

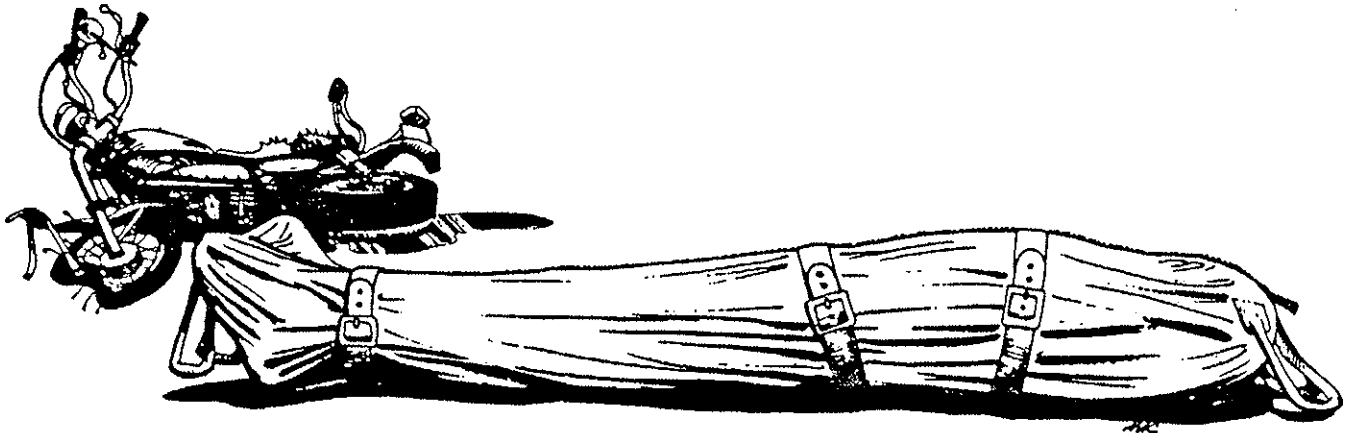


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February 1990 NEWSLETTER – edited by Donna Adkins, N.E. Portland Chapter

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# Last year over 1,500 bikers stopped riding drunk



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## Brothers DON'T let brothers ride drunk!

This advertisement comes to Oregon courtesy of ABATE of Pennsylvania

See inside this issue for information about the TEAM OREGON course near you or call toll free:

### 1-800-922-2022

TEAM OREGON Motorcycle Safety Program - Oregon Traffic Safety Commission  
400 State Library Building, Salem, Oregon 97310

## WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

ABATE of Oregon, Inc.

P.O. Box 4504

Portland, OR 97208

Please make checks payable to ABATE of Oregon, Inc.

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**DEADLINE FOR SUBMISSIONS FOR PUBLICATIONS IS THE 15TH OF THE MONTH PRIOR TO PUBLICATION MONTH.**

Submissions will not be returned or saved, unless accompanied by an S.S.A.E.

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3747 N.E. Sandy Blvd.

Portland, OR 97232

## CHAPTER ADDRESS AND CONTACT PERSON(S)

<p>CENTRAL OREGON 2520 N.W. Dogwood Madras, OR 97741</p> <p>Jerry Brown, 475-2503</p> <p>COLUMBIA COUNTY P.O. Box 725 Rainier, OR 97048</p> <p>For info: Lee Hildebrand, 556-2733</p> <p>DOUGLAS COUNTY P.O. Box 61 Roseburg, OR 97470</p> <p>For info: Joy Hoover</p> <p>JACKSON COUNTY P.O. Box 1184 Medford, OR 97501</p> <p>For info: Peter Karpa, 776-4558 or Paul Warrender, 772-7344</p> <p>JOSEPHINE COUNTY P.O. Box 1385 Merlin, OR 97532</p>	<p>LANE COUNTY 34215 Meyer Road Cottage Grove, OR 97424</p> <p>For info: Harley, 935-2424</p> <p>LINCOLN COUNTY P.O. Box 665 Newport, OR 97365</p> <p>For info: Vicki Lechner, 563-3520</p> <p>MT. HOOD P.O. Box 13021 Portland, OR 97218</p> <p>NORTH COAST ABATE P.O. Box 468 Seaside, OR 97138</p> <p>For info: Jay Cooley, 325-4892</p> <p>N.E. PORTLAND P.O. Box 5792 Portland, OR 97228</p> <p>For info: Pat Gleason, 775-4593</p>	<p>SALEM P.O. Box 13957 Salem, OR 97309</p> <p>For info: Jim Stoner, 769-4402</p> <p>S.E. PORTLAND P.O. Box 86007 Portland, OR 97206</p> <p>For info: Ed Dahl, 771-0188</p> <p>TEAM TOTEM 3324 N.E. Killingsworth Portland, OR 97218</p> <p>For info: Charlie, 288-3658</p> <p>WASHINGTON COUNTY P.O. Box 1353 Hillsboro, OR 97124</p> <p>For info: Paul, 640-2858 or Tom, 662-4742</p> <p>YAMHILL COUNTY P.O. Box 1179 McMinnville, OR 97128</p> <p>For info: Cindy Butman, 472-0114</p>
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## COORDINATOR'S CORNER

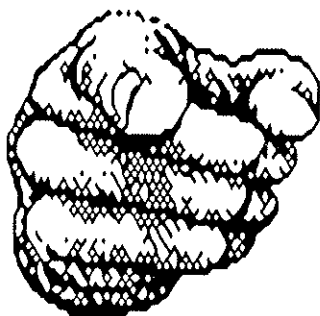
*"Born to Freedom and Believing in Freedom are we willing to fight to maintain Freedom to Choose."*

It is a new decade. The great things we can achieve if we work together. There are some very serious problems facing all of us in the coming months. Start trusting each other, believing in each other. Some of us out here really care.

We are not on a power kick or an ego trip. We care about this organization. We love to ride and we want to be free. We like the companionship that emphasizes our life-styles. So don't blow it over a personality clash or jealousy or the fact that somebody rides a different bike than you. We need each other to conquer our goals and objectives.

United we stand, divided we fall.

**Rotten Roger**



Have you written your state and federal legislative representatives on S.1007 and H.R.3925 yet? If not, why not??  
Get moving ... time is precious!

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(six issues)

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5224 Cherry Heights Rd.W.  
The Dalles, OR 97058

Brian Stovall, Editor

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

## Minutes for February 10, 1990

Chapter sign up was done before the meeting was called to order. The meeting was called to order by Coordinator Rotten Roger at the Sundown Station in Creswell. The minutes of last months meeting were approved as read.

Roll call of Chapters: Central Oregon - 0 (excused), Columbia County - 2, Douglas County - 1, Jackson County - 2, Josephine County - 1, Lane County - 2, Lincoln County - 2, Mt. Hood - 1, N.E. Portland - 2, North Coast - 2, Salem - 2, S.E. Portland - 2, Team Totem - 0, Washington County - 2, Yamhill County - 2. Total 23.

**MEMBERSHIP SECRETARY:** Our membership is way down and decreasing monthly. As of February 1, 1990:

Central Oregon	35
Columbia County	18
Douglas County	67
Indian Creek	80
Jackson County	63
Josephine County	47
Klamath Falls	4
Lane County	32
Lincoln County	75
Mt. Hood	37
N.E. Portland	127
North Coast	53
Salem	71
S.E. Portland	84
Team Totem	72
Washington County	32
Yamhill County	43

TOTAL 940

### STATE RUN COORDINATOR:

**FOSSIL COMMITTEE** - The pins and year bars for 1990 are ordered and the fliers are completed. The tickets will be finished by the March board meeting. Each Chapter is responsible for bringing 2 boxes of garbage bags, 10 gallons of gasoline, 2 drawing prizes and prizes for the casino night.

We still need a 5,000 w generator and paramedics. We have the fences for can storage. The OLCC permit to sell beer has been secured.

A motion was made by Salem that each Chapter donate \$35.00 towards renting a 25' x 50' tent for Casino Night. All reps are to take this back to their Chapters and vote in March.

Rusty reports that he needs some help with organizing Casino Night. He also needs tables, chairs, games and lots of prizes.

**ABATE PRODUCTS DIRECTOR:** Angie has BikePACT-shirts for sale. She would also like to remind Chapters that the deadline for concessions at Fossil is the March board meeting. The packets that were requested in January are ready and can be purchased by Chapters for \$70.40 (this is a 20% discount). There is currently a raffle being held for BikePAC, of a Pendleton Wool Blanket. Each Chapter is to sell tickets over the next month at \$1.00 each and the drawing will be next month.

**WAYS AND MEANS:** The coloring book letter has paid off as Rusty has received several orders already. Rural Oregon Biker will donate one ad space in their newsletter.

**LEGISLATIVE DIRECTOR:** Roger gave a report on the last Coalition for Petition Rights meeting he attended. They have been helpful in our petition drive and want to have a joint fund-raiser with us. Everyone needs to keep on letter writing campaigns about SB.1007 and now HR.3925.

Brian Stovall gave a brief history report on ABATE of Oregon and BikePAC. He also said that the state of Washington is working on a

helmet bill right now, and that even if we can't do a lot politically, we can write letters to their Department of Tourism expressing our feelings about this.

### TREASURERS REPORT:

Checking	\$ 846.49
Savings	58.35
Postal Fund	438.32
Total	\$1,343.16

**FINANCE COMMITTEE:** Vicky Lechner needs more help with this. There were a few volunteers and a meeting will be held in Lincoln County on March 3.

**ABATE SUPPORTER DECAL COMMITTEE:** They would like to table this committee until after Fossil, due to lack of funds.

Chapter highlights were given.

**OLD BUSINESS:** ABATE Tri-fold displays were distributed to Chapter Reps. The motion to raise life membership dues will be voted on in March. STEAM has been relocated to Chemeketa Community College in Salem, Saturday, April 28 from 11:00 am to approximately 4:00 pm. A motion was made to invite all other motorcycle organizations in the State to attend. Motion passed. Klamath Falls sent in their remaining funds of \$227.00 with their charter.

**NEW BUSINESS:** Paul Taylor had to resign as Sgt.-At-Arms 1, so there were new elections held for Sgt.-At-Arms 1 & 2. Sgt.-At-Arms 1 - Jim Stoner, Sgt.-At-Arms 2 - Jim Wick.

A motion was made to reimburse Roger for ABATE products that were stolen out of his car trunk in the amount of \$108.00. Motion passed.

N.E. Portland made a motion to raise Chapter quarterly payments from 15% to 25% of profits. All Reps. are to take this back to Chapters and vote will be held in April, as this needs to appear in the Newsletter before a vote can be held.

Announcements were made and a 50/50 drawing was held.

There being no further business or announcements, the meeting was adjourned.

Respectfully submitted by,  
Judy Lechmann, State Secretary

### ● ATTENTION ALL MEMBERS ●

**A motion was made by Rusty of N.E. Portland Chapter for the quarterly dues paid to the state be raised from 15% to 25% of the profits.**

**Please attend your March meetings to vote on this issue.**

**Thank you.**

## CHAPTER REPORTS

### CENTRAL OREGON

(No report, first time.)

### COLUMBIA COUNTY

(No report, second time.)

### DOUGLAS COUNTY

(No report, first time.)

### JACKSON COUNTY

Our recent snowy days has made for poor winter riding but our first Ride Instead of a Meeting was a large success. We ran into a snag with the Valentines Dance this year so a party at Touvelle Tavern was planned at the last minute for February 10th. Sorry to any and all who were inconvenienced by the change. Our meetings are now the first Sunday of the month with a ride planned for the 3rd Sunday. Hope to see more participation now.

Ride on,  
MA Pencilneck

### JOSEPHINE COUNTY

We're in the process of doing some reorganizing. We now have our new board in place and a lot of new faces are on it. I'll have a complete list next month. We've been discussing new ways of fund raising. We hope the coming year will be much better than last.

Till next time,  
Jim

### LANE COUNTY

Our next Casino Night is February 25th. It will be over by the time this is published.

We've changed our Polar Bear run to a Poker Run which will be held on March 17th. For information on that call John at 726-2013.

Our new officers are as follows:

Coordinator - Kurt Little  
Vice Coordinator - John McDonald  
Secretary - Pam Poppe  
Treasurer - Lane Little  
Membership Secretary - Sana Little (sp.?)  
Public Relations - Jack Robert and Virgil Cook  
Legislative Director - Jack Robert  
Education Director - Jack Robert  
Ways & Means - John Ware  
State Reps. - Jack Robert and Bob Heale  
Alt. State Rep. - Kurt Little  
Historian - Candice Johnson  
Newsletter Editor - Harley Grensdale  
Sergeant-At-Arms #1 - Harley Grensdale  
Sergeant-At-Arms #2 - Virgil Cook

### » LINCOLN COUNTY

(No Report, first time.)

### § MT. HOOD

Hi again from Mt. Hood. We are sure looking forward to our Spring Opener Poker Run and nice weather. Sure was nice to see that white stuff but was not very nice to drive in it.

By the way, you all have seen the Fossil Flier. Well, George Jackson of our Chapter and Donna, our Newsletter Editor did a very nice job

putting it together. Three cheers for each!

