Senators at least six. That means that in the House, one person may handle all tax, spending, budget, HUD, and agricultural legislation.

If you Senator or Representative is a honcho on a key committee, you may be transferred over to the committee staff and you'll probably talk to someone who is more of a specialist.

In the Senate, some staffers will handle only budget matters, for example. It's arbitrary, and there's often no rhyme or reason. Jane a. may have succeeded the previous Legislative Assistant whose job was international affairs. But, Jane has a degree in health care administration and rides a Cagive dirt bike and so she handles Medicare right along with foreign aid, recognizing Croatia, and lid laws.

In recent years, many offices have further broken down staff responsibilities to include a "legislative correspondent" - a person that just drafts the letters to folks like you. It still is important to talk to the "legislative assistant" as that is the person who advises the elected office holder and also tells the correspondent what the gist of the official's views are.

SIX - YOU'RE A VOTER AND A LOBBYIST:

Remember, that you're important here, first, as a constituent and, secondly, as a lobbyist - the pin-stripped, expense account hired guns that work for will call up, as you did, and ask for the "L.A. who handles rigmaroles."

Generally speaking, the receptionist will put you right through to the right legislative staffer. Let's digress for a moment and say that you get a "her line is busy," or "she's in a meeting," or the classic Capitol Hill Staffer's favorite, "She's on the Floor with the Senator." (That isn't what you're thinking. It means, the Floor of the Senate, where many Senators take their aides to provide last minute research or advice during debates and consideration of bills. They certainly don't know what's in the legislation they're voting on!) Leave a message and the gist of your concerns. Good staffers will call back and discuss the issue with you.

SEVEN - NO CALLBACK? CRACK THE WHIP:

What is you don't get a call back in 24 hours? Our advice is to make that call one more time. If you still have no luck, then on the third call, ask for the Administrative Assistant (the "A.A." is supposed to keep the staff from ignoring voters). Some staffers on Capitol Hill do think that they're more important than God, let alone a lowly voter. Their bosses tend to get un-elected and A.A.'s know it and usually get upset by messages from disgruntled constituents. (And by the way, many newspapers love to print letters to the editor saying "Congressman Farguar is so out of touch that his staff couldn't even return a simple phone call after three tries!" But don't threaten to do this. If you're going to do it, just do it.)

The Administrative Assistance is often up to his/her ears, but you can leave a message, and the message should be, "I have tried at 2:00 pm Monday, and again late Tuesday afternoon to reach your legislative assistant, Jane A. I'm very concerned that I have not had

a return call and I would like to speak to you or the Senator/Representative about my concerns.:

Chances are, you'll get a prompt, apologetic response from the L.A., if not the A.A. or even the member.

EIGHT - YOU'RE ALL SWEETNESS AND LIGHT:

We advise you to not be indignant, but apologetic yourself: "I'm sorry to bother you, but I just feel so strongly, and I'm sure you can help me out." If you're finally called by the legislative staffer after complaining to his/her boss, say, "I was worried you weren't getting my messages, and I know how busy you must be."

Granted, that sounds like so much fluff, but you've got to wear your lobbyist hat, and you're going to get more results with honey than vinegar.

OK. You've got the L.A. on the phone. Remember, the official has either not committed or is quietly opposed. You don't want just a commitment in principle either. To get someone really on record he/she should co-sponsor the bill you are in favor of, if this is applicable. If you're opposed to a bill, perhaps there is a counter-measure, and you want your official to cosponsor that bill.

NINE - A DIALOGUE:

Your conversation should go something like this:

YOU: Let me be sure I've got your name right. It is Jane, J-A-N-E? And your last name? [You'll need to ask for her again on your next call, or for sending information.]

JANE: Yes, that's right. What can I do for you today?

YOU: I wrote Senator Blank on May first, and the letter I got back, dated, May 15th really only told me the status of the bill, not his position on it.

JANE: I'm not familiar with it, could I look it up on the files and perhaps get back to you?

YOU: That won't be necessary, let me just read a paragraph to you. (Read the guts.)

