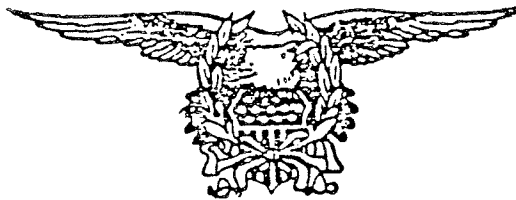


MARCH
1988
NEWSLETTER



EDITOR:
VICKY PETERSEN
NE PORTLAND CHAPTER

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

...COORDINATOR'S CORNER...

We were able to get three arguments into the Voters Pamphlet for free. We had to buy two. Citizens For Freedom of Choice bought one, and ABATE of Oregon bought the other one. Representative Bernie Agrons also bought an argument with his own money.

The trifoldts are done and we have distributed some at this time to the chapters, so get in touch with your Chapter Coordinator. We want to pass the trifoldts out to only motorcycle riders at this time until the Freedom Run at the State Capitol on March 20. After the Run, the trifoldts can then be distributed to the public in general.

Our "NO ON 2" 30 second campaign commercial video will be done and shown at the March 12 State Board Meeting.

There will be T-shirts for sale at the Freedom Run. The proceeds will be used to buy TV time and to buy lawn signs.

The chapters are doing benefits for our PAC, Citizens For Freedom Of Choice, so be sure to contact your chapter officers for more information about what your chapter is doing.

For further information to be passed along, Nebraska now has a helmet law. California goes to the vote of the legislation on March 1, 1988 as to whether or not that state will have a helmet law. Washington defeated their full-face helmet law. Let's all fight together so we can overcome Ballot Measure 2 and keep our freedom of choice. That is what this country is all about. Freedom. Attend as many of your chapter meetings as possible and keep in touch with your Steering Committee as to what is going on. We need to work together to keep our freedom. Ride Free...Rotten Roger, State Coordinator

ARE YOU READY TO FIGHT FOR YOUR RIGHTS?

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one (1) week of the meeting. This is your Chapter's monthly communication.

Please send to: State Coordinator, Roger Hendricks
PO Box 4504
Portland, OR 97208.

FEBRUARY 13, 1988 STATE BOARD MEETING MINUTES

The February State Board Meeting was held February 13, 1988 in Creswell.

Roll call was taken with all chapters present with two voting reps. Several chapters had chapter officers in attendance and they were introduced.

The minutes of the previous meeting were approved as read.

Joy reported \$2,811.39 in checking, \$312.17 in postage fund, and \$52.83 in savings for a total of \$3,176.39.

Membership stands at 704 members. Top four chapters are: Jackson County 117, NE Portland, 113, SE Portland, 106, Lincoln County 65.

Indian Creek and Jackson County are in the lead in the membership contest.

Newsletter: We need ads for the newsletter. Since the newsletter has gotten bigger, this is very important to help pay for the cost. Flyers of coming events need to be submitted at least two months in advance.

Ways and Means: The run calendar is complete and a copy was attached to each agenda. For a copy, see your state reps. The chapter can order through Barb T-shirts with the state logo on the front and theirs on the back. Contact her for more details.

Steering Committee:

Arguments: We managed to get three arguments in the Voters Pamphlet for free. The one with the two representatives endorsing the argument was paid for by ABATE and the Wally Priestly one was paid for by Citizens For Freedom Of Choice. It appears that with those five and the ones from other groups, there will be at least 10 opposition arguments.

Ways and Means: Rusty reported that he hadn't received reports from most of the chapters on their fund raising, but Douglas County had raised \$551.00 at their casino night; SE raised \$882.00 at their River Roadhouse party, Jackson County had contributed \$61.00; and Lincoln County had raised \$251.92.

The Freedom Run will be taking place March 20, rain or shine. We need to get the word out to all interested groups.

Trifold: The trifolds were given to each chapter, to be used at this time to hand out to other motorcyclists. There will be more coming later to be distributed to the general public.

Media: Pat Gleason read the texts of the two PSA announcements available. The commercial for TV will be shot on the 18th. He needs the chapters to get the information out on the Freedom Run to the medias in their areas.

Nominations were taken for State Historian and the lucky winner was Peter from the NE Chapter.

Announcements were made and the meeting was adjourned.

STATE MEMBERSHIP SECRETARY'S REPORT

State Total Membership as of February 1, 1988: 704
Total Membership as of January 1, 1988: 722
Members lost as of February 1, 1988: 18

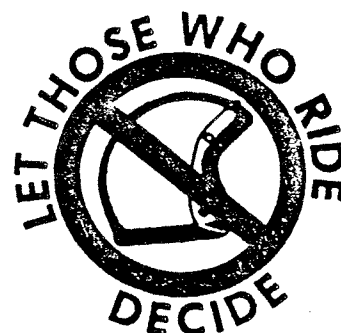
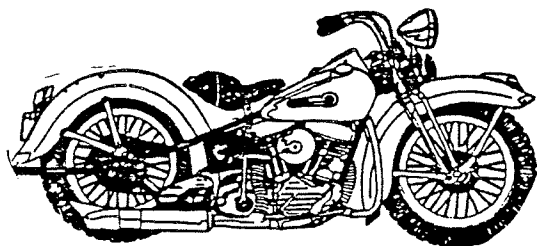
Hey folks, what happened!! We are having a membership drive in this, one of the most important times in ABATE of Oregon's history and our membership drops?!?!?! What's going on out there? To meet our goal of 1,000 members by April 1, 1988 we now have to recruit 296 more members, both new members and those who have expired in the past year. We can do it, but it's going to take some work on everyone's part.

I did sign up 22 members at the Swap Meet in Portland, so they're out there. They just need tracking down. And this means everyone has to get out there and hustle, not just your chapter membership secretaries. Go get 'em tigers!!!

INDIVIDUAL CHAPTER TOTALS:

<u>CHAPTER:</u>	<u>JAN 1</u>	<u>FEB 1</u>	<u>GAIN/LOSS:</u>
Douglas County	58	59	1
Indian Creek	32	35	3
Jackson Coutny	114	117	3
Klamath Falls	18	15	- 3
Lane County	23	21	- 2
Lincoln County	74	65	- 9
Mt. Hood	46	47	1
NE Portlnad	113	111	2
Salem	42	39	- 3
SE Portland	117	106	-11
St. Johns	40	40	0
Washington County	47	47	0
TOTALS:	722	704	-18

Membership Contest leaders with the biggest increase in membership, Jackson County and Indian Creek (our chapter-at-large) tied for first with an increase of three each and NE Portland third with an increase of two. Hey, I was only kidding last month about Indian Creek winning the membership contest. Remember, every member of the winning chapter will win a prize and they will be distributed at the April State Board Meeting. Membership drive ends on April 1, 1988 and all new and renewal memberships must be in the Post Office Box by that date to qualify.



CAMPAIGN SCHOOL REPORT

I recently attended a campaign school in Portland and the closing address by Barabara Roberts, Oregon's Secretary of State, applies to each of us...

We are here because we know that we can make a difference. Each of us, individually, and together, are working towards a goal and that goal is to defeat Ballot Measure 2.

Each of us is here with the courage to try. We are not waiting for some leader to come along to make that difference for us, we are here to make a difference for ourselves, and we will make a difference because we are directly involved in the results of this election.

One person in this area and one person in that area add up to a lot of people, who are going to make a difference in the May primary.

Each of us is spreading the word about Freedom of Choice and we are doing it where we work and where we play. Each contact we make has a rippling effect and those ripples overlap until the everyone in this area will know what we passionately believe in, Freedom of Choice.

When the May primary is over, Oregon will have heard from us and Oregon will know that we have the courage of our convictions because we are out there on a one-to-one basis.

We are the people who will be directly affected by Ballot Measure 2 and we are the people who are on the front lines of the battle fighting for our freedom. We are the people that the voters of Oregon will be exposed to, and in our leather and jeans, we will be there publicizing our position.

There will not be some hired three-piece suit flunky who doesn't know a shift lever from a brake lever, and doesn't care like we care, fighting for our individual freedoms.

Oregon voters are different because they vote, they are independent, and they recognize and don't like phonies.

One of the best things we have going for us is that under Roger's direction and leadership, we have been doing things right. We have asked people involved in grassroots campaigns on measures similar to ours what worked and what didn't.

The reason we are here, the reason we are all working harder than we thought we could, the reason that we are doing things we have never done before, the reason we are spreading the word about Ballot Measure 2 is because we can make a difference and we will make a difference in the May primary when we defeat Ballot Measure 2.