Congratulations to Sammy and Cricket on the birth of their baby son Cody. Better get him used to the sound of that machine of yours right fast Sammy!

We're looking forward to Summer when we can see everyone that has been hibernating all winter, with Fossil and all the other runs coming. Well, until next month, stay warm and safe.

Adios, Angie

### NORTH COAST ABATE

Hello from the North Coast. No, we haven't washed into the ocean yet, but we were beginning to wonder there for a while.

Right now we have a committee working on the possibility of a Bike Show sometime this summer. As we work things out we'll let you know more.

Washington County and Yamhill County have expressed interest in joining North Coast Chapter in the "End of the Summer Bash 1990". With 3 Chapters dedicated to making this the best Summer Run how can we loose? We're on the calendar for September 15th & 16th. As the year progresses we'll fill in the details.

Ride Safe,  
Teresa

### N.E. PORTLAND

Greetings from N.E. Portland .....

Well, just a few new and exciting things to report this month.

Due to the generous donations and hardwork done by many, we were able to buy a Wheel Chair and present it to a young girl from Sri Lanka. The presentation was, of course, done at Shriner's Hospital, by the Toy Run Committee. These are the kind of things that make all of the hard work, throughout the year, worth it.

By the way, are you getting those signatures? Here is a limited listing of a few of N.E. Portland Members, that have obviously been out there working:

Marty - 175 Signatures obtained  
Roger - 457 Signatures obtained  
Neil - 50 Signatures obtained  
Radar - 128 Signatures obtained

These figures are from February 7, 1990. Who knows how many they have gathered since then! Please get off your ---, and work to get that Helmet off your head!

Well, lastly, we have another Casino Night scheduled for April 21st, (check out the flier in this month's issue). Last year's was a great time and hope we see some new and of course the usual old faces there.

That's all for now, so ride free .....

Barbara

### SALEM

We are reorganizing in the Salem Chapter. It is going along fairly smooth. We are having the normal problems with getting things going but we would like to put out the word to the members of the Salem Chapter that we need their help in making this Chapter strong again.

So to all of the members of the Salem Chapter this is to you to say please come and join us to make this Chapter strong again. We can't make this Chapter strong without your help. If you have a complaint, come and let us know. We can't fix what we don't know is broken.

We also would like to invite members from other Chapters to come and help us get things going. We say this because we need all the input we can get in order to do the job right. We have a lot of things planned for this year but without our members helping there is no way that we can have fun or do the job we all volunteered for.

That's right!! This is a volunteer organization and every member is important! Without each one of you participating there is no way that we can function. Your name on the roll is not enough, you need to get involved and have your say.

Our meeting time is still the 2nd and 4th Monday's at Casey's Pizza at 7pm. We look forward to each and everyone of our members coming and checking out the NEW and IMPROVED Salem Chapter.

See you next meeting! Jim Stoner, Coordinator, Nic Oliver, Secretary, and the rest of the officers of the Salem Chapter are looking forward to having everyone turn out.

Nic Oliver.

#### S.E. PORTLAND

How do?

From here - scrambling!

We have Chapter elections the 1st of April. We are taking nominations currently. This is for any and all officers.

This includes a Toy Run Coordinator as Mike has a little schooling to catch up on.

We need to discuss possibly raising the quarterly amount to 25% from 15% and then take a vote.

We are having a party! Fastly flung flier elsewhere in this Newsletter.

Membership in this Chapter is holding around the same but could be better. Meeting participation the same way. Both would be better if you showed and brought a friend (acquaintance).

We need petition signatures.

BikePAC needs support. They are our lobbyist now.

What else can I bring up?

Tri-folds, Fossil fliers are out and ...

The sun will shine again!

See Ya!  
Edd

#### TEAM TOTEM

Well, despite all the white stuff, Team Totem had their Valentine's Party and boy did we have fun. We had guests from Salem (Stoner and Alice) not to mention the State Coordinator, Roger and the State Products Director, Angie. We thank everybody for their help and participation.

Till next month,  
Justin Littlejohn

#### WASHINGTON COUNTY

(No report, second time.)

#### YAMHILL COUNTY

Our Chapter treasury is healthy and we are continuing our wood-cutting as our primary source of income. We have lots of wood for sale. Anyone interested please contact Boyd at 835-9201 or Dave at 876-6962. It is primarily cottonwood.

We have decided to go in with N. Coast and Washington County on their End Of Summer Run this year. We look forward to working with them and having a great and successful time.

We have a Chapter Incentive for signature gathering. We started a donations pot with the total to be given out the first meeting of each month to the person who has collected the most signatures for the month before. The pot is at about \$50.00 so far for the March 11 meeting.

We are 45 members strong and have signed up a few new members since the beginning of the year. We are tentatively planning group rides to follow the second meeting of each month. The weather should be getting nicer and we hope to attract more members to meetings.

Cindy.

## **N.E. CHAPTER FUNDRAISER**

**1990 Motorcycle Calendars  
Complete with area Motorcycles  
at their finest.  
\$5.00 each  
contact: Dan Kerr  
771-1181**

## **ALL CONCESSIONS**



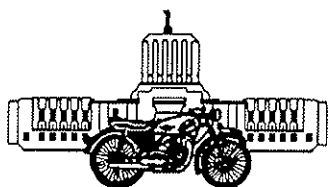
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## **ATTENTION: Chapter Officers:**

**Are you receiving information  
from your State Reps after a  
State Board Meeting? They  
receive important handouts at  
each State Board Meeting. Ask  
for them!**



# BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317  
Executive Director

Butch Harbaugh  
Legislative Director

Steve Benson • 399-7514  
Secretary/Treasurer

## BikePAC ADVISORY BOARD MEETING MINUTES

February 3, 1990

Meeting was called to order at 11:23.

Present: 11 people, including 3 members of Executive Board, 2 members of Full Board, 1 member of Advisory Board.

**TREASURER'S REPORT:** Income \$283; Expenses \$179; Ending balance for January \$166.46.

**MEMBERSHIP REPORT:** 161 regular members; 10 Advisory Board members, for a total of 171.

**PETITION STANDINGS:** Current total 8,184; balance needed 91,817.

### OLD BUSINESS

**INITIATIVE PETITION:** BikePAC Secretary requests that petitions be turned in promptly. Jack and Roger will meet with chapter coordinators to organize weekly (every Saturday) signature gathering at Clackamas Town Center. Butch will be involved. Roger has put a petition in each issue of the February ABATE Newsletter. It was noted that Washington's mandatory helmet threat is getting responses for us. Lee suggested a phone tree to organize help with signature gathering.

Steve brought an article showing the court ruling affecting petition carriers, indicating that signature gathering is allowable as long as there is no interference with the owners' use of property for business or other purposes. (This is the result of court cases over Fred Meyer's refusal to allow petitioning outside their stores - ruling was in favor of petitioners' rights to gather signatures.) Jack recommended a "voter's petition" sign at the table to attract attention. Steve suggested using statistics as information tool (ROB's Jan./Feb. issue social burden article, for example).

Dorothy Gage provided labels from her mailing list and a letter of support to mail along with an introductory letter from BikePAC and a petition. Jack will organize the mailing. Mel of AMO has donated the paper we will need. ROB bulk mailer will be used.

It was decided that the Senators and Representatives on her list will be sent a letter so they know how active we are and the support we are receiving.

**STATE TOUR:** It was suggested that Butch start in Eugene because of the lack of response from that area. Mel & Brian will be making contact with people in Lane County.

**MEMBERSHIP:** Jack will be doing membership drive at one local shop each Saturday in Portland. Mel will bring displays to Albany area shops and will be contact person in that area. Butch will be organizing an event sponsored by Gene's Tavern. Lee will look into the Tap Room sponsoring an event.

### NEW BUSINESS

**WEST COAST CONFERENCE:** ABATE of Northern Nevada has raised \$500. Utah is interested. Brian will be contacting people in California.

**HELMET PROTEST RALLY:** Tabled until a later date, more information is needed.

**TULANE STUDY:** Brian pointed out some flaws and is preparing a rebuttal.

**LONG RANGE PLANNING:** Brian, Butch and Steve will be working on future strategies:

- initiative petition, referendum and/or legislation to repeal helmet law;
- the legislation re: Oregon liability for helmet failure, medical exemption from helmet use, mopeds as motorcycles;
- candidates for state legislature, other offices (report on this will be given at next meeting).

Concern was voiced over lack of knowledge in DMV offices about HB2121.

**COMPUTER DONATION:** A Tandy 1000 computer (CPU and keyboard) was donated to BikePAC by Extermination Specialist of Salem.

Meeting adjourned at 2:30 pm.

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# 1990 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

May 26-27-28	Fossil Run	Rotten Roger	284-9858
June 15-16-17	Central Oregon Run	Jerry Brown	475-2503
June 23-24	Mt. Hood Poker Run Mt. Hood & Team Totem	Angie Jensen Dan	284-9858 287-6335
July 21-22	Beaver Creek Run Lincoln County	Vicki Lechner	563-3520
July 28-29	S.O.S. Run Jackson & Josephine Countys	Marv Eastman Kevin Fieguth Jeri Bennett	826-6690 474-6843 773-6631
August 4-5	Fox Creek Run Salem	Jim & Alice Stoner Nic Oliver	769-4402 371-3427
August 18-19	Summer Run N.E. & S.E. Portland	Digger Edd Dahl	1-206-696-2099 771-0188
August 25-26	Windy Creek Run Douglas County	Marty Gaughan	672-6573
September 1-2-3	Labor Day Run Lane County	Kurt & Lana Little	747-5746
September 15-16	End of Summer Run N. Coast, Yamhill & Washington Co.'s	Paul Taylor & Cliff Myers Jay Cooley	693-0938 325-4892
November 24	Toy Run Washington County	Paul Taylor	693-0938
December 1	Portland Toy Run	Gary Martin	639-0873

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## TEAM OREGON CLASSES

Whether you're an experienced rider or just starting out, TEAM OREGON has your TICKET TO RIDE. The TEAM OREGON Motorcycle Safety Program offers motorcycle rider training programs for beginning and experienced riders throughout Oregon. All courses include classroom and hands-on training, and we'll even provide the motorcycle for you to learn in the beginners' course! All this and more for only \$30 for the 19-hour beginners' course and \$20 for the 8-hour experienced rider course.

Preregistration for all courses is required so that we know we have the minimum of six students to hold the class.

### 1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
<u>MARCH</u>				
MRC:RSS	1,3,4,8,10	23,24,25 (IP)	15,17,18,22,24	1,3,4,8,10,15, 17,18,22,24
ERC	11	10	25	11
<u>APRIL</u>				
MRC:RSS	5,7,8,12,14	5,7,8,12,14	-	5,7,8,12,14,19, 22,26,28
ERC	1 & 21	28	14	1
<u>MAY</u>				
MRC:RSS	3,5,6,10,12	-	3,5,6,10,12	3,5,6,10,12,17, 19,21,22,26,28
ERC	20	19	-	13
<u>JUNE</u>				
MRC:RSS	7,9,10,14,16	7,9,10,14,16	-	7,9,10,14,16,21, 23,24,28,30
ERC	3	23	2	17
<u>JULY</u>				
MRC:RSS	12,14,15,19,21	-	12,14,15,19,21	5,7,8,12,14,19, 21,22,26,28
ERC	22	28	-	15
<u>AUGUST</u>				
MRC:RSS	2,4,5,9,11	9,11,12,16,18	-	2,4,5,9,11,16, 18,19,23,25
ERC	-	-	4	12
<u>SEPTEMBER</u>				
MRC:RSS	6,8,9,13,15	-	6,8,9,13,15	6,8,9,13,15,20, 22,23,27,29
ERC	16	15	-	16
<u>OCTOBER</u>				
MRC:RSS	4,6,7,11,13	11,13,14,18,20	-	18,20,21,25,27
ERC	-	-	6	14
<u>NOVEMBER</u>				
MRC:RSS	8,10,11,15,17	-	8,10,11,15,17	-
ERC	-	-	-	-
<u>DECEMBER</u>				
MRC:RSS	-	13,15,16	-	6,8,9,13,15
ERC	-	-	-	-

If you are under the age of 19 and want an endorsement - a TEAM OREGON class is the place to start. You need to pass our class to become eligible to get an endorsement. It's the law!

Continued

## TEAM OREGON CLASSES CONTINUED

To obtain a TEAM OREGON brochure or additional information, call

**1-800-922-2022**

Brochures are also available at local motorcycle dealerships and at your local Motor Vehicles Division offices.

