

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



Oregon, Inc.
Let Those Who
Ride Decide!

OCTOBER 1990 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter



FREEDOM RALLY 90''

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OCT 28th 12 NOON

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ELECTIONS ARE COMING UP
NOVEMBER 6TH!!!

YOU HAVE UNTIL OCTOBER 16TH TO BECOME A
REGISTERED VOTER AND VOTE IN THIS ELECTION!

ARE YOU REGISTERED TO VOTE???

IF NOT, WHY NOT???

WHY SHOULD I ADVERTISE IN THE ABATE NEWSLETTER?

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

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

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

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

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

Please make checks payable to ABATE of Oregon, Inc.

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COORDINATOR'S CORNER

**"You have freedom, when you're easy in your harness."
- Robert Frost**

It's Meeting Of The Minds time, and as ABATE members we are lucky to have Brian Stovall accepting to represent us. BikePAC and AMO will be represented by Butch Harbaugh and Teresa Hepkner.

I'm anxious to read reports when they return. This is going to be a very educational seminar. There will be a lot of information gathered there. We will disperse of all reports at the Board Meeting.

I was unable to attend the seminar this year due to personal reasons and other board members could not get time off from work to attend either.

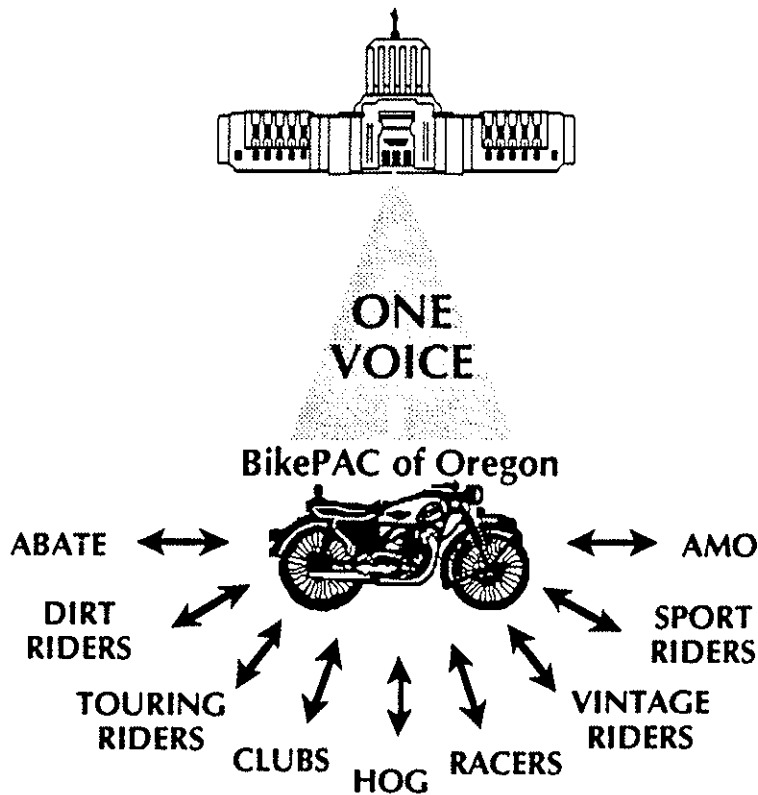
ABATE voted to finance Brian Stovall's trip to The Meeting Of The Minds. AMO and BikePAC will finance Butch Harbaugh and Teresa Hepkners' trip to the seminar.

I hope that with these organizations working together, members understand that it takes unity, teamwork and communication to accomplish the goals needed in Oregon.

Defeating Ballot Measure #9 is one of the most important ones at this time.