A MESSAGE FROM YOUR NEWSLETTER EDITOR

Well, we got 99% participation this month! Only one chapter missed out. My little word processor and I waited as long as we could, and then WP (word processor) was anxious to get started. You guys are doing just great on your chapter reports. Keep up the good work. The reports have been so informative and you chapters have some great ideas on raising money, and giving some of us other chapters ideas too. One of the chapters mentioned a Bingo fund raiser and I think it would be kind of neat for some of the chapters that are real close together, like maybe the Portland chapters for example, to get together and have a Bingo and Beer Party and like have the Party in a central location in a building of some sort, and then kind of race against each other and see who gets the most Bingos, if you follow my drift. Then some of the other chapters down South could maybe get one centralized somehow and make it a real big bash seeing as you could do it twice a year without a license. Think of all the money you guys could bring in for a Fund Raiser if you get more than one chapter involved in the same game. Toss it around and see what you think. Like maybe have one party up North and the other party down South or whatever. Maybe bring it up at the Board Meeting. Might be a good way to raise money for C.F.F.O.C. You never know. We have till May to raise monies and the faster you get started the faster the money comes in! Now on a rather sad note, my truck got stolen (for the second time in 3 months). Just a week ago. So for those of you in Portland who know what it looks like, scout around and see if you can find it. There is a reward in it for you if somebody can turn it up, preferrably in one piece. It didn't have much gas in it so it is in probably about a 15 mile radius around my house. Somewhere between NE and North. I know it misses me as much as I miss it. It is just sickening how people steal from other people. If I find out who stole it they will not fair well you can bet on that. Well, on to the news. Look for something new I thought of. A Newsletter Receipe will be in each month. See ya next time...."Nose For News"

CHAPTER ADDRESSES AND CONTACT PERSON:

Jackson County Chapter

PO Box 1184

Medford, OR 97501

For info: Frank (THE VOICE) Way, Coordinator
Phone: 664-1475 - Evenings

Klamath Falls Chapter

2521 Link St

Klamath Falls, OR 97601

Lincoln County Chapter

PO Box 665

Newport, OR 97365

For info: Randy Becker, Coordinator
Phone: 563-2398

Mt. Hood Chapter

PO Box 13021

Portland, OR 97218

continued:

CHAPTER ADDRESSES AND CONTACT PERSON: (continued)

NE Portland Chapter
PO Box 5792
Portland, OR 97208

For info: Pat Gleason, Coordinator
Phone: 665-7551

SE Portland Chapter
PO Box 06027
Portland, OR 97206

St. Johns Chapter
PO Box 03506
Portland, OR 97203

Washington County Chapter
PO Box 1353
Hillsboro, OR 97124

For info: Scarf
Phone: 640-5638



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RENO NIGHT

PRESENTED BY
ABATE of OREGON
KLAMATH FALLS CHAPTER
AT THE

LINKVILLE STATION

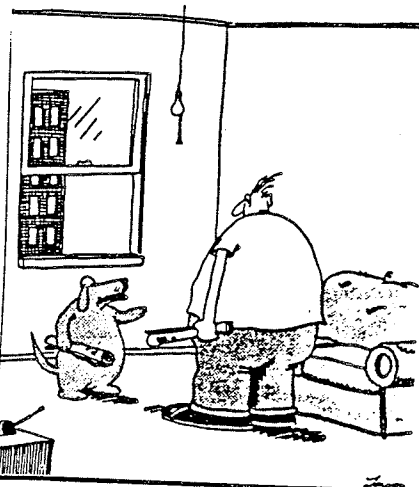
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\$5 for \$5000 FUNNY MONEY

BLACKJACK POKER CRAPS

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"No way. I'll put my magazine down when you put
yours down."

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Portland, OR 97232.



"DEAR MOTHER" COLUMN



Dear Granny:

Hey Gran!! I just read your little note about locking me up in the garage while that little sneak of a brother Sydney gets to have all the fun with some gorgeous young chickies to celebrate his birthday. Then when he gets done, we get to compare notes over Jack Daniels and milk bones. Well do I have some news for you...I am the big 5, and I never even got to celebrate the big 3, because ol' "Desperate" (the ol' lady who feeds me and takes care of me and insists that she is my mother, dog forbid) decided for my birthday she was going to bring home what she thought was an "absolute angel, could-do-no-wrong, darling, adorable, sweet, loveable" (all her words not mine) puppy for me to bring up and teach how to rip peoples arms off and bite into their legs, and needless to say, after all my expert training he still doesn't listen to me. Then she has the gall to try to pass him off as my brother, call him Sydney, and then brings the young chickies in for him to have a good time with. Now, I ask you. Is that fair. Of course I know Sydney is my real flesh and blood brother, but why should he have all the fun. Naturally I have no friends, for someone who is talented, and perfect such as myself doesn't need friends, and for something to do I put up with the ol' lady till the ol' man comes home then I spend my evenings tripping her every chance I get, or biting her, for sport, but gosh gran, I want a little of the action too. Got any hot honeys in mind for me? Since Syd the Squid won't be celebratin' his birthday till May, perhaps you could give me some advice as to how I could "clean up my act" for the evening so I could go out on a date with some swingin' chickie. Then that way I would have something to chat with The Squid about over drinks and bones. Mind you now, I am willing to only clean up my act for ONE evening (it will be tuff, but somebody's got to do it). Then after an evening of fun and fantasy, its back to being Top Dog of the Block, being my usual mean and nasty self (how perfect can I get!?!?). There are a few lovelies that wander the streets in front of my house, but they always cross the street when they get almost to the gate. They can sense me leering and breathing heavy and being lewd and crude at them, so perhaps it is my breath that drives them away. Anyways, Gran ol' pal, shoot me some advice. I wait breathlessly to hear from you....Signed "Dingo Darling, Number One Big Dog Son of Desperate."

continued:



"DEAR MOTHER" COLUMN (continued)

February's letter was from one of ABATE's founders who is concerned about new member's ideas being shot down by our more experienced members, so the new members drop out without giving ABATE a chance...My reply:

Dear Anonymous Old Timer:

I agree we must WORK TOGETHER and we must get new members involved to keep our organization vital and growing. It also helps those of us who have been involved for years from burning out because nobody will help us.

I have seen two things happen. One, new members volunteer and are overloaded, get no help or guidance from older members, and so they burn out after a short time and are never seen from again.

The second thing is that new members have ideas but sometimes those ideas are not new and have already been tried and do not work, so the new member is made to feel like an idiot for even suggesting anything and no one explains that sure it seems like a great idea but it doesn't work because...

What happens is a breakdown in communication. Who can new members talk to? When a strange face shows up at your chapter meetings are they ignored or do you make an effort to talk to these people? Are they made to feel unwanted or ignored totally? If they come to more than one meeting and do offer ideas, are they short down without an explanation?

Check it out. If this is what's happening at your meeting, don't wait for someone else to make the first move. Remember that person that you ignore may be the person who can give you a hand with your next chapter project when everyone else is too burned out. Don't chase away your relief. And make sure that all ideas are listened to and given a fair hearing, and if it isn't a good idea have an explanation why it won't work. Chapter officers especially should be accessible for members to talk to. Communication is where it's at. And that's my opinion. Thank you for the soap box. Love, Mother

To the Ladies of the Jackson County Chapter: Thank you for voting Rotten Roger and Me King and Queen of the Sweetheart Dance. I have been waiting 50 years to be the queen of the hop and you made my dream come true. Does anyone know what a temptation it was to have that piece of cake in my hand and look at Roger's beard? Thanks guys!! It was a blast. Mother (Hey Mom, I wish you would have let ol' Rotten have it right in the grey hairs. He always loves to have a few little crumbs to snack on for later. To bad it wasn't a banana cream pie, tee hee!! I would have paid big buckies to have seen Rotten with an ol' pie in the face and beard....Vicky)

NEWSLETTER REPORTS

DOUGLAS COUNTY CHAPTER

We have finished another Casino Night, with great results. It was another fund raiser that went over really well. Could be partly due to the fact that we had additions of a Roulette Wheel, a 4,5,6 table, and the ever popular Black Jack. We have another one planned for March 26, 1988. Hope to see a lot of people there.

Due to the fact that everyone else in the area does something for Pitchford Boys Ranch during the holidays, we have decided we will wait until Spring, when everyone could ride their motorcycles, which is the boys' main interest, and give them a picnic or barbecue. Maybe get them all in a game of baseball or football and such. We thought maybe this would give them a break during the middle of the year.

JACKSON COUNTY CHAPTER

High Again!! Thanks, Vicky for asking me about "Southwinds". I assumed every chapter scheduled one. Our Southwinds is a meeting of new and past board members and anyone who is interested in the workings of our chapter. Based on their experiences, past board members give new board members insight into their respective offices, offering ideas that will help the new officers do their jobs better. That day I also found out what an energetic and supportive group I'd be working with. (Thanks for the info. Sounds great! What a super way to brainstorm ideas and all...Vicky)

We're trying a new fund raiser-Bingo. If other chapters are interested, you can hold two games a year, bringing in not more than \$1,000.00 (each game) and it's not necessary to get a license.

A bottle drive is in the works for March, with the proceeds going to C.F.F.O.C.

We also have several members who are interested in our chapter entering a float in the local Pear Blossom Parade in April.

In May our chapter is going to have a windshield wash at a local rest stop, for the purpose of improving relations with the public. I for one am all for "improving relationships", whatever kind they may be.

Louise has arranged a CPR - First-Aid course to be given to our members for a small fee. Thanks Louise!!

Once again, I want to stress the importance of contacting your local Steering Committee. Find out how you can help defeat Ballot Measure 2.

Think Snow (we need the water!!) Jo Lee...

KLAMATH FALLS CHAPTER

Klamath Falls is here!! I just recently talked with a member who reads this input avidly, and has a deep love for what we stand for. He wants to see more actual information of State business in the State Newsletter. He is a member who doesn't make meetings because of his commitments. He loves the new look of the newsletter. We all feel the improvements are great. I am just passing the word. (Thanks for the passing! Thank you again everybody for the wonderful, kind words you have given me about the newsletter. You don't know how good it makes me feel...Vicky. Also, discussing this with the Coordinator, all the up-dated State business is put in the newsletter each month, what with the Coordinator's report and the minutes of the Board Meeting, and Steering Committee. Nothing is left out, so everyone is informed of what is going on with the ol' "up-to-the-minute details", so to speak.)

Otherwise, we are advertising a Reno Night for March 19 at the Linkville Station. As usual, we have a need for many volunteers. Also in the plans an "Odessa Before The Vote Party" is in the works with proceeds going to C.F.F.O.C.

Well, remember though we are small and not as fast as the city, we are here and we will survive! Written 2/11/88 (another day closer to that vote!!).

Many Miles To All...Murge (Mary Jane Gunter)

LANE COUNTY CHAPTER

Happy Valentines day from Lane County. We worked hard trying to get signatures for Ballot Measure 2. We spent a good Sunday at the Flea Market getting exposure and prospects for membership.