JANE: Oh, I see. Well, I think that the point of this is that the Senator has not taken a position on the bill yet.

YOU: Well, could you tell me what you feel his position will be on the issue (and HERE is the time for a short, sweet sermon), you know, many people like me feel that (give her fact A, fact B, fact C and shut up. The L.A. has heard it all, and you're unlikely to provide anything new, with the exception of local sentiment or personal experience. If you have a personal story that directly bears on the legislation, then by all means relate it briefly.)

JANE: Yes, you're right, and the Senator has said something along those same lines.

YOU: Well then, what do you think that we can do to get him to co-sponsor this bill?

JANE: Well, he almost never co-sponsors legislation that isn't in his committee (cop-out).

YOU: I'm sure that there are exceptions to that rule. Do you think he needs more information? Would more letters on the topic help him/her decide?

JANE: If you have added information, I would be glad to bring it to his/her attention (baloney). Or, if added letters come in, I'll be sure to bring them to his/her attention (more likely).

YOU: Well, Jane, would you be able to talk to the Congressman/Senator about this in the coming days? Perhaps a decision will be able to be made.

JANE (trying to get to a close): I do expect to talk to him/her, and I'll mention our conversation.

YOU: Well, I'd appreciate it. Could you give me a call next week

and tell me what he decides, or should I give you a call?

JANE: I'll try to call, and if I don't please feel free to call.

TEN - PUSHING THE RIGHT BUTTONS NICELY:

Jane's in a tough position here. If her boss is really opposed to your position, it will be tough for her to keep that quiet. If her boss is really uncommitted, this is going to push him/her to make a decision, and the easiest justification for a position is "the heat I'm getting from home."

Now, Jane just might be on your side and she might say in candor, "You know, our mail has been running 50-50 on this issue, and it would be helpful if more people who agreed with you would write. Then, you have your work cut out for you - and you and any group you work with have their jobs cut out for them."

Or, Jane might cut you off.

Then you can play the nicest, most courteous, pain in the side that there ever was. Call back in two weeks. Ask Jane about the mail. Ask about when this is coming up. No return call? Then see number, above.

And put yourself in her shoes. You don't want to have to talk to this person every Thursday for the rest of your career, and if the only thing that's going to get rid of him/her is to co-sponsor a bill that her boss might wind up voting for anyway, then what the heck? Why not get him to cosponsor the bill now?

It really does work that way in many instances.

ELEVEN - STONEWALLED BY THE STAFF:

Move to Plan b. Let's say that you feel stymied by the staffer. Some are good at that, and some offices are so inundated that the Administrative Assistant and even the elected official puts up with cold-shouldering some constituents. Believe it or not, your author once worked in a Congressional office for a Senator who represented part of the Washington area. Often federal employees would get off work at 4:00, drive home, and have a drink, and by 5:15 or so, might be ready to call their Senator. To avoid that, the phones were turned off promptly at 5:00 pm, though the staff worked until six or later.

Now if you're cold-shouldered, then you've got to go higher. Every member makes regular appearances in his/her state or district, often once a week. It isn't impossible to schedule a personal appointment at an office near where you live. When you call his/her office, ask for "who handles his/her schedule" and ask about office hours in your area. If that isn't practical, then find out when there will be a public appearance at a Rotary, Kiwanis, Chamber of Commerce, town meeting or other function where you can approach the official and ask about your issue.

When you do that, and he/she has taken no position, then you can go through the same kind of dialogue you did with Jane, above. If the official opposes your position, you'll get a better explanation than you ever will from his/her staff. You can ask, "If we provided information that showed you're position might not be as factual as you have been told, would you consider supporting us?"

And that is a question officials hate to hear. He/she can't say no. That means that you're probably going to give him/her more grief for taking that unpopular view (to you, at least). If a member gets heat on any topic, the logical reaction is to take lower profile - and that in itself, may help accomplish your goals.

