



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

COMMUNICATION

HEARING AND UNDERSTANDING

by Blayne Brisson

Everyone understands the importance of communication. Most people feel they are good communicators. But is this really true?

Communication consists of two basic processes. Transmission and reception.

For true communications to exist a message must be clearly and understandably relayed to another person. Accurate portrayal is essential. Along with this transmission, reception must occur.

Hearing what is said or reading what is sent is only part of reception. Through understanding the message generally is dependent on feedback. Questioning to further clarify, commenting to show understanding ... feedback.

When these two processes occur simultaneously ... viola' ... you have communication.

Talking and hearing happen often. True interactive communication is a bit more rare.

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

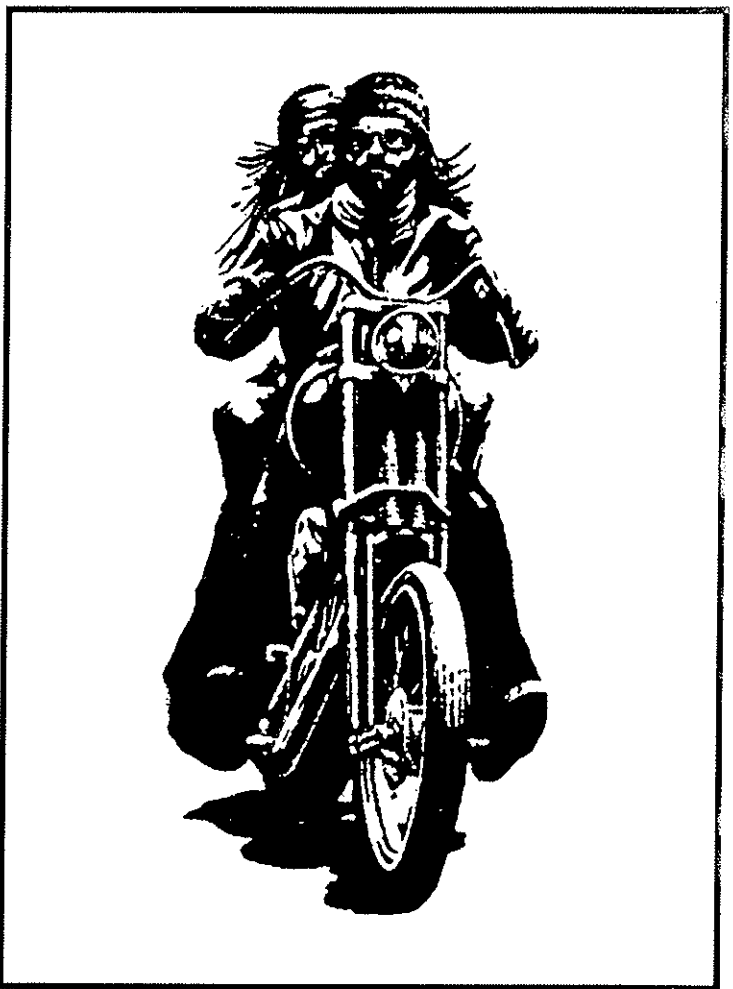
To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a 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.

This Newsletter is a publication of A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, Oregon, 97208. All rights reserved...Portions may be reprinted with attribution.

DEADLINE FOR SUBMISSIONS FOR PUBLICATIONS IS THE 15TH OF THE MONTH PRIOR TO PUBLICATION MONTH. Submissions will not be returned or saved, unless accompanied by an self addressed stamped envelope. This publication is printed by:

Actions Printers, Inc., 3747 N.E. Sandy Blvd., Portland, OR 97232



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

TABLE OF CONTENTS

APPLICATIONS AND INFORMATION

ABATE Chapter Addresses and Contacts	6-8
ABATE Membership Application	29
ABATE Products Order Form	4
BikePAC Application	24
Membership Classifieds	21
MRF Application	10
Road List	25-26
State Officers List	3

REPORTS

A Raving Roving Report	13
BikePAC Advisory Board Meeting Minutes	9-10
Chapter Reports	6-8
Education Podium	Next month
Letter's To The Editor	11-12
State Board Meeting Minutes	5

STORIES

Chaplain's Corner	Next month
Fiction Rider	Next month

FLIERS AND EVENTS

1992 Run Calendar	21
Shriner's Benefit Party '92 - November 28th	12
Shriner's Toy Run - December 5	16

IMPORTANT GOVERNMENT ARTICLES

Legal Corner	16
Memorandum of the Oregon State Police	16

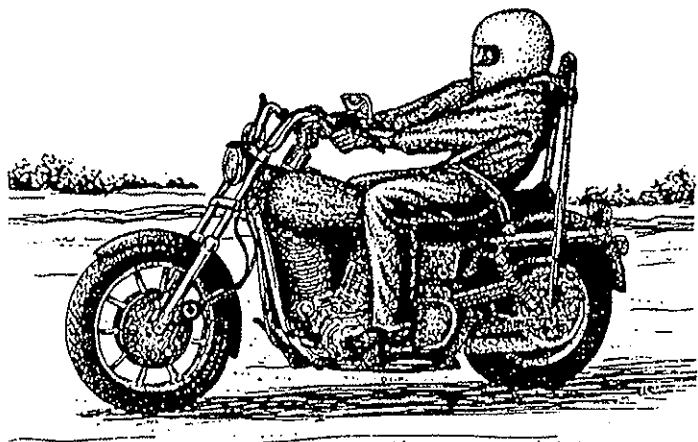
EDUCATION

Team Oregon Class Schedules	21
Meeting Of The Minds - by Rich Benson	23-24
Future Trends of Motorcycles ... Or Is There A Future?!	27
Understanding Insurance - by Russ Brown	28



ABATE MEMBER'S CREED

- I will always remember that ABATE is ME and others like ME and that its behavior is a reflection of my behavior.
- I will keep myself informed on the affairs, problems, methods of operations and financial condition of ABATE so as to be an intelligent and constructive member.
- I will exert my influence to see that ABATE has the best possible officers in terms of general competence and integrity.
- I will stand by ABATE in its days of adversity and help protect it from the weaknesses which come from prosperity.



Helmet Law Threat!
What Next?
... Seatbelts?

Idea and picture from August 1992
ABATE of Georgia Newsletter

Reprinted from December 1990

The Freeway Flyer, ABATE of Iowa, Inc., Publication

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

Revised: April 1992

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	
	AEPIS	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.			
	AWP	ABATE Wing Pin - silver	5.00			P.O. Box 4504			
	AWPG	ABATE Wing Pin - gold	5.00			Portland, Oregon 97208			
	ASP	ABATE Supporter Pin	4.00			Angie Jensen, Products Director			
	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00			PHONE: 503-285-4329			
	ALOP	ABATE Oval Logo Pin - black/gold	4.00			PREPAID _____ COD _____ DATE _____			
	A#1P	ABATE #1 Pin - small, 3 color	2.25			NAME _____ PHONE NUMBER _____			
MISCELLANEOUS						ADDRESS _____			
	ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black	.75			CITY _____ STATE _____ ZIP CODE _____			
	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00			Please use street address - we ship UPS where ever possible.			
	AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50			THANK YOU FOR YOUR ORDER!!			
	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

October 10, 1992

The roving meeting was called to order at 12:20 p.m. by Coordinator Roger Hendricks at the Angus Inn in Eugene.

Roll Call:

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

The minutes of the September '92 meeting were approved.

Roger read correspondence which consisted of a thank you letter from Turtle John's family and a letter with account information from Lana Little.

REPORTS:

Roger made requests for help with the Fall Bash and reminded chapters of the needed items.

Mel reported that the drivers ed classes are done by private contract so he is making contact with them. He will keep us posted.

Steve Dodds spoke of the upcoming elections and the importance of helping out the politicians.

Carolyn reported that we have 1321 members.

MEMBERSHIP TOTALS CHART

CHAPTER	TOTAL 10/1/92	GAIN/ LOSS 10/1/92	EXP/ TRANS 10/1/92	NEW/ RENEW 10/1/92	TOTAL 9/1/92
Columbia River	71	16	0	16	55
Douglas Co.	132	2	3	5	130
Indian Creek	87	8	7	15	79
Jackson Co.	72	-3	7	4	75
Josephine Co.	26	-5	5	0	31
Lane Co.	87	-7	7	0	94
Lincoln Co.	87	-9	9	0	96
NE Portland	143	0	12	12	143
North Coast	46	2	0	2	44
Rivergate	41	4	0	4	37
Salem	164	-1	3	2	165
SE Portland	162	4	5	9	158
South Coast	83	0	0	0	83
Washington Co.	91	-1	1	0	92
Yamhill Co.	29	2	0	2	27
TOTAL	1,321	12	59	71	1,309

Donna has reported that she has sent out letters to our advertisers and that she has talked to two people about the editor job.

Kraig reported that he still has color books and a couple of poker run T's left.

TREASURER:

Joy reported that through 10/09/92 we have a grand total of \$19,372.39. A full report is included in the rep packets.

REMEMBER: TALK TO JOY ABOUT INSURANCE FOR YOUR RUNS AND BE SURE YOU KNOW WHO NEEDS TO BE THE ADDED OR NAMED INSURED (Joy gave Roger the "added insured" bills to pass out to some of our chapters and she made requests

from specific chapters for information that she needs ASAP for insurance to cover your events. If you have an event, contact her with questions so that you will not be caught unaware!!!!)

OLD BUSINESS:

The tri-fold is still on hold while a few things get ironed out, a committee was formed to review all accounting procedures and review computer programs. Roger read a list of names for those that we would like to see present at the NCOM banquet to receive awards

NEW BUSINESS:

The following motions were acted on:

- "That \$25 be spent to buy one (1) media guide for the states use and for the chapters to use for local use." (made by Edd Dahl of SE and passed unanimously.)
- "That ABATE purchase the necessary software programs to upgrade its computer to legal status-total cost to be \$663." (made by Mel and passed unanimously)
- A motion was made by Kraig Markusen and seconded by Edd Dahl to "adopt legally, both A Brotherhood Against Totalitarian Enactments and A Brotherhood Aimed Toward Education". This is to be taken back to the chapters for a vote.
- The following items were also discussed-blood drive-would like to see it happen at chapter level, run calendar-information is needed by the November board meeting, nominations for officers will be held in November and a 1-800 # was discussed.

The meeting was adjourned at 3:56 p.m.

Lois Gleason
Secretary

(Thanks Rich!!)

ZIGGY



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

Our chapter meetings have been in such a disarray that some of us forget weather we are having a meeting or not and that is why so many of our chapter members have not been attending meetings. Well that's one excuse. The other is that maybe we just don't give a damn. I would hate to think that after all we have stormed together that we are just too busy with our lives to care. And don't forget that the weather gets better in a few months again and that if we don't stay on top of things and learn what's expected of us we might not have a choice to ride. We have to put our motorcycles in storage or have them as a keepsake. Come to your meetings, be informed, stay on top of situations. We could still have a say so.

Ron Grewell, if you had been at the meeting before last you could have won some money. Instead it rolled over and Pam Wise won \$32.00. She was happy. The Fall Bash was a smashing success. Weather was wonderful as I promised (ha, ha) and the Commadore was there. Music was great ... everything was great.

Thanks to all that help make it a success. People like you make it possible and almost gratifying to do the hard work when I see people stopping up to help freedoms become more important.

Thanks, thanks again!

Well we hope to see you members at our next meeting. The Cactus Club Management has been so good to us. They put a special menu with special prices for us while we have our meetings.

Thanks to Karen, Sam and the Kitchen crew.

Until next time,
Adios, Angie

DOUGLAS COUNTY

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

Hello Again Folks,

Well, our riding season is just about over. Where did the summer go. Our Chapter wants to apologize for the cancellation of Windy Creek. We did not get the word ourselves until the day of the Run or we would have contacted you. We have high hopes for a good run on the rescheduled dates of October 3 & 4. Hope to see you there.

We are greatly disappointed that the beanie helmets are really considered to be illegal. But we are dedicated to getting that changed. One of our members is working with Samuel I. Hochberg, Attorney At Law in Portland on an appeal of conviction for helmet violation. If you are the owner of one of those helmet tickets, contact Mr. Hochberg. He is willing to take this cause on and try to get some resolution through the courts.

We are starting to get our annual toy run organized and looking forward to the Fall Bash.

Ride Happy and Free
R.A.W.

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

Blayne wrote such a wonderful piece that I put it on the front page. I hope you don't mind, Blayne. You should write more.

JOSEPHINE COUNTY

Meets 1st and 3rd Sundays at 11am
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

Greetings from Josephine County ... or what's left of it. This officer is sorry to say that due to poor member participation our chapter is all but defunct. We will still have November nominations and elections, but the future of our chapter remains to be seen ... or not.

I would like to commend the officers and active members that have attended our meetings and been a part of our '92 activities. Without their steadfastness our chapter would be non-existent.

Last Chance went well. It was a mellow run for the most part. Thanks to the vendors who kept us fed and happy, and to Full Moon and Howard Morlan and No Regrets, who kept us rockin' till the wee hours. Woodland Echoes Campground is now the Gold Leaf Resort, but we will still hold Last Chance there in the future.

November activities have been limited to one event. In itself an important one. Sunday, November 1st our chapter and the general public will participate in a convoy run to the 240 Replica of the Vietnam Wall at Memory Gardens Memorial Park in Medford. From Riverside Park we will convoy to join Jackson County in Medford and proceed to view the Wall. KTVL Channel 10 and the Grants Pass Courier will cover the event. The Wall has over 58,000 names, many of them Oregonians. We will fly MIA/POW flags and pay our respects to brothers lost.