This Newsletter Editor wanted to correct the spelling and gender of the name given by our great Coordinator, Honda Bob. It is spelled DENISE, not DENNIS. A small collection was taken up to purchase a copy of Webster's unabridged book of proper names and a copy of Masters and Johnson's book of Gender for Honda Bob. Just kidding, Bob, we can't win them all. (Denise, buy me one too. I think I was the one that blew it. I couldn't quite read his writing and my Word Processor probably doesn't know the difference between boys and girls, seeing has he/she has yet to date a him/her Word Processor. Ha ha!! Vicky) Remember the words of the famous man who once said "Four scored and seven didn't..."

With weather getting better and bikes being tuned for the road, ride safe and free...Denise

LINCOLN COUNTY CHAPTER

March is upon us already and hopefully nice weather for riding. Time to finish that winter tear down. The Freedom Run March 20th is coming up. Not only is it a way to raise funds for C.F.F.O.C., but also it's the best and cheapest form of publicity we can obtain. It is a chance to show the public and the

continued:

LINCOLN COUNTY CHAPTER (continued)

media that we are united in our opposition to Ballot Measure 2. The more bikes and people on the State Capitol steps on March 20, the better. Urge your friends to spread the word and even if they don't wish to participate in the time run, to ride to Salem on that date to show their support.

We have been planning on having our own freedom Run in Lincoln County sometime in April. Hopefully, we can have a ride with everyone meeting at the Courthouse focusing local attention on our fight. We're going to try and involve local politicians and community leaders, possibly by driving motorcycles. This is something to consider doing in your own area.

Until next month...Vicki

MT. HOOD CHAPTER

Well not much going on now other than we have new officers again. We lost Jon and Jeannie Garrett to Madras, Oregon; we wish them good luck so new officers are as follows:

Legislative Director:
Historian:
Membership Secretary:

Dale Beebout
Paul Mancer
Angie Beebout (again)

We also want to inform everyone about our Poker Run coming up March 19 with a rain date of March 26. We hope to see a lot of new faces, but we sure want to see our old ones too.

We also at this time wish to have our brother Rod Kemp know that our very best of luck and prayers are with both him and his wife, Carol.

Ride Safe but Ride Free...Angie Beebout

NE PORTLAND CHAPTER

Hello again from the NE Portland chapter. Not too much to report this month. We have our Freedom of Choice fund raiser poker run coming up on February 20 with a rain date of February 27. Everyone is getting geared up for the Freedom Run to Salem on March 20. We hope to see a lot of you people attend this run because it will be for a very good cause - YOUR FREEDOM.

If you are interested in attending one of our chapter meetings, they are held the first and third Wednesday of the month at Gino's Pizza on 108th and NE Halsey. Hope to see some of you absent members show up to a meeting pretty soon. The meetings start at 7:30 pm. Well, that's about it for this month, so until next month, ride free and remember to tell all your friends to vote NO on Ballot Measure 2...Leslie

SALEM CHAPTER

Hey, what happened here? I waited till the 29th and no show. Maybe next month. Try, try again!!

SE PORTLAND CHAPTER

Hello from SE Portland...First of all, a big thanks to everyone who helped make the Citizens For Freedom Of Choice (Referred to as C.F.F.O.C. throughout the newsletter, because I am to darned lazy to type it all out seeing as I see it all day, and I never could spell "Citizens" right...Vicky) benefit party a huge success. Special thanks to the owners and staff of the River Road House.

Be sure to get plenty of flyers and trifold for the helmet law fight and give them to everyone you know and some people that you don't know! The May election is coming up soon and the fight is kicking into high gear.

Don't miss the March 20 run to the State Capitol. We will be meeting with the NE Portland Chapter at Eastside Motorcycle at 3939 NE Cully between 9 and 11 AM to ride to Salem together. It will be a lot of fun and a good way to show our strength to the boys in the State House.

Be sure to attend all meetings. This time it's for real!! We've got a battle on our hands to keep our freedoms, but if everybody does a little, then a few won't have to do a lot. See ya on the road...Phil

ST. JOHNS CHAPTER

From way up North, the forgotten North, the Sun shines brightly and we're all buzzing around gearing up for our April Foolz Ball. April 1st, naturally. Our first time ever with live music, to benefit the C.F.F.O.C. (Here we go again, lazy me..Vicky) thanks to the help of "The Continentals" and Joe and Cynthia, the owners of the Porthole Tavern.

Our chapter has grown by 5 the first part of February and will grow by 5+ by the first part of March.

Meeting days and times are in the process of being changed due to summer schedules.

Out on the streets we're busy talking to people about the upcoming primary. Feedback has been real positive. Lets keep up the good work, so we can continue to ride free.

Vote NO on 2 is a vote for you...Barb

WASHINGTON COUNTY CHAPTER

Things are starting out good. We had our pool shoot, and a good time was had by all. For some reason unknown to anyone, the Chapter Coordinator was the grand prize winner which just goes to show that anyone can get lucky. Some of us ventured to the River Road House for the fund raiser there also and boy was that a good time!! We need a whole lot more of these things.

I have a correction to make on our run as it was announced at the State Board Meeting. OUR STATE RUN WILL BE HELD ON JUNE 4TH AND 5TH! Not July 3 and 4 as was reported.

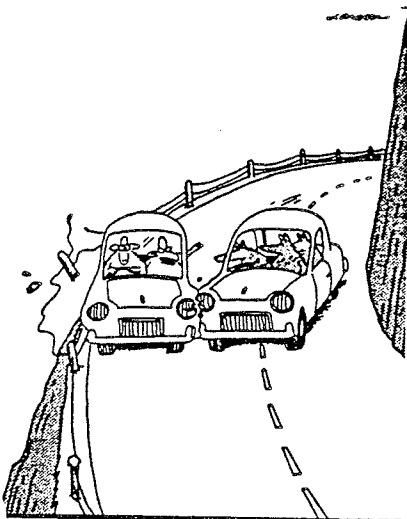
Things are running good in the chapter so there isn't a whole lot to report. We have picked up a few new members and a few old members, however we all need to get out and beat the brush for more bodies.

Last year the Sierra Club, thought to be a small organization, spent over one million dollars to influence the House and Senate. One of only ten organizations to do so. They have an annual budget of 28 million per year. This is what we are fighting against. Since we don't have that kind of money or influence, we all need to pull together as a team to accomplish our goals. We are not going to do it if we become embroiled in internal problems. We need to accomplish our objectives now and worry about minor problems latter. We will win...Don

Don and Sharon, I hope you are feeling lots better after your bout with the flu. Nasty stuff going around. Thanks for letting me know that your report was going to be late. I appreciate it...Vicky)

"Remember that prosperity can be only for the free, and that freedom is the sure possession of those alone who have the courage to defend it..."
Pericles

"Always stand for the right thing; then you win even if you lose.."
Anonymous



"Aaaaaa! Here they come again, Edgar... Crazy carnivores!"

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"THE PHANTOM BUGGER'S" RECEIPE OF THE MONTH

ORIENTAL CHICKEN

2 cups chopped onion
1/2 teaspoon salt
1 egg
ground pepper (optional)

Mix ingredients with chicken and coat with corn starch, In heated pan put 2 tablespoons oil and stir fry until chicken is brown, remove from pan.

1/2 cup vinegar
1/2 cup sugar
1/4 teaspoon salt
1/3 cup catsup
Juice from small can of pineapple

Cook at medium heat until boiling. Thicken with 2 teaspoons of corn starch thinned with water. Add browned chicken and last put in pineapple. Serve with corn for a vegetable, and rice. Have a nice white wine, candles, best paper plates and utensils, and then a nap.

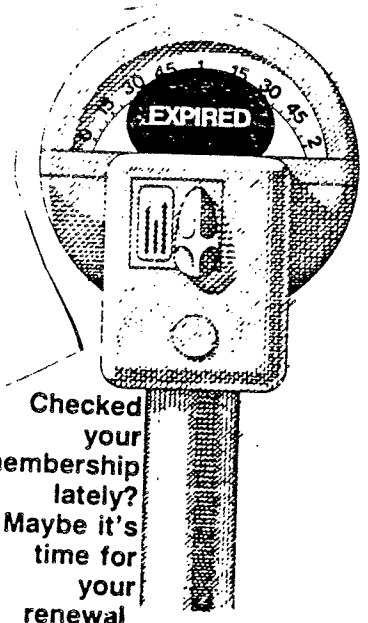
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A.B.A.T.E. of Oregon has over 650 members across the state to which newsletters are mailed the first week of each month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

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 below:

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1/2 PAGE:		FULL PAGE:	
\$ 67.00 - 3 months		\$113.00 - 3 months	
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\$200.00 - 12 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 the month in order to appear in the following month's 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 & Title of person placing ad. Send it and your first month's ad copy, pre-paid, to A.B.A.T.E. of Oregon Inc., P.O. Box 4504, Portland, Oregon 97208. (Please make checks payable to: A.B.A.T.E. of Oregon Inc.)



"WHAT'S HAPPENING OUT THERE?" COLUMN

This time, instead of RR and his harem, it was CM and her sheiks...Just ol' CM and 4 gorgeous hunks...ranging from a "redhead" all the way down to "thinning out on top", to "Father Time" to the kid (try to guess which one of you is thinning out on top and which one of you is Father Time)...ha ha!!) Boy o boy, do I wish I had been there...After the meeting, a good time was had by all at the Sweetheart Party. Guess who got crowned that nite!! RR and CM were King and Queen respectively, and RR's crown was just darling...It sits at the head of his throne (and I don't mean the one in the bathroom either, smart-alecs..ha ha!!) at home. I guess they got to cut the cake and dance the first dance and drink beer and party harty. Who was sitting out a dance, thinking about ?? who wasn't there and had hearts fall out of the sky on him? Who got the floor at Liz's house and who shared the hide-a-bed (separate sleeping bags, of course!) When in the early morning hours a fart was heard ringing through the house, who jumped out of bed and ran? Was it the farter or the fartee? You had to have been there to know for sure...I hear that on the way home the young'uns were sleeping in the back of the traveling circus while the old foggies were awake, one to drive and one to navigate? Some kiddies just can't keep up with the oldsters. A hangover or two or three there, PW and PG? (See, PG, you don't need to feel left out. I decided to use your initials this month instead of a ? like I did last month.) Hey guess what, a couple of little ?'s (you know who you are) from last month seemed to get together...tee hee. Anyways, the crown reigns at home, and a good time was had by all and I bet there were a few throw-ups, sick stomachs, and bad heads to take care of the next day...Howsomeever, The Phantom Bugger will be at the next Board Meeting, so watch out...It will be interesting to see if its a harem, sheikdom, or just plain sleepyheads on the ride down next time...Maybe the ?'s will play footsie and giggle somemore. Just don't steam up the windows like last time. Makes it hard to see to drive...I wonder who is going to sleep upside down on this trip...Just remember, the seats may be bugged so watch what you say, one end or the other. Especially the one end that likes to speak up LOUDLY and let everyone know he/she eat beans (or even worse, BEER farts) and they end up blowing out my batteries in my tape recorder, I may be upset. My energizer batteries don't last a life-time, no matter what they say! See ya next month!!!-Signed...The Phantom Bugger....

