

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



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

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

COORDINATOR'S CORNER

"Those who expect to reap the blessings of freedom must undergo the fatigue of supporting it."

Merry Christmas and a very
Happy New Year!



Dear Members,

Well the year is almost over. I promised you an update on progress of signatures. Well, after the State Fair we were all excited because we had a big total of 5,766 collected in 10 days by 55 people. Then we must have gotten on a slide and got stuck because here it is December, 3 months later and 10xmore people than the 55 we had at the fair and guess what. We have 6,531 as of 11/1.

So very sad. Starting January 1st, we need 16,000 signatures a month. Remember, if every ABATE member got 1 signature a day we could still make the ballot by June 30, 1990. It's your choice not to petition for signatures, but expect to wear the helmet a whole lot longer if you do not petition for signatures.

We have all these freedom of choice issues trying to get on the ballot in 1990, to outlaw Abortions, Seat Belt Law and Helmet Law. If we get on the ballot at this time we have a good chance to get our freedom of choice back.

That's why it's so important we all stand together and work hard on this petition.

"I call upon all who love freedom to stand with us now. Together we shall achieve victory."

Happy Holidays
You Freedom Fighters
Rotten Roger

OFF TO THE U.S. SENATE

An observation by
Michael "Balls" Farabaugh

Sure enough - The times, they are a changing. Going on a month ago now, I was asked to present testimony to the U.S. Senate committee on water resources, transportation and infrastructure of the committee on Environment and Public Works regarding Senator John H. Chafee's bill.

The reason behind these Senate staff folks asking me to provide this testimony evolves from the many great years of association I have had with A.B.A.T.E. of Indiana and foremost because of our involvement in rider education. The person who was the kingpin behind making sure we received an invitation was Wayne Curtin, our head lobbyist for the Motorcycle Riders Foundation in Washington, D.C. The M.R.F. has now been based in Washington, D.C. for the past 12 months and has 45 separate rights groups across our great US of A supporting it. Naturally A.B.A.T.E. of Indiana heads the way monetarily and certainly with moral support. I have been appointed by the existing board of the M.R.F. as Chairman of the Board of this organization. Why mention all this? So you will get a feel for and be able to tie all this information together as to who is who in this Washington, D.C. arena of motorcycle rights fighters.

The bottom line is, 5 years ago several of the old timers in the rights movement across America strongly agreed we must form a National Coalition of Bikers Rights Groups and pool some of our dollars together to open a Washington, D.C. office. Thus the M.R.F. was born and I found myself in a new position representing bikers across our Great Land. The M.R.F. has worked very diligently almost daily in coordination with the American Motorcyclist Association on Federal and State legislation. In the past five years either myself or an M.R.F. Board member has testified in over 30 state houses and/or attended 45 State Rights Group seminars from California to Maine. We have consistently predicted and preached that mandatory helmet law legislation was around the corner. And Washington, D.C. needs to be monitored daily.

I must take this opportunity to toot the horn of those very perceptive M.R.F. Board members, because it is this type of understanding within the leadership of our life-style and this kind of dedicated effort by so many damn freedom fighters in every state that allowed the M.R.F. to receive an invitation to express our views in the United States Senate. The effort of many, many, many incredible individuals is the sole reason we appeared in Washington, D.C. and received a great deal of respect during our testimony.

After receiving the invitation allowing us 5 minutes to testify along with the A.M.A. receiving an invitation allowing them an additional 5 minutes we immediately planned a strategy session at A.M.A. headquarters. The wheels moved into motion and I asked Chris Curry to help me prepare. Chris responded by blitzing me with helmet law status reports, books and information from the office covering 14 years of testifying in the Indiana State House and other states. Chris and I then packed up and went to A.M.A. for two days. We met with Wayne Curtin of the M.R.F. and the entire A.M.A. Government Relations Staff along with the A.M.A. President, Ed Youngblood, for strategy sessions.

Much detail was laid out regarding the 12 separate agencies we were testifying against includ-

ing the Insurance Institute of Highway Safety, D.O.T. and a bunch of others. We all traded ideas, suggestions and positive approaches to use in both our testimonies. These folks at the A.M.A. along with Wayne Curtin are incredibly professional at what they do and their suggestions kept me up most of the night with my mind intensely wondering just what would be the best approach to a U.S. Senate Committee Hearing. I guess you could say I definitely began to feel the weight of the motorcycle world on my shoulders after hearing the nature of our opponents and the strategy session with the A.M.A., Wayne and Chris.

The following two weeks I wrote my testimony about 20 times, studied everything ever written on helmet laws for at least 100 hours. Enough was enough, I packed, started my Evolution Dresser and headed to Washington, D.C. via the Baltimore Toy Run, via about another 6 states and 1,500 miles. I figured the only real place for me to put together a testimony like this was on two wheels.

Upon arriving in Washington, I was greeted by Wayne Curtin and Rights Group Leaders from 16 states all taking time to fly in and show tremendous support. These people would spend the next entire two days walking all over Washington Senate buildings and Capitols preparing their respective Senators to appear in the committee hearing and help Rob Razor, Vice President of A.M.A. Government Relations Division and myself during our testimony. Under the intense tutelage of Wayne Curtin these folks did an incredible job of dogging their Senators and presenting them with questions to ask Razor and I after our 5 minute presentation to allow us ample opportunity to expand our thoughts on these issues with counter arguments. Remember, there were 11 people who testified on mandatory helmet and seat belts. There were three against two on helmets one on seat belts. The deck was rather stacked against us. No matter, that's the odds bikers have faced all our lives.

By the way, testifying is kind of like being at the starting line of a drag strip. When the green light comes on you start your lips flapping, when the yellow light hits you have 60 seconds and when the red light blasts, you shut the hell up. That's that. You're done, like it or not.

For two evenings these incredible talented Rights Group Leaders along with Howard Segemark would meet with Razor and I in a conference room and throw questions our way most of the evening. What if Senator Chafee asks this? What if Senator Moynihan asks this? Tons of questions, tons of ideas some of the best coming from Elliott Borin, Editor of SuperCycle magazine. We changed my testimony for the final draft on Monday, at 4 a.m., for the hearing Tuesday.

There was no partying. It was a team effort of typing, faxing, running, chasing, manning phone calls, studying, preparing and getting ready to go give 'em hell. Razor and I were surrounded by 40 or more professional looking bikers, dressed in suits and dresses on Tuesday morning, October 17th. Exchanging hugs, handshakes, kisses, and good luck wishes. We were all nervous. Everyone was trying to loosen everyone up. Yet the air was filled with anxiety. Didn't matter, because of the letter writing effort by so many and the sensational two days of intense lobbying by those who flew into Washington, we marched into the Senate Hearing confident and ready.

After over two hours of listening to how much

of a burden we are to society from what must have been every safety-crut in the world, our panel was up. The worst testimony came from this neophyte from southern California, whom we shall introduce to you in next month's news along with his comments at the hearing.

Razor and I then controlled the panel for 35 minutes with articulate arguments presented professionally. Because of the tremendous lobbying work by Wayne Curtin and freedom fighters we received tremendous help from Senator James M. Jeffords out of Vermont, Senator Dave Durenberger of Minnesota and Senator Harry Reid of Nevada. Because of outstanding questions by these Senators, there were many significant points in our favor, brought forth as the bikers voice was heard loud and clear in America on October 17, 1989.

What's next? What does this mean? How can you help? Well figure this, one testimony in one sub committee Hearing in the United States Senate cost the Motorcycle Riders Foundation an estimated \$5,000. The Bill will most likely be tacked on to a Transportation Bill sometime in 1990. The fight has just begun and in my opinion with all odds against us we more than held our own on the first round. It is estimated we will need to monitor this legislation for at least the next year.

The M.R.F. Board will be meeting the same weekend as the A.B.A.T.E. of Indiana seminar in Indianapolis to plan our strategy for raising funds and beating S.1007. I will also be traveling to Washington, D.C. monthly to help lead this fight to the best of my abilities and we will win with your continued support and help. Needless to say we are in for a tough fight.

As I was walking into the Senate building to testify last Tuesday and I found myself looking for the men's room. These building have mazes of hallways going everywhere. I found this janitor kicked back in a little cubby hole listening to Bob Dylan. Dylan has always been a big influence in my life and sure enough he was making sense in my life again. I sat down beside the janitor and listened to Dylan:

You better start swimming or you'll sink like a stone,

for the times, they are a changing -

The loser now will be later to win

for the times, they are changing.

Come Senators and Congressman please heed the call

Don't stand in the doorway, Don't look up the hall

For he that gets hurt will be he that has stalled

the battle outside raging.

Will soon shake your windows and rattle your walls

-for the times, they are a changing -

Come mothers and fathers thru out the land

Then don't criticize what you don't understand.

your sons and daughters are beyond your command

your old road is rapidly aging.

please get out anyone if you can't loan a hand

-Because the times they are a changing'.

Thanks Bob, I needed that -

Respect to the loyal freedom fighters across the land.

Balls

END

Reprinted from October, 1989
 ABATE of California
"FREEDOM RIDE"
 by Leroy C. Tracy

Climb aboard your bike that's made of chrome and twisted steel. You who wear the outlaw brand, knows how this outlaw feels... A beautiful blue sky morning, a pee-pad full of butt, you climb upon that magic steed to make that magic putt...

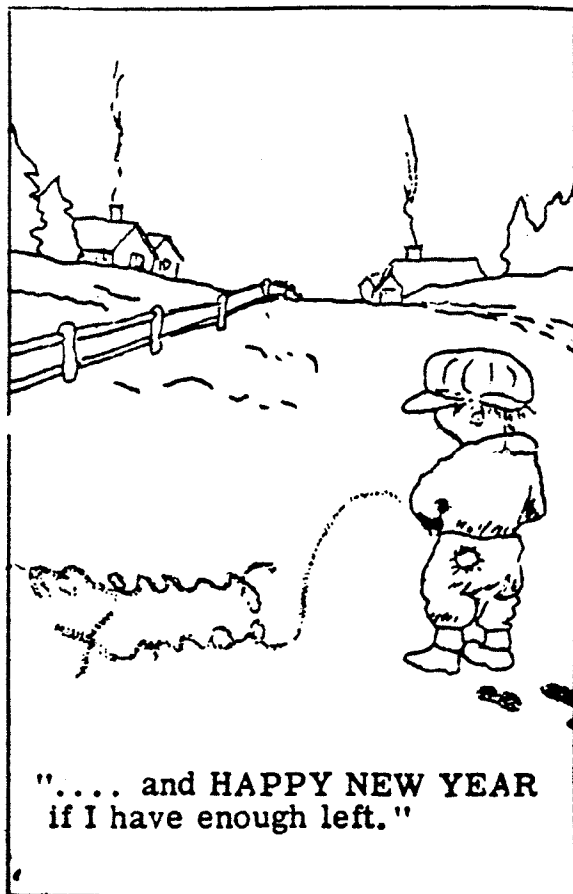
We're always closely covered. We're kinda like close kin. But somehow gone unnoticed a stranger slips within... He tries to break our ranks apart, but we know where he's been. We plan a special party, we plan to take some skin...

With business taken care of, we pack our sleeping bags with pride. We climb aboard our hard chrome steeds, to take that freedom ride...

So off we go, the asphalt tapping at our tires. We ride upon open land to find our soul's desires...

We're livin kinda simple, to please us don't take much. Some good beer and tight bellies, a bored out stroked putt...

With everything considered, we cast our helmets to the wind. Just to wear this Muther, is an outlaw mortal sin... **END**



".... and HAPPY NEW YEAR
 if I have enough left."

**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

General

Membership Advisory Board (MAB)

- | | |
|---|---|
| <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

**Letter from the
Citizen's Action League
September 11, 1989**

Dear Friends,

First, I'd like to thank all of you who helped with "Rolling Thunder II" and "Run for the Wall" and especially A.S.A.V., ABATE Clubs, The Vietnam Veteran's Motorcycle Clubs and many, many others who helped make Memorial Weekend an event to be remembered. It was great to see and be a part of this public outcry for those Americans still being held against their will.

Over the past three years I have tried to get the citizen's of the State of Washington to realize this national tragedy through many public awareness campaigns. Together with members of the V.F.W., The National Vietnam Veteran's Coalition, other veterans and citizen's, we tried to get the Administration to resolve the POW/MIA issue. Public awareness campaigns have included many petition drives, many letters to the President, Congressman and others, flag raising ceremonies, T.V. programs and radio talk shows.

Over the years there have been numerous live sighting reports, many of these reports amounted to irrefutable evidence of LIVE POWS. Why is it that after 20 years this national disgrace still continues?

Although I have met many concerned and dedicated people, I am, frankly, amazed at the amount of apathy I've encountered across this nation. I know that if one of the POW's were a relative of some of these people they would definitely get involved and do something about this problem. Myself, I want to prevent this situation from occurring to my children or anyone else's in the future.

I'd like to ask EVERYONE:

1. To participate in public awareness campaigns on this issue.
2. To investigate for yourself.
3. To question your elected officials, The Department of Defense, The Defense Intelligence Agency and our President!
4. To question about current legislation concerning this issue.
5. To question about the process of identification of remains.
6. Why is it that we, as Americans, do not hear or read about past or new live sighting reports?

Under the Freedom of Information Act they should answer your questions. Find out what activities are going on in your community for National POW/MIA Recognition Week and Day and how you can help or start your own public awareness projects!

HELP US HELP THEM TO COME HOME!

Thank you!

Sincerely,
Geraldine Roselli,
President, Citizen's Action League

Prepared by the National Rifle Assn.,
Institute for Legislative Action,
1600 Rhode Island Ave., N.W.,
Washington, DC 20036

**DON'T SACRIFICE
THE BILL OF RIGHTS
FOR A BILL THAT'S WRONG**

**Stop the semiauto gun ban bills:
Metzenbaum S.386, Stark H.R. 1190,
DeConcini S.747, Berman H.R. 669 Gibbons,
H.R. 1154**

If proposed legislation passes, the government will soon have complete power to ban, block or severely restrict your right to own semiautomatic firearms. Your Brownings, Winchesters, Remingtons, Colts, Rugers, Smith & Wessons. Any semiauto you own.