After the 1st, we will be preparing for our Annual Christmas Family project. More on that from our new board ... hopefully.

Take care this Holiday Season, from all of us at Josephine County.

Until ?
Jerilyn

● ATTENTION MEMBERS ●

If you are interested in holding a State Office next year, now is the time to make it known. Nominations will be held at the November and December Board Meetings. You must be present to be nominated or volunteer. For information contact Roger Hendricks, State Coordinator at 285-4329.

LANE COUNTY

Meets 1st Sunday 7:00 pm and 3rd Tuesday at 7pm
Abby's Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: P.O. Box 23325, Eugene, OR 97405
Chapter Contact: Bob Hevle, 461-0873

No report. Second time.

LINCOLN COUNTY

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

Hi!

As usual not too much happening with our Chapter. If we can find enough workers we will be doing our annual Senior Thanksgiving Dinner on Sunday, November 22nd. This is something the local seniors really look forward to, so I hope it will happen.

Our chapter is doing great as far as the number of members but it appears it's the same people who are officers, they just trade positions. Apparently apathy is prevalent in Lincoln County. If anyone cares about what happens with our chapter, please make your voice heard at the November 20th meeting or before. Your help is needed!!!

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

Hi Everyone,

WE had a great time at the End Of Summer Run. Special thanks to Washington and Yamhill Counties for doing a good job. Fun games, good people, good music, good food and good beer. What more could you ask for?

Don't forget guys, North Coast is having their annual Toy Run December 6th. It's a special time for children that only comes once a year.

Hope to see you there,
Cathy

**Get involved ...
Before it's TOO LATE!**

N.E. PORTLAND

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

Hello from N.E. Chapter

Congratulations to Gordon and Mary Beth for boosting our membership by one more. Saturday, October 24th they had an 8 lb. 4 oz. baby girl which they named Nora Kathleen. They said they were going to do whatever it took to get our membership up. Way to go!

Other happenings around the Portland area include the Halloween Party which I'm sure will be a great success, being held at Bojangles in S.E. Portland.

Still more coming at the end of November, The Last Chance Dance and then finally the Portland Toy Run on Saturday, December 5th. Hope you all can make it.

Gordon and Mary Beth will resume the report in the December Newsletter. In the meantime, we wish them well with the newest addition to the Hieronimus family.

Donna

RIVERGATE

Meets 1st Sundays, 1:00 p.m.
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

Hello again!

First of all, everyone in our chapter would like to express congratulations to Sharon Inskeep. She was the winner of the raffle drawing, Saturday night, October 3rd. We would like to thank everyone who helped out and, also, all those who participated in the fun. It was a wonderful turnout. I hope you all enjoyed yourselves.

Right now we're not working on anything except our membership. We are still growing and it's still exciting when we need to add a couple of extra chairs at our meetings.

Speaking of meetings, we are again meeting on the 1st and 3rd Sundays of the month. The first Sunday at the regular place and time. The third Sunday is to be a roving meeting. Fran Swope, one of our newest members will be in charge of our November 15th meeting. If you would like to join us, just call Terry at 283-4090. She would be happy to pass along the info.

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

SHRINER'S TOY RUN '92 MEETINGS

**The first Thursday of every
month at 7:30 p.m., Shriner's Hospital**

SALEM

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

Hi once again,

Seems like I just started this office and it's already time for Chapter nominations again. I'd like to remind all members of our Chapter that when you nominate someone for an office that your nominating a person that you feel can do the best job for their chapter. Last year we ended up with many nominations because people thought it was cool to nominate their friends, etc., even if their friends truly didn't care for the position. Being an officer is no

joking matter. It takes a lot of work, time and energy. Once you take an office you are not only excepting that position and it's duties you are also excepting the responsibility to attend all meetings ... Chapter and Officer meetings. You are also saying yes, I will help with all fund raisers at all Chapter and State runs, and yes, I'm willing to set my personal life aside so I can head a committee, etc. It's a position you had really better be ready to do. Anyway on with the report!

We're getting ready for our Christmas Run and hope to see you all their. Our Anniversary Party is the 4th of December. All our welcome to attend. Salem has a large generator we will rent out to other Chapter's. For more information call Larry at 743-3329. Hope to see all at the Fall Bash.

Until next month,

See you,

Tracy

SOUTH COAST

Meets 2nd Sunday, 11am

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. First time.

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon

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

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

Chapter Contact: Edd Dahl, 771-0188

No report. First time.

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.

Little Italy Pizza, Cornelius

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

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

Greetings from Washington County! Well, our big event for the month was "The End Of Summer" run. There were 350 people in attendance. I didn't know you could have so much fun in the rain. BUT WE DID !!!!!!! (Sure were a lot of leather hats sold.) It was great to see so much cooperation between chapters; people filling in where they were needed. THANKS EVERYBODY!!!!!!!!!!!!

Thanks to Bill and Rita for the good eats at the trophy party and thanks to everyone who showed up to help. We sure did whip those trophies out. Way to go; great teamwork.

Everyone is invited to our Toy Run, November 21st. The more the merrier and the more children we can make merry. For details call Paul Taylor at 693-0938.

Congratulations to Annie on the birth of her new baby girl; and welcome to Elizabeth our newest member. That puts our membership at 101 members and going strong. WAY TO GO CHAPTER!!!!!!

That's it for this month. Suzie will be your writer again next month.

Ride safe ... ride free, Sandra

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.

Cheese's Pizza, Lafayette

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

Chapter Contact: Kraig, 876-5135

No report. First time.

Your Motorcycle Accident Lawyer

SAM HOCHBERG

Attorney at Law

Dedicated to Serving Those Who Ride

- FREE CONSULTATION
- NO RECOVERY = NO FEE
- EXPERIENCED LAWYER & MOTORCYCLIST
- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



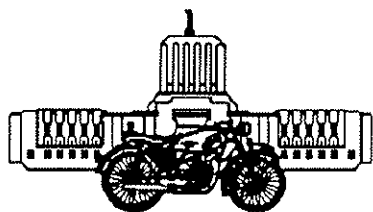
*Member of ABATE of Oregon
Legal Counsel for BikePAC of Oregon*

Authorized Oregon Representative for the Law Offices of Richard M. Lester

DOWNTOWN PORTLAND OFFICES SERVING YOU STATEWIDE

24 Hours - Toll Free

1-800-531-2424



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 363-6106
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

BIKEPAC ADVISORY BOARD MEETING MINUTES

October 11, 1992

Meeting was called to order at 12:20 at Main Street Pizza in West Linn. Present were: Brian Stovall, Butch Harbaugh, Steve (Indian Charlie) Benson, Don Lawson, Jack Fassel, Roger Hendricks, Sam Hochberg, Trish Benson, Mel & Sharon Yeager, Gordon Hieronimus, Pat Gleason, Walt Allegar, Nancy Crabtree, Rich Benson, Edd Dahl, Tammy Blakeslee, Rod Baker, Ray Best, and Teresa Hepker. Minutes were approved as presented. Treasurer's report showed income of \$110 and expenses of \$2,174.01, leaving a negative balance of -\$9.49 for September. A deposit of \$500 was made after close of the month, leaving the checking account in the black. A payment to the MRF of \$11 was approved for September. The high expenses for the month were due to conference reimbursements plus \$1,069 printing and \$495 mailing costs for the Voter's Guide.

MEMBERSHIP & VOTER'S GUIDE: Jack distributed last month's minutes and a flier for the NCOM Region 1 Conference to all members at a mailing cost of about \$60 (almost 300 pieces). He checked Action Printer and would prefer to continue folding/labeling himself in order to save money. The Executive Board extends many thanks to Jack, Tammy of AMO, Al of Central Oregon AMO and Brian Stovall for helping with the info gathering for the voter's pamphlet. Thanks also to Jack and his wife and kids, Butch and Cindy, and Roger and Angie for preparing nearly 3,000 Voter's Guides for mailing. Jack notes that printing on 8 1/2 by 11 would cut cost. Jack provided letters of thanks and reports to the groups and individuals involved in preparing and mailing voter's pamphlet. Jack sent a list of our endorsements to the papers. Several responses came in too late to include in pamphlet.

MEETING OF THE MINDS: Brian reported on the new MRF bylaws including expansion of its Board of Directors to include State Reps present to represent them on the Board. Brian said he hopes to receive financial support from Oregon groups for attendance at 2 Board meetings during the coming year; the third will be a MOTM in Denver, which he plans to attend in any case. Teresa reported on NHTSA information regarding federal funding for motorcycle safety, and helmet certification issues. Butch noted response from some attendees who were offended by presence of NHTSA presenters, and the great amount of courage it takes for these career bureaucrats to come and take the heat that they get from many of our people. We need to learn about the government and our opponents on issues. Don Lawson felt it is enlightening to see how NHTSA gathers data and are directed to do their job, and how NHTSA action can be altered by changing laws. He noted a real threat to motorcycling in numerous catastrophic insurance proposals, and the importance of watching for unannounced "riders" on bills that could affect us severely.

Butch pointed out how important it is to show the victories that have happened so people don't get discouraged by the outlook. Rich added that we look at NHTSA as an opponent, but they were there giving us info that we can use, almost as an ally. AMA was there, working on a good relationship with the MRO's in unity. Very professional and helpful. Brian commented that the US Congress works differently than state legislatures, and that we have had good guidance in the past year on how to be effective on federal level. He

wants to learn more and teach our members those skills to become better activists. If we learn how to use their system for our own ends we will get farther along toward our goals than if we treat them as enemies. Income at the conference for the MRF was over \$59,000, mostly in contributions and pledges from state MRO's. Mel Yeager said, "I'm really impressed with the info that has come back and with the willingness of our delegates to take the time to report back."

FUNDING

Grant writing: Ed Halkyard found that his training session was more of a "fund raising" class than "how-to" on writing grants. Steve Benson will forward a pile of info he got a couple of years ago at a fund raising workshop.

Poker Run: May 9, 1993 has been set for a Poker Run to raise funds for BikePAC, ending up at Butch and Cindy's farm for the annual meeting. We will work to find one or more clubs to sponsor/arrange AMA sanction.

War Chest: AMO, through Bob Ingram, is open to negotiation on raising money to help fund lobbying effort.

LOBBYIST: Negotiation of particulars not yet accomplished, but Executive Board hopes to accomplish this in coming month.

LEGISLATIVE CONCEPTS: Butch asked that these be expanded to include as much detail and supporting evidence as possible, to provide our legislative sponsors and supporters with the ammunition they need to bring other legislators on board. What is the current situation/problem; why do we want to fix it; how much will it cost? We can't expect legislators to do this research. Committees formed to work on each concept: State Responsibilities Act - Butch, Jack, Mel; Exemptions - Roger & Rich; Insurance Oversight Committee - Gordon, Ray; Moped operator endorsement - Rich, Teresa, Sam - past experience on this one shows the need to get the footwork done first; Motorcycle Operator Endorsements - BikePAC will join the Governor's Motorcycle Advisory Committee as co-requestor on a bill to repeal Oregon's tiered motorcycle endorsement regulations. Mike Unger, DMV Driver Licensing Manager and Committee Member, has indicated DMV has no objection to this change. He has also indicated DMV would continue current relationship with TEAM Oregon, where DMV may waive the skills test for TEAM Oregon grads. This is an incentive for unlicensed riders to take the class, and the change would make it more convenient for riders of any size bike to become properly endorsed.

COMMUNICATION

Phone and Office: More discussion took place about various 800 phone number offers from AT&T and Sprint. Butch and Don are investigating possibilities of an office in Salem for the legislative session. Roger and Jack will bring more info to next meeting; it was agreed it would be good to have office/800 number during the session, but definite cost figures are needed before deciding.

Handlebar Hangers: We're close to broke, but Jack has a draft copy. Estimated cost: 3,000 for \$183, 15,000 for \$710. Logo: Jack would like to use all logos like on the Independence T-shirt. AMA has already OK'd it. Also BikePAC, AMO, and ABATE. Brian and Butch will work with MRF and NCOM to encourage their approval

as well. We'll discuss again at next meeting.

Brochures: Change Butch's phone number and print 500. Ask Don Howard if he will print if we provide materials.

SPEAKERS BUREAU: Mel reported on his and Nic Oliver's progress on writing a curriculum for presentation in high schools; Del Freeman enthusiastic, can provide contact names in schools around the state for our use in contacting the schools, but he can't distribute our information for us. Salem-Keizer school district very enthusiastic, interested in doing a bike show in conjunction; however they contract all driver ed activities out, and the person who runs the program is not open to outside speakers. Freeman isn't happy about that but can't do anything about it. If Mel and Nic don't get progress soon they will try other school districts to set up their pilot program.

TEAM OREGON: Rich reported that ABATE has set aside funds for the lobbyist and needs to evaluate its finances. The proposal that ABATE reimburse any member for completing a TEAM Oregon class is still under discussion.

RESOURCE GUIDE: Rich is no longer lame. He envisions a guide with several chapters covering different subject areas: political activities; media; running a meeting; media and community organization sections will be tailored to different chapter/organizational local area.

NEW BUSINESS

The Governor's Motorcycle Safety Advisory Committee is looking for new members. Rich Benson signed on as an interested applicant, along with James Rozee of Portland (a member of OVM and the Vintage Japanese Motorcycle Club), and Mark Raney(?) (a TEAM Oregon instructor from Eastern Oregon). Insurance problems were discussed: extremely high rates for young motorcyclists and lack of insurance available for a rider with a motorcycle learner's permit. Anyone experiencing similar problems is asked to contact the committee through a member or by calling Stan Porter at 1-800-922-2022.