FOSSIL CONTEST

TIME TO BRING OUT THE PENCILS AND CRAYOLAS. LET'S UNLEASH THAT ARTIST IN YOU. I NEED A DRAWING TO BE USED FOR FOSSIL '88' FLYERS AND T's. THE WINNING DRAWING WILL RECEIVE A FREE PASS TO FOSSIL '88'. SEND DRAWINGS TO:

FOSSIL COORDINATOR
BARBARA GALLAHER
PO BOX 03506
PORTLAND, OR 97203

DEAD LINE IS MARCH 26TH.

1988 STATE RUN CALENDAR

May 27th - 30th	FOSSIL RUN Barbara Gallaher 289-2250
June 4th - 5th	WASHINGTON COUNTY Sharon Argo 640-5277
June 18th - 19th	MT. HOOD CHAPTER Angie Beebout 254-4518
June 25th - 26th	MUSCULAR DYSTROPHY FREEDOM RUN Barbara Gallaher 289-2250
July 2nd - 4th	LANE COUNTY Honda Bob 688-8309
July 16th - 17th	LINCOLN COUNTY BEAVER CREEK RUN Vicki Lechner 563-3520
July 23rd - 24th	KLAMATH FALLS Bob M. 884-9709
July 30th - 31st	JACKSON COUNTY Frank (the voice...) Way 664-1475
August 6th - 7th	SALEM FOX CREEK RUN Cindy 585-6518
August 20th - 21st	NE AND SE PORTLAND SUMMER RUN Trash 287-5031
August 27th - 28th	DOUGLAS COUNTY WINDY CREEK Joy Hoover 672-5415
September 9th - 11th	ST. JOHNS SILVER CREEK RUN Barbara Gallaher 289-2250
December 3rd	PORTLAND TOY RUN - SHRINERS Mkie Hodge 659-9205



Join ABATE, and get involved. Let's get together in a mass so our voice means something and has the weight and strength of numbers.
DON'T PUT IT OFF — THE PEOPLE WHO ARE MAKING THE LAWS AREN'T!!!

RAFFLE:

\$1.00 - 1 cord of wood to be drawn at April Foolz Ball.
Tickets available - PO Box 03506, Portland, OR 97203 - St. Johns

HELP - CRITICAL

Kevin Frasier needs all the blood we can donate. He is at Emanuel Hospital in critical condition. Red Cross has blood bank set up Call Emanuel Hospital or Red Cross. - Barb, St. Johns

MARCH 1988							APRIL 1988						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3	4	5					1	2
6	7	8	9	10	11	12		3	4	5	6	7	8
13	14	15	16	17	18	19		10	11	12	13	14	15
20	21	22	23	24	25	26		17	18	19	20	21	22
27	28	29	30	31				24	25	26	27	28	29



\$4.25 Million Awarded In Cyclist's Death

MIAMI (AP) - The family of a Miami man who died in a motorcycle accident has been awarded \$4.25 million in a wrongful-death suit that claimed his helmet was defectively designed.

A jury sided Thursday with relatives of Irwin Rivkin, who was fatally injured when a motorist turned in front of his Harley Davidson motorcycle June 5, 1981.

Rivkin, a Metro-Dade police detective, and his wife, Linda, were riding home after taking cookies to a sick friend when their motorcycle was hit. Mrs. Rivkin survived despite being thrown 25 feet. Rivkin's head hit the car, and he died two days later.

The helmet was made by Florida Safety Products Inc., distributed by Arthur Fulmer of Orlando and sold by Leisure Ride Inc. The jury ruled those companies were negligent for marketing an inadequate helmet.

-ABATE of Indiana Newsletter

The SUNDOWN STATION

Welcome's You to Creswell

NEW OWNERS - Doc & Sue

Live Music every Thur -

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Dance to STETZON.

#1 Country & Rock Band

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BIKER'S WELCOME

Meeting place of the State Board
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2135 Front Street, Creswell, Oregon

503-895-4708

On The Safe Side

by David Clark,
Director, Research

MOTORCYCLE ACCIDENT RATE DECREASES IN 1986

General Figures

MOTORCYCLE ACCIDENT fatalities are continuing on a seven-year downward trend. At least that's what an analysis of preliminary national data for 1986 indicates. The Motorcycle Safety Foundation (MSF) study of accident and fatality information uncovered:

- a 5.0 percent decrease in motorcycle accident figures from 1985 to 1986.
- a decrease of 2.2 percent in the total number of motorcycle accident fatalities in the same time period.

Statistics by Registration

If we look at statistics according to registrations, we have another picture. Due to a decline in the total number of registered motorcycles throughout the U.S.:

- The accident rate based on 10,000 motorcycle registrations posted a 1.4 percent reduction.
- fatalities per 10,000 registrations, however, were up slightly by 1.6 percent.

This makes the rates based on registrations essentially unchanged.

Since there has been a dramatic increase in fatalities for other road users, according to figures recently released by the National Highway Traffic Safety Administration (NHTSA), the above figures are still seen as a good sign. For example:

- Provisional figures for passenger car occupant fatalities show an increase of 7.0 percent over last year.
- Light truck and van fatalities are up by 10.0 percent.

FALL 1987 15



"There it is—the old Muffy place. They say on some nights, when the moon is full, you can still hear him dragging his chain to the old oak and back."

ABATE OF OREGON'S MEMBERSHIP CLASSIFIED

- FOR SALE: 1956 Chevy PU with a 235 motor. Runs good, all original. Call Red 942-2720. \$2,000.00 or best offer. (3-88)
- FOR SALE: 1970 Opel GT red with black interior, stereo cassette, near new radials, gold center mags, \$2,000.00 or best offer. Contact Rich or Sister Sue of Salem 362-0030. (3-88)
- FOR SALE: 1975 AMC Hornet Sportabout, runs good, good mileage, \$500.00 or best offer. Contact Rich or Sister Sue of Salem. Call 362-0030. (3-88)
- FOR SALE: Sale or Trade 36' x 8' Mobile Home. Easy to move, is all set up in a park, cheap easy living, \$2,000/offer. Call 585-6518. (4-88)
- FOR SALE: Leather pants size 38" by 32", will sell or trade for smaller size 32" waist. Call Russ from Salem at 585-6518. (4-88)
- FOR SALE: Virginia Dragoon 44 mag 7½" barrel, single action, very good condition, black 'western style' gun belt and holster, \$200.00. Call Rich or Sister Sue, Salem 362-0030. (4-88)
- FOR SALE: "54" Chevy two-door sedan. Original interior, excellent condition. \$3,900.00. Call Doyle, Portland 286-4849. (4-88)
- FOR SALE: 1977 XLCR (Limited Edition Harley Davidson), excellent shape. All original. Low miles. \$3,495.00 or trade for 74 cubic inch shovelhead of equal value. Call Ron Portland 252-5645. (4-88)
- FOR SALE: LTD T-shirts with golden man on Capitol with helmet on, \$6.00 each. I will donate \$2.00 for each purchase toward Steering Committee campaign materials, if acceptable. Call Lee in Salem 588-2290. (4-88)
- FOR SALE: 10,000 watt AC generator. With a flip of a lever it becomes a 300 AMP DC welder with gasoline engine. On a trailer, low hours. AIRCO brand. \$1,800.00 or best offer. Call Rotten Roger in Portland 289-0153. (4-88)

continued:

ABATE OF OREGON'S MEMBERSHIP CLASSIFIED (continued)

- FOR SALE: 82 FXR Harley. Five speed. 1340 cc. 18,000 miles.
\$4,200.00 Call Dan in Portland 254-5443 (6-88)
- FOR SALE: 74-80 Ford Posi Rear end w/tires. Fits passenger car or
light truck, van or Dodge. \$50.00 OBO. 79 Yamaha XT 500 dirt
bike (trick) runs excellent. New tires, top end. \$600.00 OBO.
Firewood? Building material? If you need it, I've got it.
30 x 50 building, 80 years old, Store, first floor, frame. Free.
Need hospital bed with or without trapeze. Call Barb. St. Johns
289-2250 (5-88)
- FOR RENT: 4,000W Generator, portable. Call 289-2250. St. Johns (4-88)
- WANTED: Outlaw biker, tattoo artist looking for good looking,
well built lady for my own. I will tolerate no lying,
cheating, or stealing. No hardcore alkie, dopers,
or game players need apply. Love, honor, respect,
loyalty, and pride a must. Pic for pic. Write to
gain more info. Blue aka Garth, HC01 Box 299,
Ilwaco, WA 98624 (4-88)
- WANTED: Will do baby-sitting in my home. Reasonable rates,
weekdays with possible weekends. Any ages, will give
lunch if kept all day. Call Leslie 287-5031, Portland.
Leave message if no answer. (4-88)
- WANTED: Frame for BSA preunit single; prefer B31 or B33 model.
Year and condition unimportant. Must have title. Also want
Parts or complete engine for Matchless 250 lightweight single,
model G-2, G2-5 or CSR. Need cylinder barrel, con rod, oil
pump plunger and rear wheel final drive sprocket. Call Vernon
Wade (503-386-6579) anytime. (6-88)
- NEEDED: Two persons from each chapter to help with Fossil
Plans. Phone is a must and name with chapter. Chapter
Plans for booth: Would like ALL chapters to participate.
Need Security Volunteers, and Beer Volunteers. Please
contact: Barb Gallaher, PO Box 03506, Portland, OR
97203 (5-88)