TWELVE - A MEETING IN HIS/HER OFFICE:

If you feel strongly enough, and can get a one-on-one appointment with your Congressman/Senator, you'll be more effective if you have a one-page memo outlining your vies, or a copy of your original letter (and follow-up, if appropriate). If you're a member of an organization working on this issue, feel free to call them and tell them what you're doing. A meeting with the Congressman is a very important lobbying opportunity, and any good organization will put

a high priority on helping you to be the best lobbyist you can be during that meeting.

Again, be sympathetic with the Congressman/Senator, and thank him/her for the time. Keep the spiel short and sweet. Ask if and how you can help the official move in your direction. Ask if more letters would help? And, if the issue isn't going to be resolved soon, ask if you could meet with him/her again in a few months? That'll help keep the heat on.

THIRTEEN - YOUR JOB IN SUM:

A good lobbyist, in effect will do the job for a staff member or even the elected official. A professional lobbyist will even be willing to draft speeches, press releases. You can't do that, but you can try to make the jobs of the official and his/her staff easier by showing them how to make the people like you get off their backs. You can do this through political pressure and good information to help justify a decision in your favor.

FOURTEEN - WHO'LL GET GROUND-DOWN FIRST?:

Don't get discouraged. This will be an educational experience. Some people actually get to like it and become more active and more effective.

FIFTEEN - CAN THIS WORK WITH THE ADMINISTRATION?:

Your letter to the President will likely be answered by a "Deputy Assistant Associate Underlack." But, that is a start. The White House's phone number is 202-456-1414. Ask for the signer. You'll get his/her office and go from there. You might be referred to one of the Cabinet departments, a regulatory commission or another office in the White House.

Particularly with the Administration, be prepared to work those fingers (and, unfortunately, run up phone bills). Over the years, bureaucrats have come up with thousands of excuses to send a caller to someone else, to a non-existent phone number, to an

empty desk, to another agency, or to another division. You might get sent to a phone-mail system that could say something like, "For information about hearings before the deregulatory commission on multiple forms, press 4. For information on cyclical fluctuations in the aggregate ramifications, press. For data on FIRCA, ERDA or Ginny Mae, press 6." They could be talking in Urdu, or about the cast of a Wagnerian opera for all the sense it makes.

On the other hand, you might wind up with one of the literally thousands of federal employees that are helpful, will take time to explain the situation and tell you how things might get changed. Your author once worked for a federal agency that got a letter it couldn't answer, and had to issue new regulations, printed in the Federal Register, so the response could be written. Squeaky wheels do get grease.

SIXTEEN - YOU'RE THE TOPS:

Newton's first law of motion - an object at rest tends to remain at rest - is applicable to public policy. Things will not change on their own. It takes a lot of individual contributions to the great scales of public affairs to tip them in the right direction.

But, our system is biased in favor of the voter. Large special interest groups will devote massive resources to get voters in various districts to contact their members of Congress.

Your contact via a letter to your Congressman was, first of all, more sophisticated than the majority of contacts. If you're willing to follow-up your letter, you will immediately be in the top one-half of one percent of all voters. The parallels between you and the professional lobbyists mentioned above are great, because the people who will actually take the time to get active are so few. They do count. A lot.

Howard Segermark is president of his government affairs and economic consulting firm, the Segermark Company, 822 East Capitol Street, Washington, DC 20003. Phone: 202-547-2222; Fax: 547-2970. END

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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Jim Mason 672-8695
Ed Halkyard 673-6120
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Call Donna at 631-8581 to place your classified with us today!

FOR SALE - '83 Ford F250 3/4 Ton, 6.9 liter 420 cu in Diesel, 4-spd, clean and straight. \$6,000 or trade for best HD dresser or '83 or newer Ford F150, Long Wide Body, 302, AT. Call 255-8460. Please leave a message. (12-92)

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

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FOR RENT OR LEASE - Concession Trailer equipped to use many various ways. Contact N.E. Chapter, Gordon at 249-8548. (1-93)

Whatever you have to sell, try advertising with us!

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

(Indefinitely)

Christmas is coming

Talk to your Chapter Membership Secretary about buying a membership for that someone special.