The Forest Service is taking comments on a proposal to BAN OFF-ROAD ACTIVITY in the Oregon Dunes National Recreation Area. To voice your opinions write: U.S. Forest Service, Oregon Dunes NRA, 855 Hwy. Ave, Reedsport, OR 97467. This is one of the most popular and most well-supervised off-road riding areas in the state.

Helmet Tickets: Sam reported that a case is pending before Oregon Court of Appeals, a biker in Coos Bay who was ticketed for a beanie helmet. Contributions for covering costs of appeal may be sent to the Sam Hochberg Client Trust Account. Sam has been working with LeRoy Hecker of Eugene on helmet ticket cases. He noted that people are being convicted on helmets bought new with DOT stickers. A video produced by NHTSA is about to be distributed to Oregon police agencies on how to identify a non-approved helmet. Brian noted that this is police state tactics: help the police identify the wrong doers, but don't help the consumer learn how to comply with the law.

FUTURE MEETING SCHEDULE

Saturday, December 13, 1992

9:45 am at Linn-Benton Community College Cafeteria

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 as it is due on the 15th of December.

Join the MOTORCYCLE RIDERS FOUNDATION

- ☐ Annual Individual Membership - \$20.00
☐ Sustaining Membership, Annual - \$100.00
☐ New Membership ☐ Renewal

Member # _____

Please Print or Type

NAME _____

PHONE _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Age? _____ Registered voter? Y / N

Are you a member of a state motorcycle rights organization? Y / N

Name _____

Are you a member of a national rights organization? Y / N

Name _____

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

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

Mail with remittance to:

MOTORCYCLE RIDERS FOUNDATION

P.O. BOX 1808

Washington D.C. 20013-1808

(202) 546-0983 • FAX (202) 546-0986

FOR OFFICE USE ONLY

(All information treated confidentially.)

Referred by _____ Date _____

MRF# _____ Exp. Date _____

Send Member:

☐ Pin

☐ Patch

☐ Year Rocker

LETTER'S TO THE EDITOR

Dear Editor;

As regards the "under cover nose" who attended the Summer Run, several points need to be made:

1. The man rides - that alone should be enough.
2. As with any cop, if he sees any criminal activity, he must report it even if he is off duty. If he does not, his job is on the line.
3. This man risked his job, his house (payments), his Harley (payments), and virtually his whole economic life to have a good time and party with us.
4. If he loses his job as a cop we have one less biker friendly cop on the force, and we will probably get a gung-ho rookie to replace him. Do you want that?
5. Before he was treated so poorly at the run, he might have given a biker a break. I'm not so sure now.

I hope the man is an ABATE member and he reads this. I want him to know that he is welcome to party with me, anywhere or anytime, whenever he is off duty. I may or may not welcome his presence in the line of duty, depends why a cop would be talking to me, but off duty he is a biker and a brother.

Dan Aldrich
Prineville

October 12, 1992

In response to Edd Dahl and any other interested persons:

In regards to the incident at the Summer Run, the sign waver was not a member of ABATE as his name is not on the roster. As for the off-duty cop in attendance, he is an ABATE member of good standing in my Chapter and my personal friend.

Yes, let's get our facts straight before we open our mouths, brothers.

As a founding member of North Coast Chapter (Clatsop County Chapter then) and former Coordinator, I embraced ABATE's belief to bring together, and I quote from our tri-fold, "motorcycle enthusiasts from all walks of life" in our common goal to ride free and safely. Through the years I have observed in the ranks of ABATE much openly professional disclaim towards fellow riders such as what they ride, how they make a living, their race and even their safety equipment. How the hell can we, as motorcyclists, unite towards a common cause with attitudes like that.

We must accept our fellow motorcyclists, period! We're all in the same boat.

As for the sign wavers of life, who tout their own bad case of cranium rectal insertion, don't screw with my brothers, be they cop, welder, logger or dishwasher. I for one, will surely stand up to be counted.

Dan Smack
North Coast Chapter
ABATE of Oregon
Frank Heiricks
Treasurer, North Coast ABATE



ABATE

September 26 & 27 my wife and I went to the Kilchis River Run.

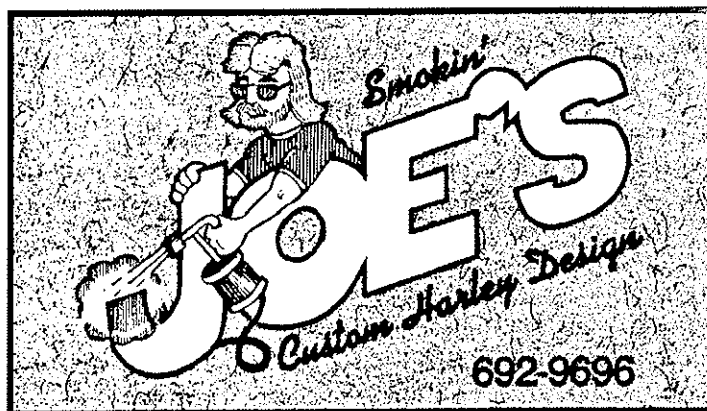
Despite the rain we had a wonderful time. Looking forward to next year.

After reading your September 1992 newsletter, I decided I need to get off the farm more. Not only have I been missing a lot of fun but I had no idea there were so many unfair bills being passed that I never heard of.

So here is our application. Keep up the good work.

Tom & LaVel
Grand Ronde, Oregon

Welcome Tom & LaVel!!



Dear ABATE

Friday of Labor Day Weekend, 300 riders left Canada to go to Tijuana, Mexico for the 17th annual 3 Flags Classic. This was my eighth. Usually the ride put on by the Southern California Motorcycle Association (S.C.M.A.) starts in Mexico and ends in Canada. this year it went South.

Riders follow a route with check points which were: Maryhill, Washington; Fort Bragg, California; Big Sur, California; Newhall, California; and of course Tijuana, Mexico. If you not in Mexico on Monday you don't finish. Tuesday night was the awards dinner. Wednesday everyone heads for home, except for two. A friend of mine from Canada and I decided to ride Baja. From TJ to Cabo San Lucas, Mexico on Hwy. 1. I call it the road of my dreams. A paved two lane county type road 1,000 miles long, hardly any traffic, warm weather, no rain, no radar traps and no helmet law. The Mexican Government believes in freedom of choice, at least with helmet laws.

The road goes along the ocean, through the desert, up and down the hills and along the Sea of Cortez. Lots of fun curves and long straight aways so you can make good time.

We had no problems with the federals, no problems with the locals or getting gas or with drinking the water. The fishing is more fun than going after a salmon, better tasting, too.

In more than 2,000 miles in Baja I only saw five other bikes traveling. When we would stop at a restaurant or motel or for gas all the employees would come out to look at the bikes. Most couldn't speak english but they could say Harley Davidson.

Would I do the trip again? In a minute, and I will (hopefully) next year.

Letter's To The Editor (Continued)

If you're thinking of riding Baja, some suggestions: don't bring a gun. It's illegal to transport them. Get Mexican Insurance at the border. If you don't have it and you get in a wreck you go to jail. Bring extra oil from the U.S., any parts you may need. No H-D shops in Baja. Plan your gas stops, don't cruise into town on reserve because that town may be out of gas. Carry some water. The road is range land. We saw cows, horses, burros, goats, mules and dead cows, horses, burros, goats and mules. Use your head. Have a good time, a good ride and meet some good people.

Next years' 3 Flags Classic starts September 3, 1993 in Juarez, Mexico across from El Paso Texas and ends in Southern Alberta, Canada.

Entry is \$110.00 and is limited to 300 with a drawing. Entry must be in by January 16, 1993. For information:

S.C.M.A. 3-Flags
21213-B Hawthorne Blvd.
Suite 5391
Torrance, California 90509

Get out and vote!

Craig Jensen
Coordinator, Columbia River A.B.A.T.E.

Dear Bros:

It's been over one year since I left Oregon. About four days after Mothers Day '91. I came to Texas to see some old friends. Well, a bunch of shit happened and I ended up in a Texas prison. I have been trying to locate my old lady. Can you help me? I know she has been trying to find me but no one will tell her where I am. The last time I saw her she was living in Roseburg, Oregon.

We got separated in California for about a year. We got together in Oregon when I came to Texas. I really miss her. You know how it is. Her name is Shelia Laughery. I'm not sure if she is in the book. Just in case her dad's name is Tom Laughery. He works as a drug counselor in Roseburg. Anything you can do for me would be great.

Please let me know your answer.

Thanks bro,
Michael Couch #611039
Hilltop Unit
1500 Stateschool Road
Gatesville, TX 76598



(206) 693-3812

(800) 800-4482

Love Leathers Inc.

WENDY LOVE

3415 "O" Street
Vancouver, WA 98663

Dear Editor;

I have noticed recently that Preacher Jim and the Chaplain's Corner have not been running in the Newsletter. I have really enjoyed his column and feel he understands a lot of us. I know he has helped me tremendously through his articles.

Will he continue writing in the newsletter? I would really like to know.

Sincerely,
Helped but not healed

Dear Helped;

I am hoping that Preacher Jim will be back with us in the December issue. I am sure that your letter will help inspire him to write. Preacher Jim felt that since he was not getting feedback that his articles were not helping.

I want to take this opportunity to let him know that I too miss his articles and hope he continues writing in the future. I have had five other people ask me recently where his column has gone.

So Jim, if you're reading this, even though no one thinks to thank you personally, you are appreciated and your words mean so much, PLEASE CONTINUE WRITING!!!

Donna

SHRINER'S BENEFIT PARTY "92"

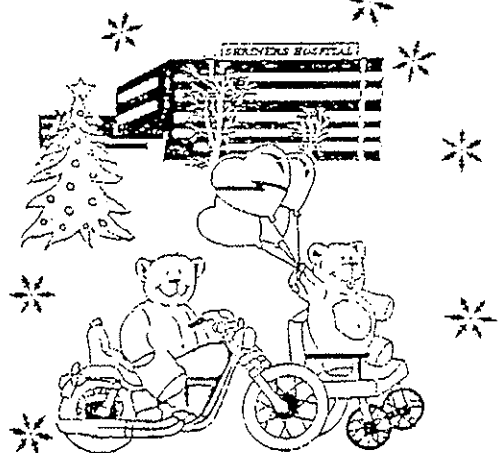
NOVEMBER 28th

8:00 P.M. - 2:00 A.M.

RIVER ROAD HOUSE

(11921 S.E. 22nd)

RIVER ROAD & McLOUGHLIN
MILWAUKIE, OREGON



Bikers Helping Crippled Children

LIVE MUSIC by ARCHIVES
\$5.00 DONATION AT THE DOOR / DOOR PRIZES

SARGE 639-0873/ANGIE 285-4329/EDD 771-0188
PORTLAND CHAPTERS A.B.A.T.E. of OREGON

EXTRA DOOR PRIZE TICKET? BRING A CAN OF FOOD FOR THE OREGON FOOD BANK

ABATE of Oregon's
Raving Roving Reporter
Crazy Steve

Well, I'm back! Sorry that I didn't get anything in last month's newsletter, but I've been on the road a lot putting on the miles. Now we can catch up on things.

Well, first I went to Idaho for their Labor Day Run. It was in Gibbonsville, 30 miles north of Salmon, Idaho. We took two ways to get there so that we could enjoy the scenery and stop at the Harley Shops. Guess what. The Harley Shop in Caldwell is no longer there. It's an other than Harley Shop, but the one in Boise is still open. We went into that one, of course. It's called the Cycle Nut and Bolts (where I really felt at home) and got some shirts. Was getting late so the guy at the shop told us about a motel across the street. Bad idea. We stayed and the next morning we could hardly move for three days.

Well, we made it to Gibbonsville and had nice weather all the way. Guess what the next day it started to rain. Guess I had to go out of state to find rain, huh? Well, luckily there was a restaurant near the campground because that's where I stayed most of the time. Did manage to talk to a lot of people. They had bike games on Saturday and Sunday. We left on Monday. Thank God!

It was 22 degrees out and I was afraid to bend or fold anything in fear it might break. Everything was stiff except the right thing. Well, I guess we were in a hurry to get home so we decided to take a short cut out of state about 40 miles. Bad idea. It was like riding a roller coaster over all the rocks and bumps in the road. Boy was it dusty and dirty. Couldn't even get out of first and second gear. It might have saved on miles but not on time. Stopped to clean the dirt out of our eyes and then headed on home. Don't think we'll be taking any more short cuts either. All in all had lots of fun, the trip was well worth it, rode about 800 miles in Idaho without wearing a helmet. So maybe you people who don't like wearing helmets might make the trip next year.

Well, the following weekend I went to the State Board Meeting and rested up for the next trip which was the Tri-County End Of Summer Run. Went the day before and stayed with a friend and had rain and hail to ride in to get there. Guess I'll have to start growing a beard sooner, it wasn't much help on the face. Well got up the next day and it's still raining. Left Seaside and on to the campgrounds. It was a nice park that even had fire pits. They really came in handy. Had lots of food, the company was great, so the rain was easier to except. Saturday was a much better day. Talked to a lot of people and seen some people at this run that I haven't seen all summer. Had a great time. The run was well put on and I hope to see more of you out there next year. We need to support our members when they have these events and you can also have fun while doing so. **END**

**RIVER ROAD HOUSE
TAVERN**

**RIVER ROAD & McLOUGHLIN
MILWAUKIE, OREGON**

**GOOD FOOD
FRIENDLY FACES**

ABATE MEMBER - SUPPORTER

OWNER : SHIRLEY PEARSON

Reprinted from October 9, 1992
National Coalition of Motorcyclists Press Release

WE'RE GONNA KICK BUTT IN '93

The 102nd Congress has come to a close and with it the Federal bills that would have repeated or stalled the penalties portion of the Intermodal Surface Transportation Efficiency Act of 1991. S.2204, introduced by Senator Dave Durenberger (R-MN) and H.R.4207, introduced by Representative Olympia Snowe (R-ME) would have deleted the language used in the Transportation Bill allowing the Federal government to blackmail states into passing helmet and seat belt laws. H.R.5753, delaying the sanctions, passed the U.S. House of Representatives in August, failed to pass in the Senate in September and was sent to Conference Committee where it ran out of time.