**Let's all work together and succeed!
Rotten Roger**

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

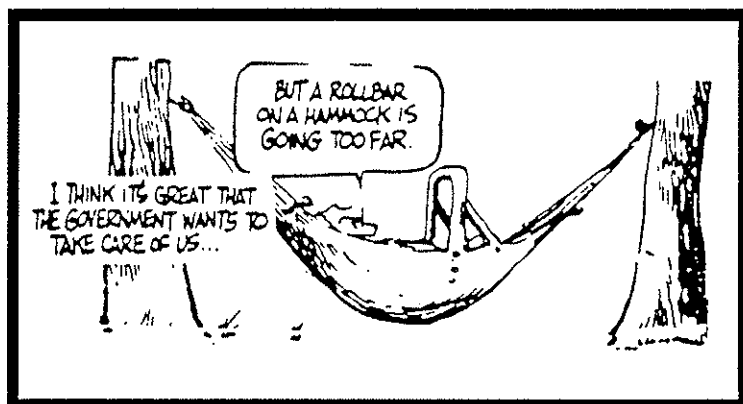


**Join BikePAC today.
Together we can make a difference.
Membership form on page 8.**

TEAM OREGON CLASSES

To obtain a TEAM OREGON brochure or additional information, call
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>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	-	-	-	-



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

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

Minutes for September 8, 1990

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

Roll call of Chapters: Central Oregon - 0, Douglas County - 2, Jackson County - 0, Josephine County - 0, Lane County - 1, Lincoln County - 2, Mt. Hood - 1, N.E. Portland - 2, North Coast - 1, Salem - 2, S.E. Portland - 2, Team Totem - 2, Washington County - 2, Yamhill County - 2. Total 17. Team Totem announced that they have changed the name of their Chapter to Columbia County Chapter. Central Oregon has turned in their charter.

MEMBERSHIP SECRETARY: Membership is down 59 since August.

ABATE OF OREGON CHAPTER TOTALS					
CHAPTER	TOTAL 9/1/90	GAIN/ LOSS 9/1/90	EXPIRA- TIONS 9/1/90	NEW/ RENEW 9/1/90	TOTAL 8/1/90
Central Oregon	11	-9	9	0	20
Columbia River	41	-33	34	1	74
Douglas County	69	-3	10	7	72
Indian Creek	64	-5	7	2	69
Jackson County	58	-1	5	4	59
Josephine County	71	-3	8	5	74
Lane County	48	6	0	6	42
Lincoln County	76	-6	6	0	82
Mt. Hood	36	-2	2	0	38
Northeast Portland	113	-5	6	1	118
North Coast	40	-8	11	3	48
Salem	56	0	0	0	56
Southeast Portland	91	3	0	3	88
Washington County	37	13	3	16	24
Yamhill County	37	-6	6	0	43
Total	848	-59	107	48	907

NEWSLETTER EDITOR: We still need ads for the newsletter, to help with the finances of the newsletter. The deadline for the newsletter, in case some Chapters have forgotten, is the 15th of each month.

STATE RUN COORDINATOR: The beer permit for Fossil 1991 has been ordered, and should be here by next month.

ABATE PRODUCTS DIRECTOR: There are ABATE thermals, BikePAC t-shirts and several other items. The state still has Chapter Rockers in stock. Each Chapter should purchase their rockers from the state and carry their own inventory, so that the state can get their money back on them.

WAYS AND MEANS: The coloring books did not sell very well in Sturgis. There will be a report next month including how many we have left.

EDUCATION DIRECTOR: Team Oregon classes are still happening until November. The next Governors Advisory Board meeting will be September 20 at 6:30 p.m. at Bracks Restaurant in Woodburn.

LEGISLATIVE DIRECTOR: Roger read the argument that will appear in the voters pamphlet against the seat belt law, ballot measure #9. Legislation is now working on a mandatory helmet law for bicyclists 17 and under. Roger reported on the summit meeting in Boise, Idaho, that he attended. He said that there were 30 to 40 motorcyclists there. As November nears all Chapters should be getting to know candidates in their areas to find out their views on freedom of choice issues, as well as putting together lawn signs for ballot measure #9.

TREASURER:

Checking	\$2,641.77
Savings	\$59.76
Postal Fund	\$221.18
Total	\$2,922.71

Joy will be researching interest rates at various banks in order to move approximately \$2,000.00 into the savings account.

