

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



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

October 1989 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

COORDINATOR'S CORNER

Everything ABATE does, sends a signal about who they are, what they believe, and what they want to be. One little bad thing can wipe out lots of good things. Give this some thought.

EXTRA!

EXTRA!



EXTRA!

Helmet Law Repealed in Oregon November 6, 1990.

Wouldn't it be nice to read this in the paper. Well now it's possible. All we have to do is petition for it. All it would take is for every A.B.A.T.E. Member to get one lousy signature a day from now until June 1, 1990. There's 1,051 members out there. One signature a day from all of you would equal over 180,000 signatures. How hard is that? So please help us to help you restore our *Freedom of Choice*. Show up to your Chapter Meetings to be informed. Pick up your petitions and get involved. We will keep you all informed on progress of our signatures goal.

Don't sit down and let Government or people that have never been on a motorcycle decide for you your freedom. Get up and fight. Get those signatures needed to get the helmet issue on the ballot November 1990 and save your *Freedom of Choice*.

We were at the State Fair introducing our petitions and gathering signatures for 10 days. We gathered 5,766 signatures and registered between 600 and 700 people to vote. At this time I would like to thank all the people that got involved and worked the booth at the Fair.

Take advantage of any functions in your own communities or any kind of gathering of people in order to obtain signatures.

Protect your Freedom!

Rotten Roger

MEETING OF THE MINDS

Conferences were very educational.
There were 40 states represented. Topics
that were covered are as follows:

***Communications With Government**

Developing a personal relationship
with your Representatives.

***Political, Civic and Community Involvement**

The benefits of personal
commitment to the American
process.

***Motorcycle Safety and Motorcycle Rights Organizations.**

Motorcycle Safety is not just a
right but a responsibility.

***Women and Motorcycle Rights**

Leadership and strength for the
1990's.

***Newsletter Publications, Video and Public Relations**

Positive action to timely and
effective communications.

***Meetings and Effective Chapter Organization**

Well maintained machines run
smoother.

I will share all I learned with all
Chapters at the State Board Meeting.

I want to thank the Organization for
allowing me the privilege of being there.

Rotten Roger

GOODBYE DR. DAVE

*He walked out of the door,
pulled on his jacket and his gloves.
He mounted up his full-dress Hog,
looked at the grey sky above.
He rode southbound from Tacoma,
through Seattle on I-5;
Remembering flying Huey's in Nam,
trying to save other men's lives.*

*Ride Dr. Dave, ride your Harley high.
With all the other brothers,
riding in the sky.
With the wind in your face,
and the sun before you;
Goodbye Dr. Dave, we're going to miss you!*

*As he rode he thought of prayers
that for Him and three men were made;
As they rode from Shriner's Hospital,
in the summer of '88.
Down through California,
across the whole wide South.
From Portland, Maine through Sturgis,
it brought a smile to his mouth.*

*Ride Dr. Dave, ride your Harley high.
With all the other brothers,
riding in the sky.
With the wind in your face,
and the sun before you;
Goodbye Dr. Dave, we're going to miss you!*

*Now as he rides into Portland,
his spirit gives a sigh.
He rides past friend's houses,
with a tear in his eye.
He stops at the Nam Memorial,
to say his last goodbye;
As his Harley leaves the ground he calls
. . . Ride your Harley high!*

*Pastor Eugene
9-9-89*

THE PAN AMERICAN CLUB

1112 EDWARDS
COOS BAY, OR 97420
269-9819

BEER - WINE
EATS

POOL - SHUFFLEBOARD

"ALL MOTORCYCLISTS WELCOME"

SOUTH COOS BAY OFF HWY. 101

NOTICE FROM MOTHER

Take out your membership card, NOW! Is your name right? Is your chapter correct? If they aren't WHY HAVEN'T YOU LET ME KNOW SO I CAN CORRECT IT!!!

Send any corrections to Membership Secretary, ABATE of Oregon, PO Box 4504, Portland, Oregon 97208 or let your membership secretary know and have the membership secretary send me the correction. Also, if you know of anyone who is complaining because they aren't getting their newsletter have them send the correct address to me at the PO Box. I hear of incorrect membership cards, until I get a correction, **in writing**, I can't do anything about it. If you have turned a correction into your membership secretary and nothing has been done, let us know again.

Love Mother

SEPTEMBER 1 1989 MEMBERSHIP BY CHAPTERS

CHAPTER	TOTAL SEPT 1 89	GAIN/LOSS SEPT 1 89	TOTAL AUG 1 89
CENTRAL OREGON	39	-15	54
CLATSOP COUNTY	57	0	57
COLUMBIA COUNTY	39	0	39
COOS COUNTY	43	1	42
DOUGLAS COUNTY	57	-1	58
INDIAN CREEK	62	4	58
JACKSON COUNTY	102	-1	103
JOSEPHINE COUNTY	79	-4	83
KLAMATH FALLS	11	-2	13
LANE COUNTY	38	-1	39
LINCOLN COUNTY	71	9	62
MT HOOD	43	9	34
NE PORTLAND	131	0	131
SALEM	73	-2	75
SE PORTLAND	83	-9	92
TEAM TOTEM	35	0	35
WASHINGTON COUNTY	35	0	35
YAMHILL COUNTY	55	-6	61
TOTAL MEMBERSHIP	1,053	-18	1,071

A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING

Minutes for September 9, 1989

Nothing was turned in.

CHAPTER REPORTS

CENTRAL OREGON

Hello

Debbie Youngs has been doing the ground work for a Toy Run for the Abused Children of Central Oregon.

Randy and I would like to thank the Chapters of Douglas and Coos County for the great time we had at Windy Creek.

It took me a couple of days to get my voice back after working the BikePAC Booth at the State Fair. Boy, oh Boy, did we get wet on the way home!

Still getting organized after elections. Trying to come up with some fund raisers for this winter, which is coming all too soon for me.

Till next time
Terri

CLATSOP COUNTY

(No Report, Second Time)

COLUMBIA COUNTY

(No Report, Third Time)

COOS COUNTY

Hello again from the South Coast. Fall is upon us and the crazy days of summer are almost a memory. Over here on the coast, as I write this, we have been having a few real good days of riding weather. The only thing that would make the rides truly great would be to feel the wind through the hair (no helmet!). BikePAC petitions are out now and I'm hoping everyone is actively going out and getting signatures. Once and for all let's stand up and conquer the helmet law; it may be our last chance.

I would like to thank a few people who came over the river and through the woods to attend our Casino Night July 29th. Thanks Trike Bob and Trike Terri, D.J. and the others from Cave Junction and Grant's Pass. Thank you, mucho! Thanks has always been there just a little late.

We have already started gearing up for our 2nd Annual Thanksgiving Food Drive-N-Ride in November. Last years food drive went great. In really a short amount of time, we gathered together \$600 cash donations and over 600 lbs. of food; excellent timing because Salvation Army's cupboards were bare. This year, we plan to do even better.

Well, I seem to be running on and on. I better sign off and get this out to the mailbox. Keep the Shiny side up. Adios.

Maria

DOUGLAS COUNTY

I'm the new secretary for Douglas County. This is all new to me so please put up with me until I get the hang of things (including this typewriter).

Windy Creek was a great success. No dollar amounts as of yet, but there was a good turnout. Our thanks to Coos County for their generous help and support. Without it, we couldn't have pulled it off. Thank you.

We have tentative plans for a Casino Night early in November. Watch the Newsletter for more info.

That's all for now. I hope this will be a long and successful relationship. Remember to write those letters. Lets get these helmets off. If I can dig out an old typewriter anybody can.

Marty

JACKSON COUNTY

Hello from the South.

To start, I need to apologize for not getting our report in last month. I had it written, but just couldn't get it to Pete in time. So!

I don't know how the State Board Meeting (9-9-89 at Touville Park) went as I'm writing this just prior to it. I hope that your reps and guests all had a good time. Casino Night was after the meeting. So tell you later.

Now the future. October 28th at 8 p.m.

we will host the Frosty Pumpkin, Black Cat Ball. Fliers should already be going around. This looks to be a very good time. Costumes and prizes for a few things.

Our Elderly Dinner is tentatively set for November 18. Then our Annual Toy Run on December 2. We are looking at having our Celebrity Item Auction at the same time. We have gotten some very nice things from some interesting Celebrities. So info will be forth coming. CHECK IT OUT!

At this time of the year we are looking for replacements for the Board. Elections will soon be upon us, and we are hoping to be ready this year.

We will be very busy the rest of this year and next, gathering signatures to put our initiatives on the 1990 Ballot. It is going to take all of us working together to do it. So, hey, let's just do it!

Our sincere regrets at Doctor Dave's death. A believer in the cause of ABATE. Always ready to help the organization or person. Most of all, a friend. I myself and all of us here in Jackson County will miss him very much.

Until Later.

Jackson County Coordinator
Fuzz #2

JOSEPHINE COUNTY

With summer now behind us and winter dead ahead it's time for some indoor activities. We are planning our 1st Anniversary Dance and Swap Meet on November 4th at the Jerome Prairie Community Center. There will be overnight places available for out of towners. For more info call Trike Terri, 862-2594. We will send fliers to Chapters.

On September 16th we participated in a Nonprofit Organization Information Fair in Grants Pass. No petitions were allowed, but we could talk to the public about our stands on the issues. We set up a Helmet display and had a small selection of Bikes to let people know we are not just Harley Riders anymore.