According to Bob Illingworth, Founder and Executive Director of the Minnesota Motorcycle Rights Association and member of NCOM's Legislative Task Force, Senator Durenberger will reintroduce the bill when Congress reconvenes next January. Illingworth and the MMRA worked very closely with Senator Durenberger and were instrumental in getting S.2204 introduced.

What does this mean to the motorcycle community? How is it possible to lose and still keep our power and a positive outlook? Realistically, some states will not be able to refuse the money that the Federal government is offering and will pass helmet and seat belt laws. Educating our legislators and the public to what is really at stake is no easy task, nor is it new, but educate we must. Get out and vote. Do not give up. Stay involved. If you are not yet a member of your state motorcycle rights organization, join and support them. Join one of the national organizations that are out there protecting our right to ride. Help to make these organizations stronger, enabling them to hit hard and win in '93. Keep writing to your legislators. This election year will effect more change in Congress than in any election since the '60s. Make your vote count.

Do not make the mistake of being part of the large silent majority who sit idly by and let the government run over them. Choose to be a part of the small, vocal minority which has stooped up and stood fast, forcing every great change in the history of this country. **END**

Reprinted from September/October 1992
Minnesota Motorcycle Riders Association

NO ONE LEFT TO SPEAK FOR ME

As motorcyclists, we must always remember the bottom line; we are all **motorcyclists**. Whether we ride trikes, or street bikes, Harleys or Hondas they all come under fire at one time or another from attempts to pass unfair legislation. The fact remains the same ... there are people who would like to take **all of us** off the road.

"They came after modified bikes, and I didn't say anything because I kept mine stock.

Then they came after the bullet bikes, and I said nothing because I rode a touring machine.

Then they came after the helmet law rebels, but I didn't say anything ... I already wore one.

Then they came after all the bikes, but by then all the fighters had been legislated off the road

one by one

and

there was no one left ...

to speak for me"

MUSHROOMS

by Gary Introne

... I was reading this note by candlelight. The flickering yellowish glow threw odd, enormous shadows on the wall - men in weird overcoats, leather helmets, goggles. A quick look around me was all I needed. Men and women were crowding the corners. Motorcycles were everywhere.

That awkward smell of gasoline and exhaust mixed with rich oil vapors, the grinding rattle of engines on hold, at idle - each of these things led me to know what exactly my nightmare image, was made up of. The road rushing by the hum of tire on road, the clank of transmission. I had reached motorcycle heaven in one evening's dream. I'd lived a long life, I thought, so I was ready to go.

Obviously my new brotherhood accepted me. I seemed to know everyone. I groped for an answer, for anything to hold to before this faded away. "Hey, Hey" I said, "Hey man where am I, and what's going on? C'mon, you gotta tell me."

At that, everything stopped. Got silent. The entire room spoke. All in unison the voices turned on me, as one. A huge, resounding noise.

"You have come from far to see us. We are remnants of a biker's nightmare, a traveling motorcycle circus made to scare you witless. Whatever you see here, you will take with you. Whatever you miss will be forever gone. Sit up, boy, and look around you, you sad-assed, candy-faced glimmer of comfort and ease. Your own times are fooling you. Down through the ages they are laughing at what you've become. Let no man tell you life is easy. For centuries we have crawled through the grasses, built by hand, lived in shacks and sheds on the outer edges of society, whether as criminals, horsemen, or motorcyclists. Our hands knew the weight of toil, steel, fire, heat. Our backs stooped with the encased labor of all that we did. We send you the bill, now. You, who have done nothing; addle-faced, supermarket bred, freeway brained exit booth idiot..."

Well, if you've figured my bleak nightmare out you'll know that

I've got to be working towards a point of telling you something about ABATE, and, after I calmed down from this little seance, I figured out that the way the confusion of the moment goes is the way the article goes. I for one get a little concerned when things seem stalled, too placid. So let's try moving this dead center. Let's stir the soup.

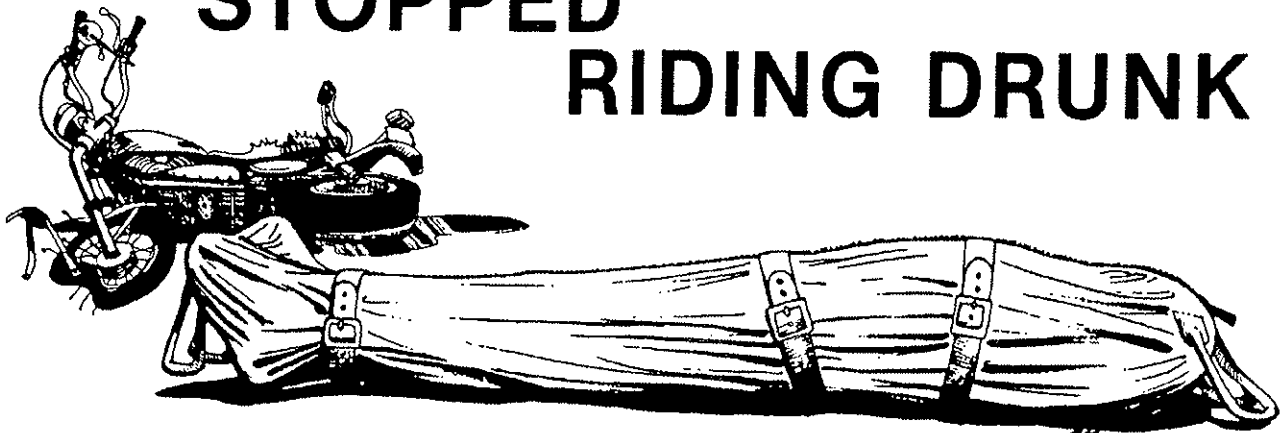
We are living in modern times, and it's the only times we'll know. As motorcyclists we might as well figure that we're endangered as a group. It's tough enough to get straight with all the legal calisthenics about inspection, insurance and licensing, let alone worrying every time four or more of us ride together, about getting pulled over for suspicion of enjoyment. We're not supposed to enjoy what we do anymore. We're supposed, instead, to be miserable, to be constantly *worried*, about everything: ozone depletion, water purity, cancer, politics, health care, alcoholism, starvation, forest fires, poverty, aids, unemployment, endangerment, inheritance and lead poisoning. I, for one, say the hell with it.

Whenever I talk to an 'old timer' about riding in the old days (and I've talked to a few of them. They have a real talent for showing up in my driveway and letting go with all the old stories) the main thing I get from them is - *they had a good time*. They'll tell me stories about running off the road, banging up bikes, breaking arms, riding hill climbs drunk, forgetting where they were, bruising each other up, and their regrets are nil. Sure, they enlarge the good times, and probably forget the bad, but they don't regret anything 'cept that they probably didn't do it enough. Those were *real* times - zip up the jacket, throw on a hat, and get to it. By comparison we all operate as if we've just had a nervous breakdown. That's why the chorus of voices in my head that night was so real. They called *me* a fool, and they *knew* what they meant.

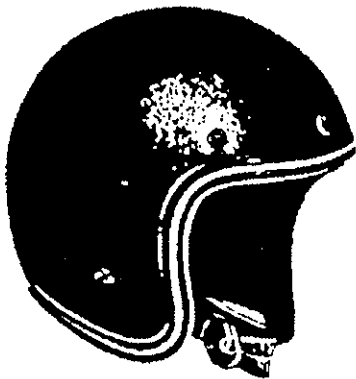
At a man's core, if he ain't *there*, he ain't nowhere. After a good rain, in the moist heat the mushrooms pop up everywhere. They've somehow seeded, prospered, and grown in the worst of atmospheres. That should be us, together. If we get together for no other reason than to prosper and grow in these lousy times, then we've done our task well and proper.

If we can have *fun* doing it too, than even more the better it all is. Hell, we're alive - like mushrooms in the sun. **END**

LAST YEAR OVER 1,500 BIKERS STOPPED RIDING DRUNK



Brothers DON'T Let Brothers RIDE DRUNK!



Reprinted from October 1992
Kootenai District ABATE of Idaho Newsletter

DOCS TELL CRYSTAL GAYLE: CUT YOUR 5-FOOT LONG HAIR OR YOU COULD BE CRIPPLED FOR LIFE

Doctors have sent country star Crystal Gayle a warning: Cut your trademark, floor-length hair because it could paralyze you.

The 39-year-old singer admits she's been suffering from headaches and neck pain because of the pressure from her ankle-length hair - which she's grown for more than a dozen years. It now weighs more than 5 pounds.

Medical experts say severe health problems are next if Crystal doesn't trim her tresses soon.

"Take a 5 pound bag of flour and tie it to your hair," says a New York physician. "Feel what it's like to have that sort of pressure there all the time."

"The neck is not supposed to support that kind of weight. It strains the neck and the neck muscles."

"The weight of the hair could cause a disk to protrude on her spinal cord - and that could cause paralysis."

According to the medical expert, Crystal's problems could also eventually include arthritis and a whole host of injuries to the shoulder and neck muscles. "She could find herself facing major surgery to correct those conditions," says the physician. "It could become that serious."

Crystal's husband and manager, Bill Gatzimos, says there are no plans to shear his wife just yet. He jokes: "She wouldn't be able to stand upright."

The 5-ft., 2-in. singer, who weighs 97 lbs., started letting her brown hair grow in the mid-Seventies. "When I first began in show business, I had long hair and it was just my style," says Crystal. "Then I saw this person with hair to her knees, and that's what I wanted. I just kept going."

Crystal washes her five feet of hair every day. It's like a child," she says. "It takes a lot of care."

She also complains that it sometimes get caught in the tassels and beads of her elaborate stage outfits and "on every doorknob."

Occasionally, she allows her husband to trim her treasured tresses - or lops off a half-inch herself. "Sometimes in my dressing room," says Crystal, "I pick it up and bring it around and - whack!"

A spokesman adds: "Crystal will cut the hair eventually. She's acknowledged she gets headaches - and it does get caught in doors."

[Editor's Note: If hair can cause this kind of damage, what about riders wearing helmets for several hours a day???

Reprinted from October 1992
Freedom of Road Riders, Inc. of Missouri Newsletter
and Easyriders Magazine

NEVER HAPPEN? IT ALREADY HAS

by Bill Gannon

If the past is any teacher, the future of motorcycling looks pretty dim. If we don't heed the call for action, we're going to have to find something else to do: Motorcycling will be dead.

The end begins with the famous response that: "It will never happen." I heard that five years ago when I was warning folks about a national helmet law. In 1991 we got one - just like we got seat belt laws, forced drug testing, and so on.

Those who say "It will never happen" just don't understand the power of the biggest enemy of motorcycling - the insurance industry. They have the money and, worst of all, they have a strategy.

They started out by calling bikes "dangerous". It worked, and they got the mandatory national helmet law in the 1991 highway bill. The next step is hard to predict, but you can bet it will aim to send bikes the way of the three-wheeled ATVs, which were outlawed in 1988.

You don't think they're serious? Check out what Brian O'Neil, of the Insurance Institute for Highway Safety, has said:

"If certain machines are proven to be dangerous, they should be outlawed. If Corvettes or Trans Ams are dangerous they also should be outlawed. And so, if motorcycles are shown to be dangerous - well, you know the answer to that."

Back when the insurance industry was trying to outlaw sport bikes, somebody asked O'Neil why the insurance industry didn't support rider training. He said:

"There is no scientific evidence these programs would produce any reduction in motorcycle crashes."

The insurance industry is without a doubt the enemy who is coming after your bike. Why? Apparently to reduce the amount of claims they have to pay. They know that careless drivers cause the majority of motorcycle crashes and after the driver has smashed a bike, the insurance company has to pay for the damage. Helmet laws reduce the number of motorcycles on the road, and that reduces the claims the insurance companies have to pay for property damage.

If helmet laws won't do the job, they have the catastrophic health care legislation that would compel motorcyclists to buy "catastrophic" insurance that would cost \$800 to \$2100 a year. That would certainly take a great number of bikes off the road - which is ultimately what they are after.

Motorcyclists must fight back. We need to emphasize rider education programs so we can prove that they work. We have to become active in our local organizations. If we don't get involved and take some action, the thing that will "never happen" most definitely will. **END**



LEGAL CORNER AIM ATTORNEY SAM HOCHBERG TAKES ON HELMET LAW IN COURT

Many bikers know that the helmet law is enforced arbitrarily. People wearing "beanie" style helmets are sometimes stopped, sometimes not. When bikers fight these tickets in court, some people prevail, and some do not. The problem is, judges and police are all having a difficult time figuring out which kinds of helmets are legal and which are not.

AIM Attorney Sam Hochberg has taken up the case of a biker in Coos Bay, Doug Miller. Miller received a ticket for wearing his "beanie" helmet. He was convicted, and the officer admitted on the stand that there was no real way for Mr. Miller to have determined whether his helmet met the standards of Oregon law or not. Somehow, the judge convicted Mr. Miller anyway. The case has now been filed in the Oregon Court of Appeals. Opening legal briefs from Hochberg are due in early December. The case may end up in oral argument before the Court of Appeals, perhaps as early as next spring.