OLD BUSINESS: Roger sold the trailer that the state acquired for \$80.00. The new tri-folds need to be distributed to various locations to replace the old ones in the displays.

Historian - Alan Foster of Lane County is our new State Historian. His address is: P.O. Box 83, Halsey, OR 97348

Gil Bellamy from the Oregon Traffic Commission sent a letter of thanks for donating a bike to Team Oregon. This is quite a milestone for us as he used to be a large critic of ABATE members.

NEW BUSINESS: Central Oregon has turned in their charter. Their members will automatically go to Indian Creek unless otherwise stated.

Vicki Lechner is checking on an insurance program that insures bikes for various organizations at a reasonable rate. This company seems to know more about motorcycles than any other company. They are: American Companies, Inc., P.O. Box 904, Pewaukee, WI 53072-0904. There will be more information next month.

A motion was made by Lane County to make an official ABATE design for signs pointing out directions for all ABATE runs and events. These should include mileage and direction arrows. Motion passed. 12 - yes, 1 - no, 4 - abstain. Doc from Columbia River Chapter will be working on the design.

Run dates for 1991 calendar need to be turned in by the end of the year. We only have 3 meetings left.

A 50/50 drawing was held and announcements were made.

There being no further business, the meeting was adjourned.

Respectfully Submitted,
Judy Leehman, State Secretary

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

CHAPTER REPORTS

COLUMBIA RIVER

It's official! We have a new Chapter name and logo. We are having more folks attend the meetings. Lots of enthusiasm as we plan our first lawn sign painting potluck party with free beer. We have a new very receptive meeting place every second and fourth Wednesday starting at 7 p.m. at the U & I Tavern.

We are planning a Chapter Fund Raising Party this fall at the U & I Tavern. Come to the meetings with your ideas and a friend.

We are building a great team and would love to have all the old smiling faces and even the old ugly mugs show up for support

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

P.S. If you have any pictures of our wedding, please call me at 645-6687. Thanx, "Big Red"

DOUGLAS COUNTY

Well, summer is almost over. A lot of people made it over to the many A.B.A.T.E. Runs! Good people, weather and fun. What a combination for a great time.

Windy Creek had a good turn out. Thanks to all who came and had themselves a good time. And thanks to those who helped make Windy Creek happen. As long as we're thanking people and deeds, Douglas County thanks Marty Graughn for his time and effort as coordinator. Due to job conflict, he resigned in September. Elections are in November.

Turn outs and participation are a major part to any organization. Remember people, a little effort from a lot of people will travel further than a lot of effort from a dedicated few. Douglas County has a Casino Night in the works for November. More info soon.

Watch for those crazy deer.

Till again,
Julie

JOSEPHINE COUNTY

(No Report, First Time.)

LANE COUNTY

(No Report, Second Time.)

LINCOLN COUNTY

(No Report, First Time.)

● 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.

MT. HOOD

Hello from Mt. Hood again. Well, in the August Newsletter I mentioned that our Chapter might be turning in their charter if the participation was not there. We had a meeting and there was a good crowd although in the good crowd was a very unhappy member and caused our Chapter to have some really nice people walk away.

How sad that there are people out there that have an idea that A.B.A.T.E. is only for Harley riders. What a misconception. I believe that the words "Motorcycle Enthusiast" does not exist for a lot of people. Be informed. A.B.A.T.E. is certainly for freedom of choice including the motorcycle you ride. The wind hits your face the same way on whatever kind of bike you are on. What's important is that we stay united. That's where our problems lay. We sure have our priorities mixed up.

All in all we still have a Chapter. For how long, no one knows.

We have some very important events coming up both in party time and legislation and we sure need to remain united to make a difference where it counts.

Until next time,
Ride happy but ride safe
Angie Jensen

NORTH COAST ABATE

Mr. Bill sez;

Most all our energy's been going toward our End of Summer Run, which will be a foggy memory by the time this is in print. Hope to see more members there than at our Chapter meetings. If not we're in trouble. Come on North Coast. It's time to give a shit!