Stay warm out there!
Trike Terri

KLAMATH FALLS

(No Report, Second Time)

LANE COUNTY

If you missed our Labor Day Run, you missed a real kick in the ass time. I'd like to thank Josephine, Douglas, Coos, and S.E. Portland Chapters for showing up to help make our run a great time. I'd also like to thank all of our members who worked so hard to help pull it off. Our next one should prove to be even better! That's all for now.

Harley

LINCOLN COUNTY

We have kept very busy this summer, dodging the raindrops on occasion. If you attended Beaver Creek, you know what I mean.

It may sound early to you, but we have started organizing our Senior Thanksgiving Dinner that we do each year. It takes awhile to get it all together and then have only two days of actual work. It is a very special time for our members and the seniors.

We really enjoyed hosting the State Board Meeting in August. It gave our members a chance to see and meet the people that are in charge of our organization on the State level. It is nice for the State Officer to be able to come to the coast and relax. There is nothing wrong with mixing business with pleasure. The only work time was at the Board Meeting. The rest was party time. (Ask Roger about it).

We are now having our summer on the coast. The weather is beautiful, a good time to ride. The evenings are warm, also.

By the time you read this, our Trap Shoot will be over for this year. The same for our Poker Run. It is sure nice to plan these for fall on the coast.

More on summer weather on the coast next month.

Ride Safely....
Millie

MT. HOOD

Hi again from Mt. Hood. Did you people see our fliers for our Care Run? Nice, huh? George Jackson, our State Rep. did it for us. Thanks George, nice work!

We are getting all excited with gathering signatures for the petitions. We realize the hard work ahead of us, but we realize the importance of our freedom. If we don't work for it, it just won't happen. So we hope everyone out there gets busy. Togetherness! That's where it's at. We can do it. So members, pay attention to the dates, make it to your meetings, be informed!

I do hope all of you have marked your calendar for November 18th, our Care Run.

Until next time.

Ride Safe & Cool
Adios, Angie

NE PORTLAND

Well, it's over! At least it will be when you read this. I hope your summer was fun. Speaking of summer, if you didn't make it to Summer Run, you missed a good time, with very little rain. Generally speaking, the weather was perfect, considering we only woke up one of the two mornings with rain in our tent. The following was brought to my attention shortly after the run, and I feel it is important enough to ask Donna to print... A small, short legged, female, black, short hair mini-lab, who answers to "Jugs" is missing from Summer Run. Probably due to the fireworks Saturday Night. But the owner, Mark, is naturally upset and would like any information that may lead to the return of "Jugs". If you know anything about the disappearance of her, please contact Mark at 245-5611. I know he will appreciate any information.

It's "Toy Run" time again. Gary Martin and Mike Hodge have informed their Toy Run Committee and are off and running. The first benefit is scheduled at the Joker's A.B.A. Hall, September 30th. The second benefit will, of course, be the Halloween Party at the Stagecoach Saloon, October 28th. (Look for the flier in your newsletter). Please come and support this cause that really needs and appreciates our participation.

Last night, September 13th, I attended a very moving memorial service for one of our brothers. His name is "Doc" Dave. Dave, if you remember, rode the Four Corners Run last year, along with 3 others, gathering donations for Shriners Hospital. On September 6th, "Doc" Dave died suddenly of a Heart Attack. Needless to say, this is a great loss to all who knew him, and for those who only knew of him. A Memorial Fund has been set up at the hospital in memory of "Doc". If you are able, please make a contribution in memory of him, c/o "St. Helens" Rick or Gary Martin, through N.E. Portland Chapter, A.B.A.T.E. It not only will help the kids at Shriners, but will allow the ambition of "Doc" Dave to stay alive.

I intended to list the donators for Summer Run, 1989, however I do not have a complete list as yet. So next month I will be sure to do that. It's important to mention these people and companies because this is always one of the reasons the run is such a success.

Good-bye for now, and please RIDE CAREFUL.....

Barbara

SALEM

Greetings everyone! Wow, it's hard to believe that the year has passed us by so fast. But now it's time to start getting out some of that warmer riding gear, and get ready for some of our up coming events. Our Family Fun Variety Show is scheduled for October 21 at 7:30 p.m. in Salem at the Grand Theater, 191 High St., N.E., Salem. With all proceeds going towards our Thanksgiving Dinner Boxes and Toy Run to the State Hospital. We are needing help on the committees for the Dinner Boxes as well as the Toy Run.

The Thanksgiving Dinner Boxes will be delivered on November 22nd, food donations are being taken at our meetings for anyone who would like to, or can help. More information will be available next month. The Anniversary Party and Toy Drive will be held December 2nd. Fliers will be in the next issue as to the where's and when's. The Toy Run to the State Hospital will be December 24th, Christmas Eve Day. The time and starting location will be announced.

So with everything that's going on, we sure hope to see all those smiling faces that have been hiding in the wood work at our future meetings. So until then, stay happy and ride safe.

The H.D. Girls, Barb & Blair

SE PORTLAND

(No Report, Second Time)

TEAM TOTEM

*Team Totem is on the spot,
Last months letter we did not;
Now here we are, barely on time,
So you could read this little rhyme.
*Fifty five strong and doing fine,
Uhoh, what's my next line?
*Bikinis and hoses and water and soap,
washing cars for the kids,
to give them hope.
*Many people got wet,
which made for quite a site;
Everybody had fun,
and no one started to fight.
*We sold our old junk,
as if it were treasure,
and got from it good measure.
*Through Maria's magic,
and the help of friends;
our treasure went to the bank,
with dividends.
*The meeting at Medford,
so far away;
Therefore from going many did sway.
*But a kid on a Honda
saved the day;
he rode his 350 all the way.
*He toured many miles,
but his favorite spot;
was Crater Lake,
where he captured a rock.
*Now it can be seen on display,
at Team Totem Headquarters;
EVERYDAY.
*The time has come to say good-bye,
fore this letter has got to fly.

Justin

WASHINGTON COUNTY

For all you literary types, I am

writing this report in the present tense. It's Sunday afternoon, basking in the glow of a couple of fun days on the Washington/Columbia/Clatsop ABATE now classical End-of-the-Summer Run! Hats off to Squirrel and his people for setup and food, etc. delivery. A good time was had by all. Weather is good (Portland forecast, rain). Food was good. Ask anyone who went if it was good.

OK, remember - Washington County Toy Run, 1st Saturday after Thanksgiving. Filers soon to come.

Thanks to all who worked and partied at the End-of-the-Summer Run!

Tommy the Commie

YAMHILL COUNTY

Last time I wrote we were planning a group ride to the NE/SE Portland Run over Mt. Hood. By all accounts from those who went (and by the looks of them the next day at our meeting) it was a GREAT time. Thanks NE/SE Portland.

We recently set forward some chapter goals. The most important will be a hard drive over the next 10 months for signatures on the BikePAC petition; to be followed by an all out local advertising campaign before the election in 1990. Other chapter goals include donating firewood to senior citizens in the winter months; chapter letter writing on federal bills; seeking new members; and continuing our driver's ed presentations in local public schools.

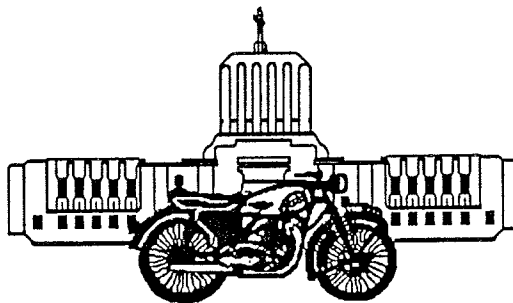
Some of our members petitioned at the State Fair with BikePAC. It was a good time and a good start on the petition drive. Thanks to everyone who put in their time and effort.

At our most recent meeting we wrote letters to our Senators and Representatives opposing S-1007, the federal seat belt and helmet law proposal. There were only seven of us at the meeting (it was Labor Day weekend) but we wrote 17 letters. It was a good effort and we plan to do it again soon.

Congratulations to Max and Melanie who were recently married. We wish you all the best.

Cindy

BikePAC of Oregon



news release

FOR IMMEDIATE RELEASE
September 13, 1989

CONTACT:

Brian Stovall	(503) 298-1317
Butch Harbaugh	(503) 363-6106
Steve Benson	(503) 399-7514

SUBJECT: Initiative Petition Seeks to Alter Helmet Law

BikePAC's first major effort at gathering signatures to place Oregon's helmet law on the 1990 ballot was a success. During the eleven days of the Oregon State Fair, more than 50 volunteers gathered over 5700 signatures. In addition, approximately 700 people were registered to vote.

Responses by the public made it clear that many voters were unaware of and did not participate in last May's referendum establishing a mandatory helmet law for all riders. Others, particularly senior citizens, are adamantly opposed to government interference in people's personal decisions. The comment, "I can make up my own mind," was often heard as voters signed the petition. Even many health care professionals signed the petition after realizing that they have been disinformed by the popular news media.

HELMET QUALITY: The U.S. Department of Transportation, whose DOT approval has been required on all adult-size motorcycle helmets sold in the U.S. since 1980, has not conducted helmet testing for more than two years, and testing prior to 1987 was "off-and-on." Virtually every state requires helmets to be DOT approved, and bear a sticker verifying that fact. According to DOT reports, 90% of the helmets tested off the shelves failed to meet minimum standards.