Hochberg says he thinks the Oregon helmet law is unconstitutionally vague because most bikers have no way to tell whether their helmets are legal or not, and the state has no clear way to advise the biker. If the Court of Appeals agrees, they could declare the helmet law **void**.

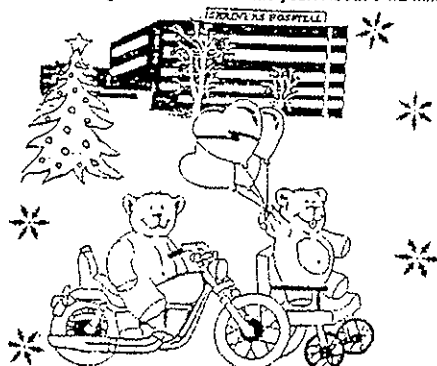
Hochberg is taking this appeals case for no fee, as a donated service on his office and of AIM.

A.B.A.T.E. / SHRINERS

TOY RUN

DECEMBER 5, 1992

Meet at S.E. Woodward (one north of Powell. East end Ross Island bridge.)
The time to depart for the Shriners Childrens Hospital will be 12:15 to 12:30
We will be doing a different route this year. About 6 1/2 miles.



Bikers Helping Crippled Children

There will be less steep hill as we will enter through the Veterans Hospital.

There will also be better parking.

A second garage has been made available.

There will be some hamburgers & sale this year.

The Shriners will also have their coffee wagon.

THE DRAWING FOR A 1993 HARLEY DAVIDSON

90th ANNIVERSARY MODEL FXLR

Will be at HIGH NOON.

All proceeds go to benefit area kids. We have **NO** administrative costs.

(WE WILL ALSO COLLECT CANNED FOOD FOR THE OREGON FOOD BANK
PLEASE BRING A CAN.)

MEMORANDUM OREGON STATE POLICE

DATE: August 5, 1992

TO: David F. Quillin, Major
Patrol Division

FROM: Phillip D. Mohr, Lieutenant
Station Commander, Corvallis

SUBJECT: LEGAL MOTORCYCLE HELMETS

REFER: Your memorandum dated April 3, 1992, to my memorandum, which is attached, dated March 31, 1992, to attached Rider Magazine article about helmets.

It appears that there is some confusion in the field about which motorcycle helmets are legal and which are not. The attached article explains how the California Highway Patrol is handling the problem and also gives a picture of the helmet in question. This article appears in the September issue of Rider Magazine, which has national circulation.

Members should remember that just because the helmet has a "DOT" sticker on it, it does not make it legal. The requirements under the federal law still have to be met, those are explained in the previous memorandum. The ORS 815.050 sets the Oregon Standard, which is the federal standard.

Three simple things to check for to ascertain if the helmet is legal are:

1. If the chin strap is rivetted on, the helmet is not DOT approved.

2. If the helmet does not have at least 1" of Styrofoam rubber, it is not DOT approved, usually the unlawful ones have just plain foam padding.

3. If there are no labels inside the helmet as explained on the previous memorandum, the helmet is not DOT approved.

NHTSA is in the process of making a film to assist police agencies.

If there are any questions about helmets or if assistance is needed, Stan Porter of the Oregon Traffic Safety Commission can be contacted at 378-3669. He most likely will refer you to the TEAM Oregon Director of Motorcycle Safety Programs, Steve Garets, his telephone is 737-2459. Either person is more than willing to assist the police and will even be available to testify in court, if needed.

If there are any questions I can answer or assist in any way, please do not hesitate to contact me.

[EDITOR'S NOTE: at press time, our AIM Attorney, Sam Hochberg, was preparing a letter to the O.S.P. demanding rescission of this memo, and an end to harassment and ticketing of motorcyclists wearing beanie-style helmets. END]

All Motorcycle Rights Organizations are in the same boat.

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

"UNITY IS THE ANSWER"

FINAL STATE OPENS HOV LANES TO MOTORCYCLISTS

Westerville, OH - It's taken 10 years of effort, but motorcyclists have succeeded in convincing highway officials nationwide that they can play a role in reducing traffic congestions on crowded expressways. The final breakthrough came in Virginia September 17.

Since 1982, the American Motorcyclist Association (AMA) has worked with state and federal government authorities to get approval for a plan to allow motorcyclists to use High Occupancy Vehicle (HOV) lanes. These lanes are set aside for use by vehicles that transport more people in less space, including buses and cars carrying multiple passengers.

Since 1982, the federal Department of Transportation has recognized that motorcycles, which use less highway space than cars, provide the same advantages in reducing congestion as high-occupancy vehicles. And as of September 21, all 12 states with HOV lanes will have opened those lanes to motorcycle riders.

The final state to approve that use was Virginia, which resisted federal mandates to open its HOV lanes for several years.

But on September 17, the Virginia Commonwealth Transportation Board voted to open up HOV lanes on Interstate 66, Interstate 95 and 395, Interstate 64, U.S. Route 44 and the Dalles Airport Toll Road to motorcyclists for a two-year trial period. That action takes effect on September 21.

"This marks the final victory in a long battle over this issue," said Jim Bensberg, AMA Washington representative. "The federal government and several state governments agreed that motorcyclists should be allowed to use HOV lanes from the beginning, but a few states resisted. Over the years, we've been successful in opening up HOV lanes in one state after another, until Virginia was the last remaining holdout. This vote means that HOV lanes from coast to coast are now open to motorcycle riders."

Bensberg noted that the AMA's effort in Virginia received strong support from ABATE of Virginia and the BMW Bikers of Metropolitan Washington, as well as Virginia State delegate Linda "toddy" Puller, who provided key opportunities for motorcyclists to make their case before the Commonwealth Transportation Board.

"This was a team victory," noted Bensberg. "All along, even when it seemed hopeless, we believed that this case would be won on its merits."

Motorcyclists in Virginia are cautioned to ride with extra care during the inaugural months of HOV access because auto drivers may not realize that motorcycles will be using those lanes.

HOV lanes previously opened to motorcyclists are located in Arizona, California, Colorado, Connecticut, Florida, Massachusetts, New Jersey, New York, Pennsylvania, Texas and Washington. Transportation officials expect that many more states will adopt HOV lanes on crowded expressways in the next decade. *END*

Reprinted from September 24, 1992
American Motorcyclist Association News Release

AMA MEMBERS APPOINTED TO NATIONAL TRAILS COMMITTEE

Westerville, OH - Two members of the American Motorcyclist Association (AMA) have been appointed to serve on the National Recreational Trails Advisory Committee, the panel charged with administering grants under a federal trail-funding program passed as part of last year's federal highway package.

The two, Roger Pattison and George Lear, will sit on the committee approving grants as authorized by the Symms National Recreational Trails Act, which has been approved for \$7.5 million in next year's federal transportation budget.

Appointed by the Federal Highway Administration and recently announced at a trails symposium in Montana, the 12-member committee will set criteria for trail-side facilities and make recommendations on establishing federal policies, in addition to distributing money to states for motorized and non-motorized trail projects.

Pattison, from Clovis, New Mexico, will represent the interests of motorcyclists on the trail panel. Pattison is an experienced trail-bike rider and devotes his spare time to teaching motorcycle training courses. He also is the president of the Clovis Sport Cycle Association, which successfully manages two off-highway vehicle riding areas in the eastern part of the state.

Meanwhile, George Lear has been selected to represent ATV enthusiasts on the panel. Lear, from Centerville, Virginia, is an AMA Life Member and serves as the legislative officer for the Northern Virginia Trail Riders organization. In addition, he is part of the Washington Trails Committee. That group coordinates Virginia's participation in the AMA Volunteer Trail Rider Program, in which motorcyclists from coast to coast are given an opportunity to assist in the maintenance and development of recreational trails on lands managed by the U.S. Forest Service. *END*

Reprinted from September 25, 1992
AMA Government Relations News Release

CLOCK RUNS OUT ON CRANSTON'S DESERT BILL

Westerville, OH - The era of Sen. Alan Cranston and his controversial plan for the California Desert is coming to an end, report the AMA.

For eight years, the California Democrat has promoted various incarnations of his California Desert Protection Act. The details have changed, but the basic intent has remained the same: To lock out everyone except hikers, backpackers and horseback riders from vast areas of public land in the desert.

Throughout the era, Cranston's plan has been repeatedly shot down before reaching the full Senate. Opposition from a broad coalition of groups, including the AMA, has convinced senators that his proposal doesn't provide adequate access to the public lands in the desert. And the senator has consistently refused to compromise in favor of greater access.

Cranston's final defeat may have come in a September 22 session of the Senate Energy and Natural Resources Committee. During that session, Sen. Paul Wellstone (D-MN) proposed that the panel send a House-approved version of the Cranston plan to the Senate floor without recommendation. That would have set up the first full Senate vote on the measure.

Wellstone's proposal violated the Senate's standard practice that no state issue be sent to the floor unless it has the support of both senators representing that state. Sen. John Seymour (R-CA) has consistently opposed the Cranston plan and asked his colleague to reach a compromise that would satisfy all sides. The AMA had supported an alternative desert bill sponsored by Rep. Jerry Lewis (R-CA).

However, time ran out on Wellstone's back-door attempt to get the bill onto the Senate floor. Under Senate rules, the committee could only consider the measure for a specified length of time, and that period expired before Wellstone's proposal could be voted upon.

Although Cranston will remain in the Senate until his announced retirement at the end of this year, it's unlikely that he will get another opportunity to promote his desert protection act.

"This was Sen. Cranston's last shot at this bill," notes Jim Bensberg, AMA Washington Representative. "For eight years, he's refused to compromise with us, so we've opposed his bill. Now he'll leave office with his California Desert Protection Act no closer to passage than it was when he first presented it."

However, just because Cranston is leaving office doesn't mean that the California Desert is safe from overly restrictive legislation. The post-Cranston era begins next January, and could see the introduction of a similar proposal from new members of the California Senate delegation. The fate of those proposals could hinge on the results of the November 3 election in California.

"The upcoming election will determine whether we face the same uncompromising attitude that marked the Cranston era for the next six years," says Robert Rasor, AMA vice president of government relations. "It's virtually important that motorcyclists in California seek out candidates who support a balanced approach to the use of public lands in the desert." **END**

Reprinted from September 29, 1992
AMA Government Relations News Release

TRAILS FUNDING PLAN PASSES TEST IN CONGRESS

Westerville, OH - A plan to provide much-needed funding for America's trails in next year's federal budget has outlasted a series of attacks by groups opposed to motorized recreation, reports the AMA.

A U.S. Congress conference committee, despite repeated pressure from several preservationist groups, voted September 24 to appropriate \$7.5 million to the Symms National Recreational Trails Act as part of the 1993 federal transportation budget.

Under the terms of the Symms Act, passed in 1991, the trail improvement program should receive up to \$30 million per year over the next six years. That money, which represents a portion of the federal tax revenue generated through gasoline sales for use in

off-highway vehicles and other recreational equipment, was designed to be used for trail projects that are developed and maintained in harmony with the environment.

Funding for the Symms Act was stalled until the Senate allocated \$15 million to it as part of its 1993 transportation appropriations bill. However, that plan was up against a House version of the same spending measure that did not include any funding for the trails program.

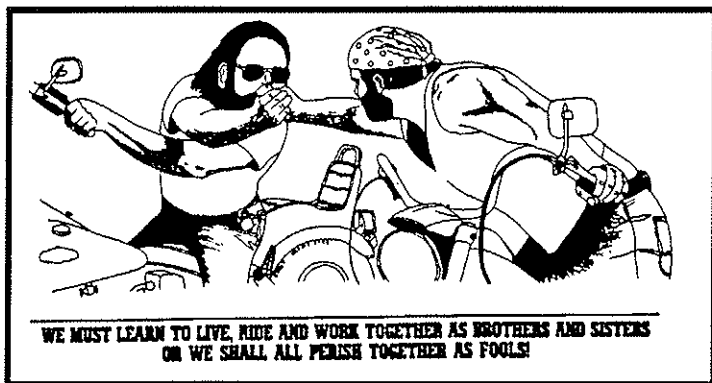
The final version of the transportation budget came out of a joint House/Senate conference committee charged with ironing out the differences between the two bills. Throughout the debate on the funding issue, the AMA and other groups representing off-highway recreation enthusiasts lobbied in support of the Senate's proposal, which was in line with the Bush administration's funding recommendation for the program.

Meanwhile, heavy opposition to the trails program in the conference committee came from the Sierra Club, the National Wildlife Federation, the Wilderness Society and others. But motorcyclists and other trail users, led by the Coalition for Recreational Trails, successfully defended the Symms Act, eventually winning approval of a plan that guarantees \$7.5 million in start-up funds for the program.

Funding for the trails program in next year's budget represents a complete turnaround from the approach taken to the Symms Act in recent months. Earlier this year, congressional leaders failed to provide any money to get the trails program rolling in 1992 through supplemental appropriations.

"While \$7.5 million for the program next year is certainly a step toward enhancing recreational trails," notes AMA Washington Representative Jim Bensberg, "it represents only a fraction of the gasoline tax money being generated by off-highway vehicle users each year. Now it's time to put more of that money to work on improving trails for all outdoor recreation enthusiasts."

Bensberg says the AMA plans to work with the Coalition for Recreational Trails to "aggressively lobby Congress" for full funding of the trails program next year. **END**



IT DOESN'T COST ANYTHING TO SAY "THANKS"

And the people and businesses who help ABATE of Oregon by buying ads for this newsletter deserve to know how important their help is.