### 1990 TEAM OREGON MOBILE PROGRAM MRC COURSE SCHEDULE

CLASS DATES	SOUTHERN ROUTE	EASTERN ROUTE	COAST ROUTE
<u>April</u> 6,7,8 20,21,22 27,28,29	Medford Grants Pass	Bend  Burns	
<u>May</u> 4,5,6 11,12,13 18,19,20	Roseburg	Baker City Ontario La Grande	Florence North Bend
<u>June</u> 1,2,3 8,9,10 15,16,17 22,23,24 29,30,31	Klamath Falls	Pendleton The Dalles Lakeview	Brookings  Astoria Newport Tillamook
<u>July</u> 6,7,8 13,14 20,21,22 27,28,29	Medford Medford Grants Pass	Bend Bend Burns	
<u>August</u> 3,4,5 10,11,12 17,18,19 24,25,26	Roseburg	Ontario Baker City La Grande Pendleton	Florence North Bend Brookings
<u>September</u> 7,8,9 14,15,16 21,22,23 28,29,30	Klamath Falls  Grants Pass Medford	The Dalles Lakeview	Astoria Tillamook Newport
<u>October</u> 5,6,7		Bend	

**Many insurance companies offer reduced rates to course graduates.**

## TEAM OREGON INSTRUCTORS

If you are concerned about the welfare of your fellow motorcyclists and have a desire to give something back to the sport, then becoming a TEAM OREGON instructor might be for you. If you or someone you know is interested in becoming a member of the TEAM, contact:

TEAM OREGON MOTORCYCLE SAFETY PROGRAM  
OREGON STATE UNIVERSITY  
CORVALLIS, OR 97331-6404  
754-2459

**THE MORE YOU KNOW  
THE BETTER IT GETS  
TEAM OREGON MOTORCYCLE SAFETY PROGRAM**

# ● National Helmet Law Update ●

This bill [S.1007] is still in subcommittee. Even though the initial testimony has been heard, we STILL need you to keep writing letters to Senator Bob Packwood and Senator Mark Hatfield voicing your concern!

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

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

*At right, is a list of the U.S. Senate Committee on Environment and Public Works; and their current stance on bill S.1007:*

## SUPPORT

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

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

## OPPOSE

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

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

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

## UNDECIDED

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

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

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

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

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

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

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

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

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

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

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

## SAMPLE LETTER TO USE AS A FORMAT FOR WRITING A LETTER TO THE U.S. SENATORS ON THE COMMITTEE FOR S.1007 WRITE THOSE LETTERS!

The Honorable \_\_\_\_\_  
U.S. Senate  
(Street Address)  
Washington, D.C. 20510

Dear Senator or Representative:

As a hard working taxpaying Oregonian I am very concerned about a bill that Senator Chafee of Rhode Island is planning on introducing regarding the blackmailing of states to enforce mandated helmet laws for motorcyclists as well as mandated seat belt laws for all.

If enacted this bill would withhold Federal Highway Funds from states that did not comply. This type of legislation was defeated in the late 70's and should be done so again. I urge you to do everything in your power to defeat this type of legislation. Also, I would very much like to hear your position on this issue.

We as Oregonians have prided ourselves in taking care of our own citizens and abiding by the will of the people on such issues. We do not want to lose another freedom of choice and this type of legislation would do exactly that.

Thank you for your efforts in Washington, D.C.

Sincerely,  
Sign Your Name  
Print Your Name  
Print Your Address  
Print City, State and Zip Code

**THE PEN IS MIGHTIER THAN THE SWORD! WRITE THOSE LETTERS FOR FREEDOM'S SAKE!**

## COURT OF APPEALS RULES PETITIONERS CAN'T BE PROSECUTED

by John Painter, Jr. of The Oregonian staff

Political petitioners got the upper hand Wednesday in the battle over their right to collect signatures on the property of Fred Meyer stores.

The Oregon Court of Appeals unanimously ruled that criminal prosecutions of initiative petition carriers for refusing to leave a Southeast Portland Fred Meyer store sidewalk violated their state constitutional right to initiate legislation.

Cheryl Perrin, Fred Meyer's vice president for governmental affairs, said the company would ask the state to appeal the ruling to the Oregon Supreme Court.

She said the merchandising giant would join the state in its appeal as a friend of the court.

"It was a vindication of what we've argued all along, that it's a basic constitutional right," said Evelyn Conroy Sparks, one of five Portland attorneys who worked on the appeal.

"If they take it to the Supreme Court, all of us expect to convince it that the Oregon Constitution protects these rights," she said.

The three-judge panel reversed the trespassing convictions of six petition circulators who were arrested on May 4, 1988, at the store at Southeast Hawthorne Boulevard and 39th Avenue.

The petitioners were on a company-controlled sidewalk between a Fred Meyer parking lot and the store entrance and refused to leave after a store employee asked them to do so.

The court said the employee's order wasn't valid because using it as a basis for criminal prosecution "would improperly interfere with the people's right ... to initiate legislation."

The Oregon Constitution says the initiative and referendum powers are "reserved to the people."

Arrested and cited for second-degree trespassing were David Roger Shouse, 26, of 7824 S.E. 66th Place; David Robert Chambers, 29, of 3616 S.E. Caruthers St.; Cherie Lambert Holenstein, 53, of 6141 S.E. Steele St.; Lois R. Stranahan, 68, of 2934 S.E. 26th Ave.; Linda Sue Cargill, 42, of 2118 S.E. 32nd Place; and Peter Elias, 26, of 2535 S.E. Belmont St.

They were seeking signatures on a variety of petitions, including ones that would ban irradiated food, shut the Trojan nuclear plant and get Libertarian candidates on the ballot.

In the opinion by Judge Walter Edmonds, the court said its decision took into account the changing nature of community gathering places.

The Fred Meyer store "is the modern replacement for the town square or park" because it's a place open to the public and at which citizens are invited to congregate.

The court said there was no evidence the petitioners substantially interfered with the store's business.

Under such circumstances, the court said, such prosecutions "would render inadequate the people's opportunity to function in their legislative role."

Lawyer Greg Kafoury, representing the petitioners in that case, has argued that Fred Meyer stores fell under a 1989 Oregon Supreme Court ruling that allowed petitioners, under reasonable regulations, to solicit signatures at the Lloyd Center.

"We'll make a decision in a few days about whether we will allow petitioners on our property," Perrin said. "If we decide to allow them, we'll set some rules like the Lloyd Center has." **END**

## PROTECTING YOUR EYES

Our first line of defense is our eyes. Vision is by no means a guarantee, however, is the principal input to our brain, where the information observed is then perceived and acted on.

Studies indicate 90% of our perception of the driving scene are visual. To focus on a specific event or object in a traffic situation, we have to rely on our central vision, which measures only 3 degrees in width of our entire sight pattern. This type of vision is used for estimating distance and reading details in the traffic scene.

Peripheral vision, although not as sharp as central vision, is more sensitive to light and movement. It detects important information coming into traffic scene, even though we are not looking directly at objects.

The ultimate visibility while operating a motorcycle would be a pattern of far ahead into the projected path of travel, using peripheral vision to maintain vision for side interference. Since this pattern is essential for valid perception what are "Good Eye Habits?"

- Concentrate/Focus on your intended path of travel, maintaining a cushion of space in all directions.
- Aim your vision well ahead by keeping your head and eyes up.
- Force your eyes to move frequently. Aggressively scan a wide field of information.
- Fatigued operators tend to fixate lower and right, thus limiting their vision. Rest often and try to avoid trips lasting longer than 6.8 hours.
- Alcohol/impaired operators fixate straight ahead and don't move their eyes very often. Accident data indicates that alcohol is a contributing factor in at least 50% of motorcycle fatalities. **PLEASE SEPARATE DRINKING FROM RIDING!!!**

When you ride your motorcycle risk is present. Increasing your limitations degrades your ability to SEE potential hazards and increases your risk. Getting good visual information is critical for riders because everything that follows involves decisions based on that information.

Remember the key to motorcycle survival is "TO SEE AND BE SEEN."

## TIRED EYES?

Stop frequently, and get out of the sun in a restaurant or under a shade tree. Better yet, close your eyes for 15 minutes or so. This will allow the tear ducts to re-wet the eye, while the absence of incoming light will allow the chemical reactions taking place during long periods of vigilant observation to slow down and stabilize.

Use eyedrops, but avoid brands that promise to remove the red from your eyes. Often, these kinds contain vasoconstrictors, which can actually dry out the eye.

Avoid wearing the new water-permeable contact lenses, since they are composed of 28 percent to 77 percent water, they can easily dry out, making the eye produce tears which can blind the rider.

Stay away from yellow or red-tinted sunglass lenses, as they can mask colors you need to identify, such as red lights.

At dusk, pull over for the 30 minutes or so it takes your eyes to readjust from daytime sun to nighttime light. A tip to help decide when twilight has hit that period when vision is most unreliable: "When you can no longer tell the color of the flowers along the road, it's time for a break." **END**

*"Government exists to protect us from each other. Where government has gone beyond its limits is in deciding to protect us from ourselves." - Ronald Reagan.*

Reprinted From  
AMA Government Relations News  
Press Release, January 25, 1990

## **AMA OPPOSES CATASTROPHIC HEALTH INSURANCE SCHEME IN MARYLAND**

Westerville, Ohio -- The AMA has learned that a proposal to require motorcyclists to carry mandatory health insurance in Maryland may be introduced in the General Assembly this legislative session. Recently, the State Department of Health and Mental Hygiene (DHMH) asked Gov. Donald Schaefer to endorse a bill that would make so-called "catastrophic health insurance" compulsory for all Maryland motorcyclists.

DHMH officials claim that the proposed legislation will save the state \$3.9 million in unreimbursed medical assistance funds since the costs for caring for motorcycle accident victims would be paid by the insurers, not the state. However, the state does not have an accurate estimate of the cost of such insurance for motorcyclists since no company currently offers this type of coverage.

Arlene Stephenson, coordinator and chief of project planning for the DHMH said in a department letter that she had spoken with some liability insurers, but they were not interested in offering the coverage because they were used to low-dollar level, short-term coverage.

According to AMA Legislative Affairs Specialist Jim Bensberg, "This legislation is ill-conceived, unnecessary and discriminatory. Not only would this proposal dramatically increase the costs of insuring a motorcycle in Maryland, it would set a dangerous precedent for other states to follow." He added, "For these reasons, the AMA will lobby against the proposal on behalf of motorcyclists in Maryland and riders across the country." *END*

Excerpts Reprinted From  
AMA Government Relations News  
Press Release, January 18, 1990

## **LOS ANGELES, SITE OF NEXT HEARING ON CALIFORNIA DESERT LEGISLATION --**

Westerville, Ohio -- Rep. Bruce F. Vento (D-MN), chairman of the House Subcommittee on National Parks and Public Lands, has announced plans for the final field hearing to consider legislation concerning the management of public land in the California desert, according to the AMA. Sources say the hearing will be held on February 10.

The two desert bills before the subcommittee are H.R. 780, the House's version of the Sen. Alan Cranston's (D-CA) controversial California Desert Protection Act, and Rep. Jerry Lewis' (R-CA) H.R. 3460, an alternative multiple-use proposal. H.R. 780 could close down more than seven million acres of the California desert to all forms of motorized travel. But the Lewis bill would scale down this amount to a little over 2 million acres and allow off-highway vehicle access in some protected areas of the desert. *END*

Reprinted From  
AMA Government Relations News  
Press Release, January 30, 1990

## **AMA, NHTSA LAUNCH PRO-RIDER CAMPAIGN TO ENCOURAGE RESPONSIBLE MOTORCYCLING**

Los Angeles, CA -- The AMA and the NHTSA have jointly launched a motorcycle safety information campaign with the theme, "Be a PRO-RIDER." The purpose of the AMA PRO-RIDER program is to encourage responsible motorcycling habits and is directed especially at young riders.

The program's cornerstone is the PRO-RIDER Code, a 10-point common sense guide to motorcycling, which is featured on an attractive point-of-purchase display card. The display also offers a free set of special helmet decals designed to promote voluntary helmet use. During Phase I of the national program, the display will be sent to selected motorcycle dealerships where riders may obtain a postage-paid reply card to request the helmet decals.

"This is a very important and exciting project for us," said AMA spokesman Jim Bensberg. "PRO-RIDER is the product of a cooperative agreement between NHTSA and the AMA and we are pleased to have the unique opportunity to bring this concept to the motorcycling public." The PRO-RIDER theme was developed by AMA staff and produced with NHTSA oversight.

The PRO-RIDER campaign focuses on three specific concerns of motorcycle safety. First, motorcyclists riding without a proper operator endorsement are over-represented in accident statistics. Second, alcohol and substance abuse continue to be contributing factors in many motorcycle mishaps. Third, the voluntary use of helmets should be strongly encouraged. The campaign positively addresses these and other concerns by promoting the PRO-RIDER Code with the use of attractive helmet decals as an incentive.

Initial funding for the PRO-RIDER public information campaign was provided by a grant from NHTSA. The program is expected to continue into 1991, consistent with consumer demand and available funding, according to the AMA and NHTSA. *END*

**EASTSIDE** (503) 282-8876  
**MOTORCYCLE**

Specialists in "American Iron"  
3939 N.E. Cully Blvd., Portland

**!! STURGIS COMETH!!**  
**Don't get caught with your bike down**  
**Have maintenance work done NOW**  
**10% off for ABATE members!!**  
**Tues-Fri: 10am-6pm Sat: 11am-4pm**

## LEGISLATION INTRODUCED IN HOUSE WOULD FORCE STATES TO PASS HELMET LAWS

Following the lead of Sen. John Chafee (R-Rhode Island), Rep. James Cooper (D-Tennessee) recently introduced a bill, H.R. 3925, in the House of Representatives that would require the federal government to withhold federal highway construction funds from states that fail to adopt mandatory motorcycle helmet laws for all riders, plus seat belt laws covering all automobile drivers.