HELMET EFFECTIVENESS: Many helmets carry labels disclaiming their abilities to protect the wearer from impact, or warning of increased possibility of neck injuries while using the helmet. The Snell Institute, a leading authority on all types of helmets, has issued warnings advising consumers that some helmet retention devices (chin straps) are inadequate. The Institute has also asked for a recall of all Nolan helmets bearing a Snell seal of approval, stating that Nolan has "deceived, misled and endangered the public" by attaching the seal to helmets that have failed Snell's stringent impact test.

SOCIAL BURDEN: Helmet law proponents claimed that allowing motorcyclists helmet choice leads to higher insurance rates for all drivers. Since passage of the helmet law, all vehicle insurance has continued to rise at rates similar to before the law change. This is not surprising in light of the fact that 1.6% of Oregon's 1987 vehicle accidents involved motorcycles, while they make up 3% of vehicle registrations. In contrast, 93.6% of accidents involved passenger cars, which make up only 80% of vehicle registrations. (Oregon Motor Vehicles Division data for 1987)

NEWSLETTER EDITORS SOAPBOX

A "shock heard around the world" was the recent U.S. Supreme Court's decision that burning the flag is a First Amendment right and "freedom of expression".

Isn't it time to take another look at where this United States of America is headed?

My hat is off to a handful of ABATE members who made the time, this last Saturday night, September 23, to try and answer this question.

They proceeded down to a little bar in old town Portland to stop an "ignorant commie" named Tim Brooks, who had announced earlier in the week, on a local radio station (KEX), that he was going to stage a "Flag Burning" at The Blue Gallery Tavern at 222 N.W. 10th.

Our own Gary "Sarge" Martin called KEX and was able to rebut his claims on the air (the radio station replayed this several times during the day), and let him know he wouldn't be successful.

On Saturday night armed with water pistols, water balloons, Jolt Cola, and anything else wet and nonflammable, 15 Bikes, approximately 20 to 25 people, arrived at the Blue Gallery Tavern and awaited the announced event. They were only able to desecrate the flag with lighter fluid before our people were there to extinguish the flames.

Harsh words were exchanged and our members were kept busy moving from one person to the next blowing out matches and taking away their flags.

When it was all over and the crowds dispersed, 6 police cars pulled up and blocked the street. The policeman saw 2 of the motorcycles were parked in a yellow zone and took their book out, questioning why the motorcycles were parked there and what had taken place. Some of the members explained that they were stopping a flag burning from taking place, and Portland's finest put his ticket book back in his pocket and walked away.

The members proceeded to tie the main flag to the back of Gordan's Motorcycle and headed for the Totem Pole.

Most of the participants on the right side were Vietnam Vets. Most of the "flag burners" were "young, puke, leftist commies". (Did I get it right Don?)

Don Miller, who I interviewed for this piece, told me that the flag will be dedi-

cated to "Sarge" for honored and proper disposal. Sarge went down on the freeway before the Saturday Night event. He was rear ended at about 40 - 45 mph.

He's doing okay. He has a broken shoulder and a lot of bumps and bruises.

I have included an article this month called "The Flag". Be sure and read it. It shares the feelings of many of us who are questioning our supreme court and our government at this point for making such an outrageous decision.

Ride Safe and Free
Donna

Reprinted from
HOT FLASHES! - SUPERCYCLE

OREGON GEARING UP FOR BATTLE

Oregon motorcycle riders, who have been suffering a mandatory lid law since last year, have organized a political action committee to carry the fight for biker rights into the state's legislative chambers.

Organizations contributing to the formation of BikePAC of Oregon are ABATE of Oregon, Association for Motorcyclists of Oregon, Christ's Disciples Motorcycle Ministries and the Independent Information Project for Motorcyclists.

"This organization represents the most complete and cooperative political effort ever by motorcyclists in Oregon," a spokesman said. "The organization is dedicated to the protection and enhancement of motorcycling in the state of Oregon through political action, safety and education programs."

"The members of BikePAC of Oregon realize that it is up to motorcyclists to establish and promote rational approaches to motorcycle safety. BikePAC of Oregon is working to develop rider education programs combined with improved licensing tests as an essential element of safety. Since auto drivers are at fault in over half the accidents involving a car and a motorcycle, efforts are needed to educate auto drivers."

The Oregon PAC was established with the help of a similar program that has operated in Washington State for some time. END

Reprinted from
JERSEY ABATE
September 1989

GOGGLES AN ISSUE

By Mike T.

NEW JERSEY STATUTE, 39:3-76.8 Goggles or face shield to be worn by motorcycle operator.

No person shall operate a motorcycle unless he wears goggles or a face shield of a type APPROVED BY THE DIRECTOR. The director is authorized and empowered to adopt rules and regulations covering types of goggles and face shields and the specifications therefor and to establish and maintain a list of approved goggles and face shields which meet the specification as established hereunder.

That fellow A.B.A.T.E. members is taken right out of the law books. Recently, a member was verbally abused after taking and passing the motorcycle road test by some assistant supervisor for not wearing D.O.T. approved eye wear. The guy who was administering the test passed the member and got into a heated argument with his supervisor as well as the member over the issue of proper eye wear. When it was explained to this official of the D.M.V. that there is no such thing as D.O.T. approved eye wear, he suggested that the member try looking in another store. I looked into this matter, and after some ten to fifteen calls to the various departments of the D.M.V., I find myself still shaking my head. Everyone I talked to, recited the law at the top of this article, but no one was able to find a copy of the so called list or just what department is in charge of keeping the list that the director is supposed to maintain. I finally contacted someone from the Auto Engineering Standards Dept., and was told that the state has not received it's list of approved eye wear from the D.O.T. for some time and that the list was very long. Also, that the state would accept any eye wear that had the marking Z-87.1 or Z-2.1. I called the D.O.T. myself and asked for a recent copy of the approved list.

NOW HERE'S WHERE IT GETS INTERESTING; I spoke with a Ron Engle of the Motorcycle Safety Dept. of the D.O.T. and he told me that he never heard of a list of D.O.T.

approved goggles, and that to the best of his knowledge there never was a list. Ron called me back two days later to inform me that he is still looking for an answer to our problem. So if New Jersey is telling us to wear D.O.T. approved goggles and there is no such thing as D.O.T. approved goggles, WHAT ARE WE SUPPOSED TO DO??, What I find totally amazing about this whole mess, is that the police can't memorize the Marainda rule, they have to read it off of a card they carry. How in the hell do they know what's proper eye wear, especially if everyone in Trenton is saying that the so called approved list is so long. END

Reprinted from
A.B.A.T.E. of CHEYENNE

WHICH ARE YOU?

Are you an active member,
The kind that would be missed,
Or are you just contented
That your name be on the list?

Do you attend the meetings
And mingle with the flock,
Or do you stay away and
Criticize and knock?

Do you have an active part
To help the work along,
Or are you satisfied to be
The kind that "just belongs"?

Do you ever go to visit
A member that is sick?
Or leave the work to just a few
And talk about the "click"?

There's quite a program scheduled
That I'm sure you'll hear about,
And we'll appreciate it if you, too
Will come and help us out.

So come to all the meetings
And help with hand and heart
Don't be just a member,
But take an active part.

Think this over, member,
You know the right from wrong.
Are you an active member
Or do you "JUST BELONG"?

END

Reprinted from
ABATE of CALIFORNIA
August 1989

MOTORCYCLE HELMETS CAUSE CANCER

by Joe Naiman

Proponents of motorcycle helmet laws may claim that this headline is a desperate reach to discredit the benefits of motorcycle helmets. In actuality, it illustrates a fundamental flaw in the Social Cost Theory.

While wearing a helmet can be beneficial in many circumstances, not even proponents of helmet laws have claimed that wearing a helmet makes one immortal. (They wouldn't give us something we could disprove that easily.) Since we are doomed to die from the day we are born, those who survive motorcycle accidents, helmeted or not, will eventually die of some other cause. Thus motorcycle helmets, while saving lives, will lead to an increase in deaths from cancer, heart attacks, internal organ failure, strokes, and every other cause of death.

The death statistics are thus shifted, rather than eliminated. The motorcycle riders will die sometime after the accident, the only difference a helmet makes is when and of what cause.

Therefore, the Social Cost Burden which is used to promote helmet laws is invalid. Those who survive motorcycle accidents because they were wearing a helmet will die later from some other cause of death. This cause of death will also probably lead to lengthy hospital stays and a heavy financial burden on the family, the victim's insurance company, or the taxpayers.

Being in one's 100's, 90's, 80's, and 70's produce higher mortality rates than motorcycling. This is due not to any hazards taken by senior citizens and very little of this is due to the increase in accidents and mistakes due to their physical and mental infirmities. Rather, these people have survived until the end of their natural life-span. The higher mortality rates and hospital costs incurred by such people does not deter others from desiring to reach such a "dangerous" age, nor does it provoke government to discourage advancing age (although motorcyclist George Clayton Johnson wrote Logan's Run shortly after the Motor

Vehicle Safety Act of 1966, having extrapolated from contemporary trends and perceiving such government policy in the future). Yet morality awaits those who survive to reach "old age".

The burden of medical costs for those involved in accidents would not be eliminated by enactment and enforcement of motorcycle helmet laws. It would merely be delayed until the motorcyclist becomes ill or dies of some other cause.

(Author's note: This is a first attempt at illustrating the flaw of the Social Cost Theory. All comments and criticisms are welcome, with the hopes that this argument will be revised and improved in the future. Send all suggestions to the MRF or to: Joe Naiman, 5162 College Gardens Ct., San Diego, CA 92115. Reference credit will be given by the author to those with useful suggestions.) END

Reprinted from
ABATE of PENNSYLVANIA
AUGUST 1989

THE RIGHT

by Johnny Lee, Member of the P.M.B.

