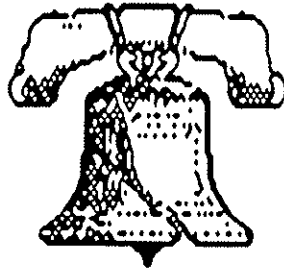


A.B.A.T.E. of
Dedicated to
Freedom of the Road!



Oregon, Inc.
Let Those Who
Ride Decide!

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



FREEDOM 1: the quality or state of being free as a: the absence of necessity, coercion, or constraint in choice or action b: liberation from slavery or restraint or from the power of another; **INDEPENDENCE** c: the quality or state of being exempt or released from something onerous d: **EASE, FACILITY** e: the quality of being frank, open or outspoken f: boldness of conception or execution g: unrestricted use 2a: a political right b: **FRANCHISE, PRIVILEGE**

syn **FREEDOM, LIBERTY, LICENSE** shared meaning element: the power or condition of action without compulsion. **FREEDOM** may imply total or moderate absence of restraint or merely an unawareness of being unduly hampered or frustrated; **LIBERTY** suggests release from former restraint or compulsion; **LICENSE** implies freedom specially granted or conceded and may connote an abuse of freedom.

**Our freedoms were bought at the
highest of costs and were
paid for with the blood of our people.
Can we afford to not protect even
the least of them?**

– ABATE of Georgia Newsletter, June 1990

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:

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

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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COORDINATOR'S CORNER

"Science may have found a cure for most evils; but it has found no remedy for the worst of them all.
The apathy of human beings."
— Helen Keller

Another challenge for ABATE of Oregon – to get involved with defeating Ballot Measure 9 – Mandatory Seat Belt Law.

If we help defeat the Seat Belt Law we have a good argument to bring our Helmet Law in front of legislation in 1991, and we can ask "Why only Helmets?"

How can we do this? Well, we defeated it twice before by working with the "No Seat Belt Law for Adults" committee. We can do it again. Set apathy aside! We have no room for it. And let's get united across the state and make a difference in Oregon and WIN!!

Go to your Chapter meetings and find out how you can help in the fight. There is something for everyone to do. If we all take a part in it, it's not so hard on just a few of us. Don't let apathy move in. Be proud! Side step anyone that's negative. We did not need them in the first place. Positive thinking is what makes you win.

Support and help for BikePAC at this time is of great importance. We need to defeat Ballot Measure #9. The Mandatory Seat Belt Law. This takes money. Join BikePAC today!

United we stand, Divided we fall... Rotten Roger

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one week of the meeting. This is your Chapter's monthly communication. Please send to: State Coordinator, Roger Hendricks, P.O. Box 4504, Portland, OR 97208.

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

Needed now more than ever. Join BikePAC.

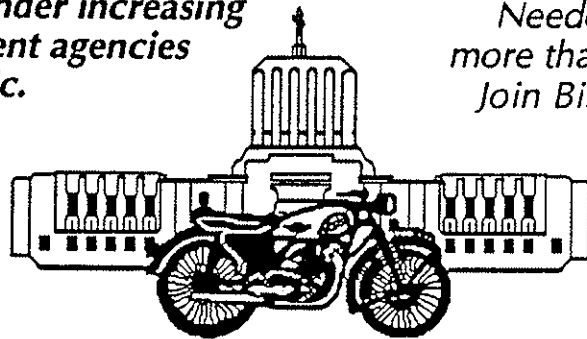
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6106

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

Please send more information about BikePAC of Oregon.

Name _____

2nd Name (couple) _____

Address _____

City _____ State _____ Zip _____

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

September 15-16	End of Summer Run N. Coast, Yamhill & Washington Co.'s	Paul Taylor & Cliff Myers 693-0938 Don Smack 738-7156
October 13	State Board Meeting Sundown Station, Creswell	Rotten Roger 284-9858
November 10	State Board Meeting Sundown Station, Creswell	Rotten Roger 284-9858
November 24	Toy Run Washington County	Paul Taylor 693-0938
December 1	Portland Toy Run	Gary Martin 639-0873
December 8	State Board Meeting Sundown Station, Creswell	Rotten Roger 284-9858

ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

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

FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE
\$50. per cord/Cottonwood
\$80. per cord/Ash

U-PICK UP.

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

FOR SALE: Moto-Guzzi Cycles - 1969 V-7 parts. 71 750 Ambassador - complete, runs, w/bags & trunk. 71 850 Eldorado - may run ex-PD. Mike 826-5219 (9-90)

FOR SALE: 48 Long Harley Davidson Jacket, 38 Long trousers, \$250.00. Like new. Call Wade 543-3200 (9-90)

FOR SALE: Package deal - 1978 Harley Davidson 250 cc and a 1975 Harley Davidson 175 cc, spare engine. 250 runs but needs kick start shaft. All for \$300.00 Phone 357-3267 evenings or leave message on machine. (11-90)

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\$1.00 each

contact: Dan Kerr

771-1181

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

Minutes for August 11, 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 corrected.

Roll call of Chapters: Central Oregon - 0, Douglas County - 0, Jackson County - 2, Josephine County - 2, Lane County - 2, Lincoln County - 1, Mt. Hood - 1, N.E. Portland - 2, North Coast - 0, Salem - 1, S.E. Portland - 1, Team Totem - 2, Washington County - 0, Yamhill County - 0. Total 14.

MEMBERSHIP SECRETARY: Membership is up 5 since last month. As of August 1, 1990:

Central Oregon	20
Douglas County	72
Indian Creek	69
Jackson County	59
Josephine County	74
Lane County	42
Lincoln County	82
Mt. Hood	38
N.E. Portland	118
North Coast	48
Salem	56
S.E. Portland	88
Team Totem	74
Washington County	24
Yamhill County	43
TOTAL	907

A reminder to chapters that membership prices have changed and new memberships as well as renewals should reflect this immediately.

NEWSLETTER EDITOR: As always, the newsletter needs to have more ads. We now have a Roving Reporter who is attending all runs this summer. Alan Foster from Lane County will be reporting to the newsletter. Also, Pat Gleason is going to write fiction for the newsletter every month.

STATE RUN COORDINATOR: Just a reminder to have ABATE membership information at your Ways and Means booth at all runs, to sign up new members and provide information.

ABATE PRODUCTS DIRECTOR: Angie reminds us to support BikePAC by purchasing their T-shirts. N.E. Portland and S.E. Portland are having a raffle for a 1991 Harley. This will be raffled at the Toy Run in December. Tickets can be checked out from these Chapters or from the state.

WAYS AND MEANS: We sent 4 boxes of coloring books to Sturgis. Hopefully, they sold well. We will have a report next month.

EDUCATION DIRECTOR: Still in Sturgis!!!

LEGISLATIVE DIRECTOR: Seat Belt Initiative - This will be on the November Ballot as #9. The argument that we purchased in the voters pamphlet is not finished yet, it should be done within a week. We need people to produce lawn signs. All Chapters should be working on this now.

Meanwhile, our friends in Washington, D.C., at the DOT have announced a three year plan of mandatory helmet laws nationwide. Call BAM at 1-800-4-BIKERS to get Declaration of Protest to be sent to President Bush.

Gun Control laws are another area Chapters need to be addressing, also. HR4225 is to prohibit the possession, transfer and certain exports of restricted weapons, the manufacture of firearms capable of accepting a silencer or bayonet without alteration, and the possession and transfer of large capacity ammunition feeding devices, and for other purposes. New Jersey has a tentative bill to outlaw BB guns.

TREASURER: Joy is in Sturgis, also, but reported an ending balance on August 1 of \$5,010.73.

OLD BUSINESS: Meeting of the Minds - Brian Stovall sent a letter addressing the board of his desire to represent ABATE of Oregon at this years' meeting in Pennsylvania. Without some financial assistance from the state this would not be possible. A motion was made by N.E. Portland to send Brian Stovall to The Meeting Of The Minds. Motion passed 14 - 0. A motion was made by Jackson County to cover all costs up to \$525.00. Motion passed 14 - 0. The new tri-folds are done and each Chapter can pick them up from Roger. All Chapters need to replace the old tri-folds in the displays with the new ones. This is especially important because of the change in membership fees.

NEW BUSINESS: We still need a volunteer for the state office of Historian. The job is to organize the photo album with pictures, fliers, newspaper clippings, etc., dealing with people, places and events relating to ABATE.

The state wants permission to sell a trailer it has acquired from a former chapter. Permission granted.

There is going to be a summit meeting in Boise, Idaho, on August 18th. This is a Federal Meeting dealing with the Highway Restoration Act, which is where they are trying to put the national helmet law. Several senators will be attending as well as motorcycle rights activists from all Northwestern States. Jackson County made a motion to finance Roger \$100.00 towards motel fees so that he may attend this conference. Motion passed. 13 yes, 1 abstain.

Hugh Shelley from S.E. Portland has volunteered to organize a current road list.

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

There being no further business, the meeting was adjourned

Respectfully submitted,
Judy Leehmann, State Secretary

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

CHAPTER REPORTS

CENTRAL OREGON

We would like to thank all the dedicated and concerned members of the Central Oregon Chapter for their enthusiasm and support in making this Chapter such a success. Since the first of the year we have averaged 5 members per meeting; usually the same 5 people. This last meeting (July 19, 1990) two people showed up and they traveled 100 miles round trip to attend.

If anyone is concerned enough to do anything with the Chapter they can contact the State Board for the materials, because we are through.

See you with the Indian Creek Chapter.
Thank you,
Terri Matson, Secretary/Treasurer
Randy Matson, Sgt.-At-Arms

DOUGLAS COUNTY

What a great Summer! Well, we have had a few malfunctions, but, Douglas Co. has the ball rolling again. Due to the resignation of Chapter Treasurer, Cindy has taken over office. Memberships and participation on the rise. Our 11th Annual Windy Creek Run will have been over by now. Sure hope that all who came had the best of times. More info in next report.

JACKSON COUNTY

We had our S.O.S. Run July 27, 28 and 29th with Josephine County at South Umpqua Falls. The weather was good but hot. We had 380 paid guests who enjoyed live music both Friday and Saturday nights by Howard Morlan and No Regrets. Everyone had good times and enjoyed the food, beer and swimming in the river.

Most of our group went to Sturgis this year so all of our regular faces are missing now. We hope they have a good time and a safe ride with no incidents. If you didn't go to Sturgis, and came to our RUN we hope you had a safe ride home.

Joe Whitty
Coordinator

JOSEPHINE COUNTY

S.O.S. is finally over and it was a big success. Although, I would of called it Murphy's Run, because if something could go wrong it did. But in spite of that it was a lot of fun.

I would like to thank everyone who helped make it a success, but their are a few people who deserve special thanks. To start with, the people who, without their help, there wouldn't have been a run at all.

● NOTICE ●

If your Chapter has no news in this column or following columns, get in touch with your Chapter Coordinator and ask why there is no report.

First and foremost their is my lady, Mary, who had to put up with my constant worrying and bitching. Then their is the couple who, whenever I would say who can I get to do this, they would say, "I can handle it". And handle it they did! They are Trike Bob and his lady Trike Terri. Then up at the run itself, I don't think I would be here if it wasn't for my BROTHERS Scott and Jerry and his gang of young adults and relations. Last but by no means least their are the Jackson County people. Kim for the outstanding kids games, Chris and his lady T.J., and most especially their coordinator, Joe Whitty and his very able lady Terri, who, when their Run Coordinator fell on his drunk ass and failed to hold up his end of the responsibilities, stepped in and took up the slack and then some. Once again my heartfelt thanks and appreciation to one and all. If I missed someone, accept my apologies and thanks.

We had 380 paid guests and drank 23 kegs of beer, so I will close with a SEE YOU ALL AGAIN NEXT YEAR.

Ride Safe and Free
Fast Frank

LANE COUNTY

(No report, first time.)

LINCOLN COUNTY

Greetings from the foggy, windy, cool, most favored tourist spot in the State.

Beaver Creek was a success. A great time was had by all - especially Roach who was really into the early morning kitchen shift on Sunday. Thanks to Roach, we've already got the early morning shift filled for next year. Many thanks to all of you who showed up to party and help out. We're looking forward to a bigger and better one next year.

Alan from Lane County, thanks for your letter. Hope you have a better time at the run next year.

We're writing this newsletter due to the fact that Vicki went to Sturgis along with a lot of our other members. Hope you all have a great time.

Not much going on here except work on the Mrs. Santa Claus workshop project. We now actually have forms in for the foundation. This project is slow but definitely happening.

That's all for now. Hurry home Vicki -- we miss you.

If you're coming to the Coast - ride safe and beware of the tourists.

P and B

MT. HOOD

(No report, first time.)

NORTH COAST ABATE

Mr. Bill sez;

Huh? Well, that figures. My first meeting as secretary and nobody shows up. Now, I know I'm not the only Sturgisless person and we, supposedly have a bunch of North Coast members. Where y'all at?

Why not come to a meeting for some bitchin', braggin', and b.s. Huh? Yeh, maybe we need different types of memberships; supporting members and active members.

Huh? Oh yeah, we're all looking forward to the Summer End Run, September 15 and 16 and all the good riding this summer.

Keep yer knees in the breeze and eating that cheese.
Mr. Bill

N.E. PORTLAND

(No report, first time.)

SALEM

Here it is, another month and another report. It looks like our yearly Fox Creek Run was a great party success even if it was a financial flop. There were a lot of good times and a lot of winners at the games. There were a lot of you who missed Sturgis (including me) but there were a lot of you who missed Fox Creek, too. What a shame, we had a lot of fun.

Well, now for an update on our coordinator. He went in for hip replacement surgery last Friday. It went well and it looks like he will be returning home in the next couple of days. Of course, he will have to go back in about a month for the other hip to be done. It would be appreciated if all the brothers and sisters out there would remember him in their prayers during this time.

Our first meeting for this month which was for the 14th was cancelled so our only meeting for the month of August will be the 27th. We hope that everyone that can will be there.

Well, till next month, ride safe and free.
Dago

S.E. PORTLAND

(No report, first time.)

TEAM TOTEM

We are having a lot of fun getting our new Chapter up and running with our new Coordinator, Doug. We are meeting twice a month now so more of you guy's can come join the fun at Tiny's. We are changing our Chapter name and making lots of plans for future runs and good times.

We have other new officers who are excited and are doing something about it. Don't be left out of the crazy times ahead. Come be a part of the new collage of pictures that are being taken. Grab a friend and come on down. Meet the Newlyweds, "Doe" and "Big Red" who met at Fossil, fell in love, and wed at Summer Run!

Keep the rubber side down.
"Doc" and Mrs. "Doc"

WASHINGTON COUNTY

(No report, fifth time.)

YAMHILL COUNTY

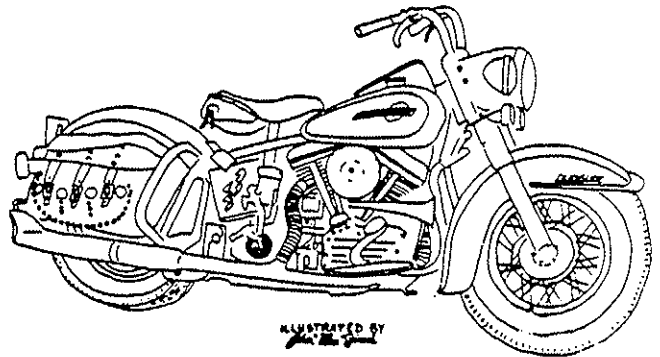
(No report, second time.)

FREEDOM OF CHOICE ...
WORKING TOGETHER TO PRESERVE IT.

A·B·A·T·E·

OF OREGON

COLORING BOOK



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The Rural Oregon Biker

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

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

TEAM OREGON CLASSES

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1-800-922-2022

1990 COMMUNITY COLLEGE TRAINING SITES COURSE SCHEDULES

CLASS DATES	LANE C. C.	LINN-BENTON C. C.	CHEMEKETA C. C.	PORTLAND C. C.
<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	-	-	-	-

1990 TEAM OREGON MOBILE PROGRAM MRC COURSE SCHEDULE

CLASS DATES	SOUTHERN ROUTE	EASTERN ROUTE	COAST ROUTE
<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	



EQUAL RIGHTS

All vehicles are not created equal. But licensed drivers are. They have equal rights — and equal responsibilities — on the road.