WANTED - Musicians to start a band. Interested? Contact Roger at 285-4329. (2-93)

1992 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

RUN DATE	EVENT & CHAPTER(s)	CONTACT NAME & NUMBER
December 19	"The Girl Scout Tree Of Giving" Toy Run and "Santa's Run" Yamhill County	Kraig 876-5135 Dave 876-6962 Jim 876-2900
December 20	Toy Run Salem Chapter	Julie 371-8219



Tom Cullinan
Owner

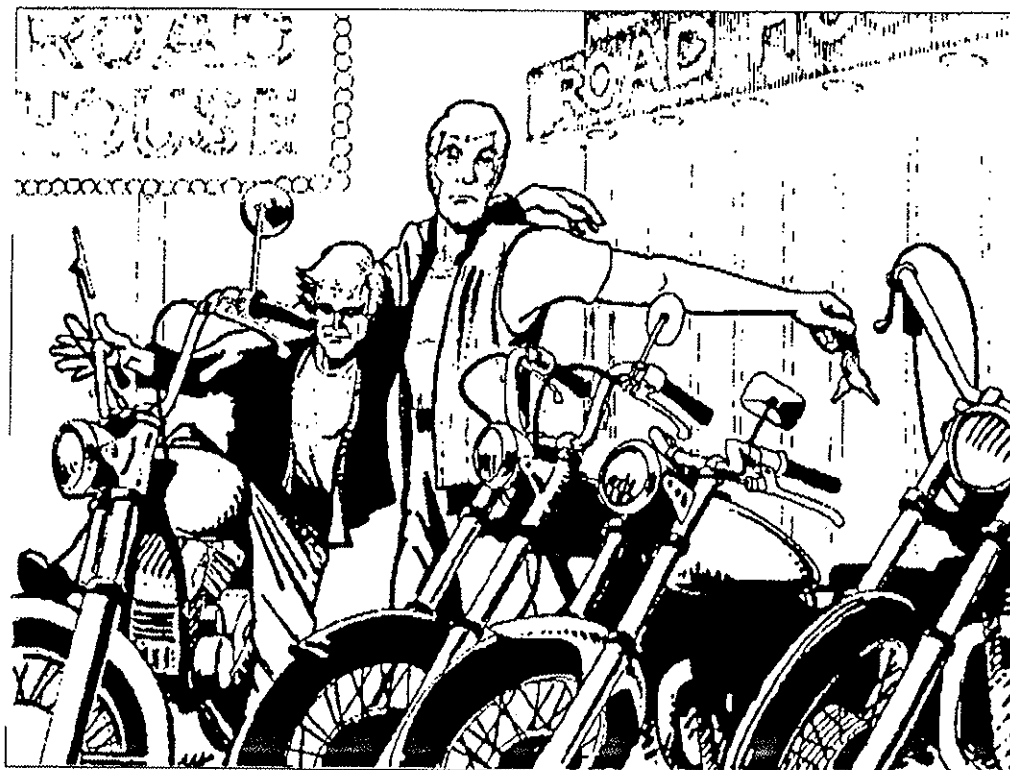
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Don't Drink & Ride.