What has happened to our freedom
Seems to me to be going fast
We once made our own choices
That day seems now long past
They say people are not the same
That no one knows the mind of his
brother

Does that give us the right
To decide what's right for the other
You'll not sink your fingers into me
You'll not control me
That's what America is all about
The right to Choose, to be free
People have shed their blood
To keep my right to choose
To give me the freedom they believe in
The same freedom you now abuse
The Japs have tried to take this
country

They lost; the Germans, too
As my Father fought against them
So now I fight against you
This is my life
It's my right, I'll decide
If I choose to ride without a helmet
Then, by God, I will ride END

DO HELMET LAWS REDUCE THEFTS?

What do you do if you want to reduce motorcycle thefts?

Introduce a mandatory helmet law with fines.

Farfetched as that answer may seem, motorcycle thefts dropped dramatically in three countries with the introduction of laws that fined motorcyclists for failure to wear helmets.

In London, where a helmet law was enacted in 1973, motorcycle thefts fell 24 percent; two years later in the Netherlands, a similar law reduced thefts by 36 percent; and in West Germany where on-the-spot fines were introduced in 1980, motorcycle thefts plummeted 60 percent.

Researchers in England and the Netherlands first noticed the effect of helmet legislation on motorcycle thefts almost in passing. Analysts concluded that "these declines were presumably the result of opportunistic thefts being made more difficult by the need for the thief to have a crash helmet in his possession; otherwise, he would quickly be noticed and suspected of stealing the motorbike."

Research in West Germany, where there were 100,000 fewer motorcycle thefts in the six years after fines were introduced for noncompliance of the helmet law, indicates that motorcycle stealing did not shift to any other likely form of crime.

Spontaneous thieves, usually young males, steal for short-term purposes such as joyriding or temporary transportation. Displacement targets would most likely be a car or bicycle. In West Germany the fall in the number of motorcycle thefts "by no means" matched an equivalent increase in either car or bicycle thefts. In fact between 1982 and 1986 bicycle thefts declined - 50,000 fewer than in 1980.

For copies of the study entitled "Motorcycle Theft, Helmet Legislation and Displacement" by Pat Mayhew, David Elliott, and Ronald Clarke, write: Ronald Clarke, School of Criminal Justice, Rutgers University, 15 Washington Street, Newark, NJ 07102.

From the IIHS Status Report, Vol. 24, No. 5, May 20, 1989. END

SEPTEMBER 1989

ROSS LANGLITZ

"THE MOTORCYCLIST'S TAILOR" DIES

Ross Langlitz, founder of Langlitz Leathers in Portland, Oregon and the man credited with first putting zippered sleeves in motorcycle jackets, died recently at his home on the Oregon Coast. He was 70.

Ross was a motorcycle enthusiast from an early age. At 17 he lost a leg in a motorcycle accident, and the doctors told him he'd never ride again. To prove them wrong, the first thing he did after leaving the hospital was to ride back there on a Harley.

Ross never thought of himself as "handicapped". In fact, "Jake", as he called his wooden leg, inspired many practical jokes on his riding buddies over the years. Motorcycling seemed to be in his blood. He was a keen racer and won numerous trophies for his skill on two wheels. He also loved to go on road runs and Gypsy Tours.

After working as a mechanic in Harley-Davidson shops in both Phoenix and Portland, Ross learned the leather trade as a glove maker.

Frustrated by the fact he was unable to find high-quality and well-fitting garments that could withstand the rigors of motorcycle racing and touring, he decided to make himself a set of leathers on an old sewing machine in his basement. Soon, other riders admired his workmanship and asked him to build leathers for them.

By 1947, demand for his garments was strong enough for him to move out of the basement and open Langlitz Leathers.

Ross Langlitz designed jackets and pants to suit a motorcyclist's needs. In the process, he created leather designs that have been copied for over 40 years.

Ross' reputation was built upon his insistence on high quality. Today, customers from around the world are willing to wait months for heavy-duty custom garments that are still hand-cut and sewn from his original patterns.

Ross is survived by Mavis (his wife), three daughters and four grandchildren.

END

CHAPTER ADDRESS AND CONTACT PERSON(S)

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Don and Teresa Nothem, 325-8723

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For info:
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Lee Hildebrand, 556-2451

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Allegany, OR 97407

For info:
Bob or Maria, 269-5419
(days until noon, eve. after 6)

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For info: Joy Hoover

JACKSON COUNTY
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For info:
Peter Karpa, 776-4558 or
Paul Warrender, 772-7344

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WASHINGTON COUNTY
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Paul, 640-2858 or
Tom, 662-4742

YAMHILL COUNTY
P.O. Box 1179
McMinnville, OR 97128

For info:
Cindy Butman, 472-0114

YOUR FLAG

Hello. Remember me? Some people call me Old Glory, others call me the Star-Spangled Banner, but whatever they call me I am your flag, the flag of the United States of America.

Something has been bothering me, so I thought I might talk it over with you - because it is about you and me.

I remember some time ago, people would line up on both sides of the street to watch the parade, and naturally I was leading everyone, proudly waving in the breeze.

When your daddy saw me coming, he immediately removed his hat and placed it against his left shoulder so that his hand was directly over his heart - remember?

And you, I remember, were standing there, straight as a soldier. You didn't have a hat, but you were giving the right salute. Remember your little sister? Not to be outdone, she was saluting the same as you, her right hand over her heart - remember?

What happened? I'm still the same old flag. Oh, I've added a few more stars since you were a boy, and a lot more blood has been shed since those parades of long ago.

But now, somehow I don't feel as proud as I used to feel. When I come down your street, you just stand there with your hands in your pockets. You may give me a small glance and you look away. I see children running around you shouting they don't seem to know who I am.

I saw one man take his hat off, then he looked around, and when he didn't see anybody else take off his hat, he quickly put his on again.

Is it a sin to be patriotic today? Have you forgotten what I stand for and where I have been? Anzio, Guadalcanal, Korea, and Vietnam!

Take a look at the memorial honor rolls, and see the names of those patriotic Americans who gave their lives to keep this Republic free. When you salute ME, you are actually saluting THEM.

Well it won't be long until I'll be coming down your street again. So when you see me, please stand straight and place your hand over your heart, and I'll know that you remembered. I'll salute you by waving back. END

The Rural Oregon Biker

A publication generated out of a love for
motorcycling and the need to preserve
the freedom to continue to ride.

\$6.50 per year (six issues) - free sample on request.



5224 Cherry Heights Rd.W.
The Dalles, OR 97058
Brian Stovall, Editor

Reprinted from
ABATE of Pennsylvania
Newsletter

**DOLLARS & \$ENSE
AND THE AMERICAN BIKER**

By Charles C. Umbenhauer

Considering the size and make up of the majority of motorcycle groups, whether it be clubs riding just for the fun of it or motorcycle rights groups fighting to preserve our rights and life-style, or the independent rider, motorcyclists have made some tremendous contributions to charities nationwide. I wouldn't hesitate to say that bikers coast to coast have raised millions, yes millions, of dollars for such worthy causes as Muscular Dystrophy, Easter Seals and other health related organizations.

While all these organizations are doing a fine job supporting individuals who need their various services, the truth is they can't do a single thing to help with the problems that motorcyclists are faced with today.

This is where the real dilemma comes in. There are individuals and organizations that are fighting for your rights as motorcyclists and at the same time they are fighting to preserve their very existence. A lot of Bikers would rather not become involved with rights organizations and the political process for one reason or another. Unfortunately, this type of attitude, if adopted by enough individuals, will in the end do us all in. In just the past two relatively short years, we have seen three wheeled ATV's banned from the marketplace as unsafe. Senator Danforth introduced legislation proposing the banning of some so called "superbikes". We have seen insurance companies compile blacklists of motorcycles that they would no longer insure. All across this country there has been numerous anti-motorcycle legislation introduced, everything from reinstating mandatory helmet laws to park bans.

So what can the American Biker do to turn the tide on all this negative motorcycle legislation? Well, the first thing you can do is pick up your pen and write your state legislators and let them know how you feel about any pending motorcycle legislation in your state.

For approximately \$70.00 a year (less

than the cost of a decent accessory for your motorcycle) you can support every major motorcycle rights group in the country and help protect YOUR right to ride. Here is a breakdown of a suggested contribution plan.

SUGGESTED CONTRIBUTION PLAN

A.M.A.	\$20.00
AMPAC	\$10.00
Your State Rights Group	\$15.00
Your State's PAC	\$10.00
Motorcycle Riders Foundation	\$15.00

This is my suggested list for the following reasons:

The AMA is the largest and oldest of all of the motorcycle rights organizations. They provide excellent legislative support to state rights organizations. AMPAC is their Political Action Committee that helps legislators on the federal level who are sympathetic to motorcyclists and the issues of importance to them.

Your state's rights organization, whether it be an ABATE, MMA, MMRA, RIMA, FORR, TMRA, or some other group, deserves your support. These are the individuals who safeguard your rights on the home front. Many state's rights groups now have PAC's (Political Action Committee) and they serve as an additional support group within your state.

The Motorcycle Rights Foundation is based in Washington, D.C., and can provide states with additional legislative information and assistance. They are presently printing the American Bikers Journal, which is one of the most informative legislatively geared motorcycle publications in the country. They are responsible for hosting the annual Meeting of the Minds, which brings Rights Group Leaders from across the nation together for three days of intense workshops and seminars.