SHARE THE ROAD

Oregon Traffic Safety Commission



In order to preserve life, liberty and the pursuit of happiness, drive carefully. Don't follow too close, drive within the speed limit, and look carefully for motorcycles — especially at intersections.

If we live up to our responsibilities, more people will live.

HEAD INJURIES

by Don Sharp

WHO GETS 'EM AND WHAT THEY COST

As you know from bar room debates, the less a guy knows about something, the more adamant he gets about his ignorance. The same thing arises in helmet law arguments. "Helmets save lives," the bucket brigade declares, tossing out some numbers, but being very careful to ignore any numbers that contradict their position.

Fact is, the numbers alone don't prove a thing. That a given motorcyclist did, or did not, wear a helmet tells nothing about the cause of the accident, and tells no more about the exact cause of his injuries. In no case can a doctor, or anyone else, say with certainty that a certain injury would have been this way, or that other way, if a biker had, or had not, been wearing a helmet.

The truly curious thing about the numbers, though, is that once you quit concentrating on bikers and look at all head injuries, you find that bikers lead pretty safe lives compared to people in cars or pedestrians on the street. In support of this view, look at the doctors' views in Easyriders Sept. '88, p. 30, and for support of their views, look at these numbers from three local studies of fatal brain injuries. They give the percentages of fatal head injuries among victims of different types of accidents. (See Table I.)

Hey, what's going on here? How many times have you read that bikers account for the majority of fatal head injuries? Check Study A: 74 percent of 5,055 is 3,741, but 10 percent is only 505. So, how can bikers cause more "public burden" than people in cars, or people on sidewalks, for that matter? Or, if you go by Study B, people on bicycles? One thing is sure: If bikers need helmets, a helluva lot of other people need them a lot more.

Seems like we've heard that before: Dr. Patricia Waller, of the University of Michigan Transportation Research Institute, said "I was wondering when some of you motorcycle people would catch on. Motor vehicle crashes are the major cause of head injury" (Easyriders, Aug. '89). Right, and you can see the numbers right there.

Another study (Source 4, see page 80) of 6,306 fatal head injuries from 1979 to 1986 lumped bikers in with "all vehicle deaths", and so provides no help to the car/biker comparison. However, this fourth study did say that firearms account for 14 percent of fatal head injuries, and falls for another 12 percent. These rates are well above the fatality rate usually given for bikers, and they make you wonder about the guy who fell down after he got shot between the eyes. Did the bullet kill him, or the fall? If it was the fall, would a helmet have saved him?

Howsoever encouraging to bikers, though, these four studies don't prove much. In the first place, the total number of victims is too small to support broad conclusions. Beyond that, the cause of death in many of the accidents was established by a policeman at the scene or by a local coroner with no medical competence. Thus, the causes of death can't be entirely trusted: Some of the victims

may have actually died from injuries that didn't involved their heads.

To improve on these deficiencies, a fifth study (Source 5, see page 80) considered only accident victims who were treated by trained medical people. This study included 49,143 victims treated at 95 trauma centers from 1982 to 1986, and it separates the victims into two categories: those with head injuries, and those with no head injuries. Look at the total number first (Table II).

What this tells you right off is that you want to stay out of cars. They are the worst news of all - about three times more dangerous than bad dudes with guns. If you want to be safe, you better walk. To be really safe, ride a motorcycle.

You could do more with these numbers if you knew the total number of people who drive cars, fall down the stairs, or cross intersections on foot. That's a messy statistical proposition, since most people do all three at one time or another, but take a look down a New York street during rush hour and make a guess. If you figure 100 people in cars, you have to allow about 1,000 pedestrians on the sidewalks and in the intersections, and maybe - just maybe - two or three motorcycles.

From these admittedly arbitrary proportions, you can project that 80 of those pedestrians and 33 of the people riding in cars will wind up in an injurious accident. The exact ratios obviously depend on how many walk and how many drive, but one is clear beyond argument: We better get helmets on those pedestrians and cagers, and we better do it quick! (That one lone biker in the mix - 6.8 percent of 2-3 bikers - can take care of himself.)

Dr. Voight Hodgson spoke to this same point when he said, "I've been pushing for helmets in cars for a long time ... I think helmets would actually be more effective in cars than on motorcycles" (Easyriders, Aug. '89). Fair enough. Now, all we have to do is wait for Congress to try to put helmets on everybody in cars - and that will provide enough objections to wipe helmet laws out completely.

Of the total 49,143 victims, 32,619 had no head injuries, and the numbers for that group further support the conclusion that bikers are not a major public health burden (Table III).

You think a guy with a gun is dangerous. Well, watch out even more for that dude with a knife, and stay even further away from cars. Don't try to walk, either. Take the bike.

Now, look at the 16,524 of those 49,143 accident victims who did suffer head injuries (Table IV):

The most recent piece of pro-helmet propaganda comes out of the Oklahoma Department of Health. From a review of 1,652 motorcycle accident victims, of whom 51 died, the report says motorcycle accidents cost the state of Oklahoma \$25 million a year. Having come to this conclusion by whatever dubious means, the report goes on to say that a helmet law would prevent "40-50 moderate, severe and fatal head injuries" per year. Leaving aside the question of whether the report writers can accurately specify the number of injuries that will not happen, note that only a portion of their "40-50" injuries would be expected to be fatal.

Having decided how many people would not get hurt, the report goes on to say that preventing those "40-50" head injuries

TABLE I

	number of victims	motor vehicles	pedestrians	bicyclists	motorcyclists
Study A (1)	5,055	74%	15%		10%
Study B (2)	3,587	78%		14%	8%
Study C	735	78%	14%		8%

TABLE II

Source of injury	number of victims	% of total
motor vehicles	16,266	33.1
falls	7,273	14.8
assaults	7,076	14.4
gunshot	5,848	11.9
stabblings	5,405	11.0
pedestrians	3,851	8.0
motorcycles	3,341	6.8
totals	49,143	100.00

would save the state \$4.1 million per year. If 1,652 accidents cost \$25 million, then how preventing "40-50" injuries will save \$4.1 million isn't made clear, but no matter: accept their figure of \$82,000 per head injury prevented (\$4.1 million divided by 50 injuries).

Now, apply that \$82,000 to the 7,518 people who got their heads broken while riding in a car. They represent a "public burden" of \$616,476,000 - and that's a lot of bread, even if spread over four years. And those 2,478 who fell down: put helmets on them, and save \$203,196,000. Can't you just see the public treasury filling with money as we save all this green? If you want more, put helmets on those 1,867 pedestrians and save another \$153,099,000. If we can put helmets on all those people in cars, on those falling down, on those getting beat up, and on those walking around loose, we can save \$1,158,332,000 per year - and that ain't change.

To get some perspective on what the Oklahoma Department of Health says we could save, the country has already committed \$1.6 billion - write it out as \$1,600,000,000 for comparison - of federal taxpayers' money for research to find a cure for AIDS. If, as we are told, around 80,000 people have died from AIDS since the syndrome was identified in 1979, then AIDS kills about 7,300 people per year. At that rate, we're committing around \$220,000 per AIDS victim, or three times as much as the \$82,000 per head injury that Oklahoma says it will have to spend on injured bikers. If we weren't spending that \$1.6 billion, we'd have plenty of money to care for those 1,569 injured bikers, even at \$82,000 apiece, and could throw in the 826 people who got shot and stabbed, to boot.

To add further perspective on the "public burden", do you remember Lawrence Walsh, the guy Congress hired to nail Oliver North? So far, the Wall Street Journal estimates the expenses to get Ollie North and his buddy, John Poindexter, at upwards of \$100 million. For another example, maybe you heard the flap about the travelling art exhibit funded by the National Endowment for the Arts (NEA), the one with the dirty pictures. Did you know that the NEA is spending around \$146 million per year to bring art into your benighted life? Hey, man, like if we can spend that kind of money on "struggling artists", we can certainly spare some loose change for suffering bikers.

The implications for helmet laws don't change when you take the numbers one step farther and separate fatal head injuries out of all head injuries. The next table (Table V) shows the percentage of those with head injuries who ultimately died from the injury. For example, 68 percent, or 516, of the 760 people who got shot in the head died from it (no big surprise).

No doubt about it. Stay out of cars - and from in front of cocked guns. And, if you've got a choice between falling off a bar stool or crashing your bike, crash the bike: it may be more expensive, but statistically it's a lot safer.

Now, get ready to hear the bucket maniacs object that on a per mile or per vehicle basis, motorcyclists get hurt more often than people in cars. That may be (it's an arguable proposition), but it is also irrelevant to the issue of saving "public burden" money. If

TABLE III

Accident Victims With No Head Injury, 95 Trauma Centers, 1982-1986.		
source of injury	number of victims	% of total head injuries
motor vehicles	8,807	27.0
stabblings	5,316	16.3
gunshot	5,088	15.6
Assaults	4,794	14.7
falls	4,794	14.7
pedestrians	2,022	6.2
motorcyclists	1,794	5.5
totals	32,615	100.0
(loss of 4 due to round from percentages)		

saving lives and preventing incapacitating injuries is our purpose, then we ought to put our efforts - that is, the helmets - where they will save the most numbers, and that is on pedestrians and people in cars. Why should bikers be called upon to accept all the blame for the "public burden" when, in fact, they represent drastically fewer injuries?

As James Fell, a research scientist at the National Highway Traffic Safety Administration, said, "I guess if we want to save the lives of people involved in crashes, auto occupants should wear protective helmets." Yes, sir. If we must be zealous, let us at least be honest: aim where the real numbers and savings can be found. And, maybe once the cagers try to lay the blame - or the helmets - on bikers.

Okay, that's about the best numbers on head injuries that we can come up with, and they are as good as any you'll find. They point two ways.

First, cagers need helmets. They need them bad, so start raising hell with the legislatures to extend the benefits of safety to everybody. If they insist on trying to put helmets on bikers, they will be admitting that they aren't really interested in safety at all, that they're primarily trying to harass bikers. Once the cagers have rejected helmets, though they'll be inclined to support bikers when bikers say they don't want helmets, either. The combined objections of both cagers and bikers may end the nonsense completely.

Second, if the legislatures do pass helmet laws for bikers, when everybody agrees that people in cars need them worse, then the legislatures are effectively setting bikers aside as a special class and subjecting them to a discriminatory law. Once they do that, the bikers can challenge helmet laws under the "equal protection" clause of the 14th Amendment. The discrimination, in view of the fact that everybody says cagers need helmets the most, will be "gross" and the courts will more than likely knock down the laws.

Sources

- (1) Study A, San Diego County, Calif., 1978, (2) Study B, Olmstead County, Minn., 1965-1974, (3) Study C, North Central Virginia, 1978, (4) Journal of the American Medical Association, October 27, 1989, pp. 2251 ff, (5) Journal of Trauma, September 1989, pp. 1193 ff.

TABLE IV

Accident Victims With Head Injuries, 95 Trauma Centers, 1982-1986.		
source of injury	number of victims	% of all head injured
motor vehicles	7,518	45.5
falls	2,478	15.0
assaults	2,263	13.7
pedestrians	1,867	11.3
motorcyclists	1,569	9.5
gunshot	760	4.9
stabblings	66	.4
totals	16,521	100.3
	(loss of 3 to rounding)	(excess due to rounding)

TABLE V

Fatalities Among 16,524 Accident Victims Who Suffered Head Injuries, 95 Trauma Centers, 1982-1986.			
motor vehicles	7,518	15.1	1,135
gunshot	760	68.0	516
pedestrians	1,867	23.0	429
falls	2,478	14.6	361
motorcycles	1,569	19.0	298
assaults	2,263	11.0	249
stabblings	66	21.0	66

Reprinted from August 1, 1990
Motorcycle Riders Foundation, Inc.,
Washington, D.C. Update
by Wayne T. Curtin

H.R. 3925

Title - The National Traffic Fatality and Injury Reduction Act of 1990
Sponsor - Representative **Jim Cooper** (D-TN)
Introduced in the second session of the 101st Congress on January 31, 1990.

Co-Sponsors:

Delegate Ron de Lugo D - Virgin Islands (1,2,6)	Rep. Robert A. Roe D - New Jersey (1,2)
Rep. Harold Ford D - Tennessee	Rep. Ted Weiss D - New York
Rep. Stephen Neal D - North Carolina	Rep. Bob Wise D - West Virginia
Rep. Arthur Ravenel, Jr. R - South Carolina	Rep. Thomas M. Foglietta D - Pennsylvania
Rep. Tim Valentine D - North Carolina (1,2)	Rep. Jim McDermott D - Washington
Rep. Charles Wilson D - Texas	Rep. Donald Payne D - New Jersey
Delegate Eni Faleomavaega D - American Samoa (6)	Rep. Jose E. Serrano D - New York
Rep. John Lewis D - Georgia (1,2)	Rep. Bob Whittaker R - Kansas (3,4,5)
Rep. Major R. Owens D - New York	

- (1) Member of the House Public Works and Transportation Committee.
- (2) Member of the Surface Transportation Subcommittee of House Public Works and Transportation Committee.
- (3) Member of the House Energy and Commerce Committee.
- (4) Member of the Transportation and Hazardous Materials subcommittee of House Energy and Commerce Committee.
- (5) Ranking Minority Member of the Transportation and Hazardous Materials subcommittee.
- (6) Delegate from a Territory - can vote in committee, but not on House Floor.

Status -

Jointly referred to the House Committees on Energy and Commerce and Public Works and Transportation. Currently no action is scheduled for either committee. At this time, Representative Cooper's primary emphasis is to recruit additional cosponsors for H.R. 3925. He is making progress, having recruited seven additional cosponsors in the last 30 days. The Dept. of Transportation and Related Agencies FY91 Appropriations Bill passed the full house without an attempt by Congressman Cooper to offer an amendment in the form of H.R. 3925. However, he is looking for a way to incorporate H.R. 3925's language into the Budget bill this year, as a cost saving method. As well, the Congressman has his staff preparing for 1991. Already they are laying the groundwork to have H.R. 3925's intent incorporated into the Federal Highway re-authorization bill. This type of re-authorization bill is how we first (1966) ended-up with a national mandate on helmet laws and how we were able to remove that power from DOT (1975). This legislation is our major threat in 1991!

It should be noted that congressional staffs report a high volume of letters from mid-west states and California. They have been very surprised by the lack of volume of letters from southern states. Maybe that explains all of the southern cosponsors.

S. 1007

Title - The National Highway Fatality and Injury Reduction Act of 1989
Sponsor - Senator **John H. Chafee** (R-RI)
Co-Sponsors - Senators **Pete Wilson** (R-CA) and **Daniel P. Moynihan** (D-NY)
Introduced in the 101st Congress on May 16, 1989.

Hearings -

Held October 17, 1989, before Water Resources, Transportation and Infrastructure Subcommittee of the Senate Committee on Environment and Public Works.

Status -

No further committee action has been requested or scheduled on S.1007. *****Senator **Max Baucus** (D-Montana) has committed, in letters to Montana residents, that he will vote against S.1007. Senator Baucus is a member of the Senate Committee on Environment and Public Works.

"I appreciate your concern that this law would remove your choice in this matter. Montanans are an independent breed and don't like being told what to do in this sort of situation. There are a lot of good arguments for using motorcycle helmets, but the real question is, should the state require their use? Please be assured I'll vote against S.1007 if it comes before the full Senate."

U.S. Senator Max Baucus (D-MT) - Letter dated May 11, 1990

DEPARTMENT OF TRANSPORTATION National Highway Traffic Safety Administration (NHTSA)

National Transportation Policy

To obtain the goals of the new National Transportation Policy, NHTSA has set several objectives for the next three years. One of the new policy statements, the only one concerning motorcycling, encourages all states to pass mandatory helmet use laws. To meet these goals, NHTSA Administrator, Jerry Curry, has provided to the states suggested specific activities for the next several years. For motorcycle helmet laws the initiative is to: **"increase number of states with motorcycle helmet laws for all ages to 35" in 1991.** To reach this goal 12 states would have to pass full mandatory helmet laws in the 1991 legislative session. The goal for 1992 is for all 50 states to have enacted full mandatory helmet use laws.