So the next time you walk an advertisers place of business, tell them "THANKS" for supporting us and that is why you are supporting their place of business.

Round Table Pizza.

FAR WEST PIZZA, INC.
LL7, INC.

Victor Prudhomme
MANAGER

4141 N.E. 122ND
PORTLAND, OR

253-3557

ELY'S
ORDER LINE
(800) 729-6710

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

Terri Martin

P.O. Box 1200
Pasco, WA 99301

THE THREE LITTLE BIKERS

by Kathy Theodore

Now settle down, kids, while we hear one of Kathy's fables.

Once upon a time, there were three little bikers who all hated wearing helmets. The first little biker whined and moaned and complained and bitched at every opportunity. Before the law passed, he couldn't be bothered with writing letters or attending meetings. Now he is often heard to say "I ain't wearin' no damn helmet. Look! I got me 187 helmet tickets since January!"

One day the police came to his door and said, "You owe us a bunch of money or a hell of a lot of your time. Little biker, little biker, let me come in."

"No, not by the beard on my chinny-chin-chin."

"Then I'll huff and I'll puff and I'll take away your freedom." And he did!

The second little biker sent a few letters to his legislators and attends a meeting every once in awhile. He's "thinking" about joining but there's so many other things to spend \$20.00 on. When volunteers are asked for, he slides a little lower in his seat. He's been heard to exclaim "I'd do anything to get that damn law repealed - except on Friday or anything strenuous, or not too far away and definitely not in the evening, or on weekends." Author's note: Any resemblance to persons in or out of ABATE is purely coincidental.

One day the Army came to his door and said, "We love mediocre people like you in the Army. Little biker, little biker, let me come in."

"No, not be the beard on my chinny-chin-chin."

"Then I'll huff and I'll puff and I'll give you something to be mediocre about, son." And he did!

The third little biker was involved. He not only came to every meeting, but ran for office, chaired committees, wrote letters, made phone calls and brought in new members. He made a Difference.

The other little bikers laughed at him and made fun of his dedication. "Do you really think they read any of those letters?" said biker #1. "Yeah, why do you bother?" It doesn't change anything," said biker #2. "Because I don't want the government to take over my life," said the third little biker. "Who's afraid of the big, bad government?" sang bikers #1 & #2. "You should be, if you want to protect your freedom," said the third little biker. But the first two bikers wouldn't listen and went off to drink some beer and maybe get another tattoo or something.

One day a politician came to the third little Biker's door and said "You're causing us too much trouble. Little biker, little biker, let me come in."

"No, not by the beard on my chinny-chin-chin."

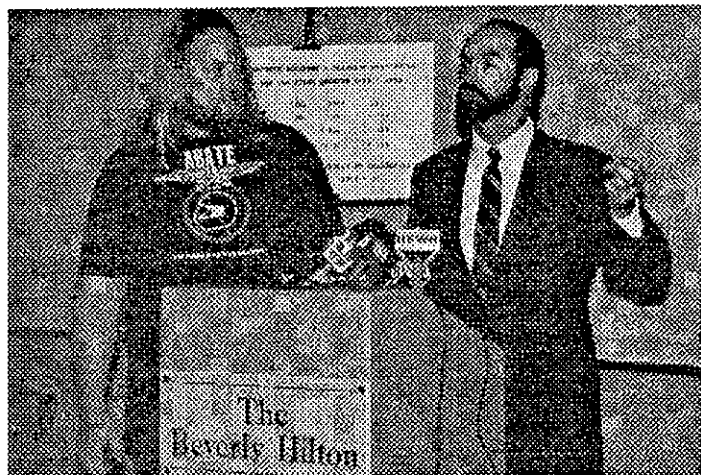
"Then I'll huff and I'll puff and I'll pass a whole bunch of laws that restrict your ability to be free."

"Screw that shit," said the third little biker and organized voter drives and got that politician out of office at the next election.

And the moral is: Don't be a putz. Join ABATE, come to meetings, volunteer, and keep the big bad government away from your door. **END**

"When I cannot choose what I shall do or where I live or how I shall survive, it means in fact that someone or some system has already made those prior decisions for me, and I am reduced to an animal, I do not live; I merely exist."

"MOTORCYCLE ACCIDENTS MORE DEADLY SINCE HELMET LAW"



ABATE Chairman Bill Bish (left) and State Director Paul Lax.

Photo: Courtesy of BAM

Under the glare of television lights and camera flashes at the posh Beverly Hilton in downtown Beverly Hills, ABATE of California conducted a press conference July 27 to announce that motorcycle accidents have become more deadly since the controversial helmet law had gone into effect on January 1, 1992.

Using the California Highway Patrol's (CHP) own data released for the first quarter of 1992, ABATE Chairman Bill Bish and State Director Paul Lax demonstrated to the gathered press that the fatality rate had actually increased nearly 10 percent, soaring from 2.24 deaths per hundred accidents to 2.42.

"Our point is not that the fatality rate has increased," said Bish, "but rather that the rate did NOT decrease as helmet law supporters promised it would. If helmets truly provided a safety benefit, then the number of riders dying per 100 accidents would plummet ... in fact, more died."

According to the CHP figures, the total number of fatalities decreased nearly 36 percent, from 78 to 50 for the first three months of 1992 compared to the same period for 1991. However, motorcycle accidents decreased by 41 percent, down from 3,472 in 1991 to 2,064 in 1992 - meaning that a higher percentage of bikers were killed for the given number of accidents.

Furthermore, Bish explained that the reduced number of accidents and fatalities was likely due to fewer riders on the road and a reduction in miles ridden because of bad weather throughout the state - not because of forced helmet use.

"But the *one* statistic that *ought to be* reduced by a helmet law if helmet advocates are correct, is the ratio of deaths to accidents," said Bish. "The fatality rate is the only figure that isn't influenced by weather, riding conditions, fluctuations in motorcycle registrations, or anything else - except survivability. And here in California, motorcycle accidents were more survivable *before* the helmet law!"

**No matter what you Ride,
To keep riding free,
You Need ABATE of Oregon!**

HOUSE APPROVES LIVINGSTON AMENDMENT TO KILL OSHA HELMET MANDATES

by Wayne T. Curtin, Motorcycle Riders Foundation

On July 28, Rep. Livingston (R-LA) offered an amendment to the Labor/Health and Human Services Appropriations bill - H.R. 5677 - to prevent the Occupational Safety and Health Administration (OSHA) from implementing its proposed rule which would have made employers mandate and enforce motorcycle helmet and seat belt use by their employees, even if state did not have a mandatory law. The proposed rule also would have required employers to provide driver training. The cost of complying with this regulation would have been in excess of \$1 billion for America's 19 million businesses.

In July of 1990, OSHA first proposed its "Occupant Protection in Motor Vehicle" regulation. The Motorcycle Riders Foundation (MRF), the American Motorcyclist Association (AMA) and the Rhode Island Motorcycle Association (RIMA) were the only motorcyclists' organizations to provide testimony at the public hearings held in Washington, D.C., and Chicago. Since then the proposed rule has been slowly moving through the bureaucratic rule making process. It was anticipated that OSHA would issue the final rule this fall.

The National Federation of Independent Business (NFIB) and the Printing Industries of America (PIA) were instrumental in convincing Rep. Livingston to offer his amendment to protect the

employers of America from this burdensome federal regulation. The MRF and AMA are working with NFIB and PIA in a loose coalition to ensure final enactment of the Livingston amendment.

Congressman Livingston utilized a rarely successful procedural motion to win an opportunity to offer his amendment. Against the opposition of the Democratic leadership, Rep. Livingston's right to offer the provision was approved by a vote of 215-181. Fifty-three Democrats defied their Party's leadership and voted with 162 Republicans to ensure a vote on this undue government oppression. After winning this procedural vote the Livingston amendment was passed without recorded opposition, by voice vote.

The amendment to H.R.5677, prohibits OSHA from expending any funds appropriated under this Act to implement or administer the regulations affecting mandatory seat belt, mandatory motorcycle helmet use and mandatory employer driving training. Without funding the rule will die, relieving employers and employees from OSHA's "Big Brother" approach to government.

After approval of Rep. Livingston's, the U.S. House of Representatives passed H.R.5677, by a vote of 345 yeas, 54 nays and 35 not voting. H.R.5677 has been referred to the Senate Appropriation Committee's Subcommittee on Labor, Health and Human Services, Education and Related Agencies, chaired by Senator Harkin (D-Iowa).

MRF, AMA, NFIB and PIA are working together in a coordinated effort to ensure the Livingston amendment is retained in the final version passed by the Senate. H.R.5677, which provides funding for the Department of Labor, Department of Health and Human Services and the Department of Education for fiscal year 1993, must be passed into law by October 1, 1992. *END*

ACCIDENT??

ABATE OF OREGON ENDORSES THIS PROGRAM FOR ITS MEMBERS

RIDE FREE RIDE PROTECTED



Local Oregon Offices
To Serve You

Law Offices of

Richard M. Lester

A Law Corporation

- Free Legal Consultation
- Founder of **Aid to Injured Motorcyclists**
- Bikers Helping Bikers
- No Recovery = No Fee
- We Make House Calls
- Financial Sponsor of
National Coalition of Motorcyclists

24 Hours — Toll Free

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

**To obtain a TEAM OREGON brochure or additional information, call
1-800-545-9944 (This is a new number)**

1992 TEAM OREGON MOBILE CLASS SCHEDULE

MONTH	EASTERN OREGON	CENTRAL OREGON	SOUTHERN OREGON	COASTAL OREGON
November	13, 14, 15 Ontario 20, 21, 22 Pendleton	6, 7, 8 Bend	20, 21, 22 Roseburg	6, 7, 8 Coos Bay
December			11, 12, 13 Medford	

1992 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

MONTH	CHEMEKETA C.C.	LANE C.C.	LINN-BENTON C.C.	PORTLAND C.C.
November	13, 14, 15 MRC	13, 14, 15 MRC	6, 7, 8 MRC	
December				4, 5, 6 MRC

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

RUN DATE	EVENT & CHAPTER(s)	CONTACT NAME & NUMBER
November 21	Toy Run Washington County	Captain 648-9311 Dave 648-4103 Gary 288-1346
December 4	Anniversary Party Salem Chapter	Mel Yeager 363-1697
December 5	Shriner's Toy Run Portland ABATE Chapters	Sarge 639-0873
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

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

**Next time you have something to sell
advertise it with us!**

HELP WANTED

Positions Sought:

Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers.

Work Conditions:

Wilderness like, Lakeside Island, serene mountains. **Contact:** Douglas County A.B.A.T.E.

Jim Mason 672-8695
Ed Halkyard 673-6120
(Indefinitely)

**Call Donna at 631-8581 to place your
classified with us today!**

WANTED - H.D. Handle Bar Fairing and two HD King Tour Packs to fit FLH. Call 255-8460. Please leave a message.
(11-92)

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)

Classifieds that work for you.

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

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

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

Blumenauer For Mayor ? ! ?

Voters in Portland have an interesting choice in the upcoming mayoral election. They can either take poison or set themselves on fire.

Faced with a decision of picking a new mayor to fill the very big shoes of that intellectual icon Bud "how did I get elected and how do I get out of here" Clark, Portland voters can either elect Earl Blumenauer, or Earl Blumenauer in drag. (Vera Katz) Given that choice most rational Americans would do the following: Calmly study the facts. Explore the records of both candidates. Request campaign material from both camps. Ask a few insightful questions of both contenders. Pack up the truck and move the hell out of town.

Short of taking hostages, that may seem like the most mature response.

As astute observers of the political scene we thought it only fair that we share valuable thoughts with you about this very serious matter. While both candidates have long histories of attacking the second amendment, and both have spent countless taxpayer dollars attempting to deny gun owners their civil rights, it's important to recognize what separates the two. After extensive research we've been able to discover a profound difference, in one important area, between Earl and Earl's female impersonator. Earl prefers the new Coke; Vera is a staunch supporter of Coke Classic. You might think that this is not a reason upon which to base a decision of this magnitude. You'd be right.

So what should you base your vote on?

We're glad you asked.

There are some folks out there who think Vera might be the slightly lesser evil of the two choices. They point to Vera's involvement in Oregon's concealed handgun license law and suggest that Vera is, if nothing else, "reasonable". What they don't usually mention is that the "privilege" of obtaining a concealed handgun license was not one Vera really wanted to give you. She accepted it as a compromise so she could slam you with all manner of other restrictions knowing that the licenses could always be yanked with future legislation; leaving behind of course, a tidy list of registered gun owners for whatever little confiscation schemes might be dreamed up later. If that sounds paranoid to you, keep in mind New York City. By the sheerest of coincidences, confiscation is exactly what they're doing back there.

Another argument used in Vera's favor is Earl's attempt to get an initiative on the ballot which more or less would have allowed gun owners to be arrested, placed in cages, released into the wilds and hunted with helicopters. Vera lovers point out that she didn't support that initiative as further proof that she's basically an easy going, reasonable form of liberal gun grabber and hey, Earl's worse. Frankly, for pure loathsomeness, we think they're neck in neck. But consider this. Although both are utopian socialists determined to disarm you so you won't hurt yourself, Earl is far and away closer to being a complete idiot. He opened his campaign by attacking the direct mail business. A business that is the essential distributor of political information. A business that could easily bury a candidate. But what made this effort all the more comical was the way he chose to attack "junk mail". He did it with a huge junk mail campaign. Golly Earl, that sure reduced our landfill problems! Why is this important you ask. Ok. we'll tell you. Come election day we'll have us a new emperor. Bud will be on his way out. Now for pure bumbling political ineptness, Bud's going to be hard to top. Let's face it, the man's a clown. But if we HAVE to have an enemy for mayor, don't we want one as stupid as Earl? Someone who's interpersonal skills fall just slightly below that of your average IRS agent? Someone whose ability to alienate the general public is nothing less than astounding?