*Pay a \$200 transfer tax for each semiauto rifle, shotgun and hand gun on the government's long list.

*Force semiauto owners to be finger-

printed and submit to an FBI background investigation.

*Allow a government agent to decide if you should own a semiauto.

*Receive permission from the government to transport semiautos across state lines - to hunt, to target shoot, to engage in competition.

Failure to comply with such bureaucracy means your firearm becomes contraband, subject to seizure. And you could face felony prosecution. The proposed penalty for transporting a hunting or target shooting firearm across state lines? Up to 10 years in jail and a \$10,000 fine.

Congress soon will vote on these dangerous bills, so act now! Tell your lawmakers to stop the semiauto gun ban. Tell them you want tough laws against crime-tough prosecutors, tough judges, tough jail time. Call (202) 224-3121 and write your congressmen at U.S. Senate, Washington, DC 20510 and U.S. House of Representatives, Washington, DC 20515. Do it today! END

HB 2121 RIDER EDUCATION LAW - WHAT DOES IT MEAN TO YOU

If you already have your endorsement, nothing, if you are over 18, nothing, but if you are 18 or under and are applying for a motorcycle endorsement you must have completed an approved motorcycle safety course. TEAM OREGON, offers an approved Motorcycle Rider Course. MRC courses are offered at community colleges throughout the state and a mobile program which will visit 18 different cities twice a year, beginning in 1990. Arrangements can be made through TEAM OREGON to provide training to individuals 18 and under who need the course to get a motorcycle endorsement. TEAM OREGON is working with DMV to get information out. Course schedules will be available from DMV in January. If you have any questions, call 1-800-922-2022. TEAM OREGON is there to work with you to insure training is available. Rumors have been flying about classes being filled up for six months and that information about classes is not available. If you have questions, the magic number is 1-800-922-2022 and if that doesn't work, call Mother at 255-7793. The training is available, affordable, and can save your life.

NOVEMBER MEMBERSHIP REPORT

Our membership totals are down, and with a few exceptions so are our chapter totals. We also lost one chapter last month. Coos County has dissolved their chapter and their members will be transferred to Indian Creek. December is looking better. Let's get back over 1,000 again. We need each and everyone out there who believes as we do in FREEDOM OF CHOICE. We are facing a long battle to get that helmet off our heads. If you know of anyone who feels like we do, sign them up. Together, let's get that membership total back up where it belongs.

CHAPTER	TOTAL NOV 1 89	GAIN/LOSS NOV 1 89	TOTAL NOV 1 89
CENTRAL OREGON	34	-1	35
COLUMBIA COUNTY	39	0	39
COOS COUNTY	28	-3	31
DOUGLAS COUNTY	58	-5	63
INDIAN CREEK	58	2	56
JACKSON COUNTY	94	3	91
JOSEPHINE COUNTY	62	-16	78
KLAMATH FALLS	7	-4	11
LANE COUNTY	31	-3	34
LINCOLN COUNTY	63	-5	68
MT HOOD	34	-9	43
NE PORTLAND	129	0	129
NORTH COAST	59	1	57
SALEM	69	-12	81
SE PORTLAND	81	4	77
TEAM TOTEM	62	27	35
WASHINGTON COUNTY	35	-1	36
YAMHILL COUNTY	51	3	48
TOTAL MEMBERSHIP	993	-19	1,012

NEXT GOVERNOR'S ADVISORY BOARD MEETING DECEMBER 7, 1989 6:30PM BRACK'S RESTAURANT IN WOODBURN. Some of the topics to be covered: citizen's citations more information on how to do it, further information on implementation of HB 2121, Oregon border signs notifying riders from other states that Oregon is a helmet state, and more. These meetings are open to the public and are very informative. We also welcome your input on items relating to motorcycle safety. Thanks to Stan Porter for backup information for my notes. Mother

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

Minutes for November 11, 1989

Chapter sign up was done before the meeting was called to order. The meeting was called to order by Coordinator Rotten Roger at Sundown Station in Creswell, OR.

The minutes of last months meeting were approved as read

Membership as of November 1:

Central Oregon	- 34
Clatsop County	- 58
Columbia County	- 39
Coos County	- 28
Douglas County	- 58
Indian Creek	- 58
Jackson County	- 94
Josephine County	- 62
Klamath Falls	- 7
Lane County	- 31
Lincoln County	- 63
Mt. Hood	- 34
N.E. Portland	-129
Salem	- 69
S.E. Portland	- 81
Team Totem	- 62
Washington County	- 35
Yamhill County	- 51

Total - 993

NEWSLETTER EDITOR: How are you all doing on getting people to advertise in our newsletter? We need these ads to help finance the Newsletter. Everyone get their reports in by the 15th of each month.

STATE RUN COORDINATOR: Roger is still checking Fossil EMT's to see about ABATE putting on a pancake breakfast over there to raise money for medical costs incurred during Fossil. For Fossil this year concessions will cost private parties \$150.00, all chapters will still only be charged 15% of income for their concessions. Angie from Mt. Hood is in charge of all concessions at Fossil.

LEGISLATIVE DIRECTOR: There is going to be a democratic convention at Seaside March 30-April 1, that will include approximately 600 delegates. Kafoury says that if anyone else is arrested for gathering petitions, the Coalition for Petition Rights is going to sue for punitive damages. S.1007 (National Seat-

belt and Helmet Law) has gone to committee and was not killed. At this point it could be attached to ANY transportation bill. Further action on this can be seen as early as January 1990. **WRITE LETTERS TO YOUR SENATORS AND OTHERS ON THIS COMMITTEE RIGHT AWAY!!!** If this passes it will not matter if we kill this on a State level or not.

TREASURER:

Checking	\$1,097.75
Savings	\$ 57.63
Postal Fund	\$ 198.70

Total \$1,354.08

OLD BUSINESS: The tri-fold displays have not been ordered yet as we have to get a check from BikePAC for their portion. We should have these next month. We have decided to sell beer at Fossil this year. It will be \$4.00/six pack and \$1.00/can. Tickets will go on sale in January at a cost of:

Advanced member	\$ 8.00
Advanced nonmember	\$13.00
At the gate member	\$10.00
At the gate nonmember	\$15.00

NEW BUSINESS: Nominations for State Officers for 1990 were held, elections will be next month so anyone who wants to run for state office will have to be there.

Coordinator - Rotten Roger
Vice Coordinator - Vicky Lechner,
Charlie Littlejohn, and Dave Hart
Secretary - Judy Leehmann
Treasurer - Joy Hoover
Membership Secretary - Carolyn Meerzo
Newsletter Editor - Donna Adkins
Education Director - Jack Roberts
Legislative Director - Rotten Roger
State Run Coordinator - Rotten Roger
and Doug (Team Totem)
Historian - Nanuck
Ways and Means - Rusty Taylor
ABATE Products Director - Angie Jensen
Sgt-At-Arms #1 - Dave Hart and Jim Wick
Sgt-At-Arms #2 - Jim Stoner

Our new tri-folds are being prepared for printing. We need a contact person and

phone number for each chapter. Please have these by December meeting. Coos County turned in their charter. Sorry to see them go. Chapter Highlights were given. 50/50 drawing was held. There being

no further business or announcements, the meeting was adjourned.

Respectfully submitted;
State Secretary, Judy Leehmann Jones

CHAPTER REPORTS

CENTRAL OREGON

We changed our meeting days to the 1st and 3rd Thursdays at 7:30 p.m. at K.C. Pizza in Redmond.

Not much happening over here

Terri

NORTH COAST ABATE

Clatsop County has officially changed to North Coast A.B.A.T.E. by a vote of the membership at the meeting in Tillamook, Oregon, on November 2.

We are trying to get it together with new officer elections on November 19. Hopefully, '90 will be a successful year for us at the beach!!

We have two toy runs coming up. The southern section will put out their donation cans on November 25th and will pick them up December 16. The north toy run is December 2 and will end up with a potluck at the old Yacht Club in Astoria.

So long for now.

Lei

COLUMBIA COUNTY

(No Report, Fifth Time. This chapter is in the process of reorganizing. We hope to hear from them next month! - Roger)

COOS COUNTY

This chapter has turned in their charter. But, hopefully we will still hear from those members as they reside in a nearby chapter - Newsletter Editor

DOUGLAS COUNTY

(No report, First time)

JACKSON COUNTY

Well a year has past. Now I am past Coordinator and just a member.

Our Elderly Dinner is over - a 5th year of success. Feeding many, filling petitions and making some friends.

I'm looking forward to a new year, and welcome to all you Board members, State and County. I want to say thank you to my outgoing board. Outstanding people. Thank you too State Board. It has been a pleasure to work with you some.

That is it from Jackson County. Me too. Ride Safe. See you at Sturgis.

Fuzz #2, Coordinator

JOSEPHINE COUNTY

(No Report, First Time.)

KLAMATH FALLS

(No Report, Fourth Time.)

LANE COUNTY

(No Report, First Time)

LINCOLN COUNTY

(No Report, First Time)

MT. HOOD

What a blast. What a great time was had by all at the Mt. Hood Care Run. The hall again was released for our use by Mayor Cox of Troutdale. We want him to know how much we appreciate this. The police Dept. in Troutdale are great. Thank you to all of the people of other chapters that gave us a helping hand, Team Totem,

N.E. Chapter and people not belonging to ABATE that get in there and help. It was great.

Jon Peterman and his helper J.D. of New Dawn did T-shirts that everybody liked. The colors chosen and the art work were good looking.

Even the performance of the Chicken at the conclusion of the Chicken Shit game was okay, except she didn't have to smear 2 numbers, although it made Mother (Carolyn Meerzo) \$29.00 and a guy by the name of Ike "I think" \$29.00 richer. And we had fun waiting for the results

There were all the wonderful people and businesses that donated so diligently every year. Names as follows:

Columbia Motorcycle
Portland Motorsports
St. Johns Honda
Eastside Motorcycle Company
A & J Custom Motorcycles
Langlitz Leathers
Porter Nursery
Elusive Trout Pub
Stage Coach Saloon
Springdale Tavern
Rustic Inn
Pleasant Home
Brightwood Tavern
Whistle Stop Tavern
Dan Kerr
Tippy Canoe
Franz Bakery
Titanic Ice
Eagle Repair
Baisleys
Joes Cycle
Cascade Hair & Tan
Totem Pole Tavern
Team Totem Chapter
Beaverton Harley
Beaverton Honda
Mary Alice Jackson
TJ's Restaurant
Western Cycle
Melody Ballroom
Yamaha Sports Plaza
Gresham Mt. Hood Honda
Troutdale Liquor Store
MITUSA - Big Twin
Iron Horse

And there was a man by the name of Dan that came in and donated 3 cords of wood to the cause. Of course the cause is the Sandy Community Action Center represented by Gary Knapper, Director of the Center who happened to join us to let us know how

many people are going to appreciate all the canned goods at Thanksgiving and how many homes are going to be warm and cozy because of the wood. These people will be so very thankful.

To Mt. Hood Chapter members who worked so hard to make this possible, I'd like to say how much they are appreciated and hope they are proud of being a member of Mt. Hood Chapter. It doesn't seem to be enough to express the feeling that expresses "Thanks" in capital letters.

As a Chapter we would like to thank everybody that joined us.

Until next time, have a very, Merry Christmas and a very Happy New Year.

Adios, Angie

N.E. PORTLAND

Well, greetings from N.E. Portland.

I don't have a whole lot to report this month, other than Toy Run Events and Benefits.

Our Halloween Party was pretty much a success, with approximately \$750.00 brought in for Shriners Hospital. It's great to see a good turn out of people, wearing the most outrageous costumes. Of course, "The Continentals" played, which is always good tunes.

November 25th, we have our "Last Chance Dance" at the River Road House, and of course, December 2nd is the Toy Run. Hope to see all of you at both of these events.

One of our Chapter Members, has created a "Fantastic" 1990 Calendar, featuring only Harley Davidson's. The Calendar's are selling for \$5.00, and are very worth the money. Pick one up at any of the benefits mentioned above, or through a member of N.E.Portland Chapter. You never know your Scooter may be Miss January 1990.

Well, I don't have much else to report at this time, except that I think Donna is doing one heck of a job with the Newsletter. It looks good. The articles are interesting and sometimes humorous. I hope we get lots of Newsletter Ads, so she can continue to produce such a fine Newsletter.

Until next month Ride Careful,

Barbara

SALEM

(No Report, First Time)

S.E. PORTLAND

From S.E. - We're still alive and kicking! Not too much to report. We're still trying to get approval for a permanent time for our meetings, but it's looking pretty good for the time being.

By this printing, our Last Chance Dance Toy Run Benefit will have come and gone. Hope all who came had a blast.

We just can't say it enough - get out there and get those petitions filled! We need them if we're going to have any kind of a chance. We can do it. So DO YOUR BEST!! (Just a personal note - I'm looking forward to my first State Board Meeting in December). Well, that's all for now. Have a very, Merry Christmas and a safe New Year.

Until next time,
Vickey

TEAM TOTEM

Well here I am,
To say some lines;
In honor of,
A friend of mine.

Fore a few weeks ago,
as some of you know;
Wild Bill hit a car,
that sent him ajar.

He lie in the hospital,
with bruises and brakes;
But he made a comeback,
cause he's got what it takes.

We raised a few dollars,
to help him get by;
We know it's not much,
but we really did try.

It's time to get this letter away,
fore it's due this very day;
It was a pleasure to write to you,
because these times are far and
few.