How important is all of the above? I think it is as simple as this. If you don't take the time right now to write that legislator and then mail those checks, don't worry, you'll have plenty of time on your hands later, when motorcycles are legislated off the roads. Don't put it off, the people who are making the laws aren't

THINK ABOUT IT!!! END

THE MOTORCYCLISTS BURDEN

by Paul Velte, Attorney

The government should require motorcyclists to wear a helmet, many say, because motorcyclists otherwise create too great a burden upon the rest of society, and no one should be permitted to impose such costs upon the rest of us. This argument assumes that helmets are effective and really would reduce the costs imposed upon society. That helmets are effective at reducing medical costs or saving lives is not an established fact, but such fact will be assumed here. It will be assumed here that helmets are not only effective, but extremely so, at both saving lives and reducing medical costs. None the less, as will be shown, the government should not mandate the use of helmets for two reasons. One, because other groups impose similar and sometimes far greater burdens upon the public, and two, because governmental generosity in the form of public assistance cannot rightfully be considered to be a "burden" that justifies eliminating the freedoms of the very people it was designed to help.

The "public burden" argument asserts that unhelmeted motorcyclists of this state are a burden on the rest of us every time they smash their heads because, supposedly, taxpayers will have to pay for the added injuries that a helmet would have prevented. Senator Ted Lyon (Texas) and others say that the state has a right to require motorcyclists to wear helmets in order to reduce costs on the government's various welfare programs. Well, if this is true, then what else may the state do to reduce the costs of these programs?

Is it not true that a lifetime of bad eating habits and obesity will cause significant and expensive health problems later in life? The costs of medical care for the elderly are enormous, yet these sums are regularly spent in attempts to extend a life sometimes only a few years. If someone adds to his medical problems through a lifetime of smoking or drinking or cholesterol or inactivity, do not the rest of us end up paying for it? Does this fact give the government an interest in controlling our diets or in mandatory regular exercise? Yes, it does; clearly

the government is interested in what we do when what we do imposes costs upon the government, but this fact does not justify laws that destroy the freedom to live as one chooses because society - via government - voluntarily assumed the responsibility of aiding those persons in need of aid.

There are many pursuits of life that involve a good deal of risk and cost. Skiing, gymnastics, hang gliding, mountain climbing, boxing, river rafting, sky diving, swimming, and even sex all cause a great deal of injury, death, and concomitant costs each year. Why have motorcyclists been singled out for special treatment? Motorcyclists, as taxpayers, bear the costs of other persons who take risks in pursuit of their happiness; motorcyclists do not think it unfair to insist upon similar treatment. Helmets simply will not reduce costs to society in any significant degree because even if effective, motorcycle related injuries already account for such a minute portion of the total injury picture, and because it is the motorcycle itself, and not the lack of a helmet, that presents the real risks.

When the various governmental welfare systems existing today were created, no mention was made that the government would also acquire the right to regulate individual conduct. No one dreamed the Orwellian dream that such programs would, in turn, become the reason for telling people how to live or pursue their individual happiness. Yet this is where we find ourselves today. If one accepts the public burden argument as a valid operating principle upon which to make social policy decisions, then the price of welfare can no longer be measured in budgetary dollars alone. Welfare systems, particularly those dealing with medical care, were created to help those persons who, in the course of their lives, were unable to afford the care their situation demanded, whatever that situation might be. Now some people would prefer to control the activities of a free people, so as to decrease the burdens on welfare, rather than to end the welfare that gave rise to the problem.

This situation is not without analogy. Suppose you offer to help someone through college. After they begin, you discover that you do not like the added cost of

the courses, and, to decrease those costs and to promote your view of what is best for the student, you begin to dictate what courses the student must and must not take. Just as the student could quit school if he does not agree to your terms, a motorcyclist can stop riding if he does not want to wear a helmet, but, there is one important difference: The student might find a way to continue school with course work he prefers, while the motorcyclist cannot opt out of the government's welfare program in order to ride helmetless. Thus, it would be like telling the student that, even if he could find his own money to pay for college, since he had already accepted the help from you, he still must abide by your dictates.

If those legislators in years past who created the various welfare systems we have today, had foreseen that future generations would try to limit personal choice based on the costs those choices incur upon public assistance projects, one might seriously doubt that many would have voted for the programs. After having made an offer to help, the government cannot rightfully then turn around and insist that we do things so as to reduce our reliance upon the government's help. Every American should reject the "public burden" argument, and all that it entails. END

HALL OF SHAME

Abuses of Power: Employers Who Forget It Is Still a Free Country

UNION MUTUAL HEALTH INSURANCE, PORTLAND, ME (3,700 employees): Union Mutual's policy is simple: no smoking in the building. Employees wishing to smoke are invited to go outside and savor the fresh air of a bracing Maine winter. They do promise, however, to pry frozen employees out of the ice come spring.

BLUE CROSS/BLUE SHIELD, CHARLESTON, WV (650 employees): If you're a smoker looking for a job in the insurance business, forget Blue Cross of Charleston. They will not hire smokers or allow any smoking at company headquarters.

LINCOLN NATIONAL CORP., FT. WAYNE, IN (3,000 employees): This Hoosier State

insurance company bans smoking on all corporate property. If they own it, you can't smoke on it.

"We feel we're on the cutting edge of this issue," a Lincoln spokesperson boasts. Enough said.

U.S. WEST COMMUNICATIONS, OMAHA, NE (12,000 employees): This multi-state phone company is a real wrong number for smokers. Don't even think about smoking on company property, indoors or out.

LITHO INDUSTRIES, RALEIGH, NC (200 employees): Litho, a printing company, refuses to hire anyone who has used tobacco in the past year. Ironically, the man behind the policy, Stanely Morris, vice-president of manufacturing, would not be eligible for employment at Litho were he to apply today: he has been a nonsmoker for only ten months.

"In the future", says Morris, "we plan to treat the smoker as we would anyone with a serious problem, e.g., an alcoholic - establish a treatment program for them." A better treatment program might be one designed to subdue overly zealous ex-smokers like Morris.

FEDERAL EXPRESS, MEMPHIS, TN (16,000 employees): Employees may not smoke in the building, but, according to the public relations department, "customers and visitors can smoke anywhere."

We think Federal Express might be a nice place to visit, but we wouldn't want to work there.

GLAXO, INC., TRIANGLE PARK, NC (1,800 employees): "No smoking. Period". That's the word from Glaxo's Public Relations Department. Smoking is prohibited the moment employees come onto the pharmaceutical company's property.

They can smoke all they want to out on Alexander Drive, but once they turn onto Moore Drive, it's a no-no. Our advice: Keep on driving.

NORTHERN LIFE INSURANCE, SEATTLE, WA (200 employees): On Northern Life job applications, a question asks, "Do you smoke?" If you check "yes", you can reserve a place on the unemployment line.

Oddly enough, smokers who were hired before the policy went into effect can smoke in segregated area of the lunchroom.

Excerpts reprinted from
AMA GOVERNMENT RELATIONS NEWS
September 20, 1989 Press Release

AMA'S EFFORTS PROVE SUCCESSFUL IN GETTING ALL AGE RESTRICTIONS LIFTED ON PRIVATE PROPERTY IN ILLINOIS — All age restrictions have been removed for riders who operate off-highway motorcycles on private property in Illinois. END

Excerpts reprinted from
AMA LEGISLATIVE UPDATE
September 1989

CALIFORNIA HELMET BILL VETOED AGAIN, ALTERNATIVE BILL MAY PASS — For the second year in a row California motorcyclists faced a mandatory helmet law. Assembly Bill 8 passed through the California Assembly and Senate during the spring and summer, but was vetoed by Gov. George Deukmejian in July.

In vetoing Assembly Bill 8, the Republican governor asked for passage of a "compromise bill" which incorporates compulsory helmet use by riders under age 21. END

NHTSA REPORTS DECLINE IN ALCOHOL-RELATED MOTORCYCLE CRASHES — While the use of alcohol accounts for more than half of all U.S. motorcycle traffic fatalities, a new study recently released by the National Highway Traffic Safety Administration has found that the percentage of intoxicated motorcyclists in fatal crashes has dropped since 1982.

Increased public awareness, tougher laws and better enforcement, initiatives by the government and private agencies, and an overall change in irresponsible drinking habits have been cited for major reasons for the reduction in alcohol involvement. END

GEORGIA TO IMPLEMENT TIGHTER STANDARDS FOR MOTORCYCLE LICENSES — Georgia motorcyclists can expect to see several new changes in the state's motorcycle licensing program. Effective October 1, motorcyclists wishing to ride bikes over 500cc will be required to take a more rigorous written and rider skills test on that sized machine. It will also be

necessary for persons obtaining a motorcycle license for the first time to take an equivalent test.

As part of Georgia's overhauled licensing program, riders holding Class 2 (being re-designated as Class M) motorcycle operators licenses will be restricted to operating 500cc and under machines, unless they complete the rider skills test using a 500cc or larger bike. In addition, persons applying for a Class M license or renewing their license, will be required to show proof of bike ownership, including size.

Furthermore, riders now holding a Class 2 license at renewal time will lose their Class 2 privilege unless they provide proof that they still own a motorcycle. However, they will be grandfathered into the new system without having to retake the test. END

MOTORCYCLE EDUCATION COURSE SLATED FOR NORTH CAROLINA — In August, North Carolina's General Assembly ratified a bill which establishes the statewide Motorcycle Safety Instruction Program.