We think so.

Vera's every bit as opposed to your rights as Earl, but Vera is a gifted politician. A master of manipulation. A consummate legislative whore, and she dresses funny. Her goals are identical to Earl's, but she could actually accomplish what she's trying to do. All Earl ever accomplishes is irritating the hell out of everyone he deals with. Vera's an annoying little parasite, but there is something so cold clammy and reptilian about Earl that most people recoil in horror when he enters a room. And that's good, because the more repellent he is the less he'll get done.

Isn't that what we want in a politician?

(Editor's Note: In the sixties, the New York City Council passed a law requiring all long guns to be registered by serial number and all long gun owners to be licensed. Gun owners argued that this would eventually lead to confiscation. The City Council insisted this would never happen, and in fact the gun registrations would always be handled by a civilian body. In the mid eighties, the registration and licensing authority was quietly turned over to the police. In April of 1991, the City Council of New York City passed a new law using the existing registration lists to begin the CONFISCATION of legally owned and registered rifles and shotguns.)

We complied, they lied.

Tattoo Studio

Just A Touch of Class



- NEW NEEDLES PER APPLICATION
- HOSPITAL STERILIZATION
- GUARANTEED SAFE
- PRIVATE ROOMS
- GIFT CERTIFICATES
- 1000'S OF DESIGNS
- FINE LINE
- TOUCH UPS
- COVER UPS
- YOUR DESIGNS OR OURS

FREE CONSULTATION
826 SW 3RD AVENUE
PORTLAND, OREGON
(503) 225-0454
ARTISTRY BY DON LEIF MARCHI



"MY CONGRESSMAN SAID THIS WAS A POLITICALLY CORRECT
FIREARM THAT HAS A LEGITIMATE SPORTING PURPOSE"

Rick Brown '98

MEETING OF THE MINDS

by Rich Benson

Well here it is November already. I'll pass on making cliches about the expedience of time passage a get down to the facts of this report.

Lois Gleason and I arrived in Columbus, Ohio late in the evening on Thursday, September 24. Upon our arrival at the motel I noticed a few faces that I recognized from the Best of the West seminar in Denver, Colorado last March. After we said our hellos and socialized awhile we started talking about how things are going in our respective states. One of the most informative things that goes on at these seminars is the exchange of information between the many M.R.O.'s from around the nation. They all seem to be more than happy to share the knowledge they've gained through the legislative battles that they've won or lost. One point I would like to pass on to everyone is that in most instances where there were lost battles all too often partying seemed to get the blame. It seems to be a major concern for many as to how does one go about trying to get a group of people so infamous for their partying serious about fighting for their rights?

Another interesting point was how many people are concerned about Measure #9. The consensus was that it is very dangerous to us all as it is discriminating against a lifestyle. I'm not making a statement in favor or against this ballot measure, just reporting to you the feelings of others from around the country and the fact that it's getting a lot of attention all over America.

One thing that stands out about the successful organizations is their political activism. They all have an active lobbyist and people that are ready to make necessary phone calls or write letters at the spur of the moment, for that I commend them and hope to see our members get as involved.

Friday started out with a flag presentation by some veterans and some opening remarks by Bill Gannon, a M.R.F. board member who acted as emcee for the assembly in the mornings before we broke up into our workshops for the rest of the day. There was a brief presentation by Mike Farabaugh on the founding of the motorcyclists rights movement. After that Jim Lombardo from California gave us an update on what's happening down there. It seems that Dick Floyd made a lot of political enemies along the way to getting a helmet law passed and therefore not only did he lose his office but it may have given the bikers in California a damn good chance at repeal of the helmet law down there. I wish them well in their efforts.

While I'm on the subject of state reports I'll stick to those for the time being. Ed Metheny of Rhode Island Motorcycle Association gave his report that told us that they had to compromise with their legislators to keep from getting a helmet law on the adult riders in that state. Before only passengers in that state were required to wear a helmet but now also those riders under 18 years of age will be forced to wear one. It was a compromise made to keep it off the adults, a little freedom lost but some kept for those old enough to vote.

Chris Bojanower from Utah told us about their big victory in that state where they've made numerous friends in the state house. That seems to be the major factor in their victory. By working very hard at making friends in their state legislature A.B.A.T.E. of Utah was even able to get grant money from that states highway funds, an accomplishment that is almost impossible! It just goes to show what having friendly politicians can do for your cause.

In Iowa they came under attack from several of their state representatives who want to put a lid on the riders of that state. As of the present they were able to put them off but you can bet that it's going to be right there next legislative session. As you might know Iowa is one of only three states where nobody - child, passenger, or rider - has to wear a helmet. I wish them good luck in keeping it free there.

Kansas on the other hand came under a double attack. Not only did the politicians want to put a helmet on them but also make them carry mandatory catastrophic health insurance! So much for the thinking that if you have that type of insurance they won't push a helmet law at you. Bull, the fools, oops I mean folks in the insurance industry seem to be telling us that they want us to pay big bucks for insurance to ride but they don't think that we should collect from their automobile driver's policy even when an accident is the auto driver's fault. Anyway it wasn't as if they tried to hide one bill inside of the other, they were two separate bills which were barely defeated. I sure hope it doesn't come back at them for a long time, if ever.

It was a particular interest to me that some of the presentations put on were by people that you wouldn't expect to be there. What I mean by that is, some of the folks were people that normally would be at odds with our movement. Two representatives from the National Highway Transportation Safety Administration were there to share some statistics and information which was of interest to us as motorcyclists specifically. The one which stands out most prominently was the one put on by Dr. Mark Edwards from NHTSA. It was entitled "Trends In Motorcycle Accidents." The highlights are as follows:

- In 1991 there were approximately 105,000 accidents involving motorcycles. This DOES NOT include off road or bicycles but DOES include mopeds. There were 2,818 deaths. According to NHTSA we are the safest group of motorists on the nations highways!
- 50 to 60% of the accidents involved other vehicles and of those 25 to 30% were vehicles turning in front of the bike.
- Of the riders who died 47% wore helmets. Of the passengers who died 38% were wearing helmets. The conclusion by NHTSA is that for some reason helmets are more effective for passengers than for the riders.
- The miles traveled by motorcycles is up 4%.
- The number of registered motorcycles is down.
- The number of motorcycle fatalities in proportion to traffic fatalities is getting better. In 1986 bikers made up 11% of the traffic fatalities. In 1991 we made up on 5%.

Another point was that the number of male fatalities is dropping while the number female fatalities is rising. We know that the reason for that is there are more women riding than ever before, so please girls, take a riders education class and all riders (males) do the same.

As a whole we have decreased our fatalities by 13%, and that's great.

There's still one statistic that's a bit of a mystery though. Whereas it used to be that about 1 of 4 motorcycle accidents were fatal, now it's about 1 of 3. NHTSA says they don't know why and with all of their data and expertise I'm not going to try and second guess them, but if they find out the answer it will be made available to everyone.

The first seminar that I attended was entitled Federal Funding of Motorcycle Safety Activities. As the name implies it had to do with the money that the states get from the feds for motorcycle safety programs such as TEAM Oregon. They discussed the different types of funds and if they are available to us and if they are how they may be obtained. Let me start out by saying, don't hold your breath. Basically they told us how difficult it is to get any of these \$'s because of the competition from other agencies within our state. First, let me give a brief description of these funds and what they are.

S402 Funds - This money is given yearly to state highway safety offices. In 1991 Oregon received \$1,541,378 of this about \$15,000

went to motorcycle safety, specifically TEAM Oregon. That's 1/10 of 1%! Mostly this money is used for rider education, but it is only seed money and must be spent on new programs. In order to receive any of this money you need to first identify a problem and back it up with statistics and comparisons to prove that you really have a problem. You next have to send a letter of intent to the state highway safety representative with you proposal and solution. Then you must apply on an official form and find out the necessary format. Then you need sponsorship by a political subdivision such as the department of education or TEAM Oregon. After all of this it may take up to a year and a half to obtain. If that's not enough, you find out you only get it as a reimbursement! Simple, huh?

S403 Funds - These dollars are money spent by the NHTSA specifically for research. They use it for studies and analysis on all aspects of traffic safety (i.e. school bus safety, passenger protection, traffic records, etc.). All in all if you aren't a governmental entity you ain't gettin' any of it!

S153 Funds - These are the federal blackmail \$'s. These are incentive grants only available for 3 years to states that have helmet and seat belt laws. There's about 12 million dollars available yearly to be divided by all of the states that have those laws in effect. The interesting point about the states having to match those funds is that they are already being matched by the states anyway. It was let out that if a state that doesn't have a lid or belt law and thereby has to match that money, it can write off the money it spends as State Police salaries and office expenses as being the match money. It was stated that not one state did not already spend more than enough money to meet that requirement! So the federal blackmail was B.S.!!

The next workshop I attended was IRS Tax Law, and it focussed on how these laws regards to 501(c)3 and 501(c)4 organizations. I won't bore you all with the details but I will have some material for all of our treasurers. I will tell all of you an interesting point though,

and that is, as of recent many non-profit organizations are coming under close scrutiny by the IRS, especially MRO's! It is therefore very important that we keep our records as accurate as possible. If anyone has any specific questions on this matter feel free to call me. I'm in no way an expert on the matter but may be able to get you an answer.

The next two seminars were Successful Events and Fund Raisers and How To Put On Leadership Seminars. The first is rather self explanatory and I will be discussing it in a future newsletter article. The second one I hope to use in helping make our STEAM Seminar better than it already is. I must say that it really is pretty damn good already but who knows, maybe we can perk it up a little. Any improvement is good no matter how small.

Finally, I would like to thank the state board for having the confidence in me to send me to Columbus as a representative for ABATE of Oregon. I was honored and glad to have done it. I hope to see you down the road. Till next time, ride safe out there.

hack'd

THE MAGAZINE
FOR & ABOUT
SIDE CARISTS



P.O. Box 813
Buckhannon, WV 26201

304-472-6146

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

Needed now more than ever. Join BikePAC.

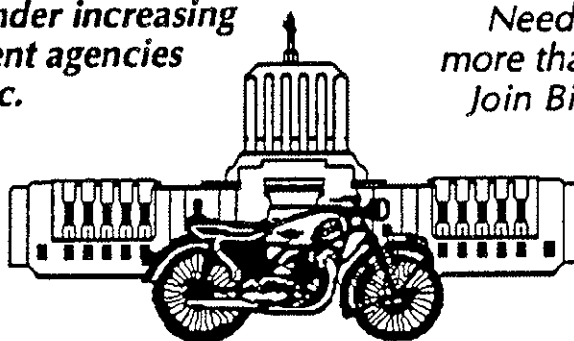
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

City State Zip



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

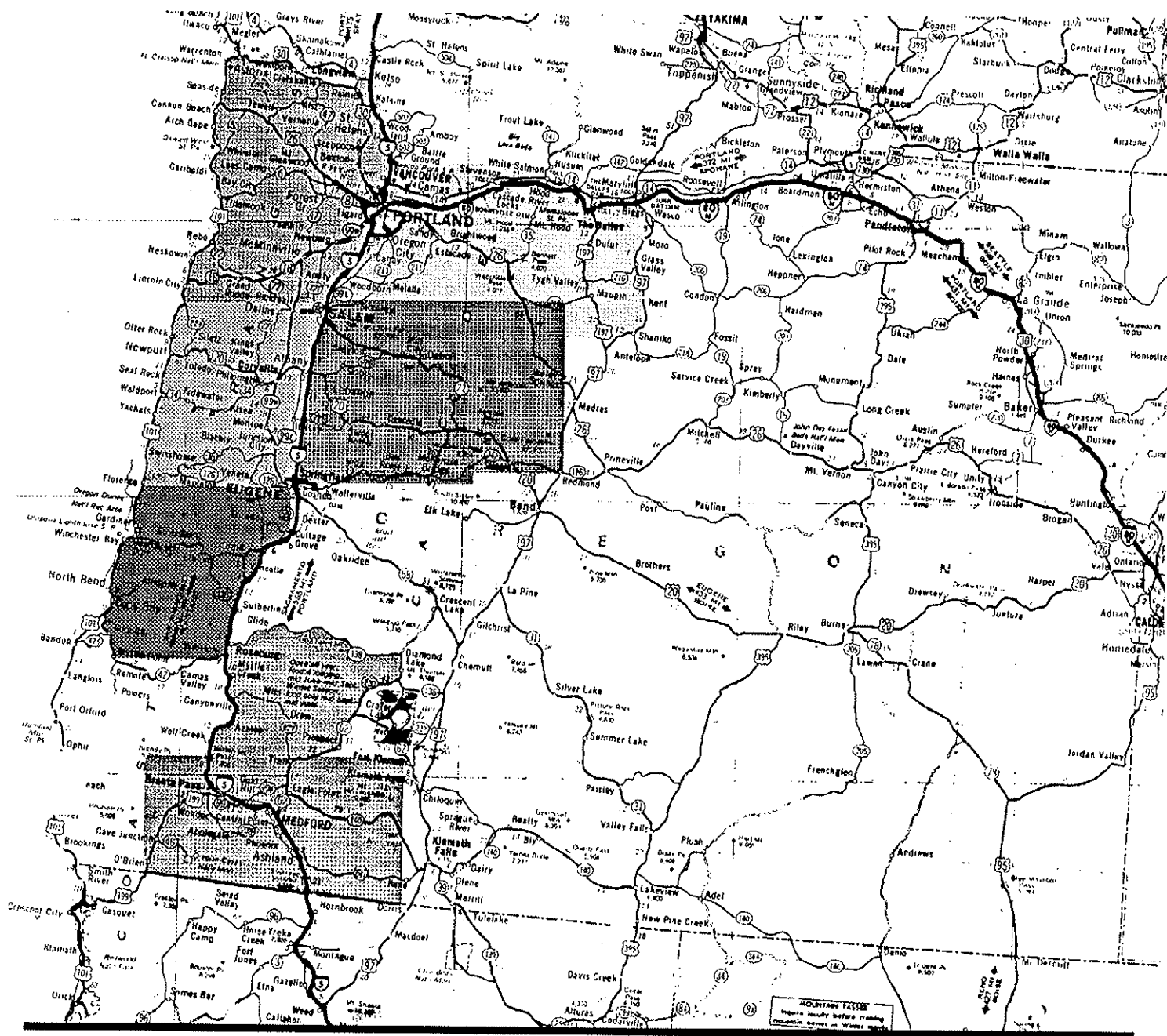
ROAD LIST

LEGEND

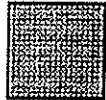
- | | |
|------------------|---------------|
| 1 Pickup | 5 Information |
| 2 Tools/Gas | 6 Meal |
| 3 Garage/Shelter | 7 Location |
| 4 Photo-Accident | |

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

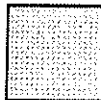
(Map on reverse side)



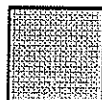
Location A



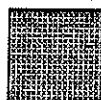
Location B



Location C



Location D



Location E



Location F



Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:
 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.