STATE WAYS AND MEANS

State Ways and Means Officer
Barbara Gallaher
PO Box 4504
Portland, OR 97208

K Falls Chapter (continued)
2521 Link Street
Klamath Falls, OR 97601

(I would like to hear from chapters
interested in State T'Shirts with
Chapter logo on back - Barb)

Chapter Rockers	\$ 2.75
ABATE Eagle Pins	\$ 5.00
Legislative Patches- only 3 left	\$ 6.00 ea.
Sweatshirts XL	\$10.00
Chapter Officer Rockers	\$ 2.75
Fossil Pins	\$ 1.50
10th Aniv. Pins-sale	\$ 1.00
Year Bars '83-86'	\$ 1.00
Orders of 10 or more	\$.55
Indian Creek Rockers	\$ 2.75

ABATE pewter belt buckle, Freedom of the Road	\$15.00
ABATE leather belt, silver goncho	\$15.00
ABATE uplifted wing hat	
ABATE glass beer mug, 5 color	\$ 5.00
Helmet laws suck stickers, small	\$.50
Helmet laws still suck stickers, small	\$.50
Let those who ride decide stickers, small	\$ 1.00

Lincoln County Chapter
Rick Vester
SRS Box 5XA
Depoe Bay, OR 97341

Washington County Chapter
Lloyd Harris
2416 15th Avenue
Forest Grove, OR 97116

T-s Beaver Creek	\$ 8.00
T-s Lincoln County	\$ 8.00
Tanks Beaver Creek	\$ 6.00
Long sleeve T's B.C.	\$ 9.00
Sweatshirts, hooded	\$16.50
Sweatshirts, Crewneck	\$11.50
T-s Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

Independence Run Patches	\$ 3.00
Washington County Toy Run Patches	\$ 3.00

K Falls Chapter
2521 Link Street
Klamath Falls, OR 97601

Marv Eastman
2789 Avenue A
White City, OR 97503

ABATE Courtesy Cards 100	\$ 6.50
Year Pins	\$ 2.00
ABATE logo pins, gold, silver, pewter	\$ 5.00
ABATE Eagle Pins, gold silver	\$ 5.00
ABATE wing pin, silver	\$ 5.00
ABATE wing pin, uplifted	\$ 5.00
ABATE oval pin black, gold	\$ 3.00
ABATE #1 small pin 3 color	\$ 3.00

Beer Can Wrapper	\$ 4.00
ABATE scarves	\$ 4.00
License plate brackets	\$ 5.00

Who gave the Supreme Court its awesome power

THE COURT

By George Carango

Andrew Jackson, when he was president, once said of a Supreme Court order, "John Marshall has made his decision, now let him enforce it." The Court, of course could not. There is no provision in the U.S. Constitution that allows the Supreme Court to use the army, navy or even the FBI to enforce its decisions. The Court does not even have the power to cut off funding for implementation of a law it holds unconstitutional.

And yet, in 1974, Nixon gave up the tapes and resigned.

A candidate for president, who has a legislative program he believes in, first has to convince about 50 million Americans to vote for him; once elected he has to convince a majority of Congress to approve his bills so he can sign them into law. A Senator has to convince at least 50 of his fellow Senators that his pet bill is worth supporting; a member of the House has to convince about 250 of his congressional colleagues to "go along."

But, after all of this is said and done, a justice of the Supreme Court has only to convince **four** of his brethren that a law is bad in order to cast that law into oblivion forever. (Unless, of course, some future justice can convince **four** of his brethren to reverse that decision. This has happened in the past. For as Charles Evans Hughes said before he became Chief Justice of the United States, "We are under a Constitution, but the Constitution is what the judges say it is.")

How did this state of affairs come about? How, in our vaunted system of checks and balances, did this imbalance go unchecked? What words in the Constitution give the Court this awesome power?

None!

All the Constitution says is, "The judicial power of the United States shall be vested in one Supreme Court and such minor courts as Congress shall see fit to establish' The ironic answer to "how did this all come about?" is "it just happened."

It "just happened" because one man, John Marshall, fourth chief justice and staunch Federalist hated his cousin, Thomas Jefferson. In Marshall's eyes, Jefferson and his radical Democratic-Republican followers were out to destroy the power of the federal union in the name of state's rights. Marshall needed a weapon to wield against Jefferson's tremendous popularity. He found one in the idea of judicial review: the idea that the Court had a right to review and rule on the constitutionality of laws passed by congress.

Marshall knew the idea of judicial review was in the minds and the philosophies of the Framers, but he also knew that the specific words designating those powers did not exist in the document itself. More importantly, Marshall had the courage and guile -- in *Marbury vs Madison* -- to declare a law unconstitutional and establish firmly the Court's right to judicial review. He then sat back and waited for the storm to break.

Instead, nothing happened.

James Madison, often called The Father of The Constitution, and at that time Secretary of State, did nothing. Thomas Jefferson, third president, consummate politician, and the most brilliant of the Founding Fathers, did nothing. In fact, except for poor *Marbury* who lost a commission to become a Justice of the Peace for the District of Columbia, nobody seemed to notice at all. Marshall had judged history, political philosophy and his adversaries, correctly. The rest was easy.

Throughout his long career as chief justice, Marshall often cited his own decision as precedent -- and in the law precedent has a way of becoming Holy Writ. Future chief justices have expanded and expounded on Marshall's foundation -- and to this day nobody has ever done anything about it.

If, as Hughes said, the Constitution is what the judges say it is, we owe it all to a brilliant man who, angry at a political opponent, decided to see what he could get away with.

ABATE OF PENNSYLVANIA

P.O. Box 15226

Harrisburg, PA 17105-5226

"Alliance of Bikers Aimed Toward Education"



PATRICK BEDARD

church. But we don't make laws.

Accident victims end up as wards of the state sometimes. So do those injured playing high-school football. So do unwed mothers. But we don't make laws.

Belt laws are better than mandatory air bags, and that's the only other choice. Who says we have to choose either loss of liberty or an expensive safety system that won't even go off in about half the accidents? If these two choices are the only items on the menu, it's time for a new chef.

We gotta do sumptin. Well, if we have to make laws, how about making accidents illegal? Seatbelts are after-the-fact protection, like insurance. They do nothing to prevent the 19.3 million accidents that occur on our highways each year.

So much for the pro-belt-law claptrap. Now let me advance an argument against. Here goes: Don't motorists have a right to their own bodies? Shouldn't motorists be allowed to decide for themselves? Isn't buckling up a private matter to be decided between the motorist and her (or his) own seatbelt? Shouldn't the individual motorist have the choice?

This, of course, is the abortionist's "pro-choice" argument, and the courts swallow it whole. It seems to me that, if we buy pro-choice for abortion, when every one of the 1.3 million legal abortions in this country each year means the guaranteed death of a fetus, we shouldn't have any problem with pro-choice for seatbelts, since the death rate in automobiles is only 2.48 per hundred million miles driven, and the chance of being killed during any single car trip rounds off to zero. Do you have any moral qualms about pro-choice on a proposition like that? Me neither.

If we car guys had the cojones God gave feminists, we'd rip into the mandatory-belt lawmakers like a chain saw through tofu. Instead we say, "I always buckle up, so it doesn't affect me," and we sit back all comfy in our immunity, while Big Brother steals liberty out the back door. We think everybody should wear seatbelts, and we think that's the only issue.

We think. Michael Farabaugh *knows* differently. He's the head "rights" watchdog at the Indiana chapter of ABATE. When ABATE was founded in 1974 to fight mandatory-helmet laws for motorcyclists, the name was an acronym for "A Brotherhood against Totalitarian Enactments." ABATE's purpose remains the same, but lobbyists have to work the legislature without setting off alarms, so it's "American Bikers Aimed toward Education" now. Indiana has nearly 10,000 members.

Farabaugh sees exactly the same paral-

lel between mandatory-belt laws and mandatory-helmet laws that I see. Helmet laws were passed by the states in response to the Highway Safety Act of 1966, which authorized the federal government to withhold highway funds from states that wouldn't do what the feds *couldn't* do without violating the Constitution—namely, force bikers to wear helmets. Most states quickly fell into line, though courts in Illinois and California threw the laws out.

ABATE was instrumental in adding to the Federal Aid Highway Act of 1975 an amendment that repealed the feds' blackmail power over bikers, and within weeks a dozen states killed their helmet laws. More followed. ABATE pushes education, not laws, pointing out that the twelve safest states for motorcyclists all have state-funded rider-instruction programs; only one has a helmet law.

Farabaugh figures seatbelt laws will open the door to helmet laws again. And he's right. As soon as the Illinois Supreme Court ruled that the state's belt law was constitutional, the busybodies had a new helmet bill before the legislature.

When a mandatory-belt law came up in Indiana, the ABATE machinery went into action. "Our members tied up the phone lines to Indianapolis for a week on the issue, and on the second reading of the house, the bill failed," Farabaugh says.

But Indiana's mandatory-belt forces had big bucks behind them. The automakers wanted a belt law because it would take the passive-restraint threat off them. The insurance companies wanted one because—well, who believes what insurance companies say? The governor wanted one because he's afraid there will be no carmaking jobs for his state if he doesn't back the industry. So when the first measure failed, the administration pulled an entirely unrelated bill off the calendar, jacked up its title, drove new language underneath, and had a rebuilt seatbelt bill on the road *the next day*.