I bid you adieu,
Justin

WASHINGTON COUNTY

At the time of this writing we are all looking forward to our 7th Annual Toy Run. We are hoping to make this one the best ever. We are also working on recruiting new members at this time. We have printed up handlebar hangers explaining what we are about and inviting new people to come to our meetings. Our elections will be held at the Nov. 28th meeting. More news on that in the next report.

Well, that about sums it up for now.

Jim, Chapter Secretary

YAMHILL COUNTY

(No Report, First Time)

Gino's

Since 1965

"MONDAY NIGHT FOOTBALL"
SPECIAL

FREE PITCHER POP WITH THE

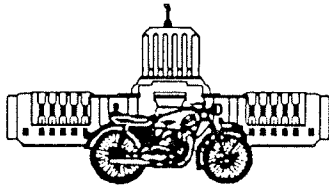


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P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

Advisory Board Meeting Minutes 11/4/89, King's Table West, Salem

Meeting was called to order at 11:15 a.m. with 11 people present. Four more people arrived at later times. Advisory Board Members in attendance: Mel Shehorn, Peter Fritsch, Jack Fassel, Teresa Hepker. Full Board Members in attendance: Roger Hendricks, Mel Shehorn, Brian Stovall, Butch Harbaugh, Steve Benson. Minutes of the last meeting were distributed, studied and accepted. Treasurer's report was read and accepted. Ending balance Sept. 30, 1989: \$166.88. Membership income: \$340.00. Donations: \$169.00. Expenses: \$375.01. Ending balance: \$300.87. Membership report: 119 Regular Members, including 2 businesses and 3 organizations, and 5 Advisory Board Members.

INITIATIVE PETITION

As of 11/1 we have 6531 signatures. Saturday Market has been worked six times for a yield of 400-500 signatures. There continues to be significant difficulty getting people to go out and petition. Discussed the need to establish teams of petitioners to work holiday crowds and special events in major population areas, especially Portland and Willamette Valley.

Brian and Roger are increasing their appearances at chapter and group meetings to try to organize active teams. Any and all opportunities to petition, even for a short time near local businesses are very important. Even 15 minutes of work will earn some signatures. Experienced petitioners are encouraged to take untrained people along to show them the ropes, and they in turn can do the same, thus expanding the network of petitioners.

Roger has contact with Eastern Oregon bikers and hopes to address a gathering there in December. Peter has contacts that may allow us to petition at sporting events around Portland and will investigate further. Several shopping centers, such as Lloyd and Clackamas, have special areas where petitioners are allowed; Peter will check on those. Other suggestion: work lines of people waiting to buy tickets at the Coliseum and other ticket outlets.

AMO is offering a \$300 gift certificate to any AMO member turning in 100 signatures beginning Nov. 3. At least one Portland chapter of ABATE is working to set up similar incentives.

ALL PETITIONS TURNED IN MUST BE WHOLE AND INTACT IN ORDER TO BE VALID!

Secretary of State's signature sampling process: A petition page is selected at random and a number line on that petition is selected at random by a computer. That line is checked for validity. If that line is blank or crossed out, the nearest line with a signature is examined instead. The percentage of invalid signature lines resulting from this sampling process is applied to the total number of signatures turned in, to determine the number of valid signatures.

MEMBERSHIPS

Jack has been visiting shops and finding no interest/enthusiasm for politics in that group. (Suggestion was made that we publicize which businesses seem not to care about biker politics: Legal question - liability?) He is also pursuing contacts among the AMA and non-AMA clubs in the state.

Jack brought up the membership fees for clubs/organizations and businesses, noting that feedback indicates that the clubs think that fee is too high. A motion was made and carried to reduce the club/organization fee to \$100 regular, \$200 MAB, which is the same as that charged to businesses. This adjustment will be retroactive, and Steve will contact organizations that joined at the higher rate and offer them a choice of a membership extension, a change to MAB status, or making a donation. Until the brochure is reprinted, the lower rate shall be offered verbally to potential club/organizations members. In addition, in the next brochure the term "grassroots" will be replaced by a selection of choices to determine level of involvement to which an individual is willing to commit.

BikePAC will be joining ABATE in the purchase of stand-up counter displays to use in distributing brochures through businesses.

FUND RAISING & PROMOTION

The new shirts are in stock and will be printed next week. Price has not yet been determined. Brian was granted permission to privately set up production of BikePAC hats, all profits to be donated to BikePAC of Oregon.

Ideas were discussed re: advertising BikePAC thru Nickel Ads, Road Rider, Auto Trader, etc. Tourcade will be mailing to 20,000 people in February, idea of advertising with them was discussed. (Note: Tourcade cost is \$500 per page, \$250 per half page.)

Discussed the need for someone to keep mailing/contact lists. Computer equipment compatibility is an issue, for long term use of lists. Mel and Verl will contact Fuzz regarding her availability to work on this.

BikePAC Bulletin: the first Bulletin is almost ready to send, and a draft was circulated at the meeting. Butch requested addition of a cartoon. Group advised mailing the Bulletin to BikePAC members, legislators and a selection of other

interested parties.

Butch on Gypsy Tour: Butch wants to travel around state to solicit memberships, make contact with individuals, businesses and organizations, and promote and distribute the petition, was brought up briefly and will be discussed further by Full Board meeting later today.

S.1007

Steve had sent letter to all State Legislators to inform them about S.1007. Several responses have been received and were reviewed in the meeting. The most positive response was from Rep. John Brenneman (R/Dist. 2). Brian reported on the Washington, D.C. lobbying and testimony by MRF and AMA. See Bulletin for details.

Discussion of usefulness of various arguments followed, i.e. states' rights, individual freedom, economics etc. Butch suggested a local Oregon strategy of concentrating on Oregon's federal delegation and our own state legislators, with emphasis on the state's rights issue. This strategy will be presented in the Bulletin.

Jack has contacts in the medical field which may eventually be useful in balancing some of the negative arguments we encounter. He will report on progress as it happens.

A news release on S.1007 with focus on MIC's support of the bill was suggested.

NEW BUSINESS

NCOM: This discussion resulted from a meeting with Richard Lester in Indiana at the Meeting of the Minds. Lester's organization, NCOM/AIM, had been requesting that Oregon biker groups reopen discussion of group membership in NCOM. Lester stated that he does not have clear picture of the variety of groups which make up the rights movement in Oregon, or how they relate to each other. Butch described the background on NCOM activities in Oregon and emphasized NCOM's usefulness as an information source for newly-forming rights groups. The competition between NCOM/AIM and BAM was discussed, and how that competition has in the past contributed to disruption within the rights organizations in several states at critical times. Several groups have broken apart during those times, and others have been distracted from crucial political activities. Steve suggested that since this discussion has occurred several times in BikePAC meetings, the subject should be dropped.

Western Region organization: Some of the rights groups in the western US have expressed interest in getting together for training possibilities and discussion of the particular politics of the western states. Brian will be pursuing these contacts. One idea: meet in Reno so as to take advantage of cheap transportation/lodging offered by the airlines/casinos.

Seatbelt opponents

Dorothy Gage has been contacted and is working on seatbelt aspects of S.1007. She will be providing ABATE with a letter on the topic and labels for her mailing list. ABATE will pay postage.

Next meeting: Sunday, Dec. 3, 11:00 a.m. King's Table West, Salem, OR

FULL BOARD MEETING MINUTES

Called to order at 2:20 p.m. Present were Brian, Roger, Butch, Steve, Mel. Absent: Benny Benson. Minutes recorded by Teresa.

Full Board reviewed activities of Executive Board from start to present, and found them to be fine. It was agreed that needs and directions are being handled adequately in the Advisory Board meetings.

Further methods of organizing the petitioning network were discussed. All agreed that we are pretty far behind in the petitioning process.

The idea of Butch making an ongoing tour of the state to promote BikePAC and the petition was discussed and approved. The objectives will be to make contact with individuals, businesses and organizations, gather memberships, and distribute the petition. Part of the latter process will be training people to properly gather signatures. It is expected that the tour will produce enough membership revenues to support Butch's activity in this area, as well as adding dollars to the treasury. Butch talked about his personal life disruptions at the time and reaffirmed his commitment to BikePAC. He also stated his desire to persuade businesses to hire BikePAC as their lobbyist.

Butch asked for help setting up a calendar and itinerary. Some other ideas were discussed about how to operate and promote this tour.

FOOD FOR THOUGHT

Roger suggested developing fund raisers that generate money from the non-biker public. Steve wants to develop alternative money sources such as grants or corporate sponsors.

In conclusion, we feel that our direction and priorities are correct, we just have to persevere.

"After all is said and done, there is more said than done."

INITIATIVE PETITION PROGRESS

MONTHS COMPLETED: 3

MONTHS TO GO: 8

<u>DATE</u>	<u>TOTAL SIGNATURES</u>
Start: 8/23/89	0
9/01/89	3280
9/02/89	3800
9/03/89	4400
9/04/89	5380
9/05/89	5766
10/14/89	6084
11/01/89	6531

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LETTER TO THE EDITOR FREEDOM IS NOT FREE!

Dear fellow A.B.A.T.E. Members,

For the last few months our State Coordinator has been working very hard to try to get us, the membership, to approach the general public and get them to sign our petition to get the helmet law issue back onto the ballot. To do this, we, as you already know, need a lot of signatures. Well folks, here it is, it ain't going to happen. You want to know why. I'll tell you all why just in case you don't know. You are too damn lazy to do anything.

As a foreign national I am jealous of each and everyone of you. You have the right of "Freedom" given to you by birth. Your right of "Freedom of Choice" is now more than ever being threatened by totalitarianism. You, citizens of the United States of America and the State of Oregon, have one thing that I do not have yet. You can vote. Being able to vote also allows you to collect signatures for petition ballots. I cannot do this yet. If you don't care enough about this for yourselves and your children, please care enough to do it for me and my children. I started a new life here and I can see it very rapidly becoming like the country I left, where you do not have a whole lot to say in what goes on.

Some people are under the impression that being an A.B.A.T.E. member makes them "Mr. Macho" whilst riding their motorcycle whether it is a Harley or a Honda. Being an A.B.A.T.E. member is more than this, and more than parties and toy runs, etc. It is being part of an organization that has an objective, and the main objective is maintain the rights of every single motorcyclist in the State and to pass safe and sensible legislation.

Another of it's objectives is to try and defeat legislation that has an adverse affect on the great sport of motorcycling. Well, that brings me to another point I have to get off my chest. If everyone gets one signature a day or seven a week until June we would have over 100,000 signatures. Easy, isn't it? If you don't want to gather signatures why bother being a member. Your bright and shinny new bike wasn't free was it? No! You had to work for it. And so is freedom now. You have to work for it, because if you don't you will lose it, and that, my friends, I can guarantee you will not like.

Please go to your chapter meetings and get ready to work because now is the time. If you can't be bothered to do anything, don't whine at Roger or anyone else when something really bad happens like another year of helmets, because I can tell you he will get in your face about sitting on your butt and doing nothing. Please make an effort for yourselves, for this foreigner and the other 198,000 motorcyclists in Oregon.

Freedom is not cheap. You have to work hard to obtain it, and I work my ass off. I like being free. DO YOU?

Ride Safe and Free,

Pete,

Mt. Hood Chapter

P.S. The thirty or so members that I do not know in the chapter, show up at a meeting so I can meet you. We need your help!

LETTER TO THE EDITOR THIS MAKES IT ALL WORTHWHILE...

Dear A.B.A.T.E. Members,

I want to send a thank you for being wonderful people with such big hearts for children. About 3 1/2 years ago Jenny, my daughter, was hit in the knee with a skate board. After about one and a half years and much pain our local doctor sent her to Shriners Hospital.

Jenny's growth plate in her knee stopped growing. Half her leg was growing, half was not, causing her much pain and causing a bow in her leg. They also found a hip problem that we had no idea was there. Two years ago November 10 she had her first knee operation, on November 18, her hip operation and December 18 another hip operation. She spent all of November and December in the hospital. She was in much pain and most of that time could not sit.

One day I got a phone call telling me to see the 10:00 news and record it. So I did, and it was you, the A.B.A.T.E. Motorcycle Riders going up to Shriners Hospital with songs and gifts, and a wonderful linguist of Jenny.

You made Jenny very happy along with so many others. Jenny still talks about you today. She is in hopes I can get off work to take her up on December 2nd. She has not forgotten you or the lady who was so kind to her from your group. You made a wonderful impression that I feel will live with her forever.

Being a full time, 6 day-a-week employee with a family of my own and doing a lot of donation work for a little girl in a coma, I find no time to enjoy many things but yet in my heart I am doing what I enjoy. As I feel you also are doing, and, unlike my little coma girl, Jenny knows and remembers your kindness.

Thank you from the bottom of my heart. You are wonderful people. To see the smiles you put on these children's faces ... it makes life wonderful.

I must tell you, after Jenny's operations she has come a long way. In August of this year she graduated from a Portland modeling school. She is in hopes of being a wonderful model. So even with all her pain in the hospital and 5 different operations, good has come out of it.

So once again, I must say you are wonderful ... You made Jenny smile when she was in so much pain, and we both thank you so very much.

A Fan Forever,

Elaine Howe

P.O. Box 67

South Beach, OR 97366

WORKING TOGETHER

by Ed Youngblood

One fact American motorcyclists have clearly demonstrated over the past 80 years is that they know how to organize. Of course, the largest and most broadly representative organization is the AMERICAN MOTORCYCLIST ASSOCIATION. Beyond the AMA however, are organizations for every style and taste of motorcyclist. There are organizations that are primarily social, organizations that cater to single brands or even specific models of motorcycles, organizations whose members ride little but devote great energy to organizing riding opportunities for others, organizations aimed at protecting commercial interests, lobbying and political groups, and others.

Though the methods and styles of these groups may differ widely, their common goal is to make motorcycling better for themselves and their fellow motorcyclists.