H.R. 3925, entitled "The National Highway Traffic Fatality and Injury Reduction Act," would penalize states failing to enact such laws by 1994 by withholding five percent of their federal-aid highway funds. After 1994, states not adopting these laws would lose 10 percent of the federal funds. Likewise, Chafee's bill, S.1007, would sanction states failing to pass helmet and seat belt laws. Under the terms of S.1007, the sanctions would begin after 1992.

But unlike the Chafee bill, which only includes a small incentive grant program, H.R. 3925 entices states to pass the laws by offering \$95 million in grants appropriated out of the Highway Trust Act. The grants would be used by states to implement safety programs designed to educate the public on importance of motorcycle safety and seat belt use, to train police in the enforcement of the laws, and to monitor compliance among states.

In addition, Cooper's bill would remove a key section of federal law which would allow the Secretary of Transportation to impound funds from states which do not pass the laws. H.R. 3925 also limits the grant incentives to 90 percent of a state's 1989 Section 402 funding allocation.

H.R. 3925 has been jointly referred to the House Public Works and Transportation Committee and the House Committee on Energy and Commerce, of which Cooper is a member. According to an aide for the Tennessee Congressman, Rep. Cooper is lobbying members of these Committees to cosponsor the bill.

The AMA's Government Relations Department urges all riders to write Rep. Cooper expressing opposition to the legislation. "While motorcyclists must continue writing Sen. Chafee and their U.S. Senators," said AMA Vice President of Government Relations Robert Rasor, "we must not lose sight of the fact that Rep. Cooper's bill also poses a threat to the freedom that motorcycling represents to us all."

Rasor added, "Put your feelings in a courteous letter explaining that as a motorcyclist, you are opposed to H.R. 3925 because you want to have the freedom to choose when and where to wear a helmet. Tell him that the bill is a blatant form of "blackmail" aimed at forcing states into enacting mandatory helmet laws and that state legislatures are the appropriate place to debate such issues."

### Write to the following:

The Honorable James Cooper, 125 Cannon Building,  
Washington, D.C. 20515-4204

Peter DeFazio, Public Works Committee, 1729 Longworth  
House Office Building, Washington, D.C. 20515  
(202) 225-6416

Ron Wyden, Energy and Commerce Committee, 2452  
Rayburn House Office Building, Washington, D.C. 20515  
(202) 225-4811

Reprinted from February 18, 1990  
Multnomah County Citizens Safety Committee

## BAUMAN RECALL UPDATE

Politicians throughout Oregon are beginning to realize that gun owners take their second amendment rights seriously. The Rick Bauman Recall is beginning to get their attention.

The February 10th and 17th, 1990 Recall petition drives yielded approximately 6,800 signatures. We are very grateful to all those who participated, and we consider those days to be a tremendous success! Petitioners covered approximately 40% of Bauman's district. Where actual contacts were made with registered voters in the precincts covered, over 65% of the registered voters that were asked, signed the petition to put Rick Bauman on the ballot for recall.

However, the petition drive is not over until we collect 7,731 valid signatures from registered voters in Multnomah County, District 3. Because many signatures collected may be invalidated by the elections office, we estimate that an additional 2,500 signatures above and beyond the required 7,731 number will be necessary to assure a victory. That is, we need to turn in about 10,500 signatures to be certain that there are 7,731 valid signatures among them. We want to make petitions available to all those who wish to be involved in this democratic process.

You can support this effort by volunteering to walk one of the precincts in Bauman's district. Signature collection drives are planned for the following Saturdays:

#### Signature Collection Dates:

Saturday Mar. 10, 1990

Saturday Mar. 17, 1990

Saturday Mar. 24, 1990

#### Location:

MCCSC

Bauman Recall Command Center

7337 S.E. Powell

Portland, Oregon 97206

(503) 774-8664

Corner S.E. 74th & Powell

You should plan on arriving between 8:30 and 9:30 am. Upon arrival you will be given a clip board, petitions, a pen, a precinct map and assigned to a collection team.

If you cannot attend one of the Saturday petition drives, but would like to collect signatures after work, on Sunday, or at stores during the day, you can obtain petitions, clip boards and pens by calling 774-8664.

Like us, many of you served in the military, and may have even fought in one of our wars. You may have children and a family, and probably vote in every election. You don't deserve to be singled out for public ridicule by the media and politicians because of your interest in firearms. Crime in America is not caused by law-abiding citizens who own guns. Politicians, like Rick Bauman, refuse to support measures to keep criminals behind bars, but this trend can be reversed. Once Mr. Bauman has been recalled, other politicians will get the message.

**GUN LAWS DON'T KEEP GUNS OUT OF THE HANDS OF CRIMINALS, JAILS DO.**

We have all worked hundreds of hours with diligence and passion towards this effort. Many of us have full time jobs, and have had to work on this effort during our off hours. We want to complete the task that has begun, and this will require your help. Every day we are closer to meeting our goal and victory is within our grasp.

As we stated in an earlier letter, we can stop and reverse the legislative assault on our Second Amendment rights; but only if you make it happen. **WE MUST NOT ASSUME OTHERS WILL DO THIS FOR US.**

Your continued support is critical!!!

Agustin Enriquez  
Chairman, MCCSC

The following has been provided by  
BikePAC of Oregon

## WHY DO WE NEED ABATE AND BikePAC, TOO?

Over the years, ABATE of Oregon has proven itself to be the largest and most effective influence on motorcycle politics ever in this state. In spite of this fact, it is clear that ABATE of Oregon represents only a particular cross section of Oregon's motorcycling public. It is of vital importance to expand the scope of motorcycle representation if we are to have the necessary effect upon our state's lawmaking procedures. BikePAC will become a broad based organization for political action which can encompass and represent all of the various kinds of motorcycle riders in Oregon.

There are several important features of BikePAC which make this possible.

1. BikePAC income will be spent exclusively for political purposes. Since no BikePAC income will be spent on either social or competitive activities, there will be no misunderstanding or question about the purpose of the organization or the use of its treasury.
2. BikePAC will provide a forum to hear and represent the views of the various motorcycling interests in a way which will allow all of us to support each other. As Patrick Henry said, "We must all hang together, or we shall surely all hang separately." In ABATE, we have become increasingly aware of our need for allies as well as the similarity of our position to others in our society. We have learned to struggle with the assault on our personal liberty. Now we see that many other special interest groups are having the same problem. This makes our effort even more important because everybody's liberty is at stake, not just our own. We will not become a nation of sheep.
3. Time and time again we have presented our views in Salem, and then gone away to come back in two years for the next legislative session. BikePAC of Oregon wants to establish a full time office in the state capitol. This will allow us to consistently represent motorcyclists' views and to provide vital information for state officials and agencies all the time.
4. BikePAC's funding will come from motorcycle organizations and individuals. The more of these that sign up and provide their money to support BikePAC's efforts, the clearer our voice will be in Salem. In the '89 legislative session, we saw increased respect and consideration for our views and opinions. The legislators know that Oregon's motorcyclists are becoming more organized and acting together as a single loud voice.
5. BikePAC of Oregon intends to become active in upcoming legislative election campaigns. We want to see legislators elected who will carry on a fight for personal liberty.

We strongly encourage everyone to join and support BikePAC of Oregon. Together we can create a powerful force to defend our freedom.

### ● FREEDOM ●

Is a terrible thing to waste.  
Register to vote!

Reprinted from January 1990  
The Freeway Flyer, ABATE of Iowa

## FIELD'S DAY

1990!!! With the coming of the 90's we have seen a total all out attack on a lot of our Freedoms. A disrespect for our U.S. Constitution, Bill of Rights and the burning of our Flag. What the hell is going on!?

Our government is helping to Fight for Freedom in many different countries, yet they are allowing America to slip dangerously close to a Communist State of Government Control. The people of this country sit back passively and allow Local, State and Federal Government to do anything they wish all in the name of "It's for your own good."

These do-gooders although they feel they are doing something good, are destroying the backbone of this Government. That backbone is us! I for one will not lay down and watch everything I believe in be swept under the do-gooder carpet!

As the patriots of 1776 we have taken on the role of Freedom Watchdog. We have all taken on this role because of the pro American way we were brought up and our belief in Freedom. We cannot afford to sit back and let it happen. There are still Local, State and Federal Legislators that believe in the U.S. Constitution, Bill of Rights and our very Pride of America, our Flag. These Legislators need our help and support. So get up off your backside and let them know we are here and we have great numbers. Get involved in an election campaign, keep up on the issues and write letters when needed. Right now I can think of eleven letters that each of you should have written. If you haven't, do so today. If you don't know who you need to write, look back to the last two or three issues of your Newsletter for a list. If you are not working toward the solution, then you are part of the problem. There is no in between for the passive.

FIGHT FOR YOUR FREEDOM OR PERISH IN CHAINS  
DENNIS "DOZAR" FIELDS

Reprinted from January/February 1990  
Vehicle Inspection Information Bulletin

## WHAT CAN WE EXPECT TO SEE IN THE 90's?

Under consideration by our Washington, D.C. lawmakers are the following ideas:

- **Tougher standards for hydrocarbon emissions**

Today's standard is 0.41 grams per mile (gpm) and could be reduced to 0.25 gpm. Compared to the 1960's vehicles that emitted about 10.0 gpm, this is a 400 percent decrease.

- **Fuel Economy standards (CAFE).**

Carbon dioxide (CO<sub>2</sub>) is the culprit in much of the Greenhouse Effect debate. Motor vehicles are a big source of CO<sub>2</sub>. By increasing fuel economy, the manufacturer can cut the output of CO<sub>2</sub>.

- **Alternate fuels for vehicles.**

Other countries, such as Brazil, are already using alternate fuels. U.S. vehicle manufacturers are building several thousand vehicles to run on non-gasoline fuels and testing them in California.

- **New controls on vapor recovery of re-fueling fumes.**

Known as Stage II Vapor Recovery, this would capture gasoline fumes between the pump and the vehicle's tank. The question to be settled is whether the gas-station owner should be required to outfit the pumps with controls, as in California, or should a larger canister be required on board each vehicle.

END

## Opinion - nothing more, nothing less. LET'S do WHAT FOR WHOM?!!

The fact is Bikers are better at helping a neighborhood, a city, a state, a family, or a friend than any other group of people in America. I'll bet you my right one 1/3 of all motorcycle events in 1989 were to help others in need ... our fellow man. Add up the benefits for our brothers and sisters and multiply it times 52 weeks in the year ... every Friday, Saturday and Sunday of the year. I'll guarantee you there will be money being raised for one of our brothers in trouble somewhere in America almost every 60 seconds of every weekend.

A month or so ago, there was a small town in Minnesota where one of the towns kids, a 12 year old boy, was kidnapped by some lower than life cretin of our society. Although the family involved were far from the biker life-style it was the bikers who began a benefit for the family and worked with police on search parties and within 48 hours delivered \$10,000.00 to the family's doorstep to help them through this major crisis at this point of their lives.

Bikers have recently started adopting forest-state parks and state highways to help with clean up and care and supervision and expenses across our great land.

We collectively loaded more trucks with canned goods and food and donated them to churches and salvation armies then the Marines have trucks to put the stuff in.

Solidly this is a tribute to our character, our belief in America and ourselves, our freedoms, our ability to work together for our fellow man. We believe in each other and our pride in those standards we have set shows to the American public through our improved communication links and knowledgeable leadership across America.

The past 10 years grass roots motorcyclists leadership from state to state has joined hands and began to work and communicate as a team better than at any time in motorcyclists 100+ years history.

Unfortunately, many motorcycle industry folks are too damn naive to join us. For the most part they don't even understand the "product user", that being you and I, "The American Patriotic Biker".

Bottom line - motorcycling is in trouble. Each manufacturer except Harley-Davidson and Kawasaki has lost dollars the past 5 years, each state almost across the board has dropped in total registrations. Our numbers are less and less each year. Licensing, rider education and government regulated noise and emission restrictions have at times been confusing and annoying to the un-educated motorcycle rider and motorcycle dealer and at times one or a combination of all the above have confused dealers and prospective buyers of the product—a motorcycle. Helmet laws have come back state by state. This year for the first time in 10 years a FEDERAL HELMET LAW has again been introduced and is being lobbied heavily in the Senate.

Do WHAT for WHOM? It's time!!! I mean damn it, it's time we do a nationwide benefit for OURSELVES. Yeah, I think it's outstanding we help the MDA kids and everyone else ... but folks, heed the call ... we're in for the fight of our lives legislatively. Put whatever scenario together you can relate to or if nothing registers in the old data banks of yours, allow me the opportunity to help you with one.

The Motorcycle Industry Council has decided to push for a national helmet law. Now these are the same folks who the grass roots riders helped with the Danford bill (superbike ban), the insurance black list on many superbikes. These are the same folks who lost legislation which eventually caused 3 wheels to disappear from the face of the earth. Their entire logic for their mandatory helmet law position is based on the principal helmeted riders are safer riders and certainly present a safer more responsible approach to motorcycling and therefore will certainly project a better safer image and this will lead to increased sales and huge jumps in registrations and ultimately solve the problems motorcyclists face and increase registrations which will naturally lead to the industry jumping back into the capital gains column.

The M.R.F. is ready, capable and going to provide the American motorcyclist with professional, talented experienced leadership to continue in a responsible manner using all avenues open to us to convince the M.I.C. and others in the motorcycle industry that their position on these issues needs other considerations and maybe a modification or two.

The M.R.F. currently has the most qualified and diversified group of national leaders ever assembled in leadership capacity in its history. As we lead the most awesome fight for freedoms we've ever faced going into the 90's somehow we face the task of WAKING EACH BIKER UP IN AMERICA. The theme of the 90's must be our freedoms and charity and support for those efforts does start at home. We must go to work for ourselves. The M.R.F. gives you the professional tools and voice to accomplish this task. All we need are the dollars to put them to work. Unless we begin the 90's with a national team effort and a huge benefit for ourselves by monetarily supporting the M.R.F. and the A.M.A. and your local rights organization. I seriously personally feel there will be less than 1/2 of us riding by the end of 1999. Yeah, I know you don't believe it'll ever happen. Well, tear this column out, stash it somewhere where you can pull it out 10 years from now. Will legislation completely change our life-style as we know it today? Will Harley-Davidson still be in business? Are there more than 2 or 3 million registered motorcycles left in America? It will be mighty interesting to see if our freedoms are kept alive the next 10 years.

What do you say we go fightin' together like the proud American Bikers we are.

Support the M.R.F. today, the Motorcyclist national voice in Washington, D.C.

Respect to the Believers,  
Michael "Balls" Farabaugh, Chairman, M.R.F.  
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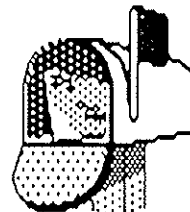
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## FREEDOM OF CHOICE ... Working together to preserve it

Opinion by Fred Harrell

The ongoing and revived controversy over mandatory helmet laws along with the 1987 attack on superbikes should cause motorcyclists to take a close look at how selective we defend the issues before us. How well we defend or repel the current efforts by Senator John Chafee to reinstate the national mandatory helmet law may well depend on how well motorcyclists work together. The picking and choosing of our issues, or freedoms of choice issues, as they pertain to motorcycling, is a luxury we can no longer afford.

I note with interest the individuals and groups who have taken a stand against voluntary helmet use for adults and almost in the same sentence take a "freedom of choice" position when it comes to government regulation of other aspects of motorcycling, particularly the superbike issue. The Motorcycle Industry Council, representing several motorcycle manufacturers and aftermarket product manufacturers, along with a number of state motorcycle dealer associations have in the past taken a position in support of mandatory helmet laws for all riders. This position is taken with little or no regard for the position of the riders associations (ABATE, AMA, MRF, MMA) working for freedom of choice. Given the obvious concern that our industry had for the superbike issue, I find it difficult to believe that any of us are in a position to pick and choose what freedom of choice issues we will support. Freedom of choice seldom makes a good bargaining chip.

Bureaucrats and politicians will continue to target motorcycling for elimination. Certain members of the motorcycling industry (and yes, even the motorcycling press) believe that if we push mandatory helmet laws, the insurance companies and government agencies will leave us alone on other issues. Obviously, the superbike issues disproved this. We were lucky that the bill was so poorly conceived and we should thank the AMA and the thousands of motorcyclists who voiced their concerns and helped to kill it.

Whether the issue is helmet laws or superbike legislation, I believe that once surrendered, rights are lost forever. Those who willingly surrender rights to appease the detractors of motorcycling may find that if our industry is divided and surrenders on any one given issue then we will easily be conquered on other issues such as, custom modification, engine displacement and horsepower, and even radar detectors just to name three.

As motorcycle enthusiasts/consumers, dealers and manufacturers, we form the angle points of the triangle. Not necessarily an equilateral triangle, but definitely a 3-sided figure. Motorcycle riders and dealers should be natural allies, obviously we depend on the continued existence and well-being of the manufacturers. Just as obvious, the manufacturers depend on a strong dealer network and enthusiastic market.

The three points of the triangle are connected by the motorcycling press, motorcycling rights organizations, and by the motorcycle dealer associations. These three groups provide the grass roots support to the industry and they are essential in keeping the over-zealous regulators off our backs. Serving as a watchdog against the regulators, the motorcycling press may have the most important responsibility. Mutual support and unity are the only ways our sport and industry will survive.

Whether S.1007 or superbike legislation is allowed to pass depends on how well our industry unifies in support of freedom of choice. I am offered by the attitude held by several responsible individuals in our industry that "if we comply with the latest government edict then we'll be left alone." I also resent the government threatening the livelihood of dealers and manufacturers as much as I resent the fact that dealers and manufacturers often are the first to suggest that we comply with the latest edict. I believe that before it is too late riders, dealers and manufacturers must take steps to protect our industry and sport.

Protecting our sport may even mean taking a position on strengthening the motorcycle licensing examinations to the point of upgrading present examination procedures, mandatory training for all

first time riders, or mandatory training for riders under a certain age. However, before any measures are taken, we must do it together as enthusiasts, dealers and manufacturers. With a three-pronged stand against those who wish to regulate motorcycling out of existence, we have an excellent chance of protecting freedom of choice.

Rider associations, state motorcycle dealer associations, after market accessory manufacturers, the OEM's and, of course, the motorcycling press have everything to gain if we begin working together. If S.1007 passes, the do-gooders will not stop. This issue will be won by us working together and freedom of choice will be preserved because of it.

(Fred Harrell has over 20 years of riding experience and 15 years involvement in the motorcyclists rights movement. He is currently a member of the Motorcycle Riders Foundation Steering Committee, National Coalition of Motorcyclists Legislative Task Force, lobbyist and business manager for the Modified Motorcycle Association of Nevada, and lobbyist and executive director for the Motorcycle Dealers Association of Nevada.) END

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6th Annual	"HARLEY HOMECOMING NATIONALS"	1/4 Mile National Points Meet
JUNE 9th & 10th	GREAT LAKES DRAGWAY — UNION GROVE, WI — (414) 878-3783	
2nd Annual	MICHIGAN "MOTORCYCLE EXTRAVAGANZA"	1/4 Mile All Harley Action
JUNE 17th	US 131 RACEWAY PARK — MARTIN, MI (KALAMAZOO) — (616) 344-9793	
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2nd Annual	"GATEWAY ALL HARLEY DRAG NATIONALS"	1/8 Mile National Points Meet
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## THE CASE AGAINST HELMET LAWS

by Richard Paukner

On March 19, The Day [local newspaper] ran a commentary entitled, "The cost everyone pays for helmetless cyclists." The authors, Drs. Cooper and Engelke, argued in support of mandating helmet use for all motorcyclists. As the voice of Connecticut riders, the Connecticut Motorcycle Riders Association (CMRA) disagrees.

There are several reasons why we oppose a mandatory helmet law. The effectiveness of a motorcycle helmet is disputable. Helmets are cumbersome, adding anywhere from 20 to 33 percent additional weight on the rider's neck. They are hot in the summer and, perhaps more important, they muffle and distort the ability to hear. While the medical profession points to laboratory condition tests which claim otherwise, my own 13 years of riding experience, of which four were spent in a mandatory helmet law state, clearly have convinced me otherwise.

Their lack of effectiveness can best be seen in comparing the fatality and accident rates divided between those states which require adults to wear helmets (22 states) and those which do not (28 states). For the 12 year period from 1976 to 1988 states which require helmets show no statistically significant difference in motorcycle deaths from those that do not. Furthermore, the accident rate in states which do require helmets is approximately 10 percent higher than in those states which do not require helmet use.

This is not to say that a helmet doesn't afford some measure of protection. Of course it does. However, in the mix of factors that contribute to the accident and the resulting injuries, the use or nonuse of a helmet does not emerge as a determinant factor in either the resulting injuries or the survival of the rider.

The doctor's commentary on March 19 focused predominantly on what has come to be called the "social burden" of injured cyclists. The doctors cited a study which found the cost of treating motorcyclists over a 20 month period to be \$25,764 per patient or approximately \$2.7 million. What the doctors did not mention is that the survey cited (The Harborview Medical Center Study from Seattle, Wash.) was done at a Level 1 Trauma Center. A Level 1 Trauma Center treats the most severely injured accident victims. To suggest that a patient studied at a Level 1 Trauma Center represents a typical motorcycle accident victim or that the resulting cost of treatment is indicative of the cost to care for the average motorcycle accident victim is ludicrous.

The doctors also fail to point out that the Harborview Medical Center Study did not identify how many of the injured motorcyclists wore helmets. At the very least this makes the cost of \$2.7 million largely meaningless in the discussion of a mandatory helmet law since the cost to treat the accident victims who were voluntarily wearing a helmet would not have been reduced by the existence of a mandatory helmet law.

It is also important to keep the health care costs presented in the commentary in perspective. We do not argue that health care costs today are high; however, the cost of treating injured motorcyclists is a very small part of the total health care costs expanded in our state. The cost to treat head-injured automobile drivers, the cost to treat disease associated with cigarette smoking, and the cost to treat heart disease related to the life-style and eating habits of our current times are overwhelmingly greater than the costs attributed to injured cyclists in the doctors commentary. We all present a potential social burden. I would suggest the readers of this paper remember that when someone argues that motorcyclists should be forced to wear helmets due to the resulting "societal cost," they consider that the same argument could be applied to curbing or restricting their own personal behavior as well.

The pertinent question is: How much government regulation do we want in our lives? How far do we let government go in controlling the risk factor in our lives? It is easy for the vast majority of non-motorcyclists who read the doctors' commentary to conclude that motorcyclists should wear helmets because the law would not affect them. Would these same people, however, support a law requiring them to wear helmets while operating an automobile? The societal costs of

head-injured motorists greatly outweighs that of motorcyclists. How about a law requiring automobiles to be fitted with a governing device which would limit the car's top speed to 55 mph? What about a law preventing the use of tobacco products anywhere, including in the privacy of one's own home? Cigarette related deaths average 1,000 a day in the U.S. and the societal cost of treating the related circulatory and respiratory diseases are staggering.

The issue of a mandatory helmet law has implications far beyond those that effect only motorcyclists. The Connecticut Legislature to date has acted objectively and responsibly with respect to this emotional issue, and we urge them to continue to do so.

The CMRA has accepted the responsibility that goes together with our right to choose. In 1982 we supported the creation of a statewide self-funded motorcycle rider education course. Since implementation in 1982, motorcycle deaths have fallen 43 percent in our state. We supported replacing the preexisting motorcycle licensing test with an updated, more difficult test developed by the Motorcycle Safety Foundation. We initiated the concept of requiring a minimum insurance discount for all riders passing the safety course and we support a proposed law requiring successful completion of the rider education course for all minors as a prerequisite for obtaining a motorcycle license.

We urge public support for expanding and improving this comprehensive safety program once fiscal conditions allow such.

NOTE: Richard Paukner is legislative committee chairman for the Connecticut Motorcycle Riders Association. *END*