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

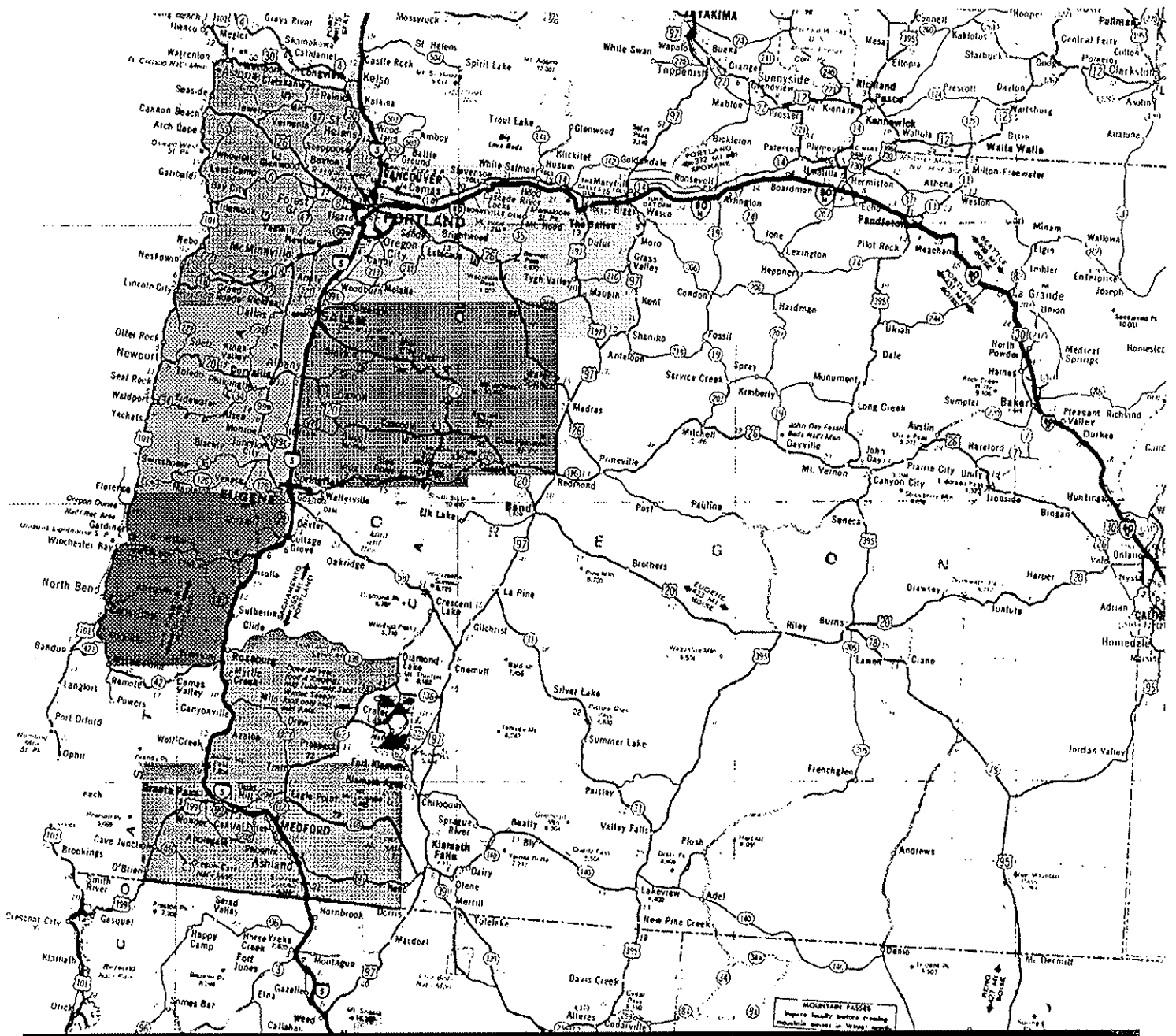
ROAD LIST

LEGEND

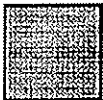
- | | |
|------------------|---------------|
| 1 Pickup | 5 Information |
| 2 Tools/Gas | 6 Meal |
| 3 Garage/Shelter | 7 Location |
| 4 Photo-Accident | |

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	238-5921			X		X	X	A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside 738-8850 H	738-0723 W	X	X	X	X	X	X	A
Dave - V-Twin Eng.	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
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	X	X	X	X	X	X	A
	206-665-6513 H							
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
Mac 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
B. 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 Kepl	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
Allen & Joy	672-1415	X	X	X	X	X		E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-1469	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

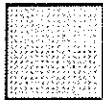
(Map on re-verse side)



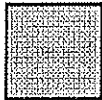
Location A



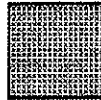
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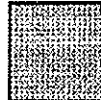
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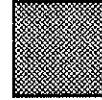
Location D



Location E



Location F



Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:
 Donna Adkins, Newsletter Editor, P.O. Box 4504, Portland, OR 97208
 or call 631-8581



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

List and corresponding legend
 on reverse side.