The state's first rider education program will be administered by the Department of Community Colleges subsequent to the nomination of a motorcycle safety coordinator who will be responsible for the planning, curriculum, and completion requirements of the program. The course will be offered at community colleges which choose to provide the program. END

OREGON GOVERNOR APPROVES NEW RIDER EDUCATION BILL — Oregon is the first state to approve legislation requiring persons under the age of 19 to complete a rider education course before they can receive a motorcycle license endorsement. In June, Gov. Neil Goldschmidt approved the measure, which takes effect on October 3. Oregon has offered self-funded rider education courses since late 1983. END

BENSBERG TO SERVE ON OHIO MOTORCYCLE SAFETY COMMITTEE — AMA Legislative Affairs Specialist Jim Bensberg has been appointed by Ohio Gov. Richard F. Celeste to serve on the advisory board of the newly introduced Ohio Motorcyclist Enrichment Program. END

ABATE PRODUCTS
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P.O. Box 4504
Portland, OR 97208

Attn: Members

Following is a list of products available through ABATE of Oregon, Inc. Products are another way of helping support ABATE. If interested, remember that you can order at larger quantities, also. Send your order to the address above, or the chapters listed below, depending on what you are ordering:

ABATE Supporter Pin	\$ 3.75
ABATE Eagle Pin	\$ 5.00
ABATE Eagle Pin (Wings Up)	\$ 3.75
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Fossil Pin	\$ 3.00
Year Bar (Indicate Year)	\$ 1.00
Chapter Rockers	\$ 3.00
Chapter Officer Rockers	\$ 3.00
ABATE Earrings (per pair)	\$ 7.00
ABATE Necklace	\$ 7.00
ABATE Logo Pin	\$ 5.00
ABATE Let Those Who Ride	
Decide License Plate Frame	
For Car	\$ 5.00
Stickers: Helmet Laws Suck	\$.50
Warning: ABATE	\$.75
Bumper: Helmet	
Laws Suck	\$ 1.00
10 Year Anniversary Pins	\$ 3.00
Courtesy Cards (50 for)	\$ 1.00
Indian Creek Patches	\$ 3.00

We also have ABATE Shirts and Fossil Shirts left over for \$10.00 each. Contact your Chapter Ways & Means Officer if you are interested.

LINCOLN COUNTY CHAPTER

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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.

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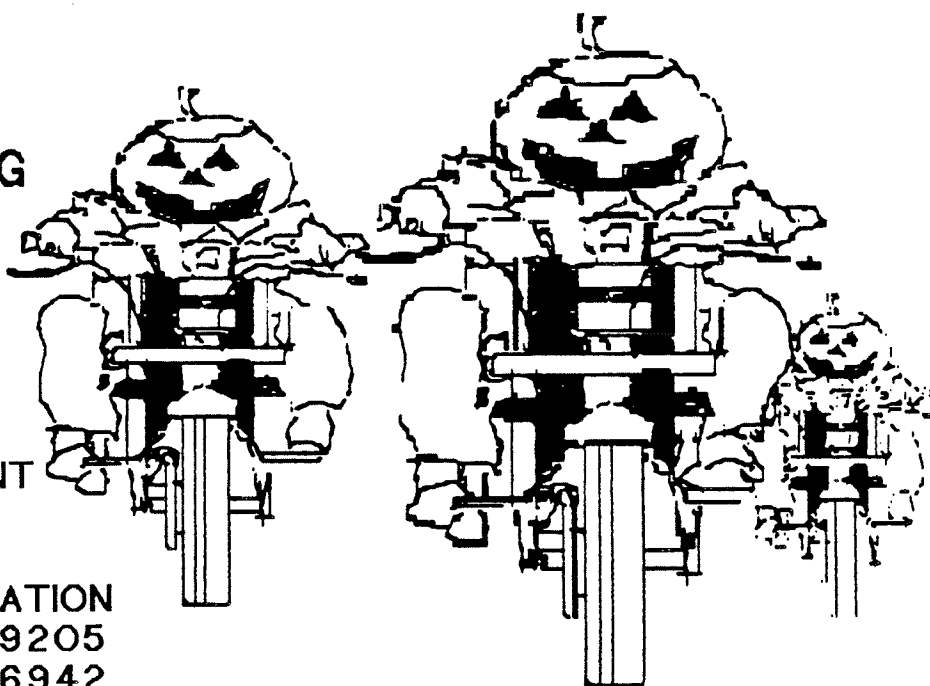
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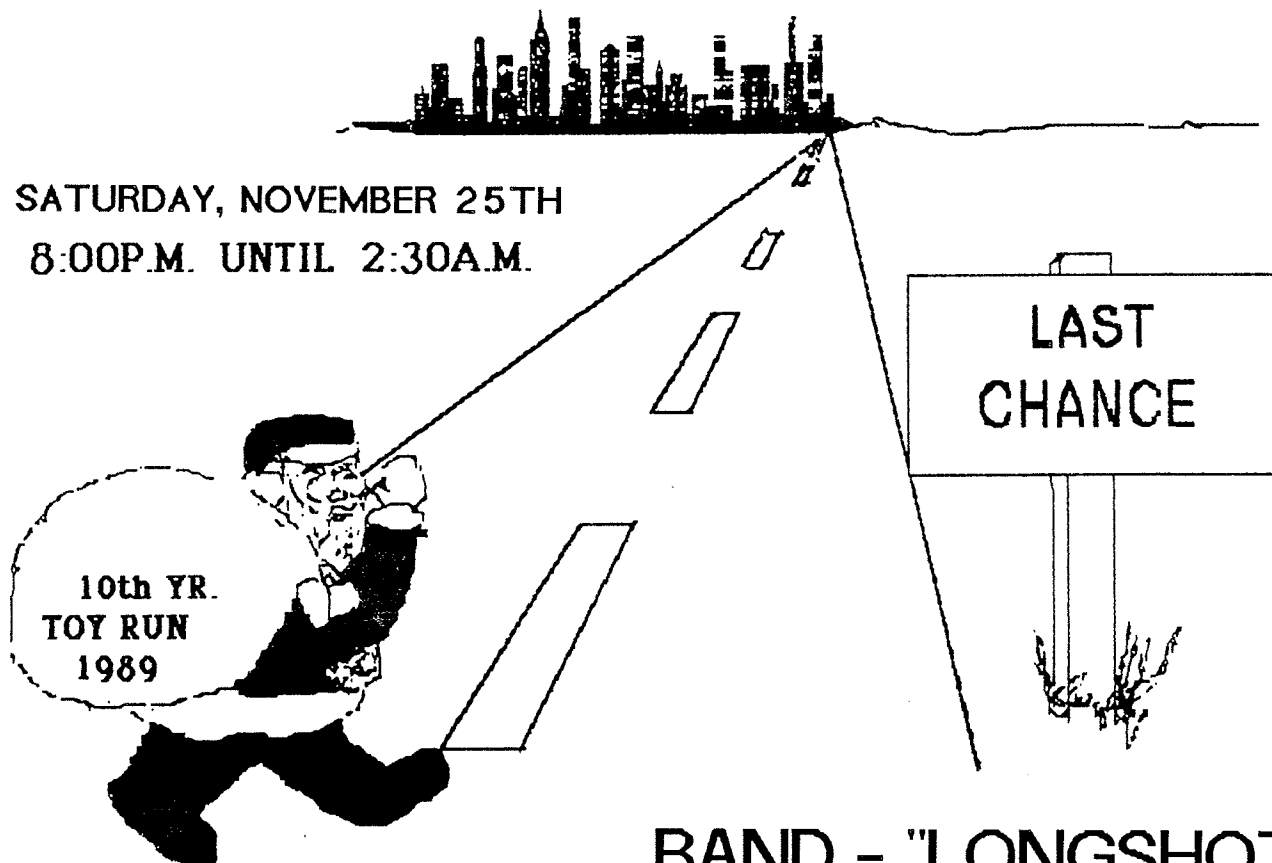
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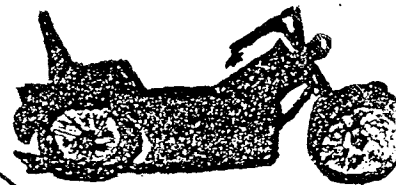
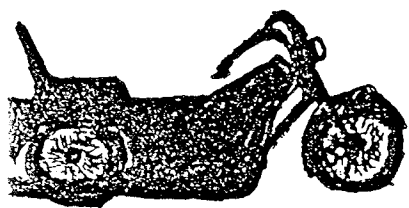
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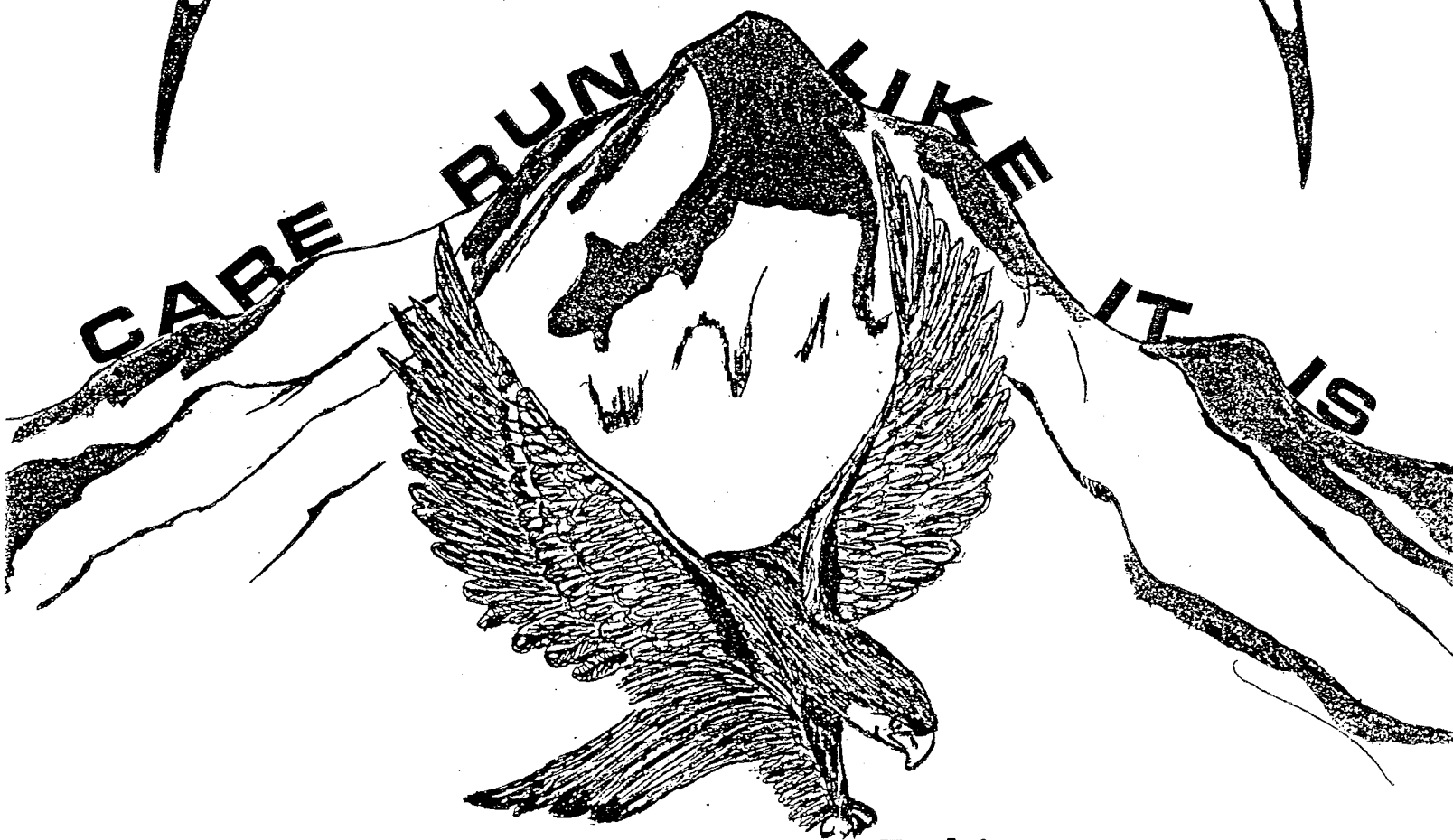