FY91 DOT & Related Agencies Appropriation Bill

You might think with all of the emphasis on helmet laws that DOT & NHTSA were interested in motorcycle safety. Well, the DOT & Related Agencies Appropriations Bill for FY91 tells a much different story. Back in 1987, in response to Senator Danforth's (R-MO) superbike ban legislation, a process was begun that resulted in a compromise. In 1988, motorcycle safety was upgraded to a priority level in regards to 402 Highway Safety Funds. With that action motorcyclists were led to believe programs would be developed and substantial funds would be appropriated to dramatically increase motorcycle safety and awareness activities. So, we thought!

In the FY1991 DOT Appropriations Bill moving through Congress, there is \$114,655,000 appropriated for 402 funded programs. Motorcycle safety, a supposed priority, is budgeted for a mere \$700,000. That works out to 6/10 of 1% of all 402 funds, an average of only \$14,000 per state for motorcycle safety. Motorcycle safety is the lowest funded of the seven priority categories. Number six on the list (Emergency medical services) is to get \$4,700,000, while the number one category (Alcohol safety) is budgeted for \$36,300,000. And, of course, there is \$5,078,000 allocated for Grant administration. If motorcycle safety is a real priority, why has NHTSA not taken appropriate action to implement procedures and rules to ensure adequate and proportionally equal funding?

We must also ask, why did the states not request more funds

for motorcycle safety? Simply put, the state administrators decided to spend the funds on other programs. Even though only a minuscule amount of 402 funding was requested for motorcycle safety, MRF has learned some state motorcycle safety administrators were ordered by superior highway safety administrators to reduce their request for funds to expand motorcycle safety.

As well, the MRF, through the superior work of Jim Baker and others from ABATE of Utah, has discovered the increasing use of 402 funds to lobby for helmet laws. ABATE of Utah is leading the country in fighting this practice. The rest of the country should follow a good lead.

A budget in an expression of one's values. If that is true, then motorcyclists, and their safety, are of almost no value to the government. If NHTSA and the state highway safety departments cannot express a value of more than 12.7 cents for the life of each motorcyclist (1) why do they even bother? Just to create a facade to justify a promotion and create a few more bureaucratic jobs? It is time motorcyclists called the bluff, and pushed for fair and equal funding of motorcycle safety as a national priority on equal footing with the other six priorities!

(1) Est. 5,480,000 motorcycle owners in 1988 (Motorcycle Industry Council 1989 Motorcycle Statistical Annual, pg. 42) divided into \$700,000 in funding equals 12.77 cents per American motorcyclist.

DEPARTMENT OF LABOR Occupational Safety and Health Administration (OSHA)

On July 11, 1990, OSHA, an agency of Dept. of Labor, issued a proposed rule impacting motorcycling. This rule, if approved, among other things, would require persons operating a motorcycle in the course of business to wear a helmet at all times, regardless of state law. The rule also requires employers to establish driver safety training awareness programs for all vehicles used in the course of business.

There are two areas of this training rule, as it applies to motorcycling, that raise concerns with the MRF. First, if only one or two people in a company of several hundred, or maybe several thousand, use a motorcycle in the course of their business, would it not be cheaper and less time consuming to not allow employees to use a motorcycle during business, than setting-up the required training program? Second, for those companies establishing training programs, the MRF is concerned with maintaining the quality of motorcycle training programs. Our concern is that companies will opt for short, less time consuming, inexpensive programs. These programs may not provide the minimum requirements of the Motorcycle Safety Foundation's curriculum. For those of us active in motorcycle safety maintaining the integrity and quality of training is of the utmost importance.

There is a 120 day comment period on this proposed rule. The deadline for comments is November 9, 1990. For more information on this proposed rule contact: Mr. James F. Foster, OSHA, (202) 523-8151.

U.S. SENATE COMMITTEE FIELD HEARING SCHEDULED MRF to Testify August 20, 1990

On August 20, 1990, in Boise, Idaho the Subcommittee on Water Resources, Transportation and Infrastructure of the U.S. Senate Environmental and Public Works Committee will be holding a field hearing in preparation for the re-authorization of the Federal-aid highway program. Gus "Pappy" Haag, President of the Motorcycle Riders Foundation, has accepted an invitation from Chairman Daniel P. Moynihan (D-NY) and Ranking Minority Member Steve Symms (R-ID) to sit on the witness panel to express the concerns of motorcycling. The MRF has invited the leadership of motorcycle rights organizations from northwestern states to meet with "Pappy" on Sunday, August 19, 1990, to discuss the issues before motor-

cycling. The MRF also hopes many of these representatives will stay to attend the Senate hearings on Monday.

NORTHWEST REGIONAL SEMINAR

Another topic of discussion at the Sunday, August 19th, meeting will be the scheduling and planning of the Northwest Regional Seminar. The MRF was founded for several purposes. One of which is to provide information and enhance communication. Building off of the solid base of "Meeting Of The Minds", the MRF has assisted with the development and planning of several regional seminars in the northeast, southern and northern mid-west. Hopefully a successful regional seminar will be held in Salt Lake City this fall or winter.

MOTORCYCLING NEEDS HELP!

The fact is that in our Nation's Capital support is growing for a national helmet law for all motorcyclists. Should motorcyclists defeat S.1007 and H.R.3925 this year, it will be noted in history as the beginning, not the end, of another cycle of federal government activism in the issue of motorcycle helmet laws. In 1991 Congress will be working on the Highway Re-authorization Act. This major piece of legislation will provide numerous opportunities for "safety advocates" to offer legislation to help protect us from ourselves.

But, helmet laws, though clearly the issue at the forefront, are not the only problem facing motorcycling in the 1990's. The federal highway re-authorization bill, mandated insurance legislation, adequate funding for motorcycle safety, licensing and testing methods, bans or restrictions on bike size are some other legislative issues the MRF is dealing with.

Defending the rights of motorcyclists to ride freely and safely is becoming an immense task! To succeed in this undertaking we must increase our grassroots lobbying efforts beyond what we now have. According to the Motorcycle Industry Council, there are approximately 5.5 million motorcyclists in America. Currently the American Motorcyclist Association has about 170,000 members. The various state motorcyclist rights organizations around the country have, at best, a combined memberships of 100,000. Realistically, that means less than 5% of American motorcyclists have committed themselves to helping protect motorcycling from undue government action.

If motorcycling, as we know it, is to survive the next 20 years, we must double and re-double the number of motorcyclists with an active interest in government relations. That means more than just becoming a member of motorcycle organizations concerned with government relations. It also means becoming active and getting involved. To learn more about what you can do to become involved, contact the Motorcycle Riders Foundation (612-522-8024). *END*

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To the Senate Subcommittee on water resources, transportation and Infrastructure of the Senate Environment and Public Works Committee. Hearing in Boise, Idaho on August 20, 1990

WRITTEN TESTIMONY OF TERRANCE A. (GUS) HAAG, PRESIDENT MOTORCYCLE RIDERS FOUNDATION

Dear Mr. Chairman and Members of the Committee:

Thank you very much for allowing me the opportunity to provide information to the U.S. Senate Subcommittee on Water Resources, Transportation and Infrastructure of the Senate Environment and Public Works Committee, regarding the upcoming Re-authorization of the Federal Aid Highway Program.

My name is Terrance A. Haag. I reside in Minneapolis, Minnesota, and I am the President of the Motorcycle Riders Foundation. The MRF is a National "Grass-Roots" Organization associated with fifty (50) state organizations throughout this country, representing over one hundred thousand (100,000) motorcyclists. The primary goal of the MRF is the preservation of motorcycling in America and the continued improvement in safety and education programs for both riders and motorists.

While rural road issues are important to motorcyclists, we believe that the overall concern of highway users need to be addressed in regard to the deterioration of the infrastructure of America's highways, the congestion in both urban and rural areas, and the need to reduce America's dependence on foreign oil supplies.

The modern motorcycle is one of the obvious answers to these problems. Motorcycles are less damaging to the infrastructure, take up less space on the roadways, and are much more fuel efficient.

America's love affair with the automobile and the continued stereotyping of motorcyclists as the "bad guys" have prevented any progress being made in this area. The U.S. Congress and the related Transportation Agencies have done little to alleviate this situation. The latest U.S. DOT policy called "Moving America", makes only one reference to motorcycles and that has to do with the mandating of helmets for all motorcyclists. There is nothing being done to encourage the usage of motorcycles as a viable alternate mode of transportation. This is mostly the result of a mind-set that believes that all motorcycles are inherently dangerous and should have no place in the American transportation system.

The U.S. Department of Transportation figures released in 1989 show motorcyclists to be the only segment of the American motoring public that has continually lowered their accident and fatality rate since 1980. This has been done primarily through the self-funded Rider Education Programs initiated in 37 states since 1980. Motorcycle Safety Courses do work in reducing the number of accidents and the severity of injuries, by teaching riders the proper techniques to use in avoiding accidents. The self-funded Rider Education Programs are a classic example of American ingenuity at work. When mandatory helmet laws were rescinded, the various state legislators charged the motorcyclists with the responsibility of making motorcycling safer. Consequently, self-funded Rider Education Programs were born and have continued to grow. Many proponents of mandates will question whether it is fair to attribute such favorable results to a single variable: i.e. rider education. However, the total concept of safety is permeated with one single quick-fix solution: i.e. mandating helmet usage.

More Federal funds should be made available for the states to use in operating and expanding their Rider Education Programs. Remove the prohibition from using Title 402 funds for only initiating such programs and allow the money to be used where the greatest benefit lies. Similarly, prohibit the use of the Title 402 funds from being used for lobbying purposes as occurred in Utah in 1989, so as to allow scarce resources to be used solely for the program expenditures which they were intended. Of the one hundred and

fourteen million, six hundred and fifty-five thousand dollars allocated by NHTSA for Title 402 funding, only seven hundred thousand dollars was dedicated to motorcycling issues. This equates to .6 of one percent. Even though motorcycle issues were defined as a priority issue in 1988. We believe priority issues should be allocated a minimum of ten percent of available Title 402 funding. NHTSA needs to furnish the states with guidelines on applying for Title 402 funding and to encourage the participation in this program.

Both State and Federal Government must accept motorcycles as a vehicle of choice in eliminating congestion on the highways, reducing wear on the infrastructure and reducing the nations dependence on foreign oil supplies. This commitment can be accomplished by exempting motorcycles from tolls, allowing the use of all H.O.V. lanes in every state, allowing handicap license for motorcycles with more than two wheels and by adding incentives for fuel conservation.

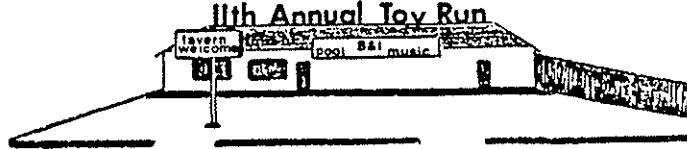
Insofar as the stated short and long term goals of Federal planning is to shift the responsibility of the transportation infrastructure network to the states, it seems inconsistent to impose more Federal mandates upon these same states. If the states are to assume more responsibility for the cost and maintenance of the interstate system, shouldn't the states then be free to control the rules and regulations governing the use of such roads? Can we justify the Federal Government coercing states into adopting laws which deal with such jurisdictional matters?

Thank you for the opportunity to express the views of the Motorcycle Riders Foundation. *END*


"The most effectual means of preventing the perversion of power into tyranny are to illuminate, as far as practicable, the minds of the people."

— Thomas Jefferson

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**ABATE of Oregon's
FICTION RIDER
THE LEGEND OF THE WILD MAN AND
ARGO**

by Pat Gleason

It is the year 2260 A.D. The Earth, as we know it, has been destroyed by a nuclear war that lasted ten minutes. The only people that survived were on the Moon. Mankind has evolved himself to living without oxygen and gravity. All modes of transportation were destroyed in the war. The only things that survived were space scooters and the people who rode them and lived on the Moon. Today, you are going to meet the bike club known as the Moon-riders. You are going to meet Jackie and his brother Pete, and the rest of the Moonriders and see what happens as they get ready to test a new prospective member.

I was sitting at the bar in the clubhouse, when all of the sudden the door came crashing in.

"Oh Man! You would not believe all those crazy Jap riders! They are funning all over the universe without their lights on." It was my good friend, Jake, and he looked like he just saw a ghost. "One almost ran me over as I was trying to feed Argo."

"Did you get his license number, Jake?" I asked as he came over to sit next to me at the bar.

"No, but I could see that he was riding a Jap bike. The way that nuke engine of his glowed, it was only obvious. I am sure glad we ride solar powered Harleys. I would sure hate to glow from the radiation of the engine like they do."

"Yes, it would be a drag," I said to him. "Well, it looks like another routine night at the old clubhouse, with the exception of the prospects final test." I looked over at the prospect, my brother, Pete, and saw him just shivering. The final test is the most difficult of any test. The test involves Argo, the club mascot. Argo is five-foot tall on four legs, three headed, mutated pit bull. This is one ugly dog, but don't ever tell him that to his faces. You see, ugly is his attack word. When he hears the word, he turns into a totally out of control wild animal. The prospect has to go out and tell Argo that he is ugly. The beauty of it is that anyone who says the word is going to send Argo charging. The way to stop Argo is to hit him under the chin of his middle head, with either a 2x4, or with your fist. After that, Argo is knocked out and the prospect becomes a member.

Jake was looking nervous as he was sipping his whiskey.

I said, "You look like you are the one who is going to be tested tonight."

"No," he said, "I was just remembering when you took on Argo, Jackie. He was just a pup then, and he bit three of your fingers off."

"I remember. That was before we started using the 2x4. That you got to use later," I said.

"Yeah. You have always been a little crazy. Why didn't you just slug him like you said you were going to? Instead, you were trying to poke his eyes out with your fingers and he caught you and bit them off", Jake exclaimed.

I sat there and looked at what was left of my right hand. I still had my thumb and forefinger, my pinchers. I could still ride a bike and I could still pinch a cute set of buns when I spotted them. I don't feel like I miss anything.

Just then Jake brought me back to reality, slapping me in the back and saying, "Wake up, bro. The Prez is here. It's time for the fun to begin."

The Prez is a big guy. I mean BIG! He stands a towering eight-foot-six-inches, and weighs in at 350 pounds of solid muscle. He is also Argo's master.

The Prez walked towards Jake and me and said, "Jake, Jackie. Good to see ya, bros. Where is that twirp of a prospect at?"

"He's over in the corner sipping on some courage," I said pointing towards Pete while he sat there kind of trancelike staring at

his shot glass.

"Hey, prospect! Get me a drink. And don't spill it this time!", the Prez said to Pete.

Pete jumped out of his seat and assumed the position of bartender. I looked at Pete's hands. They were shaking like a leaf in the wind.

I looked over at the Prez, who had a big smile on his face, and said, "Let's get this damn test over with because Pete is not going to be worth a shit in a few minutes. He's shaking so damn bad now, he probably won't be able to swing at that crazy animal of yours, let alone pour you a good drink."

The Prez looked at Pete, swallowed the drink he poured for him and said, "Prospect, follow me."

Pete and the Prez went out the door, and walked over to where Argo was. Jake and I and the rest of the brothers grabbed our drinks and went to the window to watch. Argo was in all his glory, snarling, growling, and rearing up to his full massive height, being held back only by his aircraft tiedown chain.

"I never realized how tall that dog was," I exclaimed.

"Well, man, you got to realize that he is five feet tall when he is on all fours. When he stands up, he is over ten feet tall," Jake said.

I looked out the window and said to myself, "Go get him, little brother."

The Prez and Pete were standing outside looking at Argo in awe.

Pete says shakingly, "I have never seen him at his full height. Are you sure that everyone has fought him and won?"

"Yeah, no problem. All you have to do is take this 2x4 and hit him under the chin of his middle head," the Prez said to Pete. He then turned to Argo and yelled, "Hey, you ugly sucker! Come and get it!!"