There are many advantages to this broad approach to motorcycle organizations. The AMA, as the largest and most wide-ranging of these groups, is involved in all phases of motorcycling, both on the street and on the track. But smaller groups, formed within one region or unified around one special interest, can do much to build enthusiasm and get things done.

The only danger is that we sometimes get wrapped up in our own identities and forget the overall intent: to advance motorcycling. When that happens we lose our common goals and tend to say things like, "I did it," rather than, "We got it done."

In spite of our pride in our own organizations, the fact is that many times, a number of groups working together can accomplish more than a single group of equal combined size. A perfect example exists in the state of Illinois, where a number of groups of motorcyclists have been able to accomplish a great deal through cooperation.

Illinois is one of the strongest AMA states. Based on percentage of population, Illinois has one of the highest proportions of AMA membership. The AMA organization covering much of the state is District 17 and within that organization,

we begin to specialize. District 17 is divided into road and off-road divisions. Each, in its respective area of interest, manages an ambitious program. A couple of years ago when the AMA conducted an evaluation of district organizations, District 17 was among those that ranked at the top.

Similarly, the state benefits from one of America's strongest motorcycle dealer groups. The Illinois Motorcycle Dealers Association (IMDA) not only promotes the sport as a successful organizer of Camel Pro championship races, it also has established an enviable record for solving its government relations problems.

Just a few years ago, as federal highway safety funding began to dry up, a group of riders set about to see that Illinois would not lose its position as a leading state in rider education. They formed the United Motorcyclists of Illinois (UMI), and their goal was to pass rider-education and licensing laws and assure that funding continued. They've accomplished their initial goals and have remained intact to confront other government relations issues.

There is another state-level organization called the Illinois Motorcycle Association (IMA). The IMA frequently performs as a consumer force supporting the activities of the IMDA.

In addition to the Illinois groups described above, many states have ABATE chapters. These groups, which are autonomous on the state level, exist almost solely to deal with "rights" issues and especially support rider education. Others, such as the Modified Motorcycle Association, identify and confront issues that they feel discriminate against personal preference and freedom in motorcycle use and ownership.

There are many issues in which the IMDA, IMA, UMI, and AMA District 17 and ABATE find themselves with similar interests. In its role as the recognized national body, the job of coordinating efforts in these areas frequently falls on the AMA. When that coordination is successful, when lines of communication are kept open, and when issues of style are not elevated above those of substance, a powerful coalition is the result. Differing styles and different resources can be used to create an impact greater than the sum of the many parts, as the

experience in Illinois shows.

Unfortunately, in other less organized states, sometimes just the opposite can happen. Sometimes, organizations can become competitive toward one another over a variety of issues, one of which is membership. This, I think, is based on the mistaken assumption that motorcyclists are capable of supporting only one group.

We have to face the fact that there are motorcyclists who are joiners and those who are not. The blessed minority that understands the need to put something back into motorcycling will frequently support many organizations. I've been asked, "Should I join AMA or ABATE?" And I always reply "If you believe that each is doing a good job for motorcycling, then join both." That same logic applies to all motorcycling groups. In addition to the AMA, a concerned motorcyclist should support every group he or she believes is doing the job.

What that means for those of us who work for motorcycle organizations is a constant effort to keep open the lines of communication and an emphasis on our common goals, rather than our differences in style. Success in these efforts depends

upon the following:

*We should promote the concept of multiple membership and realize that a concerned rider will want to support more than one organization.

*We should never let style stand in the way of substance. You don't necessarily have to like the looks of another motorcyclist or agree with his choices in equipment. All that's required is that you recognize your common interests.

*In all communication, we should emphasize our cooperation. When groups work together to accomplish their goals we should be proud to say, "We did it," rather than, "I did it." It's fine to acknowledge that groups are different and employ different methods and styles, but it's not wise to suggest that one is always more effective or better.

These points are not difficult to remember if we keep our eyes clearly focused on the fact that, no matter what we ride and no matter how we dress, and no matter what our specific favorite motorcycling issues is, what we all have in common is that we want to advance motorcycling and make it better. END

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MOTORCYCLES COST PUBLIC TOO MUCH!

by Chris Curry, Executive Director

"September 16, 2001 - Helmet laws fail to reduce fatalities, more action is needed. Reports by the IIHS and the NHTSA have confirmed that legislation to reduce motorcycle fatalities has failed to work. The reports also show fatalities and the cost related to them has risen dramatically. The IIHS has said the only solution to the problem would be to ban the unsafe machines from operating on the highways.

The Motorcycle Industry Council (MIC) made the comment that the machinery was not at fault. The council stated that the government should invest funds in educating the operators to safe riding techniques.

Some suggest more training should be provided to law enforcement agencies and medical personnel. They should be trained to estimate the cost of medical treatment to various injuries at the scene of the accident. If the cost estimates exceed \$300,000 the officer should simply use a 45 cent bullet and put the victim out of his/her misery. With new technologies of today, the precious and valuable minerals present in the human body could be removed and sold. The monies from the victims then could be used to help pay our national debt."

The above article may sound crazy, but who is to say this won't be next. I do know that we can't just sit back and see what happens with this SB1007. We still have Senator Lugar to convince that this is a bill that is not needed and not acceptable to the people of Indiana

It seems strange that today's fatalities are down by about 30% across the country and now we are a public burden. We have 1,255,000 less motorcycles on the highways today than what we had 8 years ago. We can even brag about a 31% reduction in fatalities in Indiana in 1988 with almost no change in registration. Still we are becoming more of a burden to society.

I was told that 8 people referred to the famous Harborview study during testimony on the SB1007 on Oct. 17th. This study had been discredited in every state and yet they have the nerve to use this in the U.S. Senate. Maybe in this day and

age you can say what you want as long as it gets you results. Doesn't seem right to me. In the Harborview study it stated how the taxpayer had to pay approximately \$26,000 for each patient that didn't have his own insurance. Sounds like a lot of money.

Then I read a Highway and Vehicle Safety Report that said we could justify spending 2.3 million dollars to save one fatality. By my calculations we should have spent \$285,200,000 to save all the motorcycle fatalities in Indiana in 1987. I guess if you're a politician that's too much money.

Still working the calculator it appears we saved \$85,000,000 in 1988 with the reduction of fatalities in Indiana alone. Just in case you're not a politician or an accountant, this reads 85 million dollars saved. I had to count the zeros a couple of times just be sure. Still using the calculator I figure that around \$197,000 was spent to save this \$85,000,000. I don't know of any other program in the country that can claim a success like that. Still some think we are irresponsible for what we do and how we live.

Even the Motorcycle Industry Council (MIC) is pushing for a mandatory helmet law. It seems the fair thing to do would be to require the manufacturer of these machines to supply two helmets with every motorcycle sold as standard equipment. Then you would have the option of wearing one if you chose to do so just like a seat belt.

Next they should be required to put buzzers on the bikes that won't shut off until the helmet is put on. That will give us all a good reason to take the bike apart to find that wire and cut it in half just the same as what many have done with the buzzers in their cars.

This might just be the beginning. The bikes might be required to automatically put the helmet on your head. This will be an expensive device that wouldn't make it to my driveway before I removed it.

I can assure you that some of this probably has been thought of.

I have given you some things to think about. I'm sure you could add more to all of this and I hope you do. The fight against the SB1007 may last 12 to 18 months. This may not be much time at all if you take into consideration of what the

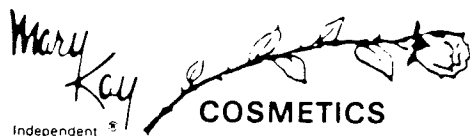
future could bring.

I know myself that I'm not about to give up any rights I have without a good fight. I know from our experience with our own legislators this year that we can do what we decide to do. Let's put our minds together and change Senator Lugar's mind about this helmet bill. I know the other states are doing a great job with their senators, so let's show ours what we are about.

The future will be determined by what we do today. END

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Reprinted from November, 1989

ABATE of New Jersey

VIETNAM

by Ralph Mass

When I was a boy 13 years old,
A story of war to my ears I was told.

A land called Vietnam, far away,
A place we'll remember to this very day.

This war went on for years and years.
Destroying lives, shedding blood and tears.

How can I help, what can I do?
I sat down and thought; it was then that I knew.

In a dream I then did hear,

"We have a vessel for you to steer."

"A vessel," I said. "What could this mean?"

Nineteen hundred seventy-four,
It was my turn now - I could take no more.

To see my people return from the war,
Crippled, blind and wasted.

What was it all for?

When I got there, we were just pulling out.

It was then I started to yell and shout.

What about my friends who came and died?

It was then I saw something there,

A quality of men seen very rare.

An American boy who loved his land,

To give up his life and lend a hand.

So listen, my friends, for tears and sighs,

For somewhere out there,

A Vietnam Veteran cries.

Reprinted from Oct./Nov., 1989

Oregon Dept. of Environmental Quality

TECH ALERT

The National Conference of State Fleet Administrators issued a Tech Alert in July. They report that 1989 Chevrolet Cavaliers have problems with all oil filters except for GMC brand or AC filters.

The Tech Alert said that other brands are approximately 200 mm larger in circumference. Use of any filters other than GM or AC will cause the boot axle clamp, which has a high-rise center, to punch a hole in the filter. As a result, the oil will leak out and the engine will eventually burn out. END

Reprinted from American Motorcyclist
**RIDERS GIVING UNTIL IT HURTS
IN PENNSYLVANIA, NEW JERSEY**



The holiday season, that annual time for giving, is just around the corner. But for motorcyclists in New Jersey and Pennsylvania, this holiday season may mean giving till it hurts, since riders in those two states are being forced to help bail out bankrupt insurance programs for automobile drivers.

In New Jersey, what began as an attempt to rid the state of a huge debt accumulated by uninsured motorists has resulted in a discriminatory surcharge for all motorcyclists. And in Pennsylvania, riders are getting part of the tab for a debt they did not incur.

The New Jersey surcharge, officially called the Residual Market Equalization Charge, was implemented in early 1988 as a cure-all plan designed to erase a massive \$3 billion deficit accrued by the Joint Underwriting Association, the state's pool for uninsurable motorists.

As in most states, motorists in New Jersey are required to carry liability and personal injury protection insurance. Any motorist who is unable to procure that kind of coverage through normal sources is allowed to purchase insurance from the Joint Underwriters Association at a fixed rate. Although motorcyclists were allowed to participate in that program, they were ineligible for the personal injury protection benefits. Few motorcyclists purchased insurance from the Joint Underwriters Association since rates were better in the open market.

Because of mismanagement, the state program went deeply into debt and the bailout program was announced. From the beginning, however, it was the intention of state officials that motorcyclists should not have to participate in the bailout since they had not contributed any significant amount to the debt.

The only problem is that the law establishing the surcharge said it would apply to all motor vehicles, which put motorcycles into the surcharge category. As a result, riders were hit with the same surcharge on their motorcycle insurance - between \$94 and \$152 per year - as they faced on their car insurance.

Motorcyclists won a reprieve when the AMA and several insurance companies pro-tested the action. State Insurance Commissioner, Kenneth Merin temporarily rescinded the order which obligated insurance companies to collect the additional fees on motorcycle insurance, but he has since been forced into asking that the surcharge be reinstated.

That turn of events has prompted riders and insurance companies to ask the state Legislature to permanently change the definition of a motor vehicle so that it excludes motorcycles. Two bills to do that are currently being considered by New Jersey lawmakers.

"The best we can say at this point is that the protests from the insurance companies and motorcyclists have at least delayed the surcharge," said Jim Bensberg, AMA legislative affairs specialist. "With any luck, we should get a bill passed that will exclude motorcyclists from the bailout entirely."

Meanwhile, in Pennsylvania, motorcyclists are being collared into picking up the tab for the state's Catastrophic Loss Trust Fund, which is in debt to the tune of about \$365 million.

As in New Jersey, the Pennsylvania fund helps pay the costs associated with injuries caused by uninsured motorists. Currently, the fund pays accident victims up to \$1 million in medical and rehabilitative benefits.

But there's a catch. The Pennsylvania fund is reserved for automobile drivers only. Lawmakers never intended to let motorcyclists reap any of the benefits. However, motorcyclists are sharing equally in the costs of bailing out the fund. And that has Pennsylvania motorcyclists in an

uproar.

Right from the start, the program was seriously under funded initially, the annual surcharge was set at \$5 per automobile. Later it was increased to \$8. Finally, lawmakers passed legislation which scrapped those fees in favor of a new funding plan.

Here's how the new surcharge works. Motorists who are convicted of traffic violations are required to pay an extra fee on top of the regular fine. Most violations result in an additional \$30 charge, although some can add up to \$300 to the cost of a ticket.

The new policy makes traffic offenders responsible for bailing out the catastrophic trust fund, which may or may not be a bad idea. But the problem is that motorcyclists, who are specifically excluded from the benefits of the program, are still expected to pay the price.

The AMA is working with concerned motorcyclists and insurance companies in Pennsylvania to get this traffic violation surcharge shelved.