FUTURE TRENDS OF MOTORCYCLES ... OR IS THERE A FUTURE?!

by Bill Bish, National Director
Bikers Against Manslaughter

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

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

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

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

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

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

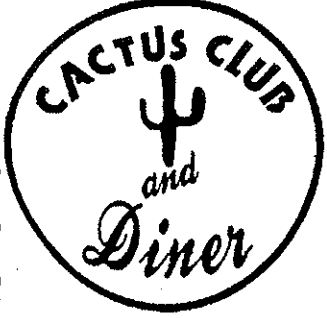
Of course, mandatory leg protectors ("crash bars") are currently a hot topic both here in the U.S. and abroad, as is tiered licensing which limits engine size based upon a riders' experience.

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

And with every restrictive new law passed, a certain number of motorcyclists will simply exit the sport, allowing the insurance industry, medical community and government to come one step closer to accomplishing their ultimate goal: eliminate motorcycles!

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

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



NOW OPEN!
Under **NEW Management**

8131 N. Denver
285-8449

Featuring Live Music

- TIRES
- BATTERIES
- TUNE-UP
- BRAKES
- AIR CONDITIONING
- SHOCKS
- CAR SERVICING
- RADIATOR
- EXHAUST
- SUSPENSION
- ELECTRICAL

ARCO 

Jim Taylor's ARCO

6710 N.E. Fremont
Portland, OR 97213

- SINCE 1981
- CERTIFIED MECHANICS

For all your Automotive needs!

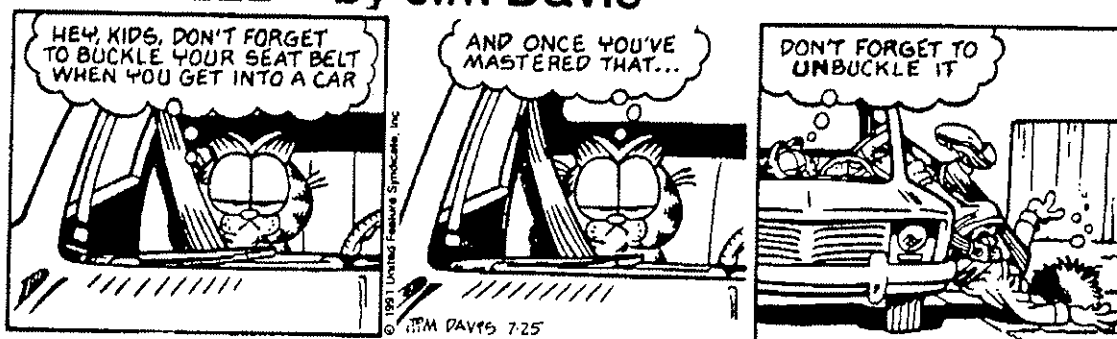
284-6594

**IS FREEDOM JUST ANOTHER WORD
FOR NOTHING LEFT TO LOSE?**

LET'S WORK TOGETHER!!

**IF YOU AREN'T PART OF THE CURE -
YOU ARE PART OF THE PROBLEM!**

GARFIELD® by Jim Davis



UNDERSTANDING INSURANCE

by Russ Brown, Attorney for motorcyclists
Founder, Bikers Against Manslaughter

Personal injury attorneys are faced daily with innocent motorcycle accident victims who cannot recover their losses because they were lacking the proper insurance coverage.

Everyone's heard of mega-buck settlements, and many people blame these high dollar awards for increases in premium rates and other industry ills. However, these cases are the exception and not the norm. Typically, the most a claimant can hope for is a settlement for policy limits which, in many situations, is insufficient compensation. In fact it is fair to say that the majority of injured victims are under-compensated or, as in the case of neither party being properly insured, receive no recompense at all.

Particularly with younger, inexperienced riders purchasing their first policy, the concern is to "buy insurance" without giving a thought to what kind of coverage they are securing. However, even seasoned motorcyclists have a tendency to accept policy coverages without really understanding what is being bought. With this in mind, let's examine the basic types of insurance coverage and attempt to de-mystify the subject:

First of all, most states currently require by law a minimum amount of liability insurance or other form of financial responsibility (such as posting a surety bond) to protect other citizens from the negligent acts of vehicle operators:

LIABILITY - There are two kinds of liability: **BODILY INJURY LIABILITY** and **PROPERTY DAMAGE LIABILITY**. This type of coverage will pay for personal injury YOU CAUSE TO OTHER PEOPLE and/or for damage to ANOTHER PERSON'S PROPERTY for which YOU are legally responsible, and is usually expressed in terms of MINIMUM coverage required by law. For example; \$15,000/\$30,000/\$5,000, a typical minimum requirement, means that the MAXIMUM your insurance company will pay for injury or death to any one person is \$15,000, and \$30,000 is the most that they will pay for injury or death to more than one person in any one accident. \$5,000 is the maximum your company will pay for damage to another person's property.

One thing to bear in mind is that a victim's claim may exceed the minimum amount of coverage described above and you would be personally liable for the remainder. Therefore, if you have valuable assets or property to protect, you would probably want to have higher limits, such as \$100,000/\$300,000 or more.

Also, most motorcycle insurance policies do not automatically provide this coverage for injuries to passengers on YOUR motorcycle, but most companies can make this coverage available for an additional premium. This is called **PASSENGER LIABILITY INSURANCE** and it pays for injury to a passenger on your motorcycle hurt in an accident while riding with you if you are held legally responsible.

MEDICAL PAYMENT INSURANCE - Covers actual cost of medical expenses incurred within the specified policy limits for the treatment of injuries to YOU resulting from an accident while riding your motorcycle. Coverage applies no matter who is at fault.

Most motorcycle insurance policies provide a maximum amount of coverage of only \$1,000 with usually a \$50 or \$200 deductible. Unfortunately, most injuries result in medical expenses well in excess of \$1,000, so it is suggested that you try to get Med-Pay coverage of \$50,000 or \$100,000, even if you have independent health insurance. Also, make certain it is not reimbursable in the event you recover from a third party.

COLLISION COVERAGE - Lien holders will require Comp/Collision coverage to protect their investment in your property. Collision coverage pays for damage to YOUR motorcycle as a result of an accident REGARDLESS OF WHO IS AT FAULT. In other words, your own insurance company will pay for repairs to your motorcycle

whether you are at fault or not. This coverage is especially important for such incidents as a solo spill, accident without contract (forced off road), hit-and-run, or an accident caused by an uninsured party.

COMPREHENSIVE INSURANCE - This coverage pays for damage to YOUR motorcycle from causes other than collision; such as fire, theft, vandalism or other perils, but not damage due to collision or when overturned.

UNINSURED MOTORIST INSURANCE - Perhaps the most important additional coverage you can purchase. If an uninsured driver hits you and causes serious injury, they are liable for your injuries. However, unless the responsible party has some assets to collect from, they may be considered to be "judgement proof" in that it is not worth your time (or an attorney's) to try to sue someone who has no money. With Uninsured Motorists Insurance, you can still pursue a legal claim - against your own insurance company (which may, in turn, attempt to recoup their losses in a separate legal action against the uninsured party).

This type of coverage pays damage to YOU for bodily injury, loss of earnings, medical expenses and pain and suffering when you are involved in an accident caused by someone who does not have insurance (however, this coverage does not apply to your motorcycle or other property unless specified in the policy).

Although this coverage is highly recommended, many people will try to save a few dollars on their policy premium and opt not to purchase it. Also, some insurance companies may discourage you from this type of coverage. To demonstrate how important this coverage is, many state Legislatures have required that uninsured motorists waivers, set in certain type size to draw attention, must be signed by the insured stating that they understand what this coverage is and that they have decided not to purchase it.

Most insurance policies provide for uninsured motorist coverage limits of \$15,000/\$30,000, but higher policy limits are recommended if available.

UNDERINSURED MOTORIST COVERAGE - Similar to Uninsured Motorist coverage except that it pays the remaining portion of damages in the event the at-fault operator IS insured but the amount of your damages exceeds their policy limits.

DEDUCTIBLES - In closing, I would like to offer a final word about deductibles. Collision, Comprehensive and some other coverages are provided with a deductible - that is, the owner agrees to pay the first \$50, \$100, \$200 or other specified amount of damages in each accident and the insurance company agrees to pay the remaining amount. The higher the deductible amount (i.e.; the amount YOU pay), the lower the premium will be because the insurance company is able to eliminate many smaller claims. For example, coverage with a deductible of \$1,000 is relatively inexpensive because the insurance company knows that you will not initiate a claim against the company for damages less than \$1,000. So, you must decide if you want a small deductible at a higher price, or a higher deductible at a lower price. **END**

(206) 695-8831

*All current HOG or ABATE
members 10% discount*

Columbia Motorcycle

HARLEY DAVIDSON



JAMES T. KREOFKY
Owner

3312 E. 4TH PLAIN BLVD.
VANCOUVER, WA
SINCE 1945

"No tax to Oregon buyers"

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

NEW _____ IF NEW RECEIVED PATCH _____ RENEWAL _____ IF RENEWAL, MEMBERSHIP NUMBER _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

PHONE _____ CHAPTER _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (USE ADDITIONAL FORM IF NECESSARY)

NAME _____ NAME _____

NAME _____ NAME _____

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

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



*Do you have one printer for your
letterhead and envelopes?*



*Another for your 2 and 3 color
flyers and brochures?*

*And yet another for your
copy work?*

Let us simplify your printing and copying needs . . .

COME TO ACTION PRINTERS

We Do:

- Photocopying - Self Service/Full Service • Multi-Page Reports •
- Manuals • Computer Printouts • Catalogs • Brochures •
- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

We Offer:

- Typesetting • Pasteup and Layouts •
- One or Multi-Color Offset Printing • Complete Bindery Department •
- Facsimile Transmission • Pickup and Delivery •

**So come in and
let us solve your
printing problems!**



ACTION PRINTERS, Inc.

3747 N.E. Sandy Blvd. • Portland, OR 97232
287-8321 / FAX 282-2980

1222 S.W. Morrison • Portland, OR 97205
222-4913 / FAX 222-9907

CHANGE OF ADDRESS?

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

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

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

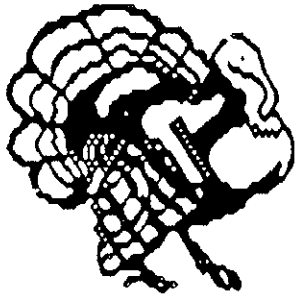
SIGNATURE _____

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

ADDRESS CORRECTION REQUESTED

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

5 N 5/01/93
BRIAN STOVALL
3909 CHENOWITH RD W
THE DALLES OR 97058-9518



A.B.A.T.E. of Oregon wishes you
and your family a wonderful
Thanksgiving.

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	7:00 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
1st & 3rd SUNDAY	JACKSON COUNTY	11:00 am, The Triple Tree Restaurant, 4999 Highway 234 (at the intersection of 234 and Antioch Road), Central Point
	JOSEPHINE COUNTY	11:00 am, Fatte's Pizza, 7th & Hillcrest
	NORTH COAST ABATE	12:00 Noon, The Pizza Harbor, Seaside
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	SOUTH COAST	11:00 am, Gino's Pizza, 1324 Virginia Street, North Bend
	YAMHILL COUNTY	3:00 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland.
3rd SUNDAY	DOUGLAS COUNTY	11:00 am, Round Table Pizza, Roseburg Valley Mall, Roseburg
2nd & 4th MONDAYS	SALEM	7:00 pm, Casey's Pizza, 4500 S. Commercial. Call Dave at 581-3138 or Jeff at 362-1891 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8:00 pm, Little Italy Pizza, Cornelius
3rd TUESDAYS	LANE COUNTY	7:00 pm, Abby's Pizza, 1976 Echo Hollow Road, Eugene
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport