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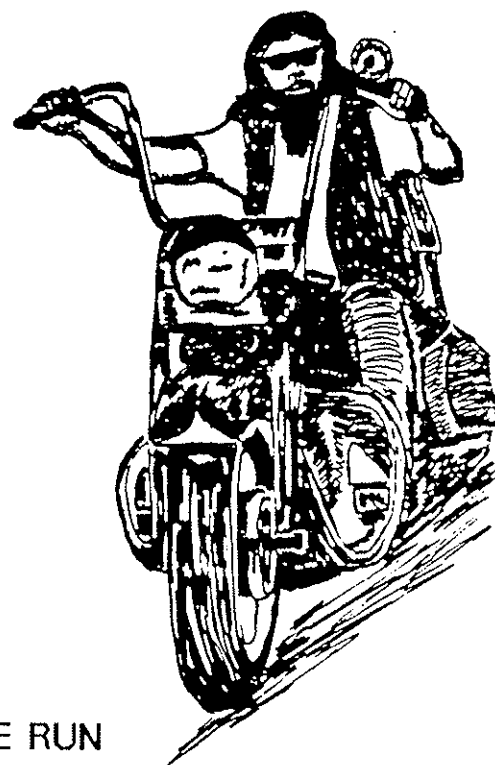
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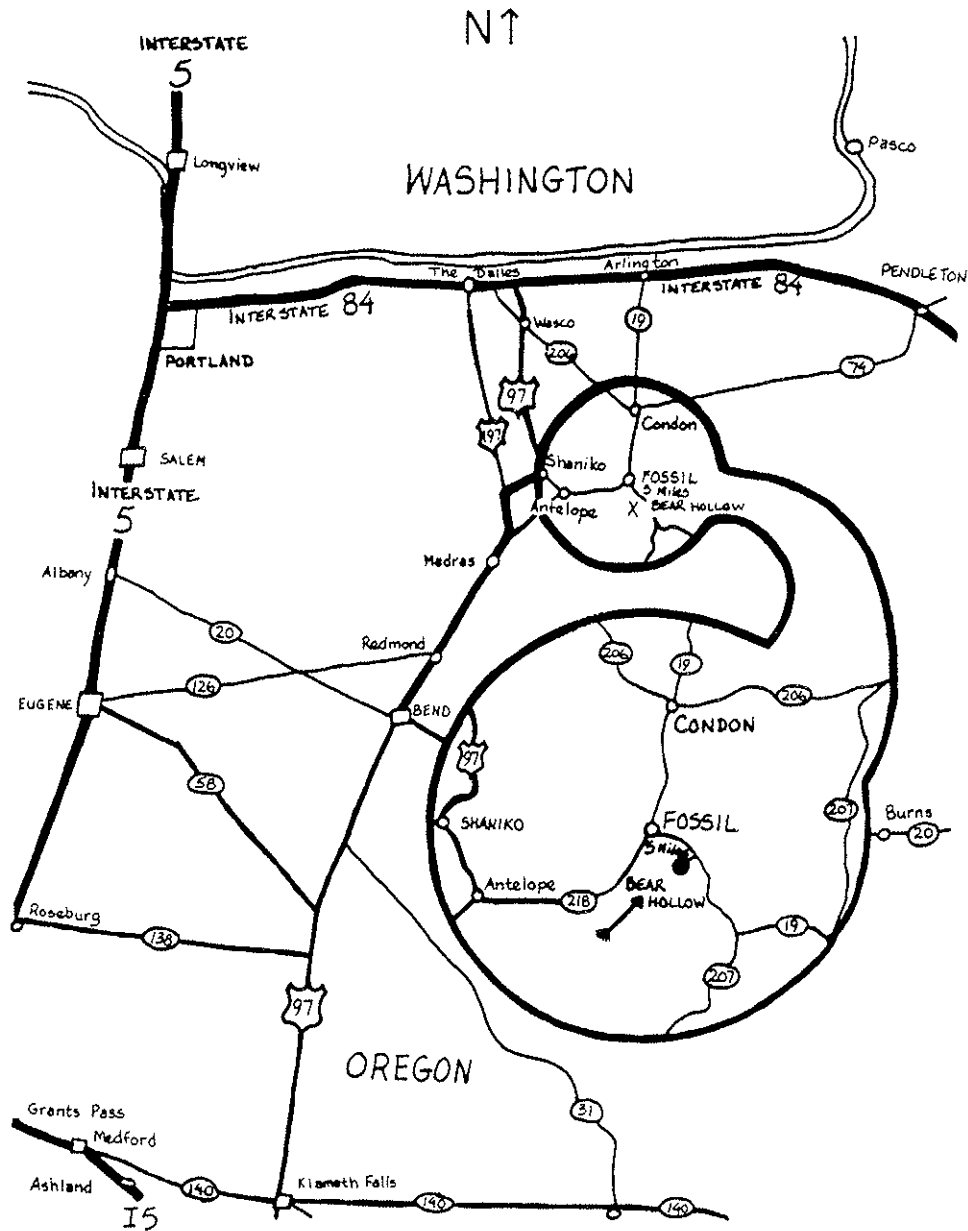
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POW/MIA - Capitol Region Chapter

## SOVIET EMBASSY DEMONSTRATION AND ROLLING THUNDER

On 27 January 1990 the first of a series of "Rolling Thunder Prelude Demonstrations" took place in Washington, D.C.

POW/MIA activists, including MIA relatives, veterans, motorcycle enthusiasts and concerned citizens walked from Lafayette Park (across the street from the White House) to the Soviet Embassy (about four blocks away).

The Third Secretary of the Embassy met with activists for over a half-hour inside the Embassy when a letter to President Gorbachev, requesting that the accounting of Prisoners of War missing in or sent to the Soviet Union during World War II, The Cold War, The Korean War and The Vietnam War be a priority topic during the June 1990 Summit with President Bush, was delivered to the Embassy.

Further demonstrations are scheduled to take place at approximately 1:00 pm to 3:00 pm in Lafayette Park and the Embassy on February 24th, March 31st, April 26th and May 26th.

Rolling Thunder is the name given by Camp Brandenburg to the mass motorcycle run and rally for the return of LIVE POW's.

The event, originally put together by a coalition of activists and groups, chiefly, former Vietnam POW Maj. John Parsels (RET.) and two POW/MIA organizations, Camp Brandenburg (Bob Schmitt, MIA relative) and Americans For Freedom, Always (John Holland, veteran, WWII, Korea, Vietnam) has become an annual event which last year drew over 25,000 motorcycle enthusiasts and POW/MIA advocates. "Hopefully, when all the LIVE POW's are released and returned, Rolling Thunder can become a Welcome Home event, rather than a demonstration to get them home," said former POW Parsels.

By holding demonstrations at the Soviet Embassy leading up to a massive rally during Rolling Thunder 1990, the originators of the event hope to focus world wide attention on the key Soviet roll in the POW/MIA issue.

Further information may be obtained by contacting Bob Schmitt at 703-379-2171, demonstration organizer John Holland at 703-243-0972 or U.S. Veteran News and Report, Ted Sampley at 919-527-8079.

END

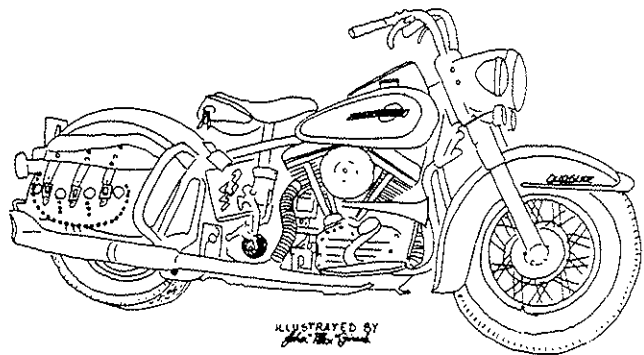
## LATE BREAKING NEWS FLASH

Utah State Transportation Committee just killed helmet law 9 to 5 and passed their rider education bill with a vote of 13 to 1. Congratulations on a job well done, Utah!

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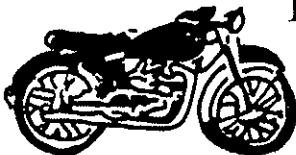
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## WORKING TOGETHER

For almost a year now, leaders of Oregon's motorcycle organizations have been meeting, talking, agreeing, and acting to form and maintain a long range effort to improve the political and social situation of bikers in this state. Our group doesn't have an official name, but in the legislature we have referred to it as the Coalition of Oregon Motorcycle Organizations.

The group includes people from the AMA, AMO, ABATE, Christ's Disciples, ROB, BAM, and SAFE. All members bring their energy and resources to the group and the result is a new and more comprehensive view and plan for motorcyclists' political activity. Together we can regain our rights, and continue to create and promote a rational policy towards motorcyclists in the state of Oregon. Our plans involve both short term efforts and longer term activities. It will take a long time to bring Oregon's motorcycle laws back into a reasonable framework. Your informed support will show the legislature that we are a powerful and sensible voice to be listened to with respect.

Our group has realized that in order to convince our legislators to listen to us, we must, first, present a loud and respectful voice in support of education and licensing reform as the real and rational approach to motorcycle safety. Secondly, we must consistently support our philosophy of the right to freedom and self determination by upholding those rights for others as well as ourselves. To fail in this is to raise a hollow cry for having our own way, in disregard for the similar rights of others. We must seek to become part of the family of society, not its spoiled brat.

We are aware that many have suggested dealing only with motorcycle issues, or of reacting to a mandatory helmet law by trying to put helmets or seat belts on car drivers. We firmly believe that this would show us to be petty, and immature: in other words, spoiled children who do need to be told exactly what to do! It is time for us to grow into our responsibilities as adult voting members of this society, and to stand by our principles throughout that society. Every small group whose rights are taken away because the rest of us turned away, is another brick in the wall of control the government has been building around us.

Our earlier short term goal was to help defeat the seat belt proposal, which proved successful. The next step has been to address the various possibilities during the legislative session. We have caused several bills to be introduced into the legislature this session, and are directly supporting bills introduced by others. There is also a bill in need of active opposition by us.

We know that we have very little chance of getting the mandatory helmet law amended during this session, but we will keep the subject in front of the legislature and the public, while supporting improvements in the educational and licensing areas, to help get the issue on the ballot again next year. We will keep up this strategy of never letting our issues rest until the repeal of this repressive legislation, and then we will continue so our rights will be protected. We fully realize our need to keep active in promoting motorcycling and safety so we can continue to practice this and other freedoms, and even hand this legacy on to our children.

The coalition is supported by individuals and groups. ROB has been donating the use of its computer equipment as well as time and supplies. ABATE, AMO, ROB, and the AMA have provided space in their publications to help recruit people and spread information. Butch Harbaugh, of AMO and ABATE, has quit his job to be in Salem on our behalf. AMO and BAM have contributed rolls of stamps for the all important mailing of information. In the last meeting of the coalition, the people there not only donated their time and travel, but also personally contributed over \$140 to help Butch with his lobbying expenses (which are all documented). All the organizations have worked to mobilize the activities of members to help with letters, phone calls, or their presence in Salem for hearings. This area needs to expand greatly for the best chances of success. We need everybody's help and participation.

At the last meeting, we decided to create a new political action committee called "BikePAC of Oregon" to collect and apply money to the effort. It will be administered by a steering committee composed of one representative from each contributing organization. PAC meetings will be held immediately after our coalition meetings.

We welcome all input to this process, whether through your organization's structure or your direct presence in our meetings. The next meeting will be held at 11:00 AM on April 7, at the King's Table West restaurant in West Salem.

Brian Stovall

## BikePAC OF OREGON THE NEW KID ON THE BLOCK

For some time now you have been reading in ROB about the endeavors and adventures of the Coalition of Oregon Motorcycle Organizations. Well, the adventure continues with the formation of BikePAC of Oregon.

As the name indicates, the new organization is a political action committee. It is strictly politically oriented, and all funds will be spent for that purpose. BikePAC wishes to extend an open invitation to all riders of touring, street, commuter, dirt, competition, recreational, and farm motorcycles. On-road motorcycles have long been the target of repressive and insensitive legislation. Now, governmental control is being extended to include the many off-road and recreational vehicles - two, three and four wheeled.

BikePAC recognizes the need for all motorcyclists to join in a single voice. We intend to meet the lawmakers and the public in the most professional, productive, and competent way possible, and we further intend to place the power of this influence in the hands of Oregon's motorcyclists.

BikePAC operates under a strong executive board of three people, in order to be able to take care of short term business rapidly and efficiently. They are: Brian Stovall (Executive Director), Butch Harbaugh (Legislative Director), and Steve "Indian Charlie" Benson (Secretary/Treasurer).

Three to nine other board members join with the executive board in making long-term policy decisions. They will be drawn from the primary sponsoring and supporting motorcycle groups in the state. Currently, qualifying organizations are: ABATE of Oregon, the Association for Motorcyclists of Oregon (AMO), and Christ's Disciples Motorcycle Ministries, the groups who have been instrumental in formation of BikePAC.

In addition, an advisory board will provide direct input for the board of directors to act upon. This group will be made up of members or member groups paying a significantly higher support fee to BikePAC, and will have a strong and important voice in guiding BikePAC policy.

BikePAC will be supported entirely by memberships and donations, and will not be promoting parties. We hope to establish a permanent office in Salem to always be available to the lawmakers for information about motorcycle related issues. We plan to develop a comprehensive information network to provide motorcyclists with easy and quick access to political information, so we can all have a maximum effect upon our legislature.

We are now winding up our efforts in the 1989 legislative session, and bending our attention to the next priority: an initiative petition for a helmet law repeal to be placed on the November 1990 ballot. Our petition will be very simple and straightforward. It will propose returning to the law as written before the May 1988 election: helmet use required for riders and passengers under the age of 18. We intend to have it ready to begin signature gathering in time for the State Fair. Watch the next issue of ROB for information on how to get petitions.

We're all really excited about what BikePAC of Oregon can do for our public image and our political situation. We invite and encourage everyone to join and support BikePAC of Oregon.

**Brian Stovall**

Reprinted from Issue #16, Vol. 4 No. 1  
The Rural Oregon Biker

## IS YOUR FREEDOM WORTH 5 BUCKS?

The Motorcycle Riders Foundation (MRF) has been in existence for over five years, and is a national organization with the sole purpose of protecting motorcyclists rights at the federal level. Just as regions, chapters or districts may be a strong and successful force in their respective areas, they must rely on a strong state organization to defend their rights in their state capitol.

Involvement in federal level legislation is totally different than it is at state level, and requires a special approach for success. It is this type of representation that the MRF offers to all motorcyclists in the USA. The MRF has an office in Washington, DC and employs a professional lobbyist to represent the riders viewpoint and keep track of any impending legislation detrimental to our freedom.

The MRF, along with the American Motorcycle Association (AMA) represented the opposition to S.1007 during the Senate subcommittee hearing. We were successful in getting a no-vote hearing, which means we didn't win the war, but we did win a battle, and we have only begun to fight.