Then the Indiana Office of Traffic Safety brought in "The Convincer," a crash-test rig with mattresses to hit instead of a wall. It had paid for this thing with a grant of taxpayer money from the NHTSA. Various legislators rode unbelted first, then with belts, and thereby advanced their understanding of physics to the level of a crash-test baboon. ABATE was outgunned, and a mandatory-seatbelt law slid under the governor's pen.

Farabaugh and the bikers are digging in now. If mandatory-belt laws aren't overturned in three or four years, they're convinced, the government will have the necessary precedent for any other mandatory it feels like. Farabaugh speaks wistfully of finding reinforcements. "How many readers do you have?" he asks.

I tell him to forget it. Car guys are such wienies.

Blatant busybodyism.

• Stupidity is still not against the law in the United States, but 26 states have passed laws against driving down the road without latching your seatbelt, which means we're getting close.

Most of the populace gives these laws the respect they deserve, which is to say, none. Compliance is hard to measure, but the NHTSA thinks it's about 49 percent. When you subtract 23 percent, which is the percentage of people who buckle up in free-choice states, the law seems to have persuaded a mere 26 percent of the citizenry. To convince the unbelted 51 percent that buckling up is worth the trouble would probably take the death penalty.

Seatbelts are superbly effective lifesavers, and I think everybody ought to wear them. Since my first car with belts in 1963, I'll bet I haven't driven a total of 1000 feet unbelted.

Seatbelt laws, on the other hand, are blatant busybodyism. There used to be a term of opprobrium reserved for ideas so alien to this country that they went against the basic principles upon which it was founded. The term was "un-American." Communism was un-American; slavery was un-American; anything that interfered with life, liberty, and the pursuit of happiness was un-American.

Seatbelt laws are un-American as hell. The very idea of Big Brother taking the names and the money of those who omit to bind themselves to their car seats is enough to overrev George Washington in his grave. Before you know it, we'll have mandatory-galoshes laws for rainy days.

I've heard all the excuses for belt laws:

It's only for your own good. So's cleaning up your plate. So's attending the right

"Biker or Motorcyclists?"

I am a motorcyclist and you are a biker, or if you prefer, I am a biker and you are a motorcyclist. No one seems to have an accurate description of either, myself included. Ask one hundred "riders", maybe that is the proper word, and you'll get one hundred different views. That is as it should be. If we were all alike, we would have nothing to discuss, argue about or take exception to. Without this criteria no motorcycle group whether their aim is rider education, image, promotion, public acceptance, lobby efforts or any number of positive ideas, would be doomed from the start.

For the moment however, let's play with words and outline stereotypes and see where we fit into the grand scheme of things.

Thirty years ago I considered myself a full fledged righteous biker. I rode a 1956 Triumph with six over extended forks, bobbed fenders, sissy bar, and more chrome than necessary including straight pipes. I spent one whole winter in my basement, completely disassembled it, chromed every nut, bolt, cotter pin and the list goes on.

I didn't ride very far at any one given time maybe two hundred miles or so, but I rode often. When I wasn't working, I was on my ride, wrenching it or polishing it. I rode with other "bikers", frequented biker bars and drank a lot. I used to spill more than most people drank. A case or a fifth a day was normal consumption and placed me high on the list of righteous bikers. I belonged to a 1% club complete with colors, beard and long hair. I fit in. It felt good. I was what I always wanted to be, a biker. My life revolved around being a biker. I worked hard on my image and did a few things I really didn't want to do but it was necessary to remain in good standing among my peers.

Somehow I have survived those years but I have never figures out why or how. I have fond memories of those times and wouldn't trade them for anything. Well, maybe a million bucks. Hell, who am I kidding. I'd trade all those memories for enough money to quit my job and ride all the time. The only problem is I don't know how much money that would taken and neither does anyone else.

Years have passed since that time and I still ride, but on the surface, there is no similarity to the "biker" of years ago.

I don't drink anymore, at least in the context of someone who drinks. In any given year I'll drink maybe six beers and six mixed drinks. No I didn't get dried out, enter A.A. or join any group dedicated to saving me from my own self destruction. I just quit. Maybe I was just a drunk, not an alcoholic. Someone once said the difference between a drunk and an alcoholic is that drunks don't have to attend all those damn meetings, and usually quit when they're full.

Over the years my life changed, my values changed, my attitude changed. Did I grow up, grow older, both, or neither. It really doesn't matter because one thing has remained constant. I would eat, drink, and live motorcycles if I could afford it. Notice I said motorcycle, not bike, for today I am considered a "motorcyclist" not a "biker."

I ride a stock Suzuki, dress in conventional motorcyclist attire, if there is such a thing, and ride as much as I can.

As a "biker" I used to consider a two hundred mile run a major victory since it was an endurance test to see if you and your bike could go the dis-

ance. Maybe technology has had a hand in "biker" becoming "motorcyclist." Two hundred miles now isn't a tank of gas. I recently rode to Cody, Wyoming to attend the first national Rider rally. In ten days I rode a little over four thousand miles. I arrived home at noon on Sunday and by five p.m. that evening was wishing I could ride somewhere Monday instead of having to go back to work.

Is there a way to describe biker or motorcyclist. I think not. You ride to work every day. I even ride to work because I am a salesman, selling automotive products. I ride long distances, and you don't. You attend swap meets and I don't. I ride more in cool weather. You ride more in warm weather. You like to ride in a group and I don't. I like to ride fast and you don't. The list of differences is never ending except in infinity, and we can't get there on two wheels.

Maybe we are all motorcyclists. We all, regardless of classification, by ourself or others, do in fact, share the joy two wheels have to offer. Let us not separate ourselves from others who don't dress or did as we do and in the process "stereotype" them, and let not "them" do the same to us.

Is there danger in classification? I think so.

On my way to the Bean Blossom Boogie I was riding my Suzuki and dressed in the "motorcyclist" mode, full face helmet, gloves, leather jacket, blue jeans and riding boots.

I was anxiously and eagerly looking forward to seeing many of my ABATE friends. As I neared the site I was met by more and more bikes. I waved to all of them. Less than one percent waved back. For a moment I thought of turning around and going home. No way. I've looked forward to this all year and I am going to forge on. About two miles from town I stooped to analyze the entire situation and re-evaluate my precarious position.

For the first time in years I removed my helmet and jacket, put on a short sleeved t-shirt and continued on to the party. Now everyone is waving at me even before I have a chance to wave or give a thumbs up sign. And I guarantee they weren't waving because they recognized me.

When I arrived at the party I was recognized by many people who said they were glad I could make the event. I was glad I was there. I fit in. I was another "biker", "rider", or whatever. I was here to do what everyone else had come to do—have a damn good time. And I did.

And yes, I am guilty also. I may be a thousand miles from home and not wave or give them up to a helmetless rider, a Harley rider, a Bemer rider, or a sport bike rider in a custom thousand dollar riding suit. What a waste, what an attitude.

Granted there are times hand communication is not necessary, and may not be advisable for safety reasons. The bottom line is that all of us "motorcyclists" should stick together now more than ever in view of some of the ridiculous legislation that is pending. If we don't, we may all be legislated out of existence. Two wheels, a thing of the past.

Let's put our "prejudices" where we put our "resident" and "occupant" mail.

Ride safe, Art Burk

FROM: ABATE OF INDIANA

ABATE TODAY

Double Victory for motorcyclists In highway reauthorization bill

The Senate's override of President Reagan's veto of the Highway Reauthorization Bill (HR-2) eliminated two major obstacles to motorcycle access to high occupancy vehicle (HOV) lanes. The same bill gives back to states the freedom to raise speed limits on rural sections of interstate highways to 65-mph.

Buried within HR-2 was new language smoothing the path for motorcycle's to be able to use HOV lanes. Also known as commuter lanes, these lanes have traditionally been set aside for fuel-efficient vehicles such as car pools in congested urban areas.

The language in HR-2 obligates states to allow motorcycles into any HOV lanes where federal-aid highway funds have been allocated for "constructing, resurfacing, restoring, rehabilitating, or reconstructing." Earlier language approved in 1982 applied only to HOV lanes receiving federal funds for construction or resurfacing projects.

These revisions mean that virtually any commuter lane that receives federal support must permit motorcycle use, unless the state certifies motorcycles to be unsafe and the U.S. Secretary of Transportation accepts that certification. Previously, no approval for the certification was necessary.

Since 1981, the AMA has been involved in getting HOV lanes open for motorcycles. Due to certain loopholes in the original law, it was possible for states to easily prohibit motorcycles from using commuter lanes.

For over three years, the Association has sought to effect a change in the national speed limit by urging the return of speed law authority to the state government level. Through the support and help of AMA members and other organizations, states are now able to raise speed limits to 65-mph or rural sections of interstate highways.

"The Highway Reauthorization Bill provides two significant victories for motorcyclists. We have worked hard on the national speed limit and HOV issues because we knew they were important to riders," said Robert Rasor, AMA vice president for government relations. "States can still certify HOV lanes as unsafe for motorcycles, but now that certification must be accepted by the Secretary of Transportation. That gives us a chance to intervene on behalf of our members."

The AMA views this "double" victory as a credit to its members who expressed their interest and showed their support in resolving these technicalities in the law which prevented motorcycles from using HOV lanes.



"It's a free country," or "There oughta be a law." Which of those hoary old credos do you lean toward?
I bring the subject up because of a barrage of new government restrictions, either proposed or passed, that have been featured in the media in the past month or so.

Four that brought about this column are:

- the banning of three-wheeled all-terrain vehicles, under the impetus of the Justice Department and the Consumer Product Safety Commission;
- a study group's recommendation that the Securities and Exchange Commission "should take over regulation of stock index futures—and that rules should be tougher" following the October 19 crash;
- a proposal before the Massachusetts Legislature to label alcoholic beverages (beer, liquor, wine) as dangerous to the consumer's health;
- and, a ban on smoking on commercial flights in California as well as nationally on flights under two hours duration.

While most of us recognize the need for a degree of regulation in civilized societies—you'd have a hard time convincing many of us that airline deregulation has improved flying or that the break up of AT&T has helped phone service—we fear the loss of individual freedoms purely for the sake of satisfying someone's idea of what constitutes "the public good."

Without using this entire page to list just a fraction of the more common infringements on our freedoms perpetrated by the social planners, we can add to

Here We Stand



J. Warren Cassidy
EXECUTIVE VICE PRESIDENT

the aforementioned examples of mandated "protections" seat belt laws, motorcycle helmets, smoke detectors, zoning regulations, etc.

Before you pick up the telephone, typewriter or pen to explain the important benefits to be derived from many of the above, please understand that I question not the advantages linked to such restraints but only the fact they are imposed from without rather than being prompted by our own common sense and good judgment.

Obviously the thing that struck my hot button in the dramatic increase of government encroachment upon Americans' life-style during what we hoped would be a conservative period, is the matter of our Second Amendment rights. While NRA has historically recognized and respected the inherent authority of government to curtail criminal conduct through the laws governing our nation, we have insisted that the controls be on those who would abuse the rights of others and not upon the rights themselves.

While I doubt any of us believe smoking is good for one's health, I would remind you that before smoking was banned in certain public areas the cigarette packs were first labeled as being hazardous to one's health. Is the next step a total ban on consumer purchase of tobacco? And if so, tell me what great public service will be accomplished by making it a crime to puff on one's pipe beside a lonely camp fire high in the Rockies!

Partly to our daily efforts to defend gun owners' rights against the incursions of the antis is the clear and present danger that those lawmakers who listen to the pleas for "reasonable regulations" intentionally or unintentionally diminish *our* freedoms. The siren song of an ordered society is oftentimes attractive to those who don't have the commitment and resolve to deal with the problems natural to a free society, and they misrepresent the comment made by former U.S. Senator Margaret Chase Smith (Maine) that "Given the choice between anarchy and dictatorship the American public will choose dictatorship." That distinguished lady was comparing dictatorship to anarchy, not to freedom.

I suppose the fact that elected officials are by definition lawmakers encourages the belief that the more laws passed the better the lawmaker. Everyone of us can bear witness to too many cases where the exact opposite has been true.

My advice to all, myself included, is to view each and every suggestion of increased governmental control over our lives and property with a great deal of suspicion and inquiry. Before we sign some innocent appearing petition presented by a friend or neighbor for a proposal or referendum, let's compare the hoped for benefits with the further erosion of our unique and historic civilization. Just because our immediate comfort, safety and interest might seem to benefit by the restriction of another's freedom of choice, the reality may be the hastening of the end of this great experiment called democracy.

AMERICAN
RIFLEMAN

-25-

Motorcycle Safety on the Police Force

This is part of a regular Advocate series about cases that have spurred improvements in public safety and thus helped prevent future injuries. Weak leg guards on motorcycles used by the Milwaukee Police Department caused a minor accident to inflict severe injury to a police officer. As a result of Dawson v. Harley-Davidson, tried by Milwaukee lawyer Alan E. Gesler, a member of the ATLA Board of Governors, Milwaukee insisted on custom-made crash guards designed to protect riders' legs when it updated its motorcycle fleet. Cases like this illustrate the deeply held belief of ATLA and its members that product liability cases are powerful instruments for protecting the common welfare.

On November 1, 1980, during the presidential election campaign, a young Milwaukee police officer, Vincent Dawson, riding a two-year-old Harley-Davidson FLH police model motorcycle equipped with sidcar and standard leg guards, was on his way to join a motorcade escorting President Jimmy Carter from the airport to the city. Dawson was traveling about 30 mph when a car making a left turn at an intersection at about 5 mph struck him broadside. At the moment of impact, Dawson was standing up trying to see through the car windshield to identify the motorist. The bike and Dawson were thrown to the pavement. His left leg was traumatically amputated above the knee, and his injuries required four surgeries.

Dawson sued Harley-Davidson on a design defect theory. The case came to trial in Milwaukee County Circuit Court in June 1984. Gesler argued that the collision with a car turning left slowly was typical of motorcycle accidents and that if the Harley-Davidson leg guard had been stronger, Dawson would have walked away uninjured. The manufacturer argued that heavier leg guards led to increased head injuries. This was refuted by the plaintiff's expert, a biomechanical engineer whose studies had been cited by the defense and who testified that his work was misinterpreted by the manufacturer.

The demand was \$850,000; at trial, the defendant offered \$7,000. After deliberating for four hours, the jury brought in a verdict of \$1,643,562.

In May 1985, the Wisconsin Court of Appeals upheld the verdict, and, in September, the Wisconsin Supreme Court denied review.

The Dawson case was the first plaintiff's victory in the nation in a leg-guard case against a motorcycle manufacturer, and the first sustained on appeal.

A few months after the trial, the city of Milwaukee asked one of the expert witnesses, an internationally recognized consultant on motorcycle design who lived in France, to inspect the Police Department's motorcycle fleet and propose safety modifications. The most significant change he suggested was the replacement of leg guards—"minor changes that will result in a safer bike," he said. He proposed replacing the guards with a heavier protective device attached more securely to the frame, a modification that would cost about \$50 for each motorcycle. Harley-Davidson disputed the consultant's report, insisting that its motorcycles were safe.

Two years later, the Police Department bought 34 new Harley-Davidson bikes equipped with custom-made reinforced leg guards ordered through a Harley-Davidson dealer who was able to find a fabricator to meet department specifications. "This is the first time that a department truly has made progress out of a tragedy like Vince Dawson," said the Assistant City Attorney.

On July 24, 1986, the day that the Police Department held a ceremony unveiling its new motorcycles, the redesigned leg guard proved its crash-worthiness. As Officer Thomas Scholz drove away from the ceremony on his way to work, he was hit by a car less than a mile from police headquarters. The accident was just like Dawson's; as Scholz drove through an intersection, a car hit him broadside. He was knocked off his cycle and came to rest against the curb, but after being treated at a hospital for minor injuries, was immediately released. "The new crash guard took most of the impact," a police sergeant reported. "The mot-

orcycle was tipped over on its side and you could see the scrape marks on the guard. But it held up and didn't collapse."

According to Gesler, "That verdict and the subsequent events were probably the most validating professional experience of my career. That result gave me a sense of actually having made a difference."

If you have tried a product liability case where the verdict led to an improved and safer design, please let us know about it.



The Motorcycle Safety Foundation recently honored Massachusetts Gov. Michael S. Dukakis for his strong support of a motorcycle safety fund for that state. The fund was established January 7 after passage by the state Legislature. This new safety program will be administered by the governor's Highway Safety Bureau. By the way, the program will not add \$2 to motorcycle registration fees as reported in Action No. 41. Instead, it will come out of current fees, meaning that there will be no increase for motorcyclists.

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BLACK LEATHER JACKETS

All truckers are fat, smoke cigars, wear cowboy hats and big belt buckles. All golfers wear plaid pants, white shoes and pink shirts with little alligators on the front. Good guys wear white. Bad guys wear black. Bikers are bad guys.

None of the above statements are true, but all are readily accepted by the news media. That makes anyone who rides a motorcycle and wears a black leather jacket suspect, a first class badass.

The negative public-relations image newspapers and television have created on behalf of motorcycle riders has been successful beyond anyone's wildest dreams. So successful, in fact, that even some people in the motorcycle industry are now asking that we stop wearing leather jackets. They claim that black leather jackets create a bad image. Bad in whose eyes? Simple. Bad in the eyes of the media. Newspapers and television stations are no longer content just to report the news. They now seem to feel that it's very important for them to mold the public opinion by convincing the public that their view of the world is what every citizen should accept.

Black has had a bad image for hundreds, if not thousands of years. Executioners wore black. A black hearted man was one to be avoided. A black day is a bad day. Being black balled is a punishment. However, being in the black is considered much better than being in the red. As for the other colors, pink is feminine. Gray is old and dismal. Green is indecisive. Purple is either royal or queer. Yellow is cowardly. Blue is cold and religious. Brown is vague or dirty. White is virginal and pure. Red is flamboyant. Orange is visible but macabre. But black, ah, black. It's mysterious and powerful.

"They" (media people and those not familiar with motorcycling) are struck with fear when they see someone in black. The media has convinced the citizens that a black leather jacket, when worn by a motorcyclist, is cause for paranoia. So let's look at the black leather motorcycle jacket.

First, black is a very practical color. It

doesn't show dirt, is easy to clean, resists scuffing, and can be recolored easily. If a motorcycle jacket is worn for warmth, black will absorb and retain heat better than any other color. Black goes with just about anything. All motorcycles have some black on them if only the tires. Black is the most popular color for boots, gloves, pants, belts, and even bikes because it is practical.