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DECEMBER 2

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Mike 1-659-9205

1989 TEAM OREGON RIDER COURSE SCHEDULE

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Date shown is first day of class.

ERC = Experienced Rider Course (One day class)

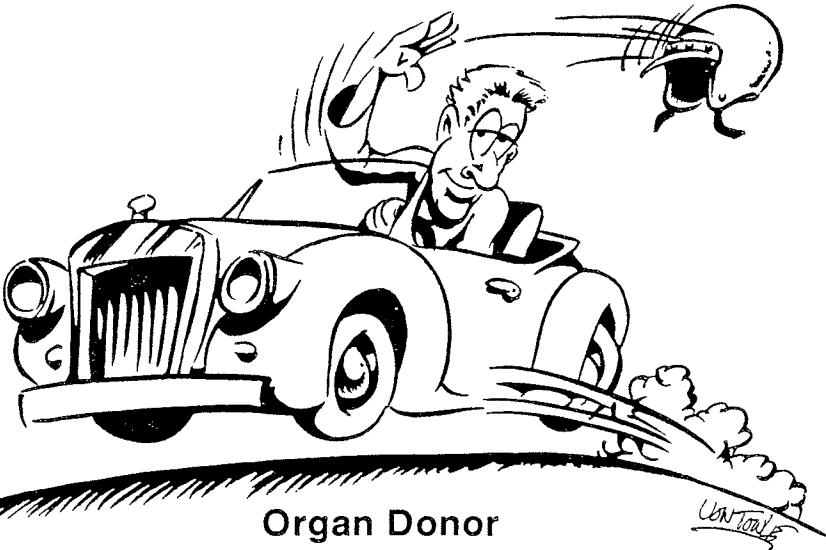
Check with Community College Registrars for complete details.

Mobile program schedule - not shown - Call 1-800-922-2022 for schedule of classes offered at locations not listed here.

OCTOBER

5 MRC:RSS Portland
5 MRC:RSS Lane
5 MRC:RSS Linn-Benton
15 ERC Lane

Freedom of choice.
It depends on how active you
are today (now) not tomorrow ...



**ELECTIONS ARE
COMING UP.
ARE YOU
REGISTERED
TO VOTE?**

"YOU'VE HAD A MOTORCYCLE ACCIDENT."

16 YEARS SUCCESSFULLY REPRESENTING MOTORCYCLISTS

31 YEARS OF RIDING

NO CHARGE TO TALK

CASH SETTLEMENTS WHEN YOU NEED IT MOST

NATIONWIDE LEGAL SERVICE

FOUNDER-BIKERS AGAINST MANSLAUGHTER

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YOU NEED

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Reprinted from
ABATE NEWS, A.B.A.T.E. OF INDIANA
September, 1989

INDIANA MOTORCYCLE DEATHS DROP DRAMATICALLY

Since the beginning of 1987, when ABATE of Indiana, the Department of Education, and the Governor's office, combined their resources to institute an aggressive campaign for motorcycle safety, motorcycle fatalities and accidents in Indiana have taken an unheard of drop. During the 1988 season, the motorcyclists in Indiana reduced fatalities and accidents by an incredible 31 percent. This leads the entire country, making Indiana one of the safest states to enjoy motorcycling.

The reduction in both accidents, and fatalities, in spite of Hoosier motorcyclists not having to comply with mandatory helmet laws, indicates that a responsible, educational approach by the motorcycling community, is effective.

Under the direction of the Department of Education and ABATE of Indiana, along with the Fort Wayne Police Academy,

Indiana State University, and Kokomo High School, over 1600 students have graduated from the Motorcycle Safety Program in 1989. Bringing the total number of graduates, in the past 9 years, to over 12,000.

In addition to motorcycle rider education, ABATE of Indiana has instituted an aggressive, "Ride Straight - Not High" campaign, to their 15,000+ members, along with convincing the Governor's office to proclaim the entire month of June as "Motorcycle Safety & Awareness Month", as well as involving over 100 cities and mayors throughout Indiana to follow up with the same.

The combination of responsible education, and Indiana motorcyclists working with the state government, has accomplished the end result we have all been striving for - SAVING LIVES. END

MOTORCYCLE ACCIDENTS,
TRAFFIC & LICENSE PROBLEMS

You need JOEL GRAYSON of MAYLIE & GRAYSON

_____ ABATE Member

_____ Over 18 years solid experience protecting our rights

_____ 25 years riding experience

_____ No charge to talk

_____ Cash settlements

You deserve help and \$ when you need it most.

JOEL GRAYSON

MAYLIE & GRAYSON
7959 S.E. Foster Road
Portland, OR 97206

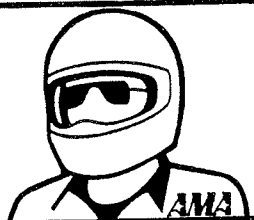
(503) 771-7929

"The helmet is a meaphor for something deeply wrong in America . . . a sign we've entered the era of the Hardhead. A Hardhead is one who seeks to protect us not only from others, but from ourselves . . . America is being smothered by safety.

Gregory Bayan, Newsweek

**RIDE
STRAIGHT**

**Riding is
already a high**



Reprinted from
EASYRIDERS
November, 1989

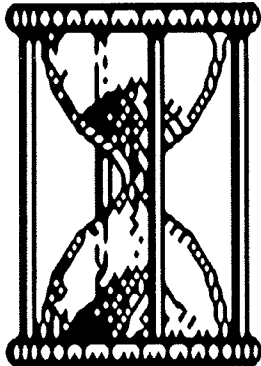
FLAG BURNING

by Dave Denholm, Dunn Loring, VA

There is a big loophole in the Supreme Court's recent decision that burning the American flag is constitutionally protected free speech.

Free speech does not include speech intended to provoke violence. If the flag burners want to say it's free speech, there is an easy answer. The next time you see someone burning Old Glory, immediately beat the shit out of him/her. Then you can prove that this so-called "speech" was intended to provoke violence and it won't be protected by the Constitution.

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RUNNING OUT?**



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ADVERTISERS
They help
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BikePAC of Oregon MEMBERSHIP APPLICATION

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

If Business, Club or Organization,
please give name of contact person and phone number,
if different:

Name _____

Phone _____

BikePAC General Memberships
are available for the annual contribution shown below (left).
Obviously, if you send us more, we can be
even more effective.

BikePAC offers a seat on its
Membership Advisory Board (MAB)
to its members who contribute the amounts shown
below (right) for annual membership.