The next thing that Pete realized was that Argo had broken his chain, and the Prez was ten feet away from him. Argo was going after Pete at a full gallop. Pete got a crazed look in his eye and started to charge at Argo. I have seen my brother fight before, but not like he was this time. Pete took the 2x4 and broke it in his hands, so he had two pieces of wood to hit Argo with. Pete smacked Argo's heads three or four times, but not the chin he needed to. Argo tore out a chunk of Pete's right arm and the bottom of his right ear.

Pete went crazy, hitting Argo at least a dozen times with both hands. After the dust had a chance to settle, Pete was sitting on top of a very dead mutated pit bull.

I looked over at Jake and he said, "I hope the Prez is in a good mood today, especially now that his favorite pet got killed. I would sure hate to be in Pete's place."

Just then the door flew open and in walked the Prez and Pete. The Prez looked kind of somber, while Pete was smiling from ear to partial ear. The Prez walked over to the closet, where the club patches are kept, and grabbed a new vest and tossed it over to Pete.

The Prez said to all of us, "I want everyone to welcome a new Moonraider. He may have killed Argo, but because of that he earned his nickname, Wild Man!"

I looked over at Jake with a stunned look on my face and said, "I wonder what the Prez really thought about Pete killing his pet?"

The Prez heard me and came over and said, "Argo got another bull dog pregnant and the mutation will happen to the pups that she will have. I get to have the pick of the litter."

Pete looked at me, smiled, showed me his new patch and said, "You are crazy, but I am a Wild Man. The Prez said that he was glad that he had figured me out. That I would act at least as crazy as you, and let Argo get that bitch pregnant so that he would have another dog like Argo after I went through the final test. Pretty smart Prez, right?"

"Yeah, he's pretty smart," I answered our newest member, then I poured him a drink and gave it to him. I was proud that night and every night after, that he is my little brother. *END*

NO SEAT BELT LAW FOR ADULTS COMMITTEE

1-503-281-0929

August 1, 1990

RE: **Ballot Measure No. 9 - Mandatory Seat Belt Initiative**

Dear Defenders of Freedom of Choice:

We will again be voting on a mandatory seat belt measure on the November 1990 ballot. The voters **defeated** this issue in November, 1988, by a 56% to 44% margin. The mandatory seat belt thrust continues to attack **freedom of choice and government "by the people"**.

This Committee is mounting a campaign to defeat **Ballot Measure 9**. A page in the Voters' Pamphlet stating arguments in opposition to **Measure 9** is crucial. The cost is \$300.00.

Oregon is one of four states which has defeated legislative efforts to mandate the use of seat belts. **We will do it again** on this initiative measure November 6th. **VOTE NO ON #9!**

To do this we need involvement and commitment. The Committee needs: 1) information about defeating **Measure 9** in your organizational newsletters; 2) your letters to The Editor of local papers opposing **Measure 9**; 3) you to call talk shows and oppose **Measure 9**; 4) you to send MONEY for the page in the Voters' Pamphlet, plus expenses for paper, postage and printing.

BUCKLE UP FOR LOVE, NOT THE LAW!

The arguments against a mandatory seat belt law are:

1) the violation of one's freedom of choice and **robbing** adults of exercising individual responsibility;

2) Oregon's seat belt compliance rate **without the law** is as high as the national average. Automobile occupant fatalities were lower in 1989 - 513, as opposed to 542 in 1988,*

3) "Department of Transportation's research figures show seat belts could only prevent about 5 percent of auto injuries and about 15 percent of fatalities....Careful driving is the key to safety, not seat belt use. All the research shows that, statistically, careful driving is about 900 times more significant to safety than belts." **

4) vehicle owners have not received reductions in insurance premiums, nor saved tax dollars as proponents claim;

5) this proposal is a primary violation enabling police to stop a driver on **PROBABLE CAUSE** of non-compliance;

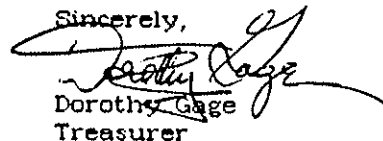
6) seat belts have caused injuries and fatalities.

The proponents of mandatory seat belts will spend megabucks on media "hype" to convince you. Oregon should not be for sale! This Committee is a grass roots effort. With your commitment to **freedom of choice** and your financial support, we shall repeat the 1988 election results!

REGISTER TO VOTE * VOTE 'NO' ON 9!** on November 6th.

BUCKLE UP - DON'T BUCKLE UNDER!

Sincerely,



Dorothy Gage
Treasurer

DG/cs

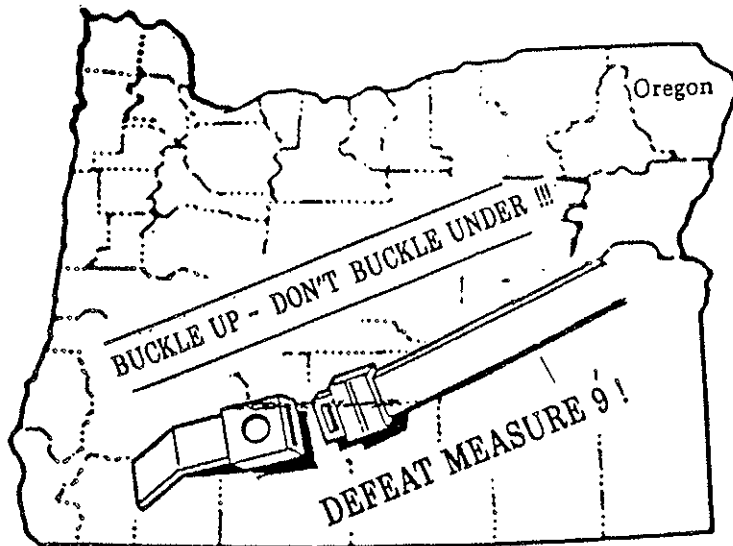
*Source: Oregon Traffic Safety Commission, July 30, 1990. (Excludes bicycle, motorcycle and pedestrian fatalities involving autos.)

**A review of the U.S. Department of Transportation's TV media message about seat belts. Authored by Cliff Rhead, Arvada, Colorado, June, 1990.

REGISTER and VOTE -- "NO!" on "9"

NO SEAT BELT LAW FOR ADULTS
P. O. BOX 19495
PORTLAND, OREGON 97219
Phone: 1-503-281-0929

Bulk Rate
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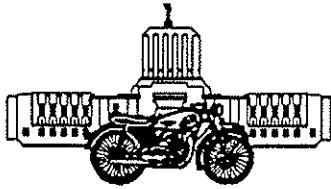
Paid for by the No Seat Belt Law for Adults Committee, P.O. Box 19495, Portland, Oregon 97219
(1-503-281-0929) 8-90

Paid for by the No Seat Belt Law for Adults Committee, P. O. Box 19495, Portland, Oregon 97219.
Dorothy Ege, Treasurer, 1-503-281-0929 8-90

NAME.....
ADDRESS.....
CITY.....
STATE.....
ZIP.....
PHONE.....
OCCUPATION.....
NAME OF EMPLOYER.....
(for Committee use)

We are required by law to obtain the following information for a contribution of \$50.00 or greater:

NO SEAT BELT LAW FOR ADULTS COMMITTEE
P. O. Box 19495
Portland, Oregon 97219
SUPPORTER COUPON



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 August 4, 1990

Meeting was called to order at 11:13 at Jack Fassel's house in West Linn. Present: Jack Fassel, Roger Hendricks, Angie Jensen, Brian Stovall, Teresa Hepker, Steve Benson (Indian Charlie), and Edd Dahl. Minutes were read and Roger suggested that one phrase could be misconstrued by readers, and the group agreed to rephrase that portion of the minutes. Teresa will send corrected minutes out with the minutes of this meeting.

The treasurer's report and membership report were read and approved. Income for the month of July was \$290.00, and expenses were \$165.00 leaving a balance of \$528.07. Membership at the end of July totaled 133, reflecting 76 expired memberships, 13 renewals and 1 new member. Advisory Board members numbered 7 as of July 31.

PROMOTION: Brian explained the video project, but due to Sturgis we didn't have any material to work with today. He also explained the flip chart idea, and showed the first draft sheets. Brian asked for videos to be sent to him, with a note whether it is the only copy that exists or if he can keep it.

MEMBERSHIP: Jack showed two newspaper articles, one about the sidecar rally in Coos Bay (Coos Bay World) and the UMCI (Oregonian). He attended the Coos Bay rally and passed out BikePAC info, and is still hoping to get a chance to speak to Rose city about BikePAC. Attitudes: BikePAC is ABATE (non-ABATE members) or BikePAC isn't ABATE (from ABATE members). Charlie will check into a formal relationship with AMA in the form of an AMA charter or sanction of some sort for BikePAC.

LEGISLATION AND ELECTIONS: Brian will make a list of legislative proposals for 1991 and work on questionnaire. The list of candidates on the November ballot will not be ready from Secretary of State until August 28 (minor candidates apparently have different deadlines than party candidates).

The Sec of State called Carolyn, looking for a person to serve on a committee to write the description of Measure 9 (seatbelt initiative) that will appear on the November ballot. She called Roger, who called Butch, who got appointed to the committee as an opponent to the measure.

Arguments are due in the Secretary of State's office by August 28, accompanied by 1000 signatures or \$300. Lawn signs should be up by the first part of October. Roger and Teresa will be talking about possible ways to make the signs, and Roger will talk to the ABATE Board about raising money to pay for them and helping to get them made and put up.

Meeting of the Minds will be in September. The MRF and AMA have managed to open lines of communication with the MIC, the most positive interaction ever between user groups and the MIC. Alan Isley, MIC President, will be at meeting of minds. Brian requested that Roger approach the ABATE Board about helping with the cost of sending Brian as a representative from Oregon, and stated he would provide complete notes on all conference activities he attends. Jack will check on cheap airline tickets.

Next Meeting: September 15, 11:00 a.m. at the Library meeting room in Oak Mall in Salem. Charlie will make room reservation. The video project will be on the agenda again - bring your tapes.

Freedom Fighters

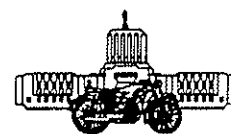
Donna & Russ Adkins
Rod Aldred
Walt Allegar
Patrick Allen
Mary Artis
David Atkinson
Rod Baker
Jim Ballou
Randy Becker
Ken Becker
Jeri Bennett
Benny Benson
Steve & Trish Benson
Craig Blair
Milton Boone
Allen Buckle
Robert Burchinal
Cindy Butman
Craiger Cagle
Herbert Cass
James Clark
Brent Cleaves
Benita Coleman
Marty Coon
Verl & Bettie Courtney
Dan Cox
Patricia Dahl
Bruce Dierks
DJ's Portland Swap Meet
John & Robin Dockery
Steve Dodds
Steve Dode
Marilyn Donahue
Paul Donkin
Marvin Eastman
Kathy Elliot
Charles Erland
Jack Fassel
Fish
Chuck Flint
John Forsgren
Peter Fritsch
V. H. Furr
Fuzz
Robert Galloway
Christine Gardner
Martin Gaughan
Frank George
Jeff Giddings

A. Juanita Gillam
Ron Grainer
Ronald Graves
Doug Green
Bob & Vickie Grek
Robert Grimes, Jr.
Joe Grooms
Fast Eddie Halkyard
Gerald Hamilton
Elayne Hecker
Butch Harbaugh
David Hart
Russ Hathaway
Leighland Heinrich
Roger Hendricks
Teresa Hepker
Gordon Hieronimus
Sam Hochberg
Joe & Ro Huff
Jim Hutchens
Julie & Bob Ingram
George Jackson
Angie Jensen
Marlene Johnson
Judy Jones
Pete Kapra
Fred Kennedy
Neil Keogh
Dan Kerr
Anne Kosey
Vik Lechner
Jack Lozo
Raymond Mack
Jan Mallon
Kraig Markusen
Gary Martin
Randy & Terry Matson
Kirstina McCurdy
Gordon McDonald
Ray Meltzian
Paul Menser
David & Rebel Metz
Tina Miller
Donald Miller
John & Patricia Molyneux
Lyle Nelson
Mercedes Nuranen
Bill Ornduff
Rick Pattison

John Piscillo
Martin Popp
Carole Portella
William Puntney
Gary Renton
Peggy Richards
Lee Robinson
M. M. Roelfs
Donald Rogers
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Tom Ryan
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Ambria Seay
Boyd & Sandy Sharrar
Phyl Sharrard
Mel & Sharon Shehorn
Hugh Shelley
David Singleton
Russ & Barbara Smith
Dennis Smith
Kevin Stamback
Dwane Stineberg
Jim Stone
Brian Stovall
Mike Surgon
Lorena Taylor
Rusty Taylor
Peter Teichroew
Roy Thurlow
Vern Van Ripper
Renee Vaught
Winona Vitelli
Theresa F. VonMeeker
Lily Wardle
Paul Warrender
Frank Way
Carrie Wendell
Joseph Whitty
William Wiley
Daniel Winans
Dan Winden
Donna Wood
Mel & Sharon Yeager
Tim Younce
Todd Young

This list is made up of all the people who signed off on completed petitions. We know that more of you worked hard for our cause. We don't have your names. All of your work is greatly appreciated, and we hope that you will keep up the struggle for freedom for us all.

We salute you!



BikePAC of Oregon

**Measure Argument for State Voter's Pamphlet
Submitted by ABATE of Oregon, Inc.**

♥ **Buckle up for LOVE, not the law** ♥

Has your insurance dropped since the mandated helmet law took effect? Do you think your insurance rates will drop with a mandated seat belt law?!?!?

According to Robert "Chip" Ford, Chairman Freedom First of Swampscott, Massachusetts, while the seat belt law was in force in his state: "We are aware that there is no cause/effect relationship between mandatory seat belt laws and insurance rates, as witnessed by the 33 percent rate increase sought by the insurance industry while the Massachusetts seat belt law was still in effect." *Boston Herald*, April 16, 1988. Massachusetts repealed its seat belt law in 1986.

"The Department of Transportation's research figures show seat belts could only prevent about 5 percent of auto injuries and about 15 percent of fatalities ... Careful driving is the key to safety, not seat belt use. All the research shows that, statistically, careful driving is about 900 times more significant to safety than belts."*

Oregon's seat belt compliance rate without the law is as high as the national average. Automobile occupant fatalities were lower in 1989, as compared to 1988.**

THIS WILL BECOME A PRIMARY TRAFFIC INFRACTION! This means the police will have probable cause to stop anyone they believe is not wearing a seat belt.

As Benjamin Franklin stated, "... they that can give up the essential liberty to obtain a little temporary safety deserve neither liberty nor safety."

Franklin's Historical Review, 1759.

Vote NO on Government Interference!

PLEASE VOTE NO ON BALLOT MEASURE #9

*Source: A review of the U.S. Department of Transportation's TV media message about seat belts. Authored by Cliff Rhead, Arvada, Colorado, June, 1990.

**Source: Oregon Traffic Safety Commission, July 30, 1990. (Excludes bicycle, motorcycle and pedestrian fatalities involving autos.)

Submitted by: A.B.A.T.E. of Oregon, Inc.

Carolyn Meerzo
P.O. Box 4504
Portland, OR 97208

Thank you to Donna Adkins, Russ Adkins, Lois Gleason, Butch Harbaugh, Roger Hendricks, Angie Jensen and Carolyn Meerzo for getting their heads together and writing this argument on Ballot Measure #9. Great Job!

Help this argument work by getting out there and constructing and putting up lawn signs. Look at it this way. How many of you actually read the Voter's Pamphlet from cover to cover?

WE NEED YOUR HELP!

**Butch Harbaugh filing statement
EXPLANATORY STATEMENT FOR
MEASURE 9**

OREGON GENERAL ELECTION, NOVEMBER, 1990

This measure enacts a law requiring most motor vehicle drivers and passengers to wear safety belts on all public roads in Oregon. It is submitted to the voters by initiative petition. Currently, drivers and passengers under the age of 16 are required to wear safety belts in the state. Measure 9 would expand the safety belt requirement to persons of any age. The maximum fine for failure to wear safety belts would be \$50. As under current law, the driver would be responsible for passengers under the age of 16 having to wear safety belts.

The measure provides exemptions for some private commercial vehicles. It further exempts vehicles not required to be equipped with safety belts at the time of manufacture or sale unless belts were installed later. Also exempt are persons with a medical certificate of exemption; passengers in vehicles in which all seating positions are occupied by others; persons being transported in the custody of law enforcement officers; persons delivering newspapers or mail; and persons administering aid to a person being transported by ambulance. Pickup trucks under 8,000 pounds are not exempt from the requirements of this act.

The measure also requires that vehicle owners maintain safety belts in working order. The maximum fine for this traffic infraction is \$50. It applies only to vehicles manufactured with safety belts.

Measure 9 treats a safety belt infraction as a primary enforcement matter, just like the current safety belt law.

Submitted by:

John R. Tongue, MD
Ms. Sally Smith
Honorable Bill Dwyer
Mr. Butch Harbaugh
Ms. Kim Skerritt Duncan

Proponent
Proponent
Opponent
Opponent
Fifth Member

END



ARE YOU REGISTERED TO VOTE?

X _____

**DON'T PUT IT OFF!
THE PEOPLE WHO ARE
MAKING THE LAWS AREN'T!**

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

Joe Aldrich
536 S.W. 11th Street
Newport, OR 97365

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

REMINDER

NEW MEMBERSHIP DUES NOW IN EFFECT!

Membership	\$20.00
Additional Household Membership	5.00
Family Membership	30.00
Life Membership	200.00

I have enclosed a pad of membership forms with the new dues. Please throw away your old ones and when you need more, let me know by either sending a note to the PO Box 4504, Portland, Oregon 97208, or call me at 255-7793.

I will no longer accept memberships at the old prices. They will be returned to you for correction.

DON'T MESS UP YOUR MEMBERS, MAKE SURE THE PRICE IS RIGHT!

**HAVE YOU SUPPORTED OUR
 ADVERTISERS LATELY?
 LET THEM KNOW YOU ARE FROM
 A.B.A.T.E. OF OREGON!**

**If you have an error in your mailing address, or if
 you did not receive your newsletter and you are
 reading a friend's, or if you are planning a move,
 contact the State Membership Secretary with the
 correct information. Your newsletter has impor-
 tant information each month that we don't want to
 see you miss.**

**"In War: Resolution
In Defeat: Defiance
In Victory: Magnanimity
In Peace: Good Will"
— Winston Churchill**

Federal Legislation

The Congress is now in Summer Recess, and is not expected back until after Labor day. However, when they return, the crime and firearms bills will come to the floor of the House. Supposedly, the crime and firearms bills are to be considered separately. Here they are, by the numbers:

H.R. 5269: Sponsored by U.S. Rep. Jack Brooks, Texas

While basically a crime bill, Section 705 of this bill bans the domestic assembly of firearms identical to non-importable semi-automatic rifles and all non-importable shotguns. This is the Hughes' semi-auto ban bill in disguise.

H.R. 4225: Sponsored by U.S. Rep. Bill Hughes, New Jersey

This bill bans new "non sporting" semi-auto rifles and imposes a \$50 transfer tax and background check procedure similar to the one used on machine guns. The same tax and transfer procedures would apply to no-longer importable handguns. The bill also prohibits possession or transfer of any magazine or "feeding devise" made after the effective date with a capacity of more than seven rounds, excluding only .22 rimfire tubular magazines.

H.R. 467: Sponsored by U.S. Rep. Edward Feighan

This is the "Brady Bill", which establishes a 7 day waiting period for all handgun purchases.

McCollum Substitute to H.R. 467 (supported by N.R.A.)

- Requires states to allocate federal funding to improve criminal justice records.
- Encourages states to automate criminal justice histories.
- Requires that states, in order to receive full federal law enforcement funding assistance, establish a point-of-sale or similar system to identify individuals disqualified from purchasing firearms.
- Requires long-term phase-in of a biometric identification system.

Other bills:

H.R. 993: Sponsored by U.S. Rep. Larry Smith

Bans so-called "Saturday Night Specials"

H.R. 1154: Sponsored by U.S. Rep Sam Gibbons

Bans the importation of 43 semi-auto rifles, five brand types of semi-auto "assault pistols", and a ban on the importation of magazines and ammunition belts with a capacity of greater than seven rounds.

TOLL FREE NUMBER TO CONGRESSIONAL SWITCH BOARD: 800-852-3445

This number may be used to contact your Congressman or Senator. When your call is answered, ask to be transferred to your Congressman's office.

District 3 – Hon. Ron Wyden	
Washington DC Office	Portland Office
U.S. House of Representatives	Suite 250, Lloyd 500 Bldg.
Rayburn HOB, Rm. 2452	500 N.E. Multnomah
Washington, D.C. 20515	Portland, OR 97232
202-225-4811	503-231-2300
District 1 – Hon. Les AuCoin	
Washington DC Office	Portland Office
U.S. House of Representatives	2701 NW Vaughn
Rayburn HOB, Rm. 2159	Portland, OR 97210
Washington, D.C. 20515	
503 -326-2901	202 225-0855

REPEATED FROM LAST MONTH:

The NRA has established a "900" number that will provide an overnight letter to your Representative, stating your opposition to the Hughes H.R. 4225 legislation. There is a \$3.00 charge on your phone bill for this. The number is:

900-820-2672

The White House public opinion line can be used to register your opposition to S.B. 1970, H.R. 4225, and other anti-gun legislation. That number is:

202-456-7639

NEW INFO:

Multnomah County "Safe Streets" Ordinance

"The Lawsuit: Update"

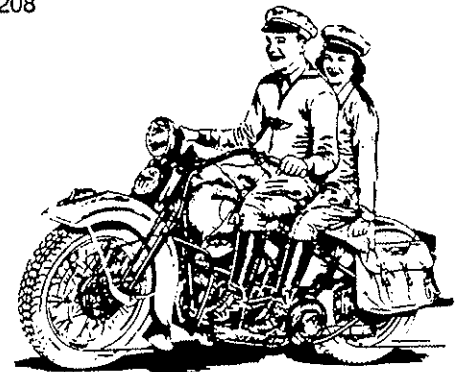
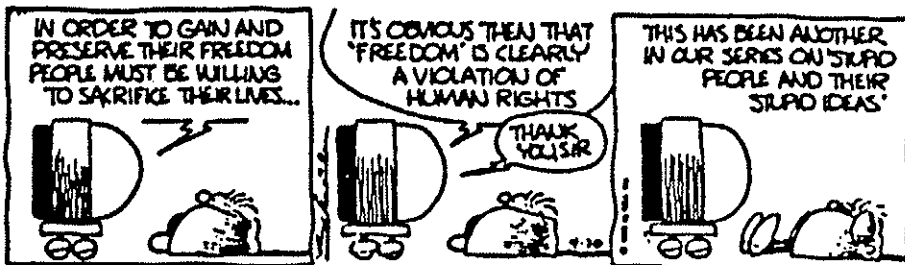
Within the last month, the lawsuit against the County Ordinance has been filed, and now incorporates a challenge to the City of Portland's new \$15 fee for "background" checks for handgun purchasers. On Friday, August 17th., amendments to the earlier suit were filed, including more information about the intent of the legislature when H.B. 3470 was drafted. This information clearly shows that it was NOT the intent of the legislature to allow the cities and counties to collect these fees. Section 38 of H.B. 3470 specifically preempts such local ordinances. The next step is to ask for a court date, and that process is underway. This will not be a long, drawn out affair: It is possible that there will be a verdict in this case in late August or early September.

We have an excellent lawyer, and a strong case. What is missing is YOU. Your contribution will help put a stop to the illegal actions of the city and county in the only forum they respect.

Your check, in any amount, should be made out to "O.G.O., Inc." and noted "For Lawsuit". Please sent to:

Oregon Gun Owners
P.O. Box 4585
Portland, OR 97208

EEK & MEEK® by Howie Schneider



EMERGENCY HELMET REMOVAL

Place warning sticker to prevent untrained personnel from trying to take your helmet off if you are unconscious. Your helmet should remain in place unless there is serious need to remove it, and then **TWO TRAINED PEOPLE** are required! The object is to keep neck straight (prevent side-to-side rotation, or "nodding" motion of head) while helmet is pulled off.

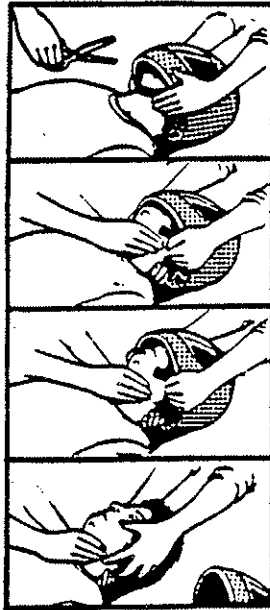
Rescuer No. 1 keeps neck straight by kneeling at top of rider's head, grasping sides of helmet while using fingers to support jaw. **No. 2** cuts strap.

No. 1 continues to stabilize helmet and jaw, while **No. 2** moves to support base of skull with one hand, and steady the jaw with the thumb on one side and fingers on the other. Job of keeping neck straight now shifts to **No. 2**.

No. 1 pulls sides of helmet as far apart as possible to clear ears, then rotates helmet out from under head and off. (For full face helmet, **No. 1** first rotates helmet slightly back over face until chin bar clears nose.)

When helmet is off, the job of keeping neck straight shifts back to **No. 1**, who puts hands on sides of head with fingers spread as wide as possible.

No. 2 puts on cervical collar, or blocks neck with rolled towels, shirts, etc. to maintain position. Patient should be moved only on a backboard, with cervical collar in place.
END



Reprinted from June/July 1990
Michigan Rider

MOTORCYCLE GROUP DRIVING HARD TO ABATE BIKERS' IMAGE PROBLEM

by Carl Ryan, Blade Staff Writer

Chances are, the sight of a tough-looking, leather-clad motorcyclist straddling a varooming Harley-Davidson has never filled your heart with sympathy or understanding.

Some bikers in Monroe and Lenawee counties are trying to change that.

Implausible as it may seem, the 150 members of Michigan Chapter, Region 18, of American Bikers Aiming Toward Education (ABATE) consider themselves members of a discriminated-against minority.

Not only does society look down its collective nose on devotees of the bike, they say, it eventually would like to ban motorcycles altogether.

"A few bad guys have given all of us a bad name," says Mike Yensch of LaSalle, the Region 18 coordinator. "But a new Harley averages \$12,000. A deadbeat couldn't afford one. We're responsible citizens with good jobs."

He has worked at the General Motors Hydra-Matic plant in West Toledo for 30 years. Other ABATE members include a chemical worker, a tool-and-die maker, and even a county librarian.

"People in their Guccis look down on us, but my boots run \$180," ABATE member Bethany Zilko maintains.

In ABATE's view, warm-up moves in the direction of an outright motorcycle ban include Michigan's helmet law and unsuccessful proposals in the State House to require bikers to wear reflectorized vests and ride with their lights on at all times.

The 4,000 Michigan ABATE members were part of a successful lobbying effort that squashed these proposals in Lansing as well as one that would have banned children from riding on a motorcycle. According to ABATE's literature, the group's acronym also stands for "A Brotherhood Against Totalitarian Enactments."

ABATE has been working to improve motorcycle safety through better training for bikers and by an informational campaign designed to let drivers know that two-wheel vehicles have as much right to the road as cars.

The advocacy group has prevailed upon the city of Monroe as well as Bedford, Deerfield, LaSalle, Frenchtown, and Exeter townships and the village of Carleton to declare May "Motorcycle Awareness Month."

Among ABATE's goals, says Mr. Yensch, is for the state to require more training to qualify for a motorcycle rider's license, and to make motorcycle awareness a part of driver's education.

"I took driver's ed six years ago," Ms. Zilko says, "and I was never told how to deal with motorcyclists on the road."

To obtain a motorcyclist's license in Michigan, an applicant must pass a road test, a written test, and a vision test.

It is the state's law requiring motorcycle riders to wear a helmet that ABATE members find especially galling. To them, the requirement is discriminatory because it does not apply to drivers of other vehicles. They view it as an encroachment on their personal freedom.

"We're not opposed to someone wearing a helmet," Mr. Yensch says, "but we don't want the state to make us do it."

For the same reason, Mr. Yensch would like to see the use of car seat belts made optional.

ABATE member John Cronk believes bikers have been given a bad name because they are associated with such gangs as the notorious Hell's Angels, whose members have been implicated in drug dealing and other criminal activities.

"The black leather, which we wear for safety, gives us a bad image, too," he says. "But it provides important protection. I cringe when I see a rider dressed in shorts and a T-shirt." **END**

Reprinted from September 1990
American Motorcyclist

ON THE ROAD DAYTONA VIDEO

Although the gala 50th running of Daytona's Motorcycle Week is still months away, a video presentation entitled, "Ten Days in March," is sure to get you ready for it. This 30 minute documentary, shot in 1989 by WCEU-TV, a Public Broadcasting System station in Daytona, offers some insight into what makes this week of racing and riding unique. There's a strong emphasis on the people instead of the events at Daytona, including a number of interviews with ordinary people. "Ten Days in March" will air on 182 PBS stations across the country this year, so check your local listings for channel and time. **END**

LA COMMITTEES ENDORSE SMOKING BAN RESTAURANTS LEERY OF PROPOSED LAW; 'SMOKERS SPEND MORE,' ONE SAYS

by Robert Reinhold, New York Times News Service

LOS ANGELES - Just three hours' after two City Council committees voted to ban smoking in all restaurants in Los Angeles, Michael Taix was back at Les Freres Taix, his 53-year-old family-run French restaurant on Sunset Boulevard, bemoaning the turn of events.

"Smokers spend more money," said Taix, than a nonsmoker. "They have less respect for their bodies. They drink more, they eat desserts. I am told the most natural time to smoke is after a meal and after sex. Can you imagine legislation like this being passed in France?"

This is a city of 8,600 restaurants, a city where eating out is a ritual, an art form, an act of personal expression.

If the City Council passes such an ordinance, Los Angeles would become the only major city in the country to ban smoking in eating places.

The restaurant industry is mobilizing, saying a ban would drive their customers away, to Burbank or another suburb that is only minutes away on the freeway.

The main force behind the motion is Councilman Marvin Braude, an ex-smoker. The proposal is crucial to protect non-smokers from the smoke, he said Tuesday.

Restaurants were his special target, he went on, because eating out is almost a necessity now.

"It's no longer a casual option," he said. "When people go to a restaurant, they want to enjoy it, not be threatened. It is not only direct health concerns; it is a question of how we are going to raise the new generation."

The proposal, passed by the council committees Monday, comes up for a vote of the full council in four or five weeks. If it passes, Los Angeles would join only three small cities, San Luis Obispo and Lodi in California and Aspen, Colorado, although such a ban is being considered by several others.

Many cities, including Los Angeles, require all but very small establishments to set aside at least half their space for nonsmokers.

In 1987, the city of Beverly Hills passed a total ban, but repealed it less than a year later under intense pressure from restaurateurs, who said they had heavy business losses.

"Restaurants mostly make money on parties of more than two," said Rudy Cole, former executive director of the Beverly Hills Restaurant Association. "When one person smoked, that determined where the whole party would go. They went to nearby restaurants in L.A."

Now Cole is executive vice president of a new group, Restaurants for a Sensible Voluntary Policy, or RSVP, which says it has more than 200 Los Angeles restaurateurs as members.

It has had support, for mailings, from the Tobacco Institute and uses the same public relations company, Ogilvy & Mather.

In testimony before the City Council, Cole said, "social engineering" was not needed. "If there is one industry committed to accommodating clients, it's the restaurant business," he said.

"If customers really wanted an end to smoking in restaurants, you wouldn't need an ordinance; the restaurants would rush to stop smoking."

Monday night, there were mixed views among patrons at Les Freres Taix, a dark, traditional restaurant that offers hearty French country fare as a kind of antidote to the relentlessly trendy nouvelle eateries elsewhere in Los Angeles that serve less for more.

Louis M. Signer, a lawyer, looked up from his buttoned leatherette booth to suggest that the smoking section be moved out to the parking lot. "It's unhealthy and offensive," said Signer, who said he used to be a heavy smoker.

In the next room, Dr. Michael J. Singelyn, an orthopedic surgeon, had just finished his filet mignon with bearnaise sauce, washed down by a 1982 L'Enfant J'esus burgundy, and was lighting up a Don Diego cigar.

"People are making grossly unreasonable attacks on smokers," the physician said. "The secondary smoke argument is suspicious." He added that he would patronize restaurants outside the city if a ban passed.

Balancing such competing demands is the bane of restaurants such as Taix. He said his restaurant had gone to great expense to build separate rooms, with separate ventilation, for smokers.

He argued that patrons, not the law, should dictate policy. "I can go back to that restaurant or not," he said. "It should be my prerogative."

The industry argues that a ban would be particularly problematical in Los Angeles, with its high percentage of Latin America and Asian immigrants and tourists. These groups tend to smoke more heavily than Americans, particularly at meals.

Braude, who represents the affluent West Side, was unimpressed. He said that he was optimistic that a ban would get the needed votes, but that it would be "nip and tuck." *END*

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As-seen in Easyriders Magazine

QUESTIONS WE GET ASKED ...

I bought a totaled 1986 Thunderbird from an insurance company. What do I need to do to pass inspection? Can I put in a Ford 351 V-8?

Unfortunately, there are no options available in this situation. A 1986 engine of either the four-cylinder or six-cylinder configuration must go back in with all the emission equipment, including all the computer controls. This vehicle must have all of the original emission equipment, just as it rolled off the assembly line.

This rule applies to any 1980 or newer vehicle. Any modification, alteration or swapping of parts is prohibited. The engine drive train and exhaust system are considered parts of the total package designed by the manufacturer. They cannot be altered, modified or changed in any way.

EASY REFERENCE ENGINE CHANGE GUIDE

1980 or Newer Light Duty: The replacement engine must be the same make and year as the vehicle, or newer. It must be an engine that was available for that vehicle from the factory.

1979 or Older Light Duty: The replacement engine may be any year or size, but if the vehicle came with a catalytic converter and/or filler restrictor, those **must** remain on the vehicle. The vehicle must also pass emission standards set for the year of the vehicle, no matter what year engine has been installed. If a newer engine has been installed, it **does not** have to be upgraded with emission equipment or meet more stringent standards.

1980 or Newer Heavy Duty: Replacement engine may be any year. If it is older, it must have emission equipment which came with that year engine, but will still have to meet emission standards set for the year of the vehicle.

1979 or Older Heavy Duty: Replacement engine may be any year, but the vehicle must pass standards set for the year of the vehicle. No emission equipment will be checked. *END*

Reprinted from Summer 1990
Safe Cycling

A LOOK AT LICENSING

by Terryn O'Reilly, Manager, MSF Licensing Department

THE IMAGE OF LICENSING

Image problems seem to be all the rage. All the movie stars have them. The sexy ones want to be taken seriously. Serious ones want to be taken a little less so. Those with drug problems want to turn over a new leaf. Those without a problem want to get one so the paparazzi will pay attention.

Even us common folk have to contend with public perception. Commercial vehicle drivers are tired of being eyed as unprofessional, pill-popping drifters. Motorcyclists feel the same about being typecast as leather-and-chain-clad degenerates. Even blond, Irish, Catholic kids from Montana are a veritable smorgasbord of stereotypes.

But the one that's frustrating me the most these days is the misconception of licensing in general. One of the reasons that licensing and the people associated with it are often thought of negatively, if at all, is because our positive qualities have been severely neglected in the media. Those of us who work in licensing get weary of being viewed as "The Regulator". Ask any 15-year-old. He or she will tell you that they see examiners as Big Brother, the rule makers, the punishers - in short, the bad guy. And you know what? Some of it is our own fault. The educational functions that licensing personnel also provide have been pushed to the side in

our public-awareness campaigns.

It seems that most of us have forgotten why licensing tests were put into place at all - to prompt people to learn to drive/ride safely. How many kids in your high school would have studied their square roots or read the Shakespeare stuff if they weren't going to be held accountable for what they learned at the end of the semester? Computer classes don't count. Kids swarm to those to sharpen up their video-game skills. But if I hadn't had to pass a quiz every so often in history or (ugh) science class, I would have been over at the local teen hangout brushing up on my socializing techniques. The same thing applies to beginning riders who'd rather polish their bikes than their safe riding habits.

A lot of people still believe that any license-testing procedure is just another way to fill state coffers. What they don't realize is that licensing fees were already in place long before states began administering tests to get a driver's license. Back then, it was that little piece of cardboard issued by the state that was the revenue-builder for better roadways and such.

Licensing tests didn't start appearing until traffic patterns became more complicated and state lawmakers saw a need to nudge people into learning the necessary skills and judgement. The motor-ing public wanted to be assured that anyone allowed on the roadways had earned that privilege. Since then, interest groups across the country have pitted educational training against licensing's regulatory nature to solve our traffic woes.

But it doesn't need to be an either/or proposition. Licensing and education offer support to each other's goals. Each would suffer if the other weren't around. Education maximizes learning potential while licensing tests the minimum standard for skills that need to be learned. Educators advise students how to perform skills, while examiners are restricted to telling applicants what scoring criteria must be met. But an examiner can still educate the public on what testing is all about, where to find formal training, and how to benefit from a practice guide.

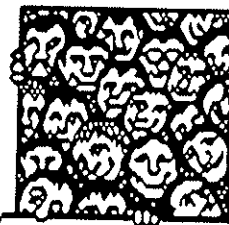
Most motor-vehicle departments administer the licensing exams themselves. But some state licensing agencies monitor rider-education programs that perform the skill-testing requirements needed to obtain a license. More licensing applicants would have to learn through the school of hard knocks if rider education ceased to exist. How many of our younger riders would make their way to a rider ed class if licensing requirements didn't strongly suggest it?

My solution? Let's stop sticking licensing and all of its benefits under a negative umbrella.

- Remember that licensing personnel assist, explain, refer, advise, inform - just like educational types.
- Remind the public that licensing educates as well as regulates.
- Focus on the fact that licensing and education are two different means to the same end - to promote learning.
- Offer the licensing test to applicants as the final exam for all their hard toil.

Let's work together to promote the license as a motorcyclist's diploma to safe riding. *END*

**A GOOD WAY TO BE AWARE OF
WHAT'S GOING ON IS TO BECOME A
PART OF IT.**



FAIRNESS, EQUALITY, FREEDOM

I for one think that some of those in the Legislature have lost sight of what this country stands for. The Constitution of these United States explicitly provides for the Freedom of Expression and Press with the Equality in which to do so. The lopsided Committee hearings concerning Bill S.1007 is a perfect example of this short-sightedness, by setting time limits.

Our forefathers who established this nation, that is based on individual freedoms and rights, would probably have had their (Committee) heads for this blatant lack of equality. The showing of favoritism is what we have been coming up against for some time. As from the beginning of this Nation our supporters have been given unfair consideration and stricter guidelines than those of our opposition. Those who signed the Declaration of Independence did so in fear of their own lives and they did so freely; all for freedom. Life, Liberty and Pursuit of Happiness went hand in hand in the beginning; but through the years guidelines (laws) have been made making Life with Freedom a bit more dearer, Liberty with Freedom a bit easier for those who docilely go along with everything, and the Pursuit of Happiness with Freedom a bit more precious. Have another viewpoint and the ruler (protocol) be damned, changed, and thrown out the window, as in old wash water.

I have a dream and it consists of where Bureaucracy quits favoring Big Business (Money). "Money Talks" is the slogan that really has a habit of being used and is an apparent fact. During the recent MRF (Motorcycle Rights Foundation) Committee meetings this was very apparent and should be curtailed giving us of ABATE the same privilege of equal time. This lopsided Bullshit has got to stop, and could be if enough people get behind our Representatives and made the word "Fairness" understood by all. After all "The People" are the Government; let those who ride decide.

There is a song that has the words, "We didn't start the fire," that was started long ago. That fire means the fore of this, our Nation for Life, Liberty, and the Pursuit of Happiness. These three inalienable rights are in our Declaration of Independence, Constitution, and the Bill of Rights. These documents mean the whole ball of wax for the "little guy", but the others (our opposition) seem to think they have no restrictions. We have the same rights and the same beliefs in what this nation stands for. Why are we, the general public, given more strict rules and guidelines than Big Business (Money), Government, and Law Enforcement Agencies, our Opposition.

Now concerning Bill S.1007 (Helmet Law), I think the decision to wear a helmet or not should rest entirely with the individual rider. The State should not require its use and the Federal Government should not have its use Mandated. Again, these guidelines are put there for monetary use by our opposition; they being Big Business (Money), Government, and Law Enforcement Agencies. This is where individual rights are being infringed upon and overlooked, as well as being treated like old wash water. The individual decision should be respected not unlike that of an overseer that tries to keep his subjects in line. A perfect solution to this is to make the wearing of helmets mandatory until the rider has become of legal consenting age. This is where the individual rider has taken control of his/her own life and makes his/her own decisions. In regard to the passenger the same applies where the individuals decision to say "Yes" or "No" is simply not overlooked. This railroading by Big Business (Money), Government, and Law Enforcement Agencies must be stopped and curtailed by stopping the above mentioned of levying an unfair law and a reasonable solution found.

I can easily see where the saying "Justice is Blind" comes from by giving the overseer (Big Business (Money), Government, Law Enforcement), the upper hand. Why is it that our statistics mean nothing to these Committees and other opposing Representatives? Facts are facts and our reports have not been made up or fabricated, but are from actual police and hospital records.

Records that show helmets to be unsafe and indicate helmets do more damage than good. Please don't get me wrong, I'm not against anyone making a buck or doing their job, but lets curtail the unfairness and work for a stronger, a happier, and a freer nation, where helmet laws are not State required and are not Federally mandated. Having the individual rights in mind and his/her freedom of choice respected. In my opinion I feel inclined to say that all existing helmets should be removed from the market, because of the hospital records. I also feel that our overseer has done exactly what I mentioned before, raised the price far out of reach for John Q. Public.

I would like to THANK our Representatives and Congressmen, Ladies and other supporters of ABATE. These ladies and gentlemen have not become short-sighted or swayed by our opposition and need to be thanked again and again. As was the case with George Washington and the others who started this nation after some unsettling years; President and signers of the Declaration of Independence, got this nation on a wonderful and glorious start. A start that had individual rights untaxable: it became the home of the FREE and the Land of the BRAVE gaining in vitality and strength for present and future years. WE DO NOT NEED AN OVERSEER AND DO NOT WANT HELMETS OR TO PAY FOR THE PRIVILEGE TO RIDE, WE WANT A REASONABLE SOLUTION, WHERE EVERYONE IS SATISFIED.

I hope this letter (personal plea as it may be) as well as the many thousands that have been written and will be written express just what ABATE means and is. The voice of the people and the freedom to express one's views is why I joined this organization. By remembering just what our forefathers accomplished, we of ABATE join them in our signing the Declaration of Independence; we join our voices with theirs when we say: "...The Land of the Free, and the Home of the Brave, With Fairness to All...

God Bless America and All Its People.
Douglas A. Clegg, "Eagle Eye", District #15

END

Reprinted from June/July 1990
Michigan Rider

MONTANA MAN CHARGED WITH FELONY FOR ROPING, SHOOTING RIVAL'S HARLEY

RONAN (AP), A 40-year-old Ronan man has been charged with felony assault and criminal mischief for allegedly roping and shooting another man's motorcycle, then riding away into the sunrise on his horse.

Police Chief Allen Corneliusen said he arrested James Murphy early Wednesday morning along the Canyon Mill Road, four miles outside of town and a couple of miles from where the motorcycle was shot.

According to Deputy Lake County Attorney Robert Anderson, Murphy rode his horse to the home of a former girlfriend, where he discovered a Harley Davidson motorcycle parked outside.

Anderson said Murphy allegedly roped the cycle, dragged it out onto the lawn, shot it with a .30-.30 caliber rifle, and rode away on his horse.

Corneliusen said he answered a call about 5 a.m. Wednesday at a trailer court on the west side of town. He said he talked to the owner of the cycle, Russell King, and then spotted the big motorcycle lying in the yard, shot in the cylinder head.

King told Corneliusen that he awoke after hearing an explosion, opened the door of the mobile home, and saw a man holding a rifle - and dressed in full western garb, including a cowboy hat and chaps.

King said he slammed the door and then heard two shots.

Corneliusen said he took off in his patrol car and caught up with Murphy, who was galloping his horse and leading another on the road out of town.

"The horses had been running pretty good," said Corneliusen. "They were both wet. He was really heading for home."

Corneliusen said Murphy had a rifle, knife and full ammunition belt on when he was stopped. Following a brief scuffle, Corneliusen said he arrested Murphy, who is jailed in lieu of \$5,000 bond.

"The West is obviously alive and well around here," Anderson said. *END*

Reprinted from June 13, 1990

The Lincoln Star and ABATE of North Dakota

RESCUERS WORRIED ABOUT DEPLOYMENT OF AUTO AIR BAGS

MILFORD, Mich. (AP) - Rescue crews working on air bag-equipped cars should disconnect the vehicles' batteries to assure the safety devices don't accidentally deploy, fire-fighters are being told.

This week, North American fire-fighters are at the GM proving grounds west of Detroit using crash-test cars to practice roadside rescue techniques and learn about new car technology.

Some fire-fighters said there is concern about armed air bags deploying during rescue operations. *END*

FREEDOM OF CHOICE ...
Working together to preserve it.

Reprinted from the Associated Press

GOVERNOR SUED BY GUN OWNERS OVER TOUGH LAW

Trenton, NJ - Gun owners on Friday filed a federal lawsuit against Gov. Jim Florio over his statewide ban on military-style assault weapons, the toughest gun control law in the nation.

The lawsuit seeking a temporary restraining order was filed in U.S. District Court by the National Rifle Association, The Coalition of New Jersey Sportsmen and the Congress of Racial Equality.

Florio in May signed a law that bans the sale and severely curtails the possession of a wide range of semiautomatic weapons in New Jersey.

The lawsuit is aimed at two provisions in the law: one restricting possession of certain magazines, the part of the gun where ammunition is stored, and the other banning air guns and BB guns.

Under the law, current gun owners have one year either to sell their guns out-of-state or turn them over to police. Collectors can keep their weapons if the guns are rendered inoperable by the removal of firing pins or bolts.

Gun owners can also register their guns if they join a target shooting club within seven months, but only if the guns are models sanctioned for use in U.S. Army shooting competitions. *END*

Reprinted from July, August, September, 1990
United Bikers of Maine Newsletter

HELMETS: HERE THEY COME AGAIN

How many sides of the same face can one politician talk out of?

President Bush recently gave General Curry (his top safety guy) his priority list for what he wants done concerning safety issues.

He wants to cut the highway death rate in half by 1992. In order to do this, he would like to see helmet laws in all 50 states, and at least a 70 percent compliance rate with seat belt laws.

In response to a letter sent him in 1988, before his election, by Paul Vestal, Mr. Bush said he would never support a helmet law.

The pressure to comply will come to the state from the federal government.

On top of all this is the fact that Joan Claybrook (remember her? Ms. Safety Fascist Supreme?) has started a new safety coalition.

Seems she was able to get 14 insurance companies to contribute \$100,000 each to her cause. That's \$1.4 million. And what is her cause this time, you ask? To lower the speed limit back to 55 m.p.h. nationwide.

Another consideration is some of the rulings the Supreme Court has been coming out with. It is okay for the federal government to blackmail states for helmet and seat belt laws. It is okay to set up roadblocks at random to catch drunk drivers while harassing everyone else. It is okay to hassle motorcycle groups at will, carry out bad investigations and make bad arrests, all under the so-called RICO Act.

It is getting scary. Where is our freedom going? Isn't this America? What can we do?

The most important thing we can do is send donations to the Motorcycle Rights Foundation. They are going to need money, lots of money. That is what it takes to fight these fights on the federal level.

UBM sent the MRF a sizeable contribution last spring. Now, with this new stuff coming up, they need more, lots more.

So send them a donation, whatever you can afford: \$1, \$2, \$5, \$10, \$20, whatever. Do it now before you space it out. The price of a six-pack could be the difference between freedom and tyranny.

Send it to: Motorcycle Riders Foundation, Inc., P.O. Box 1808, Washington, DC 20013-1808. *END*

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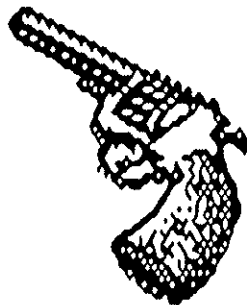
ARGUMENT ABOUT GUN DEATHS IS INVALID ACCORDING TO STATS

by Don Williams

I recently was looking through the June 1990 issue of American Health and came across an article that listed the top 15 causes of death to people in America. Guess what? The highest of any of the causes, that might have anything to do with firearms, was suicide at number 8 and homicide at number 11. The complete list is as follows:

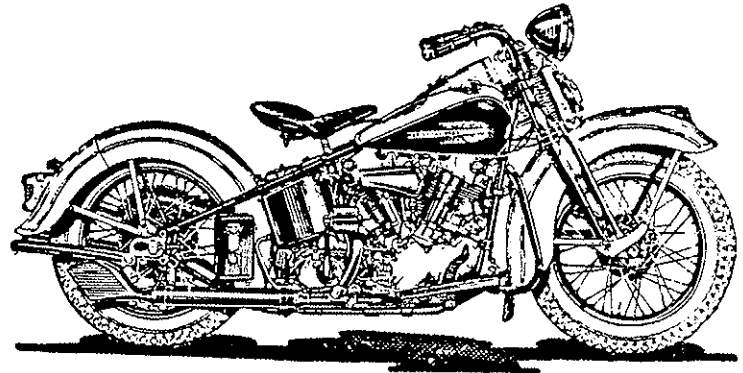
- 1. Heart disease with about 767,400 deaths for 1988, or death rate of 312.2 per 100,000 and a 35.3% rate.
- 2. Cancer with 488,240 deaths, a rate of 198.6 per 100,000 and a 22.5% rate.
- 3. Stroke with 150,000 deaths, a rate of 61.1 per 100,000 and a 6.9% rate.
- 4. Accidents with 97,500 deaths, a rate of 39.7 per 100,000 and a 4.5% rate.
- 5. Chronic obstructive lung disease with 81,960 deaths, a rate of 33.3 per 100,000 and a 3.8% rate.
- 6. Pneumonia and influenza with 77,330 deaths, a rate of 31.5 per 100,000 and a 3.6% rate.
- 7. Diabetes mellitus with 39,610, a rate of 16.1 per 100,000 and 1.8%.
- ✓ 8. Suicide with 30,260, a rate of 12.3 per 100,000 and 1.4%.
- 9. Chronic liver disease & cirrhosis with 26,080, a rate of 10.6 per 100,000 and 1.2%.
- 10. Artherosclerosis (hardening of the arteries) with 23,700, 9.6 per 100,000 and 1.2%.
- ✓ 11. Homicide with 22,190, a rate of 9 per 100,000 and 1% rate.
- 12. Kidney disease with 21,890, a rate of 8.9 per 100,000 and 1%.
- 13. Septicemia (blood poisoning) with 20,850, a rate of 8.5 per 100,000 and 1%.
- 14. Perinatal problems with 18,510, a rate of 7.5 per per 100,000 and 0.9%.
- 15. AIDS with 16,210, a rate of 6.6 per 100,000 and 0.7%.
- 16. All other causes were 288,970, with a rate of 117.6 per 100,000 and 13.3%. This included such things as infectious diseases, birth defects, tumors, ulcers, hernias, and other intestinal problems, anemia and nutritional deficiencies.

Why do I write about something like this? Because the anti-gun crowd is always trying to tell everyone how dangerous firearms of all kinds are, and I wanted you to have some ammunition to fight back with and let them know, especially the ones who are not really informed on the facts, what really kills people in this country every year. These 15 causes account for nearly 9 out of 10 deaths each year. Number 11's greatest risks include: Men 15 to 34 years old. Almost half are among blacks and minorities. Most occur in urban areas. Over half involve families and friends and high risk jobs like law enforcement, security, and frequently robbed businesses. *END*



"Men are born to be serviceable to one another,
therefore either reform the world or bear with it."

— Marcus Aurelius



NEWS FROM THE ROVING REPORTER MY ADVENTURES AT THE S.O.S. RUN

by Alan Foster

To get there I bummed a ride from Rotten Roger and his Lady, Angie. We got there around noon on Saturday and it was hot! The camping areas had plenty of trees for shade and easy access to the main stage area. The beer wagon was there so I spent a lot of time there, meeting and talking to brothers and sisters from all over the state. Most were from Josephine, Jackson, Douglas, Salem and Lane County Chapters. I'm from Lane myself and we had eight members there. I also meet a few from Christ Disciples, and a couple from H.O.G.

The Bike Show was great. There was about 70 to 80 bikes entered. The Slow Race was a lot of fun to watch. Some of the brothers sure could keep balance of their rides, but some didn't and that's when the dust flew. The Weenie Bite was great also. Sisters sure had a good time trying to get a bite off the dog.

I like going to runs because I always meet a lot of good people who will help one another at the drop of a pin. And believe me, I meet quite a few of them. One in particular was Tripper. He and I stood around the beer wagon and talked about lusties, bikes, A.B.A.T.E. and rapped to all that would listen to us about joining a Chapter in their area if they weren't already members. We had a blast! Another one was Jackie. She was running the cook wagon. Never seen her without a smile. And she cooked a mean breakfast Sunday morning, which I missed, and she let me know about it, too.

The band was good and I danced my 9 1/2's till the wee hours of the morning. A lot of people did as a matter of fact.

I plan on attending more runs this summer, and I hope to meet some of you there. I hope that you all make a great attempt in making our 2nd Annual Labor Day Run this September.

This is my first attempt as a Roving Reporter and it has been fun telling you about the run. I'm sure that I'll get better at it. So until next time, ride safe and sign up new members in all your travels.

Alan Foster

END

THE FULLY INFORMED JURY AMENDMENT

by Bob Favre

BACKGROUND

The FIJA or Fully Informed Jury Amendment movement came to Oregon from Wyoming in the fall of 1989.

The FIJA principle is simple: jurors in criminal trials have the right to judge the law as well as the facts of the case. This concept is very ancient, going back to the time of Magna Carta and before. Juries always have had and still do have this right even though, since the late nineteenth century, judges in the United States no longer advise the jurors that they have this right, but direct them to follow the law as the judge defines it for them. The FIJA amendment would require the judges to inform the juries of this right.

Jurors would not change the law or repeal it. They would simply judge whether or not the law should be applied in the particular case they were hearing.

Why is the right to judge the law as well as the facts of a criminal case so important? Given unjust laws, passed by the legislature, enforced by the executive, and upheld by the judiciary, the final resource to justice a defendant retains is the power of the jury to acquit in spite of the law. The right was recognized by the Founding Fathers as the last check available to free citizens against a tyrannical government.

The most common application of the FIJA principle, however, is when a law which may be just in and of itself is applied unjustly in a particular case. Then the jury may judge the justice of applying the law and vote to acquit the defendant if that appears to be the just thing to do.

The judges would still tell the juries what the law is in the case: jurors are generally not experts in the law, but the judges would then also remind the jurors that they could ignore the law if they could not, in good conscience, convict the defendant under the law.

But wouldn't a lot of guilty people be set free? This is very unlikely. To set the defendant free in a criminal case, all of the jurors

would have to vote to acquit. If all of the jurors thought the law was being unjustly applied, it probably was. If only a few of the jurors thought so, there would be a hung jury, and the case could be retried.

Another benefit of the FIJA principle is that it provides feedback to the legislature as to what the citizens think about the laws that are being passed. One of the reasons Prohibition was repealed was that juries were refusing to convict offenders thereby indicating that the law was very unpopular.

Several other states including Maryland and Indiana have FIJA laws operating successfully already.

STATUS IN OREGON

Oregon has a different situation than most other states in that the FIJA principle already exists in Article I, section 16 of the state constitution. What needs to be done now is to add to that provision the requirement that juries be informed of its existence.

I qualified a FIJA initiative petition earlier this year. The attorney general provides ballot titles for the initiatives; the title he gave me was very misleading and biased against the purpose of the initiative. I appealed the title to the state supreme court, but it was upheld. I, therefore, stopped work on the initiative for the time being since the effort to qualify the initiative for the ballot would not have been worthwhile considering the very great likelihood that it would have been misunderstood due to the bad title.

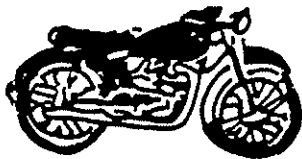
I expect to re-qualify an initiative which will answer the objections voiced by the attorney general and the supreme court. I will need all the help I can get to circulate petitions for signatures and to raise funds to finance the effort.

If you would like to help preserve freedom and justice in the State of Oregon, please send your name, address and phone number to:

Bob Favre
2978 Marante Street
Eugene, OR 97404
or call me at: 689-0264

END

*MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS



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Reprinted from May 4, 1990
The Washington Times

TWO WHEELING TRAIN THE RIDERS FIRST, THEN SURVEY

by Merie F. Jacobsen

Is riding a motorcycle inherently dangerous? And if so, just how dangerous is it?

Cynics, regardless of their views on motorcycles, probably would respond that the answer depends on whose study and statistics you are using. Anyone interested in an objective answer also would want the facts and figures broken down and analyzed.

All that being said, consider an article by Russ Brown - a lawyer and founder of Bikers Against Manslaughter - in the March 1990 issue of Easyriders magazine. Early in the article, titled "Motorcycle Accidents - The Facts," Mr. Brown said many motorcyclists are uninformed about the dangers of riding and that their responses to questions on the subject are based "on the same information that shapes, often distorts, the general public's view of motorcycling."

Mr. Brown based his article in part on 1988 statistics from the National Safety Council and compared similar data for automobiles and motorcycles.

According to the NSC, Mr. Brown said, "In 1988, Americans registered 188 million automobiles and 4.4 million motorcycles. Of these, 36 million vehicles were involved in 21 million accidents ..."

"Meanwhile," he said, "the NSC estimates that 370,000 motorcycles, scooters and mopeds were involved in accidents."

NSC figures show that although motorcycles make up 3 percent of registered vehicles, they account for only 1.1 percent of the accidents, Mr. Brown said.

He said NSCV figures show that an auto driver's chances of an accident-free year are 5-1, compared to 35-1 for motorcyclists. The downside, he said, is that motorcyclists account "for 6.3 percent of all motor vehicle fatalities and 7.4 percent of overall injuries."

"What all this means is that a motorcycle is far less likely [than other vehicles] to be involved in an accident, but, due to bodily exposure, the motorcyclist is more likely to be hurt or killed if they do crash."

This conclusion led Mr. Brown into a discussion of data compiled by Harry Hurt, a researcher at the University of Southern California.

The Hurt Report, he said, showed that a fourth "of the accidents investigated were solo spills, 66 percent of which were attributed to rider error."

"Of the multi-vehicle collisions, two-thirds were the fault of the other driver - but even in these accidents the motorcyclists showed a definite lack of aptitude regarding collision avoidance. Just 17 percent used both front and rear brakes; only 16 percent chose the proper evasive action; and 32 percent did nothing at all to avoid the accident! It's not surprising that 92 percent had no formal rider training, more than half had less than six months' experience and 45.5 percent had no motorcycle license."

Mr. Brown concluded: "What we see here is evidence that untrained, inexperienced riders are responsible for the lion's share of the accidents and resulting injuries/fatalities that, in the public's eye, all motorcyclists and the industry are held accountable for. Do we answer with a call for more training and better licensing standards, or do we let the public, press and legislatures continue thinking that motorcycles are inherently dangerous objects?"

He, of course, answers his own question by advocating what probably the majority of motorcycle organizations push for: increased training for riders and programs to make other motorists more aware of the two-wheeled vehicles sharing the road with them.
AMEN! END

Reprinted from August 6, 1990
Bikers Against Manslaughter Press Release

DECLARATION OF PROTEST

All right, we've heard all the excuses for not writing to your legislators ... but things are getting serious, folks! As every rider should know, the feds are trying real hard to put buckets on our heads. Our spies in Washington, D.C., tell us there's a definite possibility that one of the federal helmet bills may be tacked on to next year's Highway Re-authorization Act, the bill that gives states their money for highway construction and maintenance.

In case you need it spelled out for you, that means the federal government will tighten the purse strings on any state that doesn't enforce a helmet law ... no helmet = no dough. And that spells trouble for us biker-types who enjoy the feeling of freedom when we ride. It also wouldn't bode well for the bro's in helmet law states who are workin' their denim-clad butts off for a repeal.

One of the groups fighting to stop the feds' helmet crusade is Bikers Against Manslaughter, and they're making it easy for you to join the fight without expending too much time, energy or beer money.

BAM's new "Declaration of Protest" is a pre-addressed post card to President Bush, so all you've gotta do is fill it out and stick it in the mail box. Viola, you're officially on record as opposing federal legislation of a national helmet & seat belt law!

To top it off, BAM's founding attorney, Russ Brown, will, at your request, investigate any accident you may be involved in to see if any injuries can be blamed on your required use of a helmet or seat belt -- perhaps winning us some victories in the court system!

There it is, grab your pen and go to it ... no excuses this time! Simply call BAM at 1-800-4-BIKERS and ask for a Declaration of Protest form. And if you're feeling energetic, ask for a bunch of these forms to pass around to your family, friends and riding partners, or to set out at your meeting place or local hangouts.

While you've got 'em on the phone, ask for a FREE BAM membership, too! **END**

Reprinted from
Bikers Against Manslaughter

DOT ANNOUNCES PUSH FOR MANDATORY HELMET LAWS

by Bill Bish, National Director

WASHINGTON - The federal Department of Transportation (DOT) has announced a 3-year plan listing mandatory helmet laws for motorcyclists as a top priority. A plan unveiled by the department's National Highway Traffic Safety Administration (NHTSA) establishes the goal of having 35 states enact helmet legislation by 1991, and ALL states mandating helmets by 1992. Currently, 23 states require helmets.

NHTSA intends to earmark federal funding and provide technical assistance to encourage states to pass helmet use laws. The move may be in response to President George Bush's Transportation Address earlier this year in which he challenged the DOT to; "Improve highway and motor carrier safety by targeting Federal financial support and technical assistance to promote enactment and more effective enforcement of laws governing speed limits ... driving under the influence .. safety belts ... and motorcycle helmets."

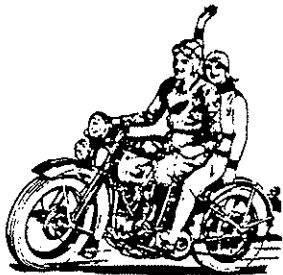
Bush's charge is a far cry from his statements in 1988 when, as a presidential candidate, he told the AMA that, "Once again, I believe that the decision of whether or not to adopt mandatory helmet laws should be left to the individual states and this regulation should not be made at the federal level."

However, the DOT's attitude regarding helmet use may reflect

a changing mood within the Administration that led the department to issue it's agenda for the next decade with only one reference to motorcycles ... "helmets". The DOT's 130-page report, "Moving America" addresses transportation policies through the 1990's, but sums up motorcycle safety in one word.

In fact, according to Newsweek, NHTSA Administrator Jerry Curry "favors motorcycle-helmet laws so taxpayers won't have to pay an accident victim's medical bills just 'so you can have air flowing through your curly locks as you ride down the highway.'"

It may be ironic to note that while the DOT has declared helmet laws to be a top priority, out of \$114,655,000 issued for safety projects through federal "402" funds, only \$700,000 has gone to motorcycle safety programs! *END*



NEWSLETTER EDITOR'S SOAPBOX

Hey, Brother, A Wave is Spared Without Reply!

I would like to respond to an article which appeared in the Summer 1990 Gazette, Portland Sport/Touring Center and in our August 1990 Newsletter on page 20 called "Hey, Brother, Can You Spare A Wave?"

It was a rather insulting article to quite a few a the Harley riders I know including myself. Not only do we wave at everyone on two wheels we see coming towards us, I even go the extra mile to wave when I am in my car. I do this so riders know I am aware they are there and to let them know I believe in the two-wheeled rider.