With the holiday season approaching, motorcyclists in New Jersey and Pennsyl-

vania have to be questioning the old adage that it is better to give, and give, and give, than to receive. END

Reprinted from American Motorcyclists

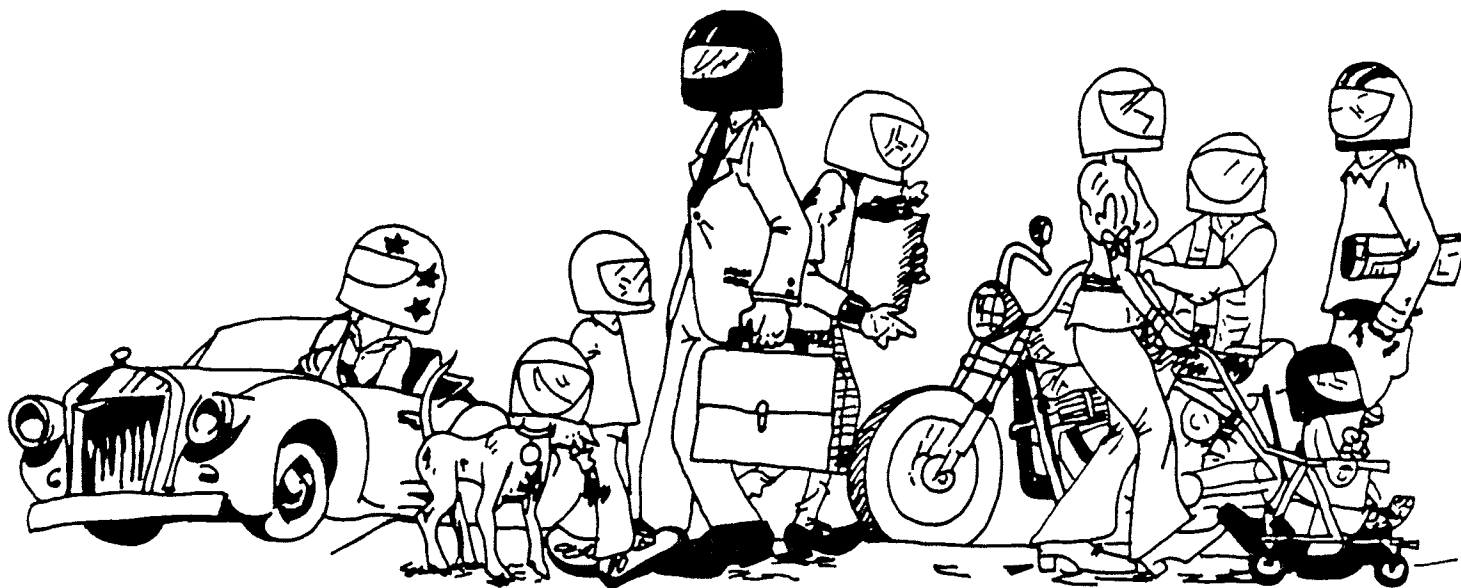
YOU'RE INVITED

The biggest motorcycle safety conference of the decade will be held next fall in Orlando, Florida, and you're invited to take part.

The International Motorcycle Safety Conference will be the first worldwide gathering on this topic since 1980, being held at Orlando's Grosvenor Hotel in Florida, with a secured room rate of \$90 per night. There is a \$250 registration rate for the four-day conference. Single day registration and individual function ticket rates will also be available.

Participants can reserve space in the exhibit area to display posters, fliers, handouts and other public information.

The conference itself is expected to feature representatives of 17 countries discussing every conceivable topic related to safety on two wheels. END



1992?

APATHY ... The things to come
Look forward to this if Apathy keeps multiplying!

Press Release from Motorcycle Riders Foundation, Inc., October 18, 1989

U.S. SENATE HEARINGS OF NATIONAL HELMET LAW, S.1007

On October 17, 1989 Senator Moynihan (D-NY) chaired the hearing on S.1007 before the Water Resources, Transportation and Infrastructure subcommittee of the U.S. Senate Committee on Environment and Public Works. S.1007, The National Highway Fatality and Injury Reduction Act of 1989, would require states to enact mandatory helmet use laws.

Senator Moynihan and bill sponsor Senator Chafee (R-RI) paraded a series of "experts" testifying in favor of the legislation.

However, under a less than favorable atmosphere motorcycle rights advocates presented positive testimony in opposition to S.1007. Michael Farabaugh, MRF Chairman, and Robert Rasor, AMA V.P. Government Relations, debunked the social burden theory and offered experiences from alternative programs, such as motorcycle rider education, that reduce motorcycle accidents and fatalities.

35 motorcyclists from 15 states were in the Nation's Capital for four days. These dedicated motorcycle rights advocates actively lobbied their Senators and Congressman, to oppose S.1007. This lobby effort was successful in securing opposition to S.1007. Four committee members made statements for the record in opposition of S.1007.

In addition to Senators' Warner (R-VA) and Reid (D-NV) statements of opposition, Senators' Durenburger (R-MN) and Jeffords (R-VT) led the opposition to S.1007 by consistently questioning the supporters of S.1007.

But, Senator Moynihan closed the hearing stating since both the automotive and motorcycle industries, MIC for motorcycling, were supporting the legislation, he feels that is justification to move forward with the legislation. Further action can be expected as early as January.

In order to head off further movement of this legislation you are urged to write your Senators expressing your views on S.1007.

The Motorcycle Rights Foundation is a national grassroots motorcycle organization supported by motorcycle rights organizations and individual motorcyclists concerned with protecting and promoting motorcycling. END

The above shows that we still have time to write letters and NEED to write letters. An example of a what you could say is as follows:

"Our state's legislature has the power and the ability to develop traffic laws appropriate to conditions in this State. S.1007 is an example of Federal coercion on an issue best left to the States. Vote NO on S.1007.

Our system of government will work if we all participate. You can help stop this coercive bill from becoming another bad law. Write or call all Senators involved TODAY!

U.S. Senate Committee Members on Environment and Public Works whom you can write to concerning S.1007 Legislation.

DEMOCRATS:

Quentin N. Burdick (ND)
511 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-2551

Joseph I. Lieberman (CT)
502 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4041

Daniel P. Moynihan (NY)
464 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-4451

George J. Mitchell (ME)
176 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-5344

Max Baucus (MT)
706 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-2651

Frank R. Lautenberg (NJ)
717 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4744

John B. Breaux (LA)
516 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-4623

Harry Reid (NV)
324 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-3542

Bob Graham (FL)
241 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-3041

REPUBLICANS:

John H. Chafee (RI)
567 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-2921

Alan K. Simpson (WY)
261 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-3424

Steve Symms (ID)
509 Hart Senate Office Bldg.
Washington, DC 20510
(202) 224-6142

Dave Durenberger (MN)
154 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-3244

John Warner (VA)
225 Russell Senate Office Bldg.
Washington, DC 20510
(202) 224-2023

James M. Jeffords (VT)
530 Dirksen Senate Office Bldg.
Washington, DC 20510
(202) 224-5141

Gordon J. Humphrey (NH)
532 Hart Senate Bldg.
Washington, DC 20510
(202) 224-2841

OREGON SENATORS:

U.S. Senator Bob Packwood
- Oregon
259 Russell Building
Washington, DC 20510

U.S. Senator Mark Hatfield
- Oregon
711 Hart Building
Washington, DC 20510

Don't delay in writing and calling the Senators on the above list and our own Senators. Be courteous and brief, but be firm in asking them to vote NO on S.1007. Remember, it's YOUR rights that are at stake!

ATTENTION: People of ABATE of Oregon

At right, is a letter written by Charles "Seymour" Moore from Region 0 of ABATE of Indiana, addressing the organization responsible for the advertising campaign below.

Please read this advertisement and Seymour's letter, then think to yourself, "Just how long do we have to put up with this prejudiced attitude towards motorcycle enthusiasts "Bikers"?"

We are now approaching the 1990's and people still live with the attitude that bikers are irresponsible. No matter how many rights we have done, we are always treated wrongly.

We request that you let these people know that we are responsible citizens, and we resent being treated unfairly.

Northwestern National Life Ins. Co.
NWNL Group, Box 20
Minneapolis, MN 55440
Attn: Rick Naymark

August 31, 1989

Northwestern National Life Ins. Co.
NWNL Group, Box 20
Minneapolis, MN 55440

Attn: Rick Naymark

Dear Sirs:

I am writing to you in regards to your company's advertisement in the August, 1989 issue of "Employee Benefit News". I personally could not believe my eyes when I reviewed this article. As an Industrial Relations Manager, I certainly would not recommend a company, such as yours, to provide insurance coverage to our employees and their dependents.

When I interview individuals for possible employment, I do not question their dependents status or what life-style they may have chose to live. I am only concerned about finding the most qualified person for the position in which I need to fill.

By now you have probably come to the conclusion that I am an avid motorcyclist and have been for over twenty years. I am the proud owner of a 1989

FLHTC Harley-Davidson and my wife rides a 1983 FLH with a sidecar. Both of our children, ages nine and two, ride almost anywhere we go.

I am also sending a copy of your advertisement to the American Bikers Aimed Towards Education (ABATE of Indiana) state office so they may inform their 18,000 plus membership as to what type of tasteless advertisements you place in trade journals.

Again, I am very disappointed in an organization, such as yours, who would use this type of advertisement to solicit future business.

Please feel free to respond to this letter directly to me or to ABATE of Indiana, P.O. Box 81, Granger, Indiana 46530.

Sincerely
Charles A. Moore
Industrial Relations Manager

The scary part of dependent coverage is you never know what you're getting yourself into.

Because on one hand, you can have a healthy, productive employee. And on the other, you have his or her dependents, who often require

And you need the right PPO. One with carefully selected physicians and hospitals, a reputation for quality and smooth administration.

Since we've selected and contracted with PPOs in 20 states and 70 major cities, we've developed a

EVEN WHEN YOUR EMPLOYEES ARE ANGELS,

more health care than the person you employ.

And while you don't want to deny anyone the health care benefits they need and deserve, you do have to control the costs.

Which, as you know, went up an average of almost 19% last year.

It's a frightening position to be in, we know. But fortunately, at NWNL Group, we have several solutions to help you control these costs.

How we work with Preferred Provider Organizations is just one example. You see, we think simply having a PPO does not mean you're going to save money.

To effectively lower costs, you need a health plan with the right financial incentives for PPO use.

special expertise for finding the right PPO for companies of all kinds.

And for helping them get a PPO plan set up and working properly for employees and their dependents.

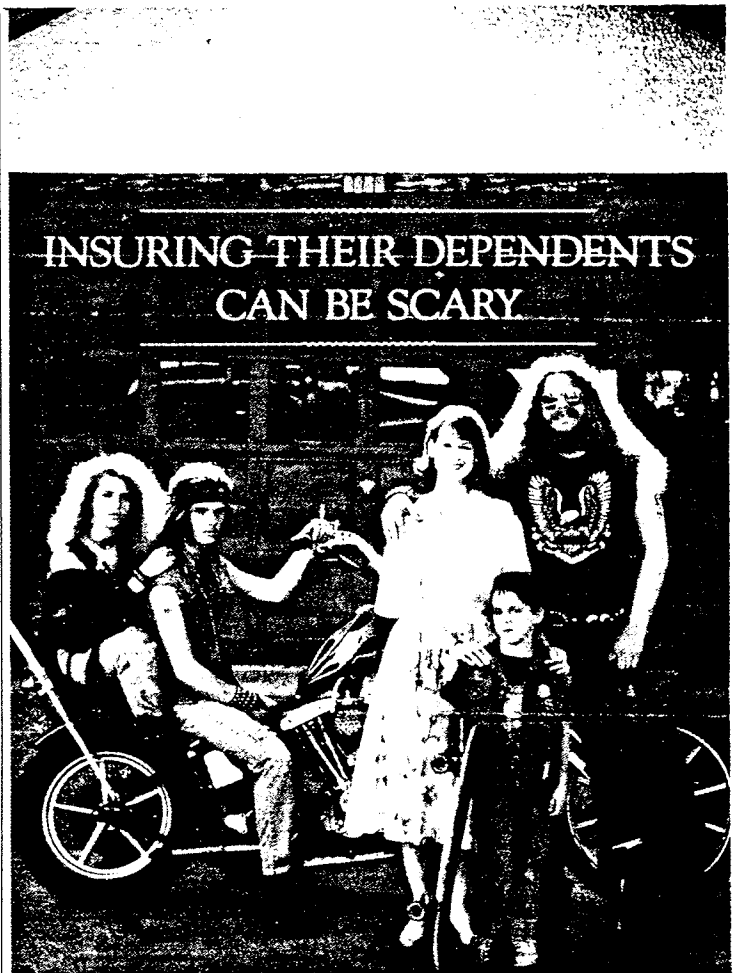
The fact is, looking for new ways to control costs is a top priority with us.

Our new booklet—*Dependent Health Care: 7 Steps To Reduce Costs*—gives you the details on our latest findings. For a copy, call or write Rick Naymark, NWNL Group, Box 20, Minneapolis, MN 55440, (612) 342-7137.

We'll help you make the best of an extremely tough situation.

NWNL GROUP
Northwestern National Life Insurance Co.

NWNL Group is a division of Northwestern National Life Insurance Company, Minneapolis, MN (not admitted in the state of New York). The North Atlantic Life Insurance Company of America, Jamaica, NY is member of The NWNL Companies, Inc.



INSURING THEIR DEPENDENTS
CAN BE SCARY

SMOKE SIGNALS

FINALLY, FRIENDLY - AND SAFE - SKIES

When Air France announced the introduction of all nonsmoking flights, Switzerland's airline, Swissair, decided to strike a blow for freedom. "Air France can do whatever they want. We are too attached to freedom to follow them," said Swissair spokesperson Cedric Dietschy. (The Scandinavian airline, SAS, reversed its policy of scheduling nonsmoking flights after customers complained.) Swissair, incidentally, holds the international record as the world's safest airline. It looks like this company knows what are the real interests of its passengers.

FINDING THE COUNTY LINE

It seems some counties don't know where to draw the line. In July 1987, Baltimore County restricted smoking in public places, except where designated, or in enclosed offices. Westinghouse Electric Corporation, however, which is situated in Baltimore County and employs 4,300 workers, vowed to stand by its own more accommodating policy. The issue was resolved March 2 when Baltimore County's Environmental Protection and Resource Management Department, after meeting with Westinghouse's legal department, announced that the county ordinance cannot be enforced in private businesses to which the public has almost no access. Westinghouse employees now can smoke in their individual work cubicles, but not in conference rooms or rest rooms, according to Westinghouse spokesman Jack M. Martin.