Check Type of Membership

- | <i>General</i> | <i>Membership Advisory Board (MAB)</i> |
|---|---|
| <input type="checkbox"/> Individual (\$10+) | <input type="checkbox"/> MAB Individual (\$100+) |
| <input type="checkbox"/> Couple (\$15+) | <input type="checkbox"/> MAB Couple (\$150+) |
| <input type="checkbox"/> Business (\$100+) | <input type="checkbox"/> MAB Business (\$200+) |
| <input type="checkbox"/> Club/Organization (\$200+) | <input type="checkbox"/> MAB Club/Organization (\$400+) |

Do you own a motorcycle? ☐ Yes ☐ No

Make _____ Model _____

Size _____ Year _____

Are you a registered voter? ☐ Yes ☐ No

Do you wish to register? ☐ Yes ☐ No

Legislative District (if known) _____

Would you like to help with
"grass roots" legislative support? ☐ Yes ☐ No

SEND APPLICATION TO:
BikePAC of Oregon Membership Services
PO Box 5612
Salem, OR 97304

Reprinted from
ABATE of KANSAS
September, 1989

A MULTITUDE OF UNENFORCEABLE LAWS

by Robert D. Stillman

Government of the people, by the people and for the people as is stated constitutionally should produce laws of the people, by the people and for the people.

Our federal, state and civic leaders, in an effort to make living safer, have enacted a multitude of laws and ordinances to protect us from ourselves, for either our own lack of intelligence or common sense. A large portion of these laws are so unenforceable that the agencies enforcing them don't even try.

As we approached the July 4 celebration of Independence Day, I recalled a Kansas City ordinance against the personal use of fireworks within the city limits. This ordinance is ignored by nearly everyone. This law was enacted to protect us, our children and property from injury and destruction. It was obvious to me, four days prior to July 4, that compliance with and enforcement of the ordinance don't exist.

During the 1985 session of the Missouri legislature, our elected leaders enacted another such law, requiring the use of seat belts while driving or riding in an automobile in Missouri. This law, again designed to protect us, is ignored by a vast majority of drivers, and is unenforceable by our state and local police.

In our society there are risks. Evidently it is assumed by some special interest groups that if there is risk in an activity, there should be laws to reduce those risks. This cannot be done.

There are factions fighting for gun control, fighting drunk drivers, pollutants, abortion, and on and on. We must all assume certain unavoidable risks on our daily lives. There are guns and always will be; therefore there will be shootings. When a gun is used in the performance of a crime, the offender should be locked up with no chance of parole and no plea bargaining. There is alcohol and therefore we will have drunk

drivers and death. Offenders of these laws who fatally injure another person should be held responsible for their action to the fullest letter of the law. These laws can protect us, and we want these laws intact and enforced. But, laws protecting us from ourselves like the fireworks ordinance, the seat belt law, the helmet law, the 55-mph speed limit law, these by virtue of their inability to be enforced,

In our society there are risks. Evidently it is assumed by some special interest groups that if there is risk in an activity, there should be laws to reduce those risks. This cannot be done.

by the vast civil disobedience in their violation, should be rewritten or repealed so that we all aren't lumped into a group known as criminals.

No legislation should be signed into law that is by virtue of its content unenforceable, or appears to be in violation of the Bill of Rights. Let no law that is so visibly disobeyed by the general public stay intact. All persons should assume individual responsibility and personal risks.

APATHY

A

GUARANTEED

NATIONAL

MANDATORY

HELMET

LAW

WHY SHOULD I 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 SIZE:	\$ 25.00 - 3 months	1/4 PAGE:	\$ 44.00 - 3 months
	\$ 45.00 - 6 months		\$ 80.00 - 6 months
	\$ 75.00 - 12 months		\$133.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months	FULL PAGE:	\$113.00 - 3 months
	\$127.00 - 6 months		\$213.00 - 6 months
	\$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 EACH MONTH in order to appear the following month in the Newsletter and MUST BE CAMERA READY. To order your ad in our widely read Newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

ABATE of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208

Please make checks payable to ABATE of Oregon, Inc.

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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 S.S.A.E.

This publication is printed by: Actions Printers, Inc.
3747 N.E. Sandy Blvd.
Portland, OR 97232

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
P.O. Box 4504
Portland, OR 97208

Reprinted from
ABATE of KANSAS
September, 1989
Letters to the Editor

THE COLD WITHIN

Six humans trapped by happenstance
In bleak and bitter cold.
Each one possessed a stick of wood
Or so the story's told.

Their dying fire in need of logs
The first man held his back
For of the faces round the fire
He noticed one was black.

The next man looking cross the way
Saw one not of his church
And couldn't bring himself to give
The fire his stick of birch.

The third one sat in tattered
clothes.
He gave his coat a hitch.
Why should his log be put to use
To warm the idle rich?

The rich man just sat back and
thought
of wealth he had in store
And how to keep what he had earned
From the lazy shiftless poor.

The black man's face bespoke revenge
As the fire passed from his
sight.
For all he saw in his stick of wood
Was a chance to spite the white.

The last man of this forlorn group
Did not except for gain.
Giving only to those who gave
Was how he played the game.

Their logs held tight in death's
still hands
Was proof of human sin.
They didn't die from the cold without
They died from the cold within.

James Patrick Kinney

The above poem is indicative of American society today. The "who cares" attitude of the people in this country is frightening. Gone are the days of pulling

for the underdog, helping your neighbor, caring about one another. Historians may record this period of our nation as the "Me" generation; Total Instant gratification regardless of who it might hurt or what the consequences are.

I like to think that ABATE and the people who compile this organization are different. We are a group who works together for the good of all. Not one of us should ever experience visions of grandeur that could override the good of this organization. Also, remember, if one of us is hurting, we all hurt. If one of us is in need, we all are in need. Open, honest communication is the key to success of any group. Let's not get muddled down with our own problems to the point we are hurting the organization. Think positive. The next time self-pity and the "Me" thinking creeps upon you, walk a mile in your brother or sister's shoes. Think about who you are really hurting! Don't be destroyed by "The Cold Within". Ill winds cannot penetrate us if we stand strong side by side.

Subee



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Legislators are people too.

*They are not mind readers.
To perform their jobs correctly, they
need to hear from you, the citizen.
Write or call them and let them know
your concern.*

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

NEW: _____ RENEWAL: _____ If Renewal, Card #: _____ EXP. DATE: _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ CHAPTER: _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: _____

NAME: _____ NAME: _____

NAME: _____ NAME: _____

\$ 15 FULL MEMBERSHIP: _____ \$ 6 EACH ADDITIONAL MEMBER: _____

DATE PAID: _____ TOTAL AMOUNT ENCLOSED: \$ _____

RECEIVED BY: _____

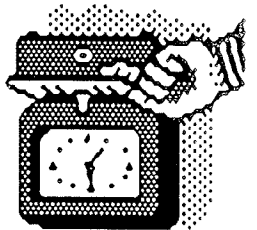
SEND TO:
MEMBERSHIP SECRETARY
A.B.A.T.E. OF OREGON, INC.
P.O. BOX 4504
PORTLAND, OREGON 97208

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Portland, OR 97208

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THE DALLES, OR 97058



Time to clock in!
Renew your membership now!!

Chapter Meetings - Where & When

LANE COUNTY	1st SUNDAY
COOS COUNTY	3rd SUNDAY
DOUGLAS COUNTY	1st & 3rd SUNDAYS
JACKSON COUNTY	2nd & 4th SUNDAYS
YAMHILL COUNTY	1st & 3rd MONDAYS
S.E. PORTLAND	3rd MONDAYS
KLAMATH FALLS	2nd & 4th MONDAYS
SALEM	1st & 3rd TUESDAYS
CENTRAL OREGON	2nd & 4th TUESDAYS
CLATSOP COUNTY	3rd WEDNESDAYS
COLUMBIA COUNTY	1st & 3rd THURSDAYS
WASHINGTON COUNTY	2nd & 4th TUESDAYS
N.E. PORTLAND	1st & 3rd WEDNESDAYS
LANE COUNTY	3rd WEDNESDAYS
MT. HOOD	1st & 3rd FRIDAYS
LINCOLN COUNTY	1st & 3rd SATURDAYS
TEAM TOTEM	

12 Noon at Round Table Pizza, 6th Street, Eugene.
1 pm, Gino's Pizza, North Bend; Call Bob & Maria
at 269-5419 or John & Patty at 759-3885.
11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
11 am, Angelo's Pizza, W. Main Street, Medford.
Call Pete Karpa at 776-4558 or Paul Warrender
at 772-7344.
3 pm, Dominico Pizza, McMinnville.
11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
8 pm, The Pizza Baron, S.E. 122nd & Division, Portland.
6 pm, Inga's Cheese Haus, 4023 South 6th. Call Preston
at 882-7070.
7 pm, Casey's Pizza, 4500 S. Commercial. Call 585-6518
or 585-3897 for info.
7:30 pm, K.C. Pizza, Redmond.
7:30 pm, The Pizza Harbor, 15 N. Edgewood, downtown
Astoria behind the Convention Center (in the back room).
7:30 pm, The Gun Club, Rainier (Spring).
(Third Tuesdays only in the winter!)
8 pm, Sunshine Pizza, Cornelius.
7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
7 pm, Round Table Pizza, 6th Street, Eugene.
7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd.,
Sandy. Call 668-4979 for info.
7:30 pm, Moby Dick's Restaurant, Newport.
10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.