The annual "Meeting of the Minds," a project of the MRF, brings rights group leaders from around the country to share information, plan national strategy, and develop a network to draw on in time of need. The workshops held at the meetings have proven to be educational to veterans of the rights fight, and are invaluable to newcomers. The location of the 1990 Meeting of the Minds is yet to be determined.

The MRF is not a dues or membership organization. Instead it has relied on contributions from states rights groups and individuals to maintain the fight in Washington, DC. This is changing this year with the first great "motorcycling give-away".

The MRF is governed by a Board of Directors and corporate officers who have assumed the daunting responsibility of representing you in Washington, DC. The combined educational background and experience of these leaders is phenomenal. They have dedicated themselves to making the national representation of riders as strong as it is in the strongest states rights groups, without taking away the identity of the states groups, and with but one goal: motorcyclists rights first!

The MRF is undertaking a bold initiative. To meet the national challenge, we have taken up a corporate structure aimed at bringing all motorcyclists and rights groups together without the divisions of the past.

The support is out there; the talent is available now; the timing is right. What we need now is a major commitment from every rider in this country. We are not asking you for your time, or for a large amount of money. We are asking for a five dollar (\$5) donation from everyone, so we may all remain free.

It is too late to count on the other person to carry you on this one. We all have to help.

That's it, people! The ball is in your court. We need your support, and need it now. There is something seriously wrong when motorcyclists in this country can raise over three million dollars for muscular dystrophy, but can't raise a few thousand to protect our right to ride free. People who think that this will go away are only fooling themselves.

Ask the people in Texas, Nebraska, or even Oregon.

Send your contribution to: MRF, P.O. Box 11153, Minneapolis, MN 55411.

### MRF Officers

Michael "Balls" Farabaugh, Chairman of the Board (Indiana)  
Bus "Pappy" Haag, President (Minnesota)  
Greg Hardy, Vice President (Kansas)  
Richard Paukner CPA, Treasurer (Connecticut)

### Board of Directors

William "Bill" Gannon (Massachusetts)  
Lee Richardson (Georgia)  
Fred Harrell (Nevada)  
Bill Turkus (New Jersey)  
Mike "Redbeard" Warren (Ohio)  
Lou Petrucci (Rhode Island)

### Lobbyist

Wayne Curtin (Washington, DC)  
END

## NEWSLETTER EDITOR'S SOAPBOX An Invitation to Write

I know, already you are complaining that your hand is cramping from all those letters you have had to write to the legislators, but this should be fun. I am inviting you to voice your opinion, respond to articles, or chapter reports, or just give an "atta boy" to someone who you think has done a good job.

The backbone of a good newsletter is the input it receives from it's readers. If we are to do a good job for the readers we must have input from them to know what articles were useless, what articles were offensive, and what articles should be elaborated on further.

The "Dear Editor" column, I am hoping will provide all of you with that podium to speak your peace. I do ask two things. First, please keep the swear words out of your letter. Most people can adequately fill those in themselves and your letter will read much better and convey the point you are trying to make. Second, if your writing is not very legible, see if someone will type it for you. I do not want to mistake one word for another and effect the essence of your letter. The whole point you are trying to make can be destroyed by me mistyping one word in a sentence. If you can't find someone to type it, then enclose your telephone number so I can call you if I have any questions.

Remember, this can be on anything contained in the Newsletter from previous months or on anything pertaining to Motorcycle interests in general that you have experienced or seen somewhere or heard about.

Send all of your letters to: Dear Editor, A.B.A.T.E. of Oregon, Inc., P.O. Box 4504, Portland, OR 97208.

Take this opportunity to voice your opinion, share your interests, relay your feelings, congratulate another member or just generally complain.

Hope to hear from all of you.

Keep the brotherhood alive.

Donna

**ABATE PRODUCTS**  
**Angie Jensen**  
**P.O. Box 4504, Portland, OR 97208**

**Attn: Members**

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

ABATE Supporter Pin	\$ 3.75
ABATE Eagle Pin	\$ 5.00
ABATE Eagle Pin (Wings Up)	\$ 3.75
ABATE #1 Pin	\$ 2.00
Fossil Pin	\$ 3.00
Year Bar (Indicate Year)	\$ 1.00
Chapter Rockers	\$ 3.00
Chapter Officer Rockers	\$ 3.00
ABATE Earrings (per pair)	\$ 7.00
ABATE Necklace	\$ 7.00
ABATE Logo Pin	\$ 5.00
ABATE Let Those Who Ride Decide License Plate Frame For Car	\$ 5.00
Stickers: Helmet Laws Suck	\$ .50
Warning: ABATE	\$ .75
Bumper: Helmet Laws Suck	\$ 1.00
10 Year Anniversary Pins	\$ 3.00
Courtesy Cards (50 for)	\$ 1.00
Indian Creek Patches	\$ 3.00

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

**LINCOLN COUNTY CHAPTER**

**Rick Vester**  
**SRS Box 5XA**  
**Depoe Bay, OR 97341**

T-S - Beaver Creek	\$ 8.00
T-S - Lincoln County	\$ 8.00
Tanks - Beaver Creek	\$ 6.00
Long Sleeve T-S - B.C.	\$ 9.00
Sweatshirts, Hooded	\$16.50
Sweatshirts, Crewneck	\$11.50
T-S - Harley Wine Cooler	\$ 7.50
Harley Cooler Hats	\$ 5.00

**WASHINGTON COUNTY CHAPTER**

**Stan Johnson**  
**P.O. Box 1353**  
**Hillsboro, OR 97123**

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

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

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

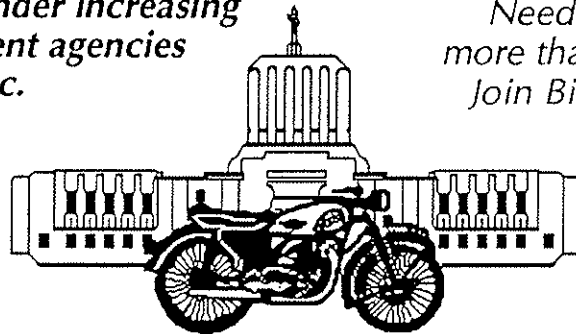
BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

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

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

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

*Needed now  
more than ever.  
Join BikePAC.*



**BikePAC of Oregon**

**P.O. Box 5612 • Salem, Oregon 97304**

**Brian Stovall**  
Executive Director  
(503)298-1317

**Butch Harbaugh**  
Legislative Director

**Steve Benson**  
Secretary/Treasurer  
(503)363-6106

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

☐ Please send more information about BikePAC of Oregon.

Name \_\_\_\_\_

2nd Name (couple) \_\_\_\_\_

Address \_\_\_\_\_

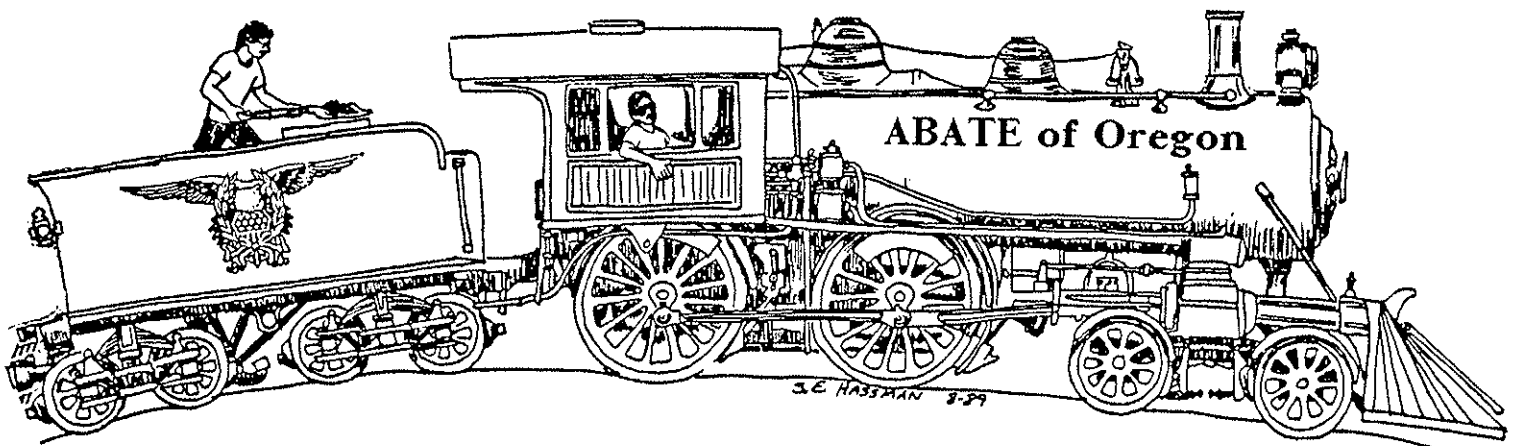
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## OREGON EVENTS CALENDAR

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

<b>JAN 1-MAR</b>	<b>Winter/Spring Festival of New Plays</b> 7 new plays in repertory. Ashland (503) 488-2011	<b>MAR 29-31</b>	<b>1990 Public Schools Art Shows</b> Bush Barn, Salem (503) 581-2228
<b>FEB 1-MAY</b>	<b>Special Coastal Indian Exhibit</b> Showing the people and resources of the Oregon Coast. Klamath Falls (503) 783-4208	<b>MAR 30-APR 1</b>	<b>Shrine Circus</b> Portland Coliseum Arena
<b>FEB 2-MAR</b>	<b>Irving Berlin Era Art Exhibit</b> Roseburg (503) 440-4600	<b>MAR 30-APR 1</b>	<b>Gem &amp; Jewelry Show</b> Portland Coliseum Assembly Hall
<b>FEB 28-MAR</b>	<b>State B Basketball Tournament</b> Schools from throughout Oregon compete for the championship. Baker (503) 523-5855	<b>MAR 30-APR 1</b>	<b>Portland Food Festival</b> Portland Coliseum Exhibit Hall
<b>MAR 15-17</b>	<b>Irish Days Celebration</b> Parade, potato hockey, b-b-q, and bartenders race. Lakeview (503) 947-6040	<b>APR 2-3</b>	<b>Oregon Manufactured Homes Show</b> See the newest innovations in the manufactured home industry. Oregon State Fairgrounds, Salem (503) 378-3247
<b>MAR 16-18</b>	<b>Yard, Garden &amp; Patio Show</b> Portland Coliseum Assembly Hall, Exhibit Hall and Convention Hall	<b>APR 3</b>	<b>Halfway Crab Feed</b> A delicious crab dinner and dinner dance. Halfway (503) 523-5855
<b>MAR 16-18</b>	<b>"Wee Bit 'O Ireland"</b> Heppner's Annual St. Patrick's Celebration. Become Irish for a day as you help the Irish of Morrow Co. to celebrate their heritage. Sheep Dog trails, auction, tours, sheep to shawl wearing demonstrations, bed race and dinner awaits you. Heppner (503) 676-9228	<b>APR 3-4</b>	<b>Rock and Arrowhead Club Show</b> Klamath County Fairgrounds, Klamath Falls (503) 884-9699
<b>MAR 16</b>	<b>St. Uhro's Day</b> Join the parade and party to honor the tongue-in-cheek patron saint who drove the grasshoppers out of the vineyards of Finland. Hood River (503) 386-1802	<b>APR 7</b>	<b>Blazers Kid Day</b> Portland Coliseum Arena
<b>MAR 17-18</b>	<b>Yachats' 20th Annual Arts and Crafts Fair</b> All handcrafted items. Yachats (503) 547-3530	<b>APR 9-11</b>	<b>Oregon Annual Dune Musers Annual Mail Run</b> Reams of 3-12 dogs. North Bend to Florence (503) 269-0215
<b>MAR 17-18</b>	<b>Winter State Games of Oregon</b> Athletes of all ages and abilities compete in 13 events in all areas of Mt. Hood. Olympic-style medals awarded. Timberline Lodge (503) 272-2707	<b>APR 9-11</b>	<b>South Coast Dixieland Clambake</b> Coos Bay (503) 269-0215
<b>MAR 17-18</b>	<b>Lincoln City's Annual Wine Festival</b> Lincoln City (503) 994-3070	<b>APR 9-11</b>	<b>N.W. Cribbage Tournament</b> Baker (503) 523-5855
<b>MAR 17-18</b>	<b>Volvo Ski Show</b> A 30 min. choreographed and costumed ski show. There is music, humor, excitement, and suspense as the acrobatic skiers thrill with their stunts. Mt. Bachelor (503) 382-2442	<b>APR 9-11</b>	<b>York's Eastern Oregon Sport Show</b> Features distributors, films, seminars, and the latest in sports equipment. Baker (503) 523-5855
<b>MAR 18-24</b>	<b>Spring Whale Watch Week</b> North bound gray whales migrate to the summer feeding grounds in the Bering and Chuckchi Seas. Lincoln City (503) 994-3070	<b>APR 9-16</b>	<b>U.S. Bank National Junior Olympics</b> A field of the best young racers in the U.S. will compete for the national alpine title. Mt. Bachelor (503) 382-2442
<b>MAR 18</b>	<b>Lakeview Community Concert</b> Lakeview (503) 947-6040	<b>APR 10</b>	<b>Little Reno Fun Night</b> Dinner, dancing and social gaming. Curry County Fairgrounds, Gold Beach (503) 452-2334
<b>MAR 19-20</b>	<b>Oregon High School Dance &amp; Drill Team Comp.</b> Portland Coliseum, All areas	<b>APR 10-11</b>	<b>Anthony Lakes Albertson's Appreciation Day</b> A special weekend of amateur races, dancing and wine tasting. Baker (503) 364-7474
<b>MAR 22</b>	<b>Olympic World Figure Skating Championships</b> Portland Coliseum Arena	<b>APR 11</b>	<b>Ray Charles</b> Portland (503) 228-1353
<b>MAR 24-25</b>	<b>13th Annual Quilt Show</b> Sweet Home (503) 367-6186	<b>APR 12</b>	<b>MVP Banquet</b> Portland Coliseum Arena
		<b>APR 13</b>	<b>Salem Pops Orchestra</b> Salem (503) 585-7012
		<b>APR 14</b>	<b>Terrier Training Match</b> Portland Coliseum Exhibit Hall
		<b>APR 19</b>	<b>OSAE Trade Show</b> Portland Coliseum Assembly Hall
		<b>APR 29</b>	<b>KXL Health and Fitness Fair</b> Portland Coliseum Assembly Hall

# Seminar To Educate And Motivate S.T.E.A.M.



## GETTING ON TRACK

April 28, 1990  
Saturday, 11AM to 7PM  
Chemeketa Community College

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TREASURERS  
LEGISLATIVE DIRECTORS  
WAYS & MEANS OFFICERS  
SERGEANT-AT-ARMS  
STATE REPRESENTATIVES

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Portland, Oregon 97208  
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(KEIZER)

I-5

TO PORTLAND

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PORTLAND RD.  
HWY. 99E

HAYESVILLE DR.