IT COULD HAPPEN HERE: RESTRICTIONS WITHOUT END

The executive assistant of the Delaware Restaurant Association (DRA) has said that the association believes that attempts to "legislate social habits" have proven to be unworkable. According to the DRA's Jean Raling, "the government should not attempt to abridge individual freedoms... for if it does, there will be virtually no end to the possible legislative restrictions."

ALBERT EINSTEIN WOULD NOT MAKE THE GRADE

If he were alive today, the brilliant U.S. physicist Albert Einstein probably would have been banned from teaching at the Illinois Mathematics and Science Academy, located in Aurora, Illinois. Effective July 1, the academy totally banned smoking. An initial attempt to ban smoking was rejected by the academy's board of trustees after several members noted dryly that the proposed measure would have banned pipe-smoker Einstein from teaching at the school.

HARD TIME FOR SMOKERS?

In Mobile, Alabama, a city ordinance that prohibits smoking in public places has a provision for penalties, including fines of up to \$500 and sentences of six months of hard labor. So far, no one has been convicted, since there have been no formal complaints filed in the city.

DRIVING A POINT ACROSS

Lou Ruckman is one smoker who knows when it's time to fight for his rights. Ruckman is a shuttle bus driver for the Beehive Parking Company at the Salt Lake City Airport. The employees at Beehive Parking all work out of a small office and, according to Ruckman, approximately half of them smoke.

Smoking in the office had never been a problem, Ruckman says, until a new anti-smoking employee joined the company. The zealot, encouraged by an anti-smoking group, attempted to prohibit her coworkers from smoking by posting no-smoking signs throughout the office.

Rather than let it slide, Ruckman decided to defend his rights by bringing the issue to the attention of company management. He told the Arizona Smoker Newsletter, "She had no business putting up those signs that say 'No Smoking.' She's just another employee like I am."

In response to this situation, Beehive management decided to accommodate the needs of both smokers and nonsmokers by designating no-smoking and smoking sections in the office. West Blanchard, manager of the office, told Arizona Smoker Newsletter, "Everyone is happy" with the new arrangements.

END

HALL OF SHAME

Abuses of Power: Employers who
forget it is still a Free Country

BOYD COFFEE CO., PORTLAND, OR:

This company is the politest member of our "Hall of Shame." When asked if they had a smoking lounge on the premises, Boyd's spokesman replied, "No, sir. We sure don't."

Employees can use a table outside, "but that can get mighty uncomfortable in the winter." Otherwise, they can feel free to hop in their cars, light up and stare vacantly at the parking lot.

*

FORTUNOFF, WESTBURY, NY:

If you want to make a buck hawking silver flatware to blushing brides, don't bother applying to Fortunoff, the swank New York purveyor of jewelry and silverware. If they find out you're a smoker, they will show you the door. Smoking is a no-no for customers, too, although you may want a relaxing smoke after dropping a bundle for one of the store's 24-karat gee-gaws.

*

MICROWAVE FILTER CO., EAST SYRACUSE, NY:

Microwave Filter leaves no doubt where it stands on the employee smoking issue. The company's public relations department notes: "We have a non smoking policy."

That means no smoking in the building except in the employee lounge and an unheated foyer.

*

THE NONSMOKERS INN, DALLAS, TX:

True to its name, the Non-Smokers Inn does not allow employees or guests to smoke anywhere on the premises.

Guests must sign an agreement stating that, if they are caught smoking, they will pay a \$250 cleaning fee and they will leave immediately.

Employees cannot smoke on or off the job.

Defending her policy of hiring only nonsmokers, Manager Wanda Hodges says: "If [a] person smokes, they have cauterized their olfactory nerves so that they can't tell if someone smokes in the room. Since I have the motel for people that do not smoke, I need my employees to help me monitor that."

*

RADAR ELECTRIC CO., SEATTLE, WA:

Apparently, employees at Radar Electric have been dealing with this company's smoking policy for a long time. When asked exactly how long workers had been prohibited from smoking anywhere on the grounds, a spokesman said "forever."

*

RUSTOLEUM CORP., VERNON HILLS, IL:

Rustoleum takes the same hard-line attitude toward smoking that it does toward corrosion. No smoking in the building, except in enclosed areas.

*

TURNER BROADCASTING, ATLANTA, GA:

The policy of this cable news company is bad news for smokers: no smoking allowed, except in "restricted areas." And smokers may have a hard time even getting in the door. "We prefer to hire the nonsmoker," says the company

*

WESTMINSTER OFFICE MACHINES, LAKE BLUFF, IL:

You've got to give this company credit for bluntness.

"Do you have a smoking policy?"

"Yes."

"And what does that involve?"

"It involves no smoking."

That means no smoking in the building and no smoking in the company cars. Westminster Office Machines used to have a smoking room rigged up with an air purifier, but the purifier was dismantled.

When they say no smoking, they mean no smoking.

*

March 30, 31 & April 1 In Seaside, Oregon Democratic Convention

There will be approximately 600 delegates attending. Kafoury will address the Convention on the Coalition for Petition Rights. Anyone can attend.

THE MOTORCYCLE INDUSTRY COUNCIL

The Motorcycle Industry Council has taken a position in support of S.1007, the national mandatory helmet and seat belt bill under consideration by the U.S. Senate.

The following is a statement published in the MIC's 1988 Motorcycle Statistical Annual.

The Motorcycle Industry Council is a non-profit, national trade association representing manufacturers and distribution of motorcycles, all-terrain vehicles, scooters, mopeds, parts and accessories, and members of allied trades.

As a national, unified voice of the motorcycle industry, the MIC:

- Develops and provides industry statistics and related information to legislators, regulatory agencies, other associations, companies, and interested individuals;
- Analyzes Federal and state Legislative and regulatory actions, taking positive steps to promote effective law and reasonable regulations and to oppose those measures detrimental to our industry and sport;
- Promotes industry, dealer and consumer awareness directed at the reduction of motorcycle sound, the preservation of the environment, conservation of energy resources, and the safe and courteous operation of all vehicles;
- Conducts educational seminars in subject matters of interest to governmental agencies, member companies, motorcycle dealers and other concerned parties.

Sounds like a good deal, doesn't it? In fact, it sounds very much like what the motorcycle rights organizations have been doing for 15 years or so.

Why, then, are the MIC and the motorcycle rights groups on opposite sides of the fence when it comes to helmet laws? Apparently, the industry thinks that motorcycling has a reputation as an "unsafe" sport, and that a helmet law would somehow change that, thereby enabling them to sell more motorcycles and related products. In other words, it comes down to the Allmighty Dollar.

Well, maybe it's time for the God to Speak. The members of the MIC control the actions of the MIC officers. The MIC members depend on your money for their economic success.

Here's the list. If you aren't happy with the MIC's stance, call or write today. Let them know that until the MIC withdraws its support for S.1007, you will buy other branches from non-MIC suppliers.

MIC CORPORATE OFFICES

Motorcycle Industry Council
Executive Office
2 Jenner Street, Suite 150
Irvine, CA 92718
Alan R. Isley, President
(714) 727-4211

Governmental Relations Office

1235 Jefferson Davis Highway
Suite 1410
Arlington, VA 22202
Melvin R. Stahl, Vice President
(703) 521-0444

MIC MEMBERS AS OF JULY 8, 1988

Manufacturers/Distributors

American Honda Motor Co.
American Suzuki Motor Corp.
BMW of North America
Cagiva North America
Kawasaki Motors Corp. USA
650 Industrial Circles
P.O. Box 504-T
Shakopee, MN 55379
(612) 445-6060
Ital-Tema
Triumph Motorcycles (Coventry) Ltd.
Yamaha Motor Corp. USA

Allied Trade Companies

Accel Corp.
Acebris Plastica USA
Amal Limited
American Motorcycle Institute
Ancar International
Bates Industries
636-T W. 10th Street
Long Beach, CA 90801
(213) 435-6551
Bell Helmets
Route 136 East
Rontoul, IL 61866
(217) 893-9300
Bel-Ray Company
Bobby J's Accessories
Bozell, Jacobs, Kenvon & Eckhardt
Advertising
Bridgestone USA
Buchanan's Frame Shop
Burroughs & Associates
C & K Distributing Co.
Carfel, Inc.
7495 N.W. 48 Street
Miami, FL 33166
(305) 592-2760
Castle Sales Co.
Chiat/Day Inc. Advertising
Clymer Publications/Intertec
Cone Engineering
Continental Products Corp.
Cosmopolitan Motors
Crane Cams
Cycle Shack
D.J. Brown Associates
Dealernews/Motorcycle & ATV Expos
Diamonds Motorcycle Group
Dunlop Tire & Rubber Co.
P.O. Box 1109
Buffalo, NY 14240
(716) 773-8200
Ed Leinco & Associates
Failure Analysis Associates
Great American Media

Haynes Publications

HDM Advertising
Helmet House, Inc.
168-T W 225th Street
Bronx, NY 10463
(212) 562-8143
Hong Jin Co., Ltd.
Industry Shopper Publishing
IRC/Inouse Rubber Co., Ltd.
Iron Horse Motorcycle Supply
K & N Engineering
Kayaba Industry Co.
Keihin Seiki USA
Kelley Blue Book
KK Motorcycle Supply
Lemans Corp.
M/C Enterprises
Malcolm Smith Products
Marshall Distributing
Metzeler Motorcycle Tires
Michelin Tire Corp.
Mikuni American Corp.
Motocross Action Magazine
Motorace
Motorcycle Product News
Motorcycle Management Consulting
Services
NADA Appraisal Guides
National Cycle
National Market Reports
Paulson Manufacturing Corp.
Penthouse International
Petersen Motorcycle groups;
Motorcyclist, Dirt Rider, Super/
Moto Cross
Pirelli Tire Corp.
Progressive Corp.
Progressive Suspension
Rider Magazine
Russel Cycle Products
Russell Industries
Scott USA
Slipstreamer
9835-T W. 69th Street
Eden Prairie, MN 55344-3431
(612) 941-9000
Spectro Oils of America
Sudco International
Sunstar Engineering USA
Tucker-Rocky Distributing
Uni Filter
United States Tsubaki
Van Leeuwen Enterprises
Vance & Hines Racing
Vetter Products
W. Everett Brashear Rep.
Western Power Sports
Works Performance Products
Yuasa Exide Battery Corp.

Reprinted from November, 1989

Counterpoint

IS THERE JEOPARDY IN COMMUNIST GOALS FOR AMERICA?

by Dal Ferry

Communism, A failed system since its inception, now buffeted by freedom seekers. Violence and murder are its tools for control. Will it be different this time or will ruthless force, as in China, rule the day? Principles and of Manifesto and 1962 goals for America are still intact.

With the exception of the Ten Commandments, The Sermon on The Mount, The Magna Carta, The Declaration of Independence, The U.S. Constitution and The Bill of Rights, there are few documents that have had a more profound affect on the Western World than the "Manifesto to the World" written by Karl Marx and Friedrich Engels in 1847.

When it was completed they announced the new program for International Communism. Today, while many things have changed about Communism, over the years the basic ideas are still a part of the revolution to Communize the World.

It is significant that of all the famous documents which preceded the "Communist Manifesto" were based on morality and a belief in God. Communism was not.

Most of us, the writer included, have heard about the "Communist Manifesto", but, how many have actually read the basic principles? For those who haven't seen them, and to refresh the memory of those who have, here they are:

"THE COMMUNIST MANIFESTO"

World Communism called for an international revolution to;

1. Overthrow capitalism,
2. Abolish private property,
3. Eliminate the family as a social unit,
4. Abolish all classes,
5. Overthrow of all governments,
6. Establish a communist order with communal ownership of property in a classless, stateless society.

There is an axiom that accompanies the basic principles of "full communism" that most people recognize and that is the idea that: "Each will produce according to his need". Since the state owned everything there wouldn't be any need for capital.

Millions of Americans, today, can recall the rise to power of Nikolai Lenin and Leon Trotsky through ruthless revolution. They can recall the repressive, murderous regimes of Joseph Stalin, and Malenkov. We read with horror about Khrushchev and Bulganin.

Communism could not be established by the democratic process, it had to be imposed by brute force, and it still is, where it is the dominant government.

It has never succeeded in gaining a stronghold in the United States, at least on the surface, in spite of William Z. Foster and Elizabeth Bentley.

Some intellectuals, in their youth, embrace Communism as the Utopia for mankind. Many have become bitterly disillusioned and renounced it after some experience with its internal operation.

The question has arisen, lately, whether or not some university professors are indoctrinating their students with communist-socialist theory

rather than introducing it to the student as a comparative form of government. There is no question that it should be examined in an objective way. After all, it affects the lives of millions as well as our own.

The lack of success the Communists have had in producing [an] economically [sound society] for their people is outstanding. No where have they been able to do it. It hasn't been able to stand competitively anywhere in the free world.

In those countries where the movement to become free is a daily problem for the Communist dominators, the cry is for "private property rights".

Many people unknowingly embrace parts of the Communist-Socialist philosophy, perhaps we all do to some extent. Certainly it was tried in early America by the Puritans and found wanting simply because equal sharing of production eliminates the incentive to produce. Man has an instinctive desire to better himself. Private property is the secret to overcoming inertia.

At times, we are concerned when the administrative agency type of government is thrust upon us, whether we like it or not, and normal moral standards and constitutional safeguards are ignored. We have little recourse but to accept their edicts, unless of course we are in a position to be expected from the process, as in the case of the state, or we have sufficient resources to battle the system successfully by the legal route.

It smacks of Communism! But, then assuming that Communism is the right way to go, does that justify lying, or stealing, or immortality to make administrative government work?

William Z. Foster, a foremost Communist in America puts it this way:

"With him, the Communist, the end justifies the means. Whether his tactic be 'legal' or 'moral,' or not, does not concern him, so long as they are effective. He knows that the laws as well as the current code of morals, are made by mortal enemies ... Consequently, he ignores them in so far as he is able and it suits his purposes. He proposes to develop, regardless of capitalist conceptions of 'legality,' 'fairness,' 'right,' etc., a greater power than his capitalist enemies have."