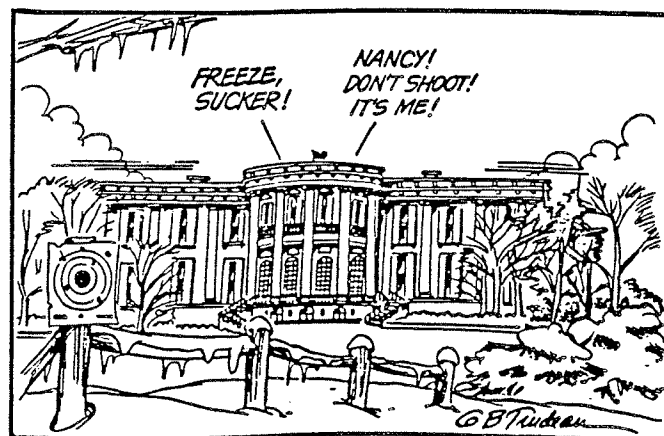
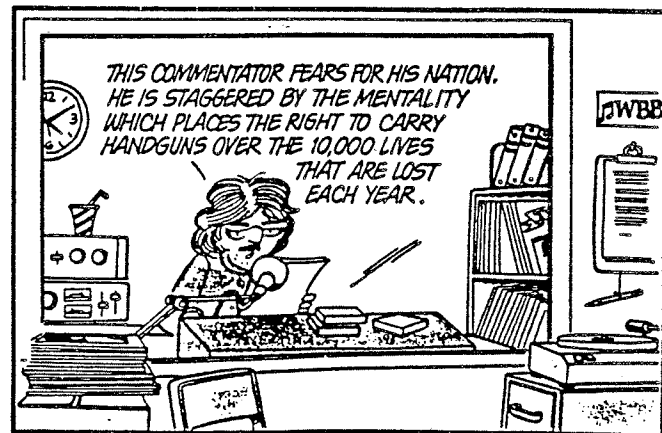
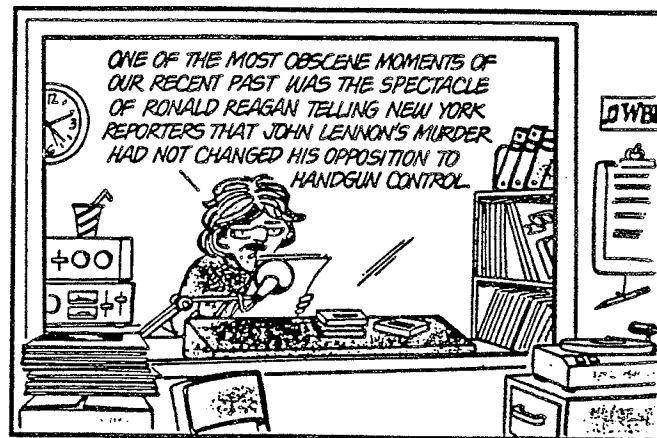
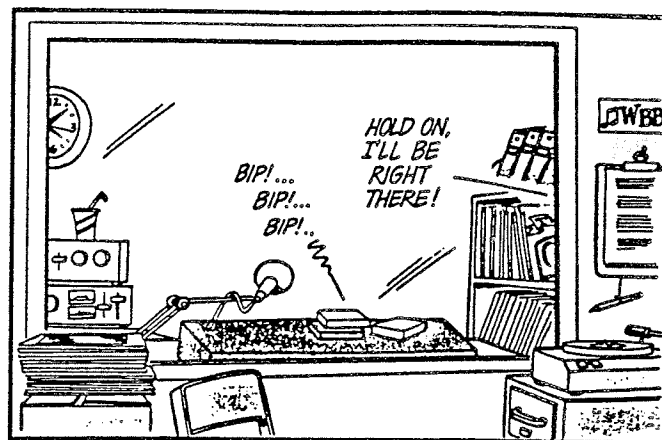
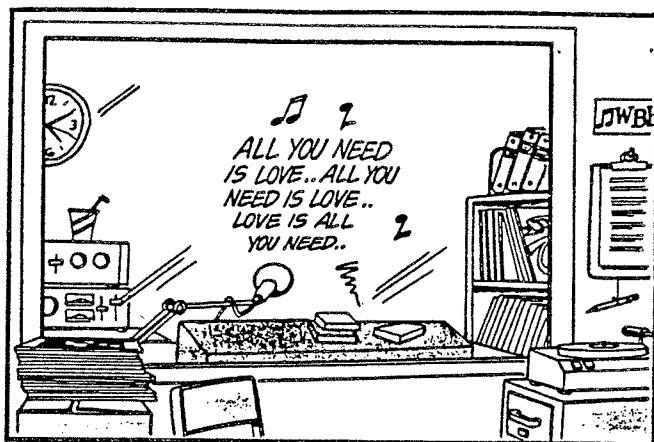
What are the arguments against black? It's not visible. Funny, but I can spot a motorcycle cop in my rearview mirror at half a mile. Guess what color jacket he's wearing.

It's not fashionable. Some believe leather should be color matched to the motorcycle. That's okay as long as you plan on keeping that bike for a long time. And what happens when you aren't near the bike? Would you feel comfortable wearing red, white and blue stripes while walking down the street or while in a restaurant or bar?

Okay, suppose we cave into "them" and decide we don't want to be considered a badass anymore. We all agree to switch to wearing dayglo orange. Since orange doesn't go with anything, there will be no need for color matching. Orange is so far out that there isn't even a word that rhymes with it.

The visibility problem would be solved. "They" won't be able to claim they didn't see us because we were dressed in black. Soon every motorcycle rider in America would be dressed in orange leather. Within a year or two the media would catch on and the reports would be about those "orange" jacketed badasses on their dangerous motorcycles. Because we are sensitive to such things, we'd be forced to change colors once again. Perhaps at that point we could all switch to cowardly yellow.

I've got no quarrel with color matched leathers or nylon snowmobile suits. My argument is with people who insist that I conform to their way of life. I find their way dull. I happen to like black and will continue to wear it. That's my choice, what's yours?



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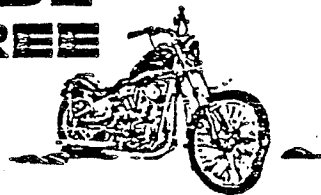
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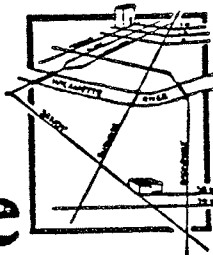
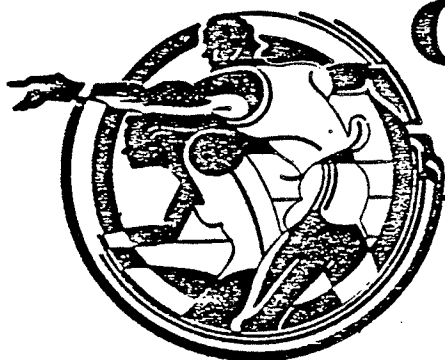
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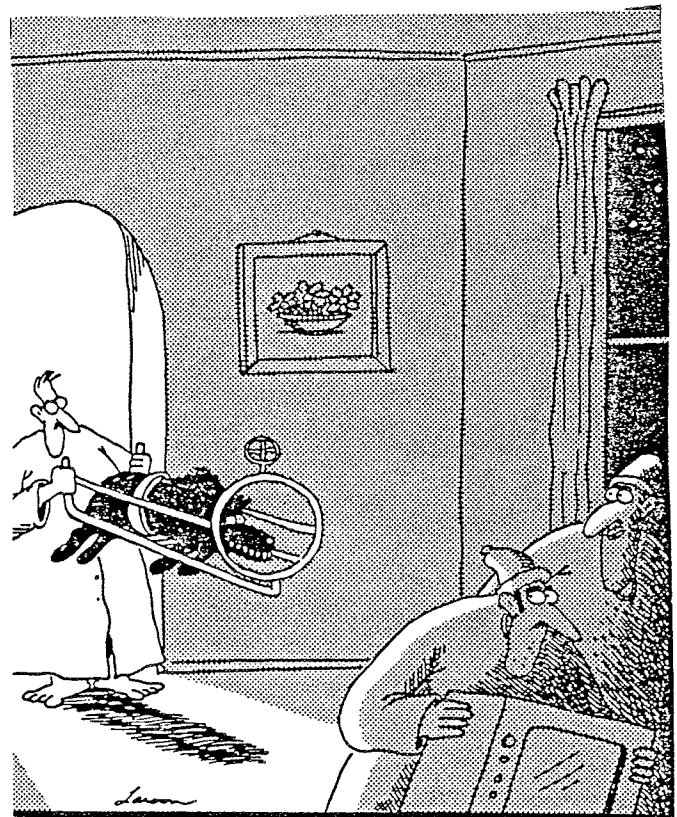
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ABATE OF OREGON CHAPTER MEETINGS - WHERE AND WHEN

DOUGLAS COUNTY: At 11 AM, Round Table Pizza in Roseburg.
 ST. JOHNS: At 12 Noon, Prefetto's Pizza, 4857 N Lombard.
 JACKSON COUNTY: At 11 AM, J.D.E.'s in Phoenix.

SE PORTLAND: At 8 PM, The Pizza Baron, SE 122 and Division.
 KLAMATH FALLS: At Inga's Cheese Haus, 4023 S 6th St. Call Preston at 882-7070 or Mike Cutler at 884-0479 for info.

WASHINGTON CTY: At 8 PM, Sunshine Pizza in Forest Grove.

NE PORTLAND: At 7:30 PM, Gino's Pizza, NE 108th and Halsey.
 SALEM: At 8 PM, Casey's Pizza on S Commercial. Call Russ Hathaway 585-6518 or Jack Hinkle 585-4231.
 1st & 3rd Thurs.: MT. HOOD: 7:30 PM, TJ's Lounge and Rest., 39024 Proctor Blvd, Sandy, OR. Call 668-4979 for info.

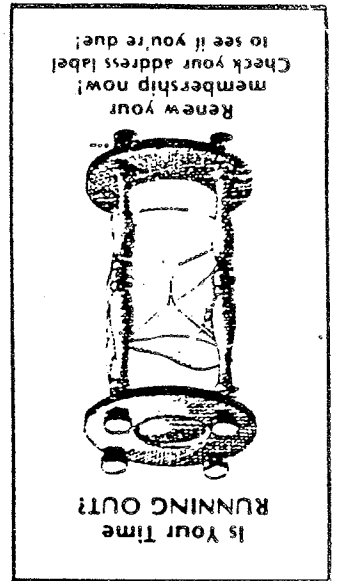
LINCOLN COUNTY: 7:30 PM, Moby Dicks Restaurant in Newport.
 1st & 3rd Fri.: 7:30 PM. Call Bob Hevle 461-0223 for info.

The MAR Board Meeting is on 3/12/88. The APR Board Meeting is on 4/9/88.
 LOCATION: Sundown Station, 2135 Front St, Creswell, ORE. PHONE: 1-895-4708



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