I have experienced the same as this author and we ride our Harley everywhere. Before I met my husband, I owned a Suzuki. I would wave whenever possible at everyone riding by me. The response was the same. Those that really understood biking or didn't have some ridiculous prejudice would wave. Those that did would not respond. I find, though, that being on a Harley, you get even less responses to your wave. Most of the time they pretend they don't see you by turning away, or they just give the cold stare, like "what are you waving at me for?"

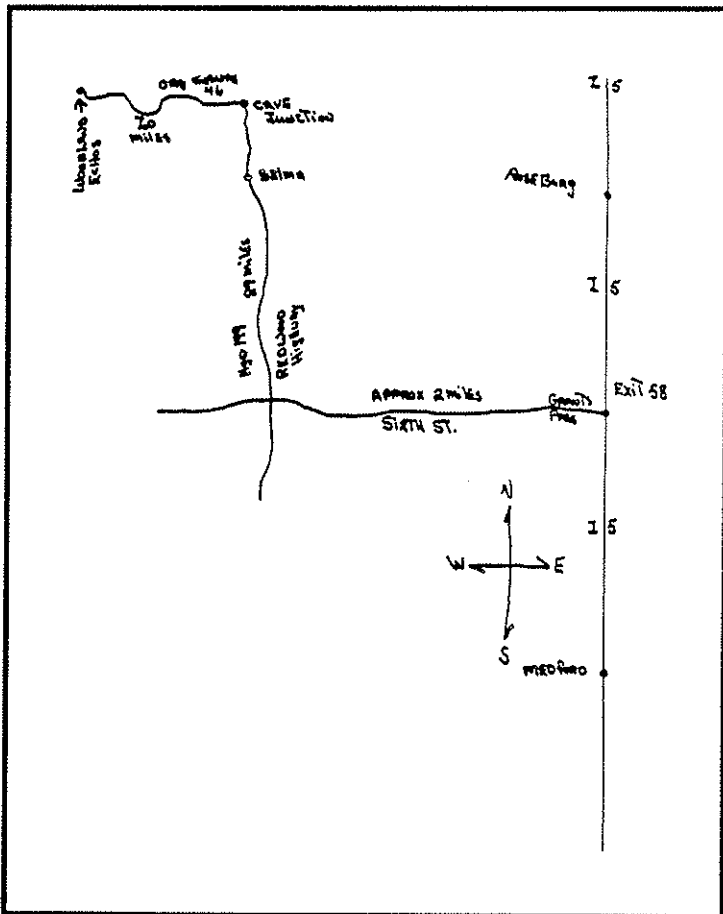
"Let's get back to reality here. **WE MUST UNITE.** Riders must come together now more than ever. If we don't, we may not have the freedom to choose two-wheeled rides any longer. If you read this newsletter at all, you know this is a fact of the distance future. There are people out there that believe we shouldn't even be on the road. So let us put our petty differences aside about who rides what, start responding to those waves and show the brotherhood that will unite us and guide us to victory.

Well, I feel better. Now, how about it. No matter what kind of motorcycle you see coming down the road or sitting at a light, wave and keep waving until they respond. It may not be the first day or the second day, but if you keep waving eventually that hand will come up. And when it does we on definitely on the road to **VICTORY!!!**

Ride safe and WAVE,
Donna

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Reprinted from Tech Tips & Tricks
From the Editors of Easyriders

ARE YOUR BRAKES GOING SOUTH?



mechanical brakes, custom shops may have linings. Then again you could have a Harley dealer do the work or find somebody else to do it - which we did.

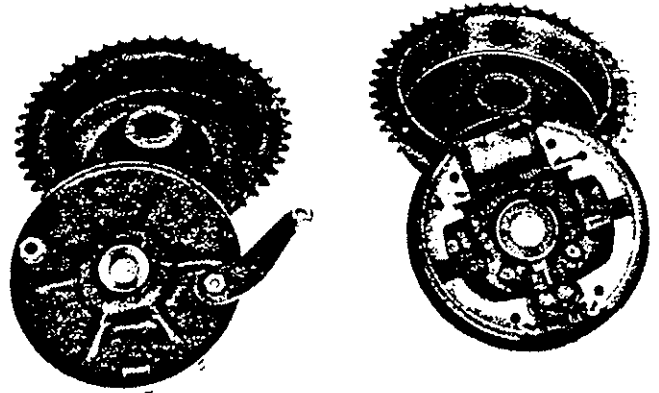
The project we were working with consisted of replacing the linings on a set of H-D mechanical shoes, and a set of juice brake shoes for a 74. The drums needed to be turned, and the rear juice brake hub was due for a new set of sealed wheel bearings. The H-D prices, for just the parts, without Uncle Sam's cut, turned up a bit strange. The 1967-to-present wheel-bearings were \$11.95 apiece (part #43577-65). Brake parts included: juice brake linings (bonded type, by themselves), \$5.95; one set rebonded juice brake shoes, \$11.95 exchange (part #41801-63); one set of riveted mechanical shoes (exchange), \$11.95; a set of juice brake linings with rivets, \$12.95; outright replacement juice brake shoes, \$37.00.

The money situation got out of sight of the budget. And three wheel bearings were needed. The drums had to be turned and that was another \$8.50 to \$15.00 (labor) for each drum, depending how bad they turned out to be, at the dealer's. If only the mechanical brake shoes had needed linings, the price would have decreased to \$4.35 (at the chop shop) for a set, and we could have done this work. But the work had to be more

extensive to see that the job was done right.

In the past someone had suggested an automotive machine shop or brake shop to perform the labor, so that was the next step. It didn't take long, even in a small town, to find a shop that could and would do the labor and had the parts. The linings were replaced (mechanical and juice), both drums turned and even the shoes remounted on the backing plates in less than five hours. And they would bond or rivet the pads - whatever the request. The total cost for labor and parts came to \$8.69, and that included the government's 6%. They also pointed out the way to a bearing house, where the wheel bearings were ordered and received in a week at \$4.31 a piece.

Not all automotive or brake machine shops can or will do the job. But if there isn't a dealer in the area (if you have old mechanicals), the linings can be had by mail or at a chop shop. Or possibly the auto shop downtown can do more than just adjust the points on a Ford. - Wrench



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A.I.M. Attorney - Aid to Injured Motorcyclists
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Reprinted from August 2, 1990
AMA Government Relations News Press Release

HEARING SCHEDULED TO CONSIDER NATIONAL RECREATIONAL TRAILS FUND ACT

Westerville, Ohio - The Senate Environment and Public Works Committee has scheduled a field hearing on S.12150, the National Recreation Trails Fund Act. Sponsored by Senator Steve Symms (R-ID), the bill would fund multiple-use trails through taxes paid on fuels used by off-highway vehicles (OHVs).

The hearing will be held on August 22 in the Idaho Falls City Council Chambers, City Electrical Building, 140 S. Capitol Avenue, Idaho Falls, Idaho, from 9 a.m. to 2 p.m. Among those scheduled to testify in favor of the bill is Dal Smilie, a member of the AMA Board of Trustees.

"The AMA is an enthusiastic supporter of the National Recreational Trails Fund Act," said Eric Lundquist, legislative affairs specialist with the AMA government relations department. "For years, our members have been paying these taxes and receiving absolutely no service in return. We see this bill as one more step in our effort to provide responsible motorcycle trail riding opportunities."

The AMA encourages those able to attend the hearing, and asks all OHV users to write their senators and representatives in support of S.2150 and its house companion, H.R.4040 (Introduced by Rep. Larry Craig of Idaho). Send letters to congressmen at U.S. House of Representatives, Washington, D.C. 20515 and senators at U.S. Senate, Washington, D.C. 20510. *END*

Reprinted from August 13, 1990
AMA Government Relations News Press Release

TRAIL RIDER PROGRAM MOVES AHEAD IN NATIONAL AWARDS COM- PETITION

Westerville, Ohio - The AMA's Volunteer Trail Rider program has been selected as a semifinalist in the national 1989 Take Pride in America Awards Program, which recognizes the efforts of individuals and groups that promote the wise use of public lands and natural resources.

The announcement came in the form of a letter from Secretary of the Interior, Manuel Lujan, and was accompanied by an official certificate of merit signed by several dignitaries including first lady, Barbara Bush, who serves as the honorary chairman of the program's panel of judges.

According to Robert Rasor, AMA Vice President of Government Relations, "The AMA is honored to be chosen as a finalist in the 1989 Take Pride in America Awards Program. But the real honor belongs to the hundreds of volunteers who have donated their time to preserve our country's natural resources. The Trail Rider program has been a success because of the dedication and hard work of those volunteers."

Started in 1988, the Trail Rider program gives volunteer riders an opportunity to assist in the construction and maintenance of public recreation trails in our national forests. It earned the right to compete in the national competition by being chosen as a recipient of a 1989 Take Pride in America Award from the state of Ohio. Later this year, an awards ceremony will be held in Washington, D.C. to crown the winner. *END*

Reprinted from August 1990
AMA Legislative Update

CALIFORNIA TRAINING PROGRAM OVERCOMES ROADBLOCK, GETS SECOND CHANCE

The California Motorcyclist Safety Program, which has helped reduce motorcycle injuries by 33 percent in the state over the past four years, has overcome an impasse in the state legislature and appears to be on the fast track toward renewal.

When the training program began it contained a "sunset clause" that will eliminate it after 1991 unless it's renewed by the Legislature. The California Medical Association began pressuring lawmakers when it learned that Assemblywoman, Bev Hansen (R-Santa Rosa) included a mandatory helmet provision for riders under age 21 in the program's renewal bill. The medical group tried to block the bill because it favored a mandatory helmet law for all riders in the state.

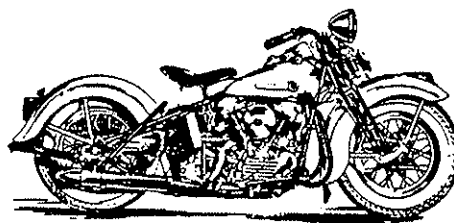
But, Hansen has now eliminated all references to mandatory helmet use in the bill so that the issue of rider education may be considered separately. Under the amended version of the bill, riders would continue paying an extra \$2 fee on all motorcycle registrations to fund the program. The bill also requires all motorcycle license applicants under age 21 to complete the training program. Hansen's bill now goes the full Senate for a vote. *END*

Reprinted from August 1990
AMA Legislative Update

NEW YORK SAFETY PROGRAM HITS A SNAG

A bill that would have created a self-funded motorcycle rider training program for New York recently died while extensive deliberations took place on an unrelated issue. The legislation, sponsored by Assemblyman Michael Bragman (D-Clay) and Sen. Owen Johnson (R-Babylon), would have increased annual motorcycle registrations by \$5 in order to provide the necessary funds for the training program. But the political time clock ran out on the bill because lawmakers spent too much time debating ways to offset the state's \$1.8 billion budget deficit. As a result, New York's training program has been put on hold until next year, when the two legislators plan to reintroduce the bills. Meanwhile, the extensive budgetary deliberations yielded a plan that seized over \$1 million from the state's off-highway vehicle trail fund. *END*

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July 10, 1990

Motorcycle Safety Projects, INC.
5224 Cherry Hts. Rd. W.
The Dalles, OR 97058

Dear Teresa, Butch, Carolyn, Roger, and ABATE of Oregon, INC.,

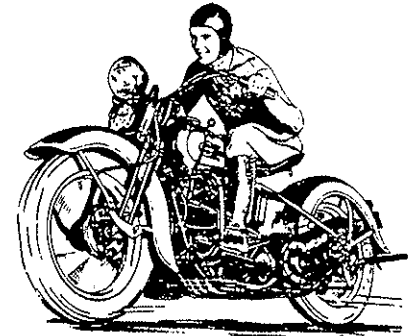
Thank you for your donation of the 1981 CM200T Twinstar Honda motorcycle to the TEAM OREGON Motorcycle Safety Program of the Oregon Traffic Safety Commission.

The donation came at just the right time. TEAM OREGON has had a rough year finding an adequate number training motorcycles. The implementation of House Bill 2121 and the hard times that the motorcycle dealers have had over the past few years have made finding enough training motorcycles a full time job for some of our TEAM OREGON staff. Twenty six of the long-term loan American Honda training motorcycles that we have been waiting for for so long have finally arrived, but we would have had to reduce class size at Portland Community College during July if it were not for the CM200T that you so graciously donated.

It is with the deepest thanks that we accept this gift from Motorcycle Safety Projects, INC. ABATE of Oregon is one of the true advocates of our program and we can't tell you how much we thank you for all the support you give our program, instructors, and staff.

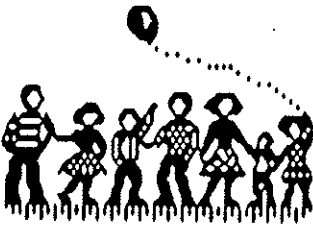
Sincerely


Gil Bellamy
Administrator



Oregon Trail Chapter
3131 N. Vancouver Ave.
P.O. Box 3200
Portland, Oregon 97208
(503) 284-1234

August 20, 1990



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

Dear Neal and Martha Keoch:

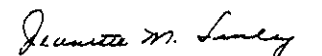
I understand that you are members of ABATE of Oregon and I wanted to express my appreciation to your group for contributing toys, books and games for children of homeless veterans.

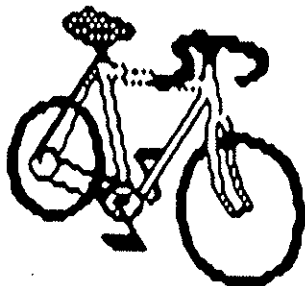
The toys have been used for families who have become homeless as result of disasters such as a house fire and for the clients that come to our offices for emergency help. Children in both of these situations are delighted and comforted to receive a toy, book or game.

On behalf of American Red Cross and our homeless clients I would like to thank you for your gift and paying special attention to the needs of children.

Thank you!

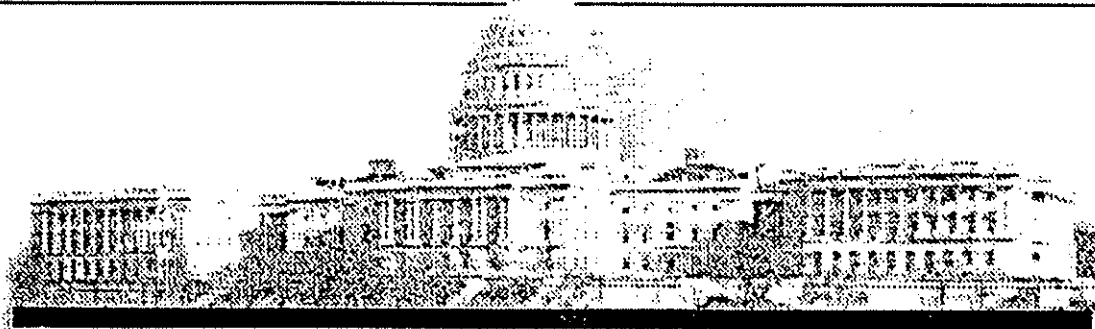
Sincerely,


Jeanette M. Finley, MSW
Director, Social Services



FOR THE RIDERS

BY THE RIDERS



grass-roots (gras´ roots´, gräs´ roots), *adj.* [Colloq.], originating among or carried on by the common people: as, a *grass-roots* political movement.

Webster's New World Dictionary

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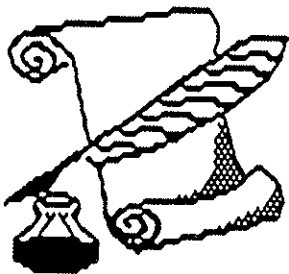
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Chapter Meeting – Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
1st & 3rd SUNDAYS	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	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. - Poker Run.
2nd & 4th SUNDAYS	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
2nd SUNDAY	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd & 4th MONDAYS	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
	YAMHILL COUNTY	3 pm, The Log Cabin, Carlton.
	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Sunshine Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
3rd WEDNESDAYS	LANE COUNTY	7 pm, Round Table Pizza, 6th Street, Eugene.
2nd & 4th WEDNESDAYS	TEAM TOTEM	7:30 pm, Tiny's Restaurant and Lounge on Denver Avenue, Portland
1st & 3rd THURSDAYS	CENTRAL OREGON	7:30 pm, K.C. Pizza, Redmond.
	MT. HOOD	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.