WARD DR.

COOLEY DR.

CHEMEKETA  
COMMUNITY COLLEGE

TO ELL GENE

MARKET ST.  
EXIT

SILVERTON RD.

**CHEMEKETA COMMUNITY COLLEGE**

DIRECTIONS FROM  
I-5 & CHEMAWA ROAD

*The following is excerpts from a letter that was sent out to NRA supporters in the first part of February. Hopefully, those of you who feel strongly about this issue received the letter in time to act upon it. I was unable to obtain any updated information as far as if it was too late to write or if this bill was stuck in Committee and not moving as fast as Biden hoped it would. If any members have information on this bill I hope they mail it in right away. The information is important to anyone interested in maintaining "Freedoms to Choose"! - Newsletter Editor*

## NRA INSTITUTE FOR LEGISLATIVE ACTION

P.O. Box 1730  
Washington, D.C. 20077-4821

Dear NRA Supporter:

Would you be shocked if I told you that Michael Dukakis had been elected to the United States Senate and was on the verge of passing a bill to ban guns?

Well, that nightmare is not as far from the truth as you might imagine. Let me explain.

This urgent alert is to warn you of a dangerous attempt to impose a Dukakis gun ban on America.

Senate Judiciary Committee Chairman, Senator Joe Biden, is leading the anti-gunners in an attempt to ban your guns in what amounts to a sneak attack in the very first days of the 1990 Congress.

Biden has introduced bills, S.1970 and S.1972, that grab the ideas of both President Bush and Michael Dukakis. Senator Biden is camouflaging Dukakis' gun ban ideas under the rhetoric of President Bush's popular crime-fighting ideas, so he can push through a federal gun ban before you and I can stop him.

Biden thinks he can defeat us before you have time to make your views known to your Senators on his bills, S.1970 and S.1972, which he is calling crime-fighting bills. And let me repeat, Biden's bills, S.1970 and S.1972, are a sneak attack. They use the cover of George Bush's crime-fighting program to hide Michael Dukakis' dangerous gun ban proposals.

Why has the Chairman of the Judiciary Committee picked this moment to push a gun ban hidden in a crime-fighting package? Senator Biden thinks that his colleagues in the Senate haven't heard from you in three months. He thinks your that we don't have the time or the money to alert you to make your views known to your Senators before they vote in February.

With this Emergency Alert, we've given you the warning, but now it is up to you to write and call your two Senators, or else the Biden Plan to ban your guns will become law.

Senator Biden knows that there's not much time to slip in his underhanded gun ban. He knows that on the heels of President Bush's bringing Manuel Noriega to justice, Congress will quickly vote for what the President wants: a crime bill. Biden thinks that by accepting some of President Bush's ideas on how to fight crime - the death penalty, increased sentences, more prisons - he can get away with passing Dukakis' dangerous ideas on gun bans.

Just how dangerous are the anti-gun provisions of Senator Biden's new bills, S.1970 and S.1972, that will be voted on in the U.S. Senate during February? Well, to start with:

Biden's bills ban many semi-autos outright, as well as resurrect Kennedy's old idea of giving to an unelected bureaucrat total power to ban guns. Biden's bills give the Secretary of the Treasury the power to ban outright any semiautomatic rifle or shotgun now manufactured or owned in America. They do this by allowing the Secretary of the Treasury to ban domestic assembly of any semi-auto he judges identical to one already banned from foreign import. Biden knows full well that the Bureau of Alcohol, Tobacco & Firearms has already testified before Congress that all 30 million semi-autos owned in this country are functionally identical.

Forget target shooting, collecting, plinking, and self-defense. Under Biden's provisions, these are no longer valid purposes for Americans owning semiautomatic firearms -- they are subject to a government ban.

Under the Biden bills, if you own a semiautomatic firearm for hunting in the United States, for target shooting, for plinking, or for self-defense, not to mention for competing in the Olympics, you could technically be prohibited from cleaning and reassembling your gun. Once you did, you would be in violation of Biden's laws and become a felon. Under Biden's bills, if you don't have a copy of your BARE 4473 Form for each gun you own, and any of those guns are on the Proscribed List, you are subject to losing your gun rights forever.

As I write you this Emergency Alert, the battle lines in the United States Senate are forming. On our side are outstanding Senators like Bob Dole of Kansas, Senator Strom Thurmond of South Carolina, and Senator Howell Heflin of Alabama.

On Biden's side are the committed anti-gunners: Senator Metzenbaum and Senator Kennedy, the same gun-banning Senators who for years have helped defeat real tough anti-crime provisions.

In the weeks leading up to a February vote in the U.S. Senate, Biden, Metzenbaum, and Kennedy are banking on their buddies in the national news media saturating the television airwaves, radio frequencies, and magazine racks with hysterical anti-firearms propaganda like we have never witnessed before.

As I write this alert, it is already beginning. You can hear the hysteria on National Public Radio blaming firearms owners for every imaginable ill in our land. It is continuing with TIME magazine cover stories attempting to champion restrictive gun bans and condemning the NRA in an attempt to erode your support. It is going to include national television specials on ABC and other networks, news articles, and editorials. They have one objective - to whip up hysteria for the February gun ban vote in the United States Senate on the Biden bills.

The survival of your freedoms comes down to a showdown in the month of February 1990, on the floor of the U.S. Senate. It's going to be a no-holds-barred, bare-knuckled fist fight to beat Biden's bills. Don't bet that the other side plans on fighting fair. They know this is their one chance and that means using every dirty trick in the book to pass the Biden gun ban bills, S.1970 and S.1972, by weaving them into a crime-fighting package.

**WILL YOUR TWO U.S. SENATORS HEAR FROM YOU BEFORE THEY VOTE? YOUR TWO SENATORS' VOTES ARE DESPARATELY NEEDED ON OUR SIDE AGAINST S.1970 AND S.1972.**

So please, I'm asking you as a fellow gun owner to immediately contact your two U.S. Senators -- jot them each a short note, then give them each a follow-up telephone call. Ask five, ten, or more of your friends to do the same. Tell your Senators that you are against the Biden bills, S.1970 and S.1972, and want them to vote against Biden's bills or any other form of "gun control".

Just as the Second Amendment guarantees the right of individuals to own firearms in America, the First Amendment guarantees our Right of Free Speech. Now is the time to use one to fight the other. Only your letters and calls are capable of offsetting the anti-gun media barrage and preserving our individual rights and freedoms.

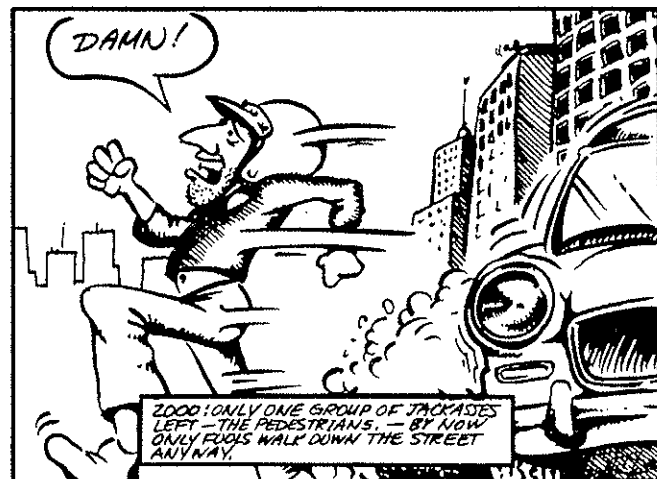
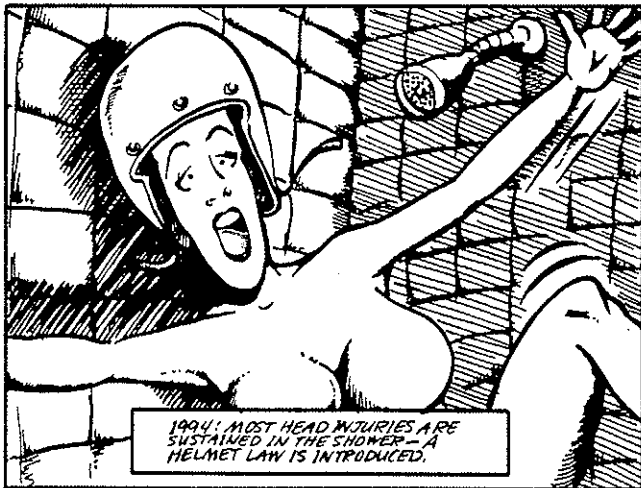
We can defeat Dukakis in a presidential campaign and keep him out of the Senate, but we can never let down our guard against his dangerous and threatening firearms ban ideas. As long as we have freedoms, someone will want to take them away from us. Yesterday it was Michael Dukakis, today it is Joe Biden. Only your efforts can stop Biden from being successful.

We must act together to defeat S.1970 and S.1972 in February. **WE'RE COUNTING ON YOU -- IT'S YOUR ACTIONS AND YOUR CONTRIBUTIONS TO ILA THAT WILL WIN THIS FIGHT.**

Sincerely, Wayne LaPierre, Executive Director

# HELMET LAW

## HISTORY





# WARNING

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## CHANGE OF ADDRESS?

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

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

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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NEW: \_\_\_\_\_ RENEWAL: \_\_\_\_\_ If Renewal, Card #: \_\_\_\_\_ EXP. DATE: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

PHONE: \_\_\_\_\_ CHAPTER: \_\_\_\_\_

ADDITIONAL MEMBERS IN SAME HOUSEHOLD: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

NAME: \_\_\_\_\_ NAME: \_\_\_\_\_

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

DATE PAID: \_\_\_\_\_ TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

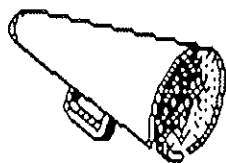
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**SEND TO:**  
**MEMBERSHIP SECRETARY**  
**A.B.A.T.E. OF OREGON, INC.**  
**P.O. BOX 4504**  
**PORTLAND, OREGON 97208**

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Make your voice heard, your needs known.  
Renew your membership today and get involved!

### Chapter Meeting — 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	COLUMBIA COUNTY	2:30 pm, The Rod & Gun Club, Rainer.
	JACKSON COUNTY	1st Sun. - 11 am, Angelo's Pizza, Phoenix, Oregon. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
		3rd Sun. - Ride
	NORTH COAST ABATE	1st Sun. - 12:00 noon, Cedar Bay Restaraunt, Tillamook
		3rd Sun. - 12:00 noon, The Pizza Harbor Restaurant, 15 N. Edgewood, Seaside.
	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th SUNDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
	YAMHILL COUNTY	3 pm, Dominico Pizza, McMinnville.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
		8 pm, Sunshine Pizza, Cornelius.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7 pm, Round Table Pizza, 6th Street, Eugene.
3rd WEDNESDAYS	LANE COUNTY	7:30 pm, K.C. Pizza, Redmond.
1st & 3rd THURSDAYS	CENTRAL OREGON	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
	MT. HOOD	7:30 pm, Moby Dick's Restaurant, Newport.
1st & 3rd FRIDAYS	LINCOLN COUNTY	10 am, Totem Pole Tavern, 3324 N.E. Killingsworth, Portland.
1st & 3rd SATURDAYS	TEAM TOTEM	