America was built on the concept of 'private property,' 'free enterprise' and the belief in 'life, liberty and the pursuit of happiness.' We've kept our "powder dry" and didn't shoot until we could see the "whites of their eyes." It worked.

Let's not be taken in by Communistic peace efforts. They are part of the program. Communist goals for America are being activated by many devious ways today. Guard your child in the educational process.

CURRENT COMMUNIST GOALS FOR AMERICA

In 1962, the communist leadership had 45 goals for conquering America. They are described in THE NAKED COMMUNIST, an excellent text written by Dr. W. Cleon Skousen, pp 259-262.

Dr. Skousen spent 16 years in the FBI, much of that time as the number three man in the Bureau in charge of the Communications Section, where they were charged with tracking foreign agents in the U.S. He later was a professor at BYU, and has written many texts on the Constitution and the Founding Fathers. Dr. Skousen also founded the National Center for Constitutional Studies with headquarters in Washington, D.C.

He was Chief of Police in Salt Lake City for four years where a national news magazine

reported he ran a "model department."

Every day we are barraged with propaganda in the media that would indicate the Soviet Union has changed their philosophy. Have they really, or is it just more Soviet "disinformation"?

The 45 communist goals as set forth in 1962 are presented here for reference. Knowing them will help prepare us to judge current events, education, world economics and the media. How many of these Goals have already been achieved, and how many affect our everyday lives?

1. US acceptance of coexistence as the only alternative to atomic war.

2. US willingness to capitulate in preference to engaging in atomic war.

3. Develop the illusion that total disarmament by the United States would be a demonstration of moral strength.

4. Permit free trade between all nations regardless of Communist affiliation and regardless of whether or not items could be used for war.

5. Extension of long-term loans to Russia and Soviet Satellites.

6. Provide American aid to all nations regardless of Communist domination.

7. Grant recognition of Red China. Admission of Red China to UN.

8. Set up East and West Germany as separate states in spite of Khrushchev's promise in 1955 to settle the Germany question by free elections under supervision of the UN.

9. Prolong the conferences to ban atomic test because the US has agreed to suspend tests as long as negotiations are in progress.

10. Allow all Soviet satellites individual representation in the UN.

11. Promote the UN as the only hope for mankind. If its charter is rewritten, demand that it be set up as a one-world government with its own independent armed forces.

12. Resist any attempt to outlaw the Communist party.

13. Do away with loyalty oaths.

14. Continue giving Russia access to the US Patent Office.

15. Capture one or both of the political parties in the United States.

16. Use technical decision of the courts to weaken basic American institutions by claiming their activities violate "civil rights" [ED NOTE: or "free speech"].

17. Get control of schools. Use them as transmission belts for socialism and current Communist propaganda. Soften the curriculum. Get control of teachers' associations. Put the party line in textbooks.

18. Gain control of all student newspapers.

19. Use student riots to foment public protests against programs or organizations which are under Communist attack.

20. Infiltrate the press. Get control of book-review assignments, educational writing, policy-making positions.

21. Gain control of key positions in radio, TV and motion pictures.

22. Continue discrediting American culture by degrading all forms of artistic expression. An American Communist cell was told to "eliminate all good sculpture from parks and buildings, substitute shapeless, awkward and meaningless forms".

23. Control art critics and directors of art museums. "Our plan is to promote ugliness, repul-

sive, meaningless art."

24. Eliminate all laws governing obscenity (i.e., pornography) by calling them "censorship" and a violation of free speech and free press.

25. Break down cultural standards of morality by promoting pornography and obscenity in books, magazines, motion pictures, radio, and TV [ED NOTE: and in music].

26. Present homosexuality, degeneracy, and promiscuity as "normal, natural, healthy."

27. Infiltrate the churches and replace revealed religion with "social" religion. Discredit the Bible and emphasize the need for intellectual maturity which does not need a "religious" crutch.

28. Eliminate prayer or any phase of religious expression in the schools on the grounds that it violates the principle of "separation of church and state".

29. Discredit the American Constitution by calling it inadequate, old fashioned, out of step with modern needs, a hindrance to cooperation between nations on a worldwide basis.

30. Discredit the American founding fathers. Present them as selfish aristocrats who had no concern for the "common" man.

31. Belittle all forms of American culture and discourage the teaching of American history on the grounds that it was only a minor part of "the big picture". Give more emphasis to Russian history since the Communists took over.

32. Support any socialist movement to give centralized control over any part of the culture, education, social agencies, welfare programs, mental health clinics, etc.

33. Eliminate all laws or procedures which interfere with the operation of the Communist apparatus.

34. Eliminate the House Committee on Un-American activities.

35. Discredit and eventually dismantle the FBI.

36. Infiltrate and gain control of more unions.

37. Infiltrate and gain control of big business.

38. Transfer some of the powers of arrest from police to social agencies. Treat all behavioral problems as psychiatric disorders which no one but psychiatrists can understand or treat.

39. Dominate the psychiatric profession and use mental health laws as a means of gaining coercive control over those who oppose Communist

goals.

40. Discredit the family as an institution. Encourage promiscuity and easy divorce.

41. Emphasize the need to raise children away from the negative influence of parents. Attribute prejudices, mental blocks and retarding of children to suppressive influence of parents.

42. Create the impression that violence and insurrection are legitimate aspects of the American tradition; that students and special-interest groups should rise up and use "united force" to solve economic, political, or social problems.

43. Overthrow all colonial governments before native populations are ready for self government.

44. Internationalize the Panama Canal.

45. Repeal the Connally Reservation so the US cannot prevent the World Court from seizing jurisdiction over domestic problems. Give the World Court jurisdiction over nations and individuals alike.

There they are, the "Current Communist Goals for America".

CHAPTER ADDRESS AND CONTACT PERSON(S)

CENTRAL OREGON

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Paul Warrender, 772-7344

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OREGON EVENTS CALENDAR

Following is a calendar of events taking place all over Oregon. The Calendar is reprinted from BikePAC of Oregon and is intended to give you area events where you can go to gather petitions. GOOD LUCK and get those signatures.

- | | |
|--|---|
| <p>DEC 1-31 Christmas In Yachats
Caroling, bazaars, walks, concerts, and whale watching. Yachats (503) 547-3530</p> <p>DEC 1-31 Watercolor Society Statewide Show
One of the largest Societies in the U.S. show works of over 500 members. Eugene (503) 451-2805</p> <p>TBA- FIS Western Regionals
Mt. Bachelor (503) 382-2442</p> <p>TBA- Volvo Ski Show
Mt. Bachelor (503) 382-2442</p> <p>TBA- Craftsman Bazaar
Jefferson Co. Fairgrounds, Madras (503) 475-6245</p> <p>DEC 1-22 Annual Holiday Shop
Roseburg (503) 672-2532</p> <p>DEC 1-25 Yuletide at Seaside
Seaside (503) 738-6391</p> <p>DEC-WKND Saturday Market Christmas Show
The Market features high quality juried arts and crafts, furniture, jewelry and food. Lane Co. Convention Center, Eugene (503) 686-8885</p> <p>DEC 1-31 Teddy Bear Christmas
Hundreds of friendly bears decorate the turn-of-the-century Pittock Mansion. Portland (503) 248-4470</p> <p>DEC 1-31 Santa Claus Collection
A collection of a hundred Santas. Lincoln City (503) 996-6614</p> <p>DEC 1-31 The Holiday Show
An excellent collection of one-of-a-kind arts and crafts for that special gift. The Bush Barn, Salem (503) 581-2228</p> <p>DEC 2-29 Winter Lights Festival
The Zoo lights up for the holidays and includes music, hands on activities, and Santa Claus. Washington Park Zoo, Portland (503) 226-1561</p> <p>DEC 4-22 Holiday Noon Concerts
State Capitol, Salem (503) 378-4423</p> <p>DEC 4-JAN "Biennial 1989 Works on Paper"
Presented by the Portland Art Institute, State Capitol, Salem. (503) 378-4423</p> | <p>DEC 5-31 Festival of Lights
Annual celebration of the holiday season with beautifully lit and decorated boats, homes and businesses. Bandon (503) 347-9616</p> <p>DEC 7-24 Christmas Around the World
Roseburg (503) 673-5934</p> <p>DEC 7-17 "Scrooge"
The Charles Dickens timeless classic presented as a musical. Rogue Community College, Grants Pass (503) 479-5541.</p> <p>DEC 8-24 7th Annual Dickens Christmas Feast
A fun evening of feasting and musical entertainment that would warm Scrooge's heart. Ashland (503) 488-1115</p> <p>DEC 8-30 Old Fashion Christmas at Shore Acres
Beautiful formal gardens come to life with thousands of Christmas lights. Bay Area (503) 269-0215</p> <p>DEC 12 New York Vocal Ensemble Concert
Baker (503) 523-5855</p> <p>DEC 14 Holiday Faire
Handmade Craft exhibit. Camp Withycomb, Clackamas (503) 287-4581</p> <p>DEC 15 KBHA Horse Show
Open Show to all breeds. Klamath Co. Fairgrounds, Klamath Falls (503) 882-6880</p> <p>DEC 15 Stampfest '89
Stamp dealers and exhibits. Douglas Co. Fairgrounds, Roseburg (503) 673-3203</p> <p>DEC 15 17th St. Boniface Parish Dinner
Deep-fried chicken dinner and fall fair featuring arts, crafts, nursery stock and baked goods. Sublimity (503) 769-6459</p> <p>DEC 15-16 St. Pat's Cowedo
Jefferson Co. Fairgrounds, Madras (503) 475-2130</p> <p>DEC 15-17 Christmas at Hughes House
A first annual event. The house will be lighted and decorated for the holidays. Sixes (503) 332-2971</p> <p>DEC 16 Christmas Sing-a-Long
Arrival of Mr. and Mrs. Claus escorted by the Fire Dept. Caroles led by Sweet Adelines and food. Rockaway (503) 355-2093</p> <p>DEC 16 Sumpter Christmas Lighting Contest
Sumpter (503) 894-2338</p> <p>DEC 16-17 Holiday Bed and Breakfast Inns Tour
Ashland (503) 482-3486</p> <p>DEC 16 Voksporting
Newberg (503) 538-3402</p> |
|--|---|

- DEC 17 Lower Columbia River Christmas Boat Parade**
The 4th annual parade is a charitable food drive. Bring a donation of food for a boat tour of the channel. Astoria (503) 325-6311
- DEC 17 Oregon Arms Collections**
National Guard Armory, Tigard. Ted Dowd (503) 292-6145
- DEC 19-21 Holiday Showcase**
An extravaganza featuring collections of handmade specialty items. Lloyd Center, Portland (503) 297-6364
- DEC 20-21 Klamath Basin Potato Festival**
Merrill (503) 882-0664
- DEC 20-22 9th Annual Portland Gem & Mineral Show**
Multnomah Co. Expo Center, Portland (503) 285-7756
- DEC 20-22 Newport Fisherman's Harvest**
A festival by the sea including seafood booths and demonstrations. Newport (503) 265-8801
- DEC 20-21 Pacific NW Narrow Gauge Meet**
Model railroader seminars, displays and banquet. Cottage Grove (503) 942-2491
- DEC 21 Big Country Radio Auction**
A part of the Harney Co. Centennial. Burns (503) 573-2636
- DEC 21 Downtown Auto Show**
See what the latest wave of the future brings as downtown Astoria becomes a showroom for 1990 models. Astoria (503) 325-6311
- DEC 21 Scappoose Sauerkraut Festival**
Booths, activities and local entertainment. Scappoose (503) 543-3138
- DEC 21-22 Antique Show**
1st annual show in newly renovated 72-year old stable. Aloha (503) 642-3855
- DEC 21-22 Art and Craft Fair**
Quality handcrafted items featuring local artists in watercolor, oil, potters, and wood-carvers. Glide (503) 496-0519
- DEC 21-22 Baker Swim Team Invitational**
Over 200 NW youths participate in meet. Baker (503) 523-5855
- DEC 21- Pioneer Brass Concert**
Newport (503) 265-9231
- DEC 21 Hermiston Wine and Cheese Festival**
Hermiston (503) 567-6151
- DEC 21 Booster Club Auction**
Community-wide auction. Cottage Grove (503) 942-5977
- DEC 21 Big Country Radio Auction**
Burns (503) 573-2636
- DEC 21-22 Hood River Valley Harvest Festival**
The valley welcomes visitors for 2 days of entertainment, crafts, fresh locally grown produce and fruits. Hood River (503) 386-2000
- DEC 21 Authors and Artisans 10th Annual Festival**
The Salishan Marketplace features PNW artists. Gleneden Beach (503) 764-2305
- DEC 21-22 Hughes House Harvest Bazaar**
A variety of crafts and bake goods. Port Orford (503) 332-2971
- DEC 22 Benedictine Harvest Faire**
A family-oriented event featuring craft and food booths, a pumpkin patch, hay wagon, pony rides, and children's activities. Mt. Angel (503) 845-2556
- DEC 22 Dinner/Hobby and Craft Country Store**
Lookingglass (503) 679-4315
- DEC 27-29 Southern Oregon Coast Clogging Invite**
Coos Bay (503) 888-9331
- DEC 27-29 Grapes of Wrath**
Mt. Hood (503) 243-7616
- DEC 27-April Portland Meadows Opening**
Come see thoroughbred and quarter horse racing. Portland (503) 285-9144
- DEC 17 Winter Solstice Poetry Reading**
All poets are welcome to read their own work. Bend (503) 389-5845
- DEC 17 The Baker High Vespers**
A holiday concert presented by the high school and Adult Community Choir. Baker (503) 523-5855
- DEC 19 Harney Co. Centennial Closing Ceremony**
An old fashioned concert. Burns (503) 573-2636
- DEC 25 Christmas Dinner**
Served by The Ashland Community Center. Ashland (503) 482-8539
- DEC 25-31 Christmas/New Year's Week**
Diamond Lake (503) 793-3333
- DEC 26-JAN Whale Watch Week**
Witness the winter migration of the Gray Whales as they head south to the breeding and calving areas in the lagoons of Baja. Lincoln City 1-800-452-2151
- DEC 30-31 La Pine Sled Dog Races**
The teams come from around the N.W. to compete in Central Oregon's only sled dog race. Come see the annual "athletes" compete for prizes. La Pine (503) 536-1418
- DEC 31 Timberline New Year's Eve 24 Hour Skiing**
A long-standing tradition at Timberline. Fireworks at midnight and bringing in The New Year on skis. Timberline Lodge (503) 272-3707
- JANUARY 1990**
- JAN 6 Job Fair**
Portland Coliseum Assembly Hall
- JAN 12-14 Rodeo**
Portland Coliseum Arena
- JAN 13-16 Gift Show**
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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.

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE

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Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pickup time contact: Boyd or Sandy Sharrar, 835-9201 - Evenings, After 5 pm
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ANNOUNCEMENT:

SPIRITUAL MEETINGS - Every Sunday at 10 a.m. at the Totem Pole Tavern, 3324 N.E. Killingsworth, Portland. Please join us! You'll feel better. Come see Preacher Eugene and Preacher Jim at there best. (2-90)

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EASYSIDERS

ABATE OF DENMARK LIVES

by Bjorn T. Bewild

ABATE of Denmark is currently Europe's only ABATE Chapter, says Joi Bay, and he should know, because he's a member. But actually, that's not quite as remarkable as some of the bullshit the brothers in Denmark are stuck with.

Check this out: If you live in Denmark and you want to buy a bike (or any vehicle, for that matter), the registration fee will run ya a whopping 180 percent of the vehicle's value! That means, if your new scoot cost ya \$10,000, your registration fee will run ya an additional \$18,000. Of course, ya gotta have a driver's license, for which you've paid another \$1,000 previously.

Helmets are the law, unless you can get your ol' doc to write ya a letter attesting to the fact that you suffer from claustrophobia, then you're exempt. That might explain why the Danes like those wide, open spaces.

But that's all something the 1,000 members of the nine-year old ABATE of Denmark don't even bother to fight, "because it would be hopeless," as Joi puts it. Instead, the bikers of Denmark wage battle with two issues: bike modifications and rings.

Joi, who works as a sociologist for the University of Copenhagen, has put the statistics together for the fight, refuting the old claim that modified bikes are more likely to be in an accident than stock bikes. "It's the young, inexperienced rider on his Japanese bike, who has accidents, not the older, more experienced biker on his chopper," explains Joi.

Getting a modified bike past inspection is either a matter of losta luck or big bucks. Many bikers will take their stock bike for inspection and, as soon as they get home, modify it and ride it until they get stopped ... But there's another way to avoid being cited by Big Brother for modification. You can take your bike to the Ministry of Justice and have a thorough, and I mean thorough, test performed.

First, it will be examined for street-worthiness, making sure all parts are there. Then a professional test rider will take it to full speed, carrying a passen-

ger and fully loaded saddlebags, plus whatever else it can tote. If your Hog is still alive then, its frame will be measured for possible cracks and weak spots by laser beam.

After you get through with all that, the only thing left to do is pay them for the favor, another \$7,000. But hey, you get a certificate to show any bullheaded cop that he can't mess with your bike. But is it worth it?

In order to change these laws, ABATE of Denmark has produced a video that was shown on national television in August. On it, experts from Denmark as well as Sweden, where chopper life is relatively unrestrained, give testimony to the safety of the modified bike.

"The political climate is very liberal right now," says Joi, "so we think we might have a good chance for some changes."

But is it liberal enough to accommodate ABATE's second issue and change the illegal status of wearing more than two rings on each hand? Any number of rings above that is considered to be a "knuckle-buster," and therefore an illegal weapon. But who can blame them? With all these ridiculously high fees, who wouldn't want to bust a lip once in a while? END

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Gary Martin - Collected \$1,700.00

Robert Kitterman - Collected \$1,180.00

There were also several other awards to other A.B.A.T.E. members who worked hard in raising money. A.B.A.T.E. of Oregon, Portland Chapters raised a total of \$6,000 for MDA.

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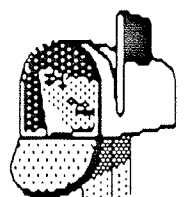
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DOT RESUMES SAFETY TESTING OF HELMETS

Following heavy pressure from the biking community and motorcycle industry, the Department of Transportation (DOT) has resumed safety testing of motorcycle helmets. The DOT, whose approval is required on every adult-size helmet sold in the U.S., tested its first helmet in more than two years on September 12th — using a modified DOT standard.

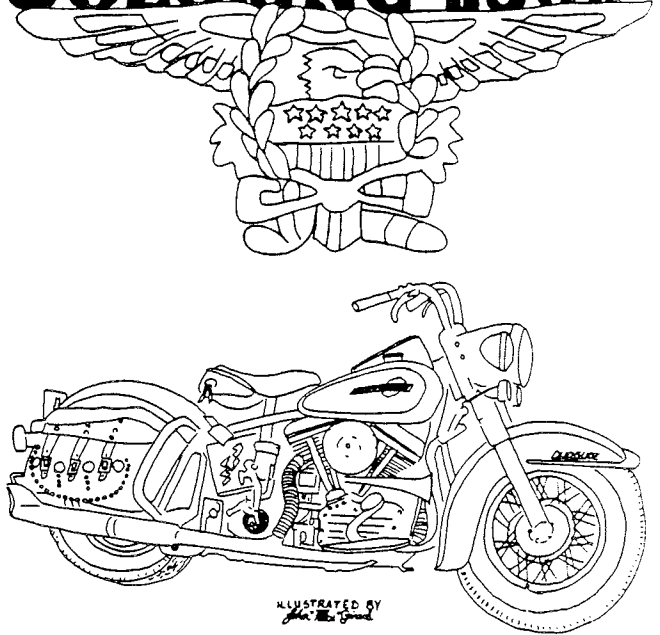
Key provisions of the new standard FMVSS 218 require the modification of the testing apparatus to allow all helmet sizes to be tested. Previously, only a medium ("Size C") headform was used for all tests, a major criticism of the DOT standard.

Bikers Against Manslaughter (B.A.M.) National Director Bill Bish testified before the California Senate Transportation Committee in May, at which time they were considering a mandatory adult helmet law, that the DOT had suspended helmet testing due to budget constraints and had not conducted a single test since 1987. Shortly thereafter, B.A.M. made the information public through press releases and publications such as "Easyriders" and "Motorcycle Product News" inciting both motorcyclists and the industry to demand an explanation or justification.

In addition, ABATE of Texas was using the information to fight their new helmet law, and Jersey ABATE filed a citizen's complaint citing the state's inability to approve helmets which were not DOT approved. Both of these actions, and others, were pending when the DOT announced they would resume testing within the next fiscal year.

"We're not opposed to helmet use," said Bish, "but if the law establishes a minimum safety standard, then manufacturers have a duty to comply and the government has a duty to ensure compliance. More than 60% of America's 5 million motorcyclists wear helmets, either by choice or as required by existing state laws, and we feel they deserve protection against faulty or substandard products just as any other consumer." **END**

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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:

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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:

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

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NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within on 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**

RIDING WITH CONTROL THROUGH A BETTER UNDERSTANDING OF TRACTION

by Michael Farabaugh

(Continued from last month.)

in terms of how well they perform, but even the best of them sacrifice ultimate traction for other considerations such as long life and stability. Another thing to remember about rubber is that it tends to harden with age and as the result of flexing. So all tires, including those intended for sport riding, lose traction potential with age.

Rubber is not as soft and pliable when it is cold as when it is warm. Each compound functions best at some design temperature before expecting maximum traction potential. The natural flexing of the tire produces the heat necessary to warm the tire, so all that is necessary is to ride moderately for a few miles to get the tires into their design temperature range. However, as with most things, there is a limit to the benefits of warming the tires. If they get too hot, they begin to wear very rapidly and lose traction potential. Maintaining proper tire pressure and remaining within their load/speed ratings are the keys to preventing overheating, because they limit the amount of flexing which occurs as the tire rolls.

The purpose of the tread pattern is to give better traction on wet surfaces. It does this by providing channels for water to escape from the contact patch (the area of the tire touching the road) and, thus, delay the onset of hydroplaning. Hydroplaning occurs when water can't get out of the way of the advancing tire and it literally lifts the tire from the road surface. It is similar to what happens when a speed boat (a hydroplane) or a water ski is moving fast enough to skim along on the surface of the water. One of the reasons why tire manufacturers recommend that a tire be replaced while there is still 1/16 to 3/32 inch of tread remaining is that tires worn beyond this point are not safe in the rain even though the tread pattern remains visible. This is because the grooves are not deep enough to channel away enough water to prevent hydroplaning

at even moderate speeds.

The tread pattern has very little to do directly with dry traction, but it can affect heating rate, wear rate, stability, and control. In general, the larger the tread blocks (the greater the space between the grooves) and the narrower the grooves, the greater the tread life and stability at the expense of wet traction. The wider the grooves and the smaller the tread blocks, the greater the wet traction at the expense of tread life and stability. As with compound, tread design is a compromise between conflicting goals.

Before leaving the subject of the tread, there is one common misconception that needs to be addressed, and that is the idea that the size of the contact patch directly affects traction. Remember our friction equation a few paragraphs ago. Look again; you don't see anything in there about area, do you? That's because under most circumstances the size of the contact patch, the amount of "rubber on the road", does not directly affect the amount of dry traction.

This is not to say that the contact area has nothing to do with traction. There are some indirect effects that can influence the amount of traction, because the area of the contact does affect such things as heating rates, stability, resistance to hydroplaning, and the importance of small defects or spots of lubrication on the surface. In some cases (like with a small patch of oil), a large contact patch can have a beneficial effect on traction, while in others (like with hydroplaning) it can be harmful. There are also some minor effects during the transition from rolling to sliding, but for all practical purposes on the street, the size of the contact patch (or some small change in the size of the contact patch) simply has no significant effect on dry, rolling traction.

You'll probably encounter riders who will challenge this idea by bringing up big, fat racing tires as evidence that a large contact patch is necessary to produce a lot of traction. The response to this is to point out that it is an obvious, but unjustified conclusion. First of all, racing tires spend a lot of time at the limits of performance and in the transition zone between rolling and sliding, so they operate under a slightly different set of rules. But more import-

antly, it is true that racing tires are big and fat, and it is true that they produce a lot of traction. But these two facts are only indirectly related.

Soft compounds are "sticky" compounds and soft compounds tend to get hot and go away very rapidly. To produce a viable racing tire, the engineers select a soft, "sticky" compound to produce a lot of traction. But to make sure that compound stays cool enough not to melt and to make sure that there is enough of it to last for more than one or two "hot laps," they have to use a large contact patch.

Rather than thinking of the large contact area as producing more traction, it is more accurate to think of it as acting to prevent the premature loss of the improved traction made available by the "sticky" compound. Of course, there are lots of other factors such as stability and control that also go into the design, and the bottom line is that if you want to go fast, you'd better use those big, fat, "sticky" tires designed for that purpose.

The surface material (asphalt, concrete, dirt, paint, ice); the surface texture (coarse, smooth, polished); and the presence of lubricating materials (water, oil, antifreeze, leaves, sand, mud) all combine to affect the potential for traction. It is difficult to make any valid general statements when there are so many variables involved. Dry, coarse concrete is better than wet, smooth ice, but between these extremes, you must rely on common sense and trial-and-error experience to estimate the effect that the surface has on traction potential. Here is when an effective riding strategy like SEARCH-PREDICT-ACT comes into the traction management concept. (Copyright 1989 Motorcycle Safety Foundation.)

Utilizing the proper riding techniques at just the right time along with responsible mental strategies always works in the favor of having big fun while riding your motorcycle. Unfortunately, space does not allow further details and breakdown on traction.

I strongly encourage all motorcyclists to sign up for the course and utilize this opportunity to brush up on your skills. Your tires and tire pressure are your life line. Check your tire pressure once a week and please keep quality rubber on your ride always. Ride aware, ride safe. END

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Oregon Dept. of Environmental Quality

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While heavy-duty diesel trucks don't have to be tested at the inspection stations, these vehicles aren't exempt from air pollution requirements. The Oregon Motor Vehicle Code prohibits all smoking vehicles, including smoky diesel buses and trucks, from operating in Oregon. ORS 815.195-200 provides that no gasoline vehicle shall have any visible emissions. It also states that diesel vehicles shall not emit smoke at levels above 10 percent opacity. Drivers of smoky vehicles can be cited. END

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Chapter Meetings – Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
1st & 3rd SUNDAYS	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	YAMHILL COUNTY	3 pm, Dominico Pizza, McMinnville.
3rd MONDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
	KLAMATH FALLS	6 pm, Inga's Cheese Haus, 4023 South 6th. Call Preston at 882-7070.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
1st & 3rd TUESDAYS	NORTH COAST ABATE	7:30 pm, The Pizza Harbor, 15 N. Edgewood, downtown Astoria behind the Convention Center (in the back room).
	COLUMBIA COUNTY	7:30 pm, The Gun Club, Rainer (Spring). (Third Tuesdays only in the winter!)
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Sunshine Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
3rd WEDNESDAYS	LANE COUNTY	7 pm, Round Table Pizza, 6th Street, Eugene.
1st & 3rd THURSDAYS	CENTRAL OREGON	7:30 pm, K.C. Pizza, Redmond.
	MT. HOOD	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.
1st & 3rd SATURDAYS	TEAM TOTEM	10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.