Keep your knees in the breeze and eating that cheese and ...

Watch out for that car turning left!!
Mr. Bill

N.E. PORTLAND

Greetings from N.E. Portland ...

I hope everyone enjoyed the summer, because it's about over now! With Fossil, Sturgis and N.E./S.E. Summer Run behind us, our Chapter will be concentrating on the 1990 Toy Run. As you know, Martin has this year pretty well organized, with the first benefit scheduled for September 22nd, The Halloween Party for October 27th and the Last Chance Dance scheduled for November 24th at the River Road House. Of course, everyone will want to purchase their \$10.00 ticket for a chance at winning the 1991 FXST-C Soft Tail.

Please check your Community College schedules for Beginning Riders Courses and the Experienced Riders Courses. I can't tell you how very important it is to take one of these courses. (We don't want you to be a statistic.) Even if you are a good rider, you will learn some new tips for safety, etc.

Well, that's all for this month. So ride careful ...
Barbara

SALEM

Well, here it is another month and time for another letter to the editor. Things here in Salem are slowly shaping up. We have our problems but with the help of the membership we are working out the rough spots and getting the job done.

A reminder for all our membership here in Salem that we have our meetings the 2nd and 4th Mondays at Casey's Pizza on South Commercial at 7 p.m. and the next meeting is October 8th. We hope to see a good turnout as we need all the help we can get for a great party and casino night in October. We also need to start planning for our annual Toy Run to the Children's Unit at the State Hospital. There is a lot of work to be done and a lot of fun to be had doing it.

Well, enough for now.

Ride free,
Dago & Stoner

S.E. PORTLAND

Sorry about missing the last report. You know how the sun does ya.

Summer run has come and gone. Those that made it had a great time. Great site and weather was good, too.

Portland has had it's first (of three) Toy Run Parties, 22nd of September, at the B & I Tavern. More good times. Good cause.

The second party, Halloween Party, will be the 27th of October at the B & I Tavern. Again, live music and good cause.

The "Last Chance" will be the 17th of November at the River Road House.

Busy time. The next week, November 24th is Washington County's Toy Run and Party. Same day in Vancouver has a Toy Run for the Salvation Army put on by member Vic Voltz and the Christian Faction of Motorcyclists.

Still busy. Next week, December 1 is the Toy Run in Portland to the Shiners Children's Hospital. The day we draw for a 1991 FXST-C. Tickets are still available from area Chapters or from the State Products Director.

Before any of this can take place we have the task of defeating "Measure 9". Please, please, please make a sign and put it up "No on 9". Don't have the material? Ask. We will be happy to help. We have a stencil and will get you a sign. Talk to your friends, neighbors, and co-workers.

Long winded, but as personal note. If you don't tell us what you want from this Chapter or organization we can't make it a fact of life. Tell us what is wrong or right, what direction. Participate. At least give us a call.

Edd Dahl

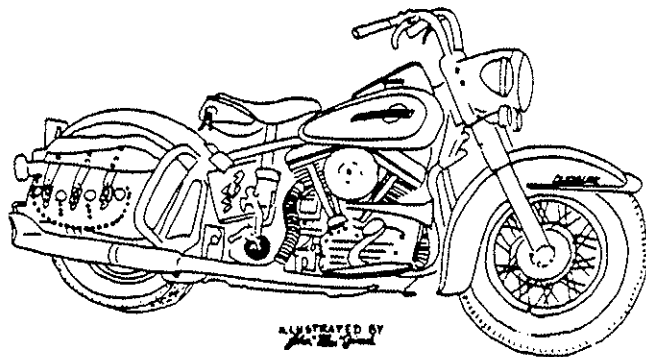
WASHINGTON COUNTY

(No Report, Sixth Time.)

YAMHILL COUNTY

(No Report, Third Time.)

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Courtesy Discount to ABATE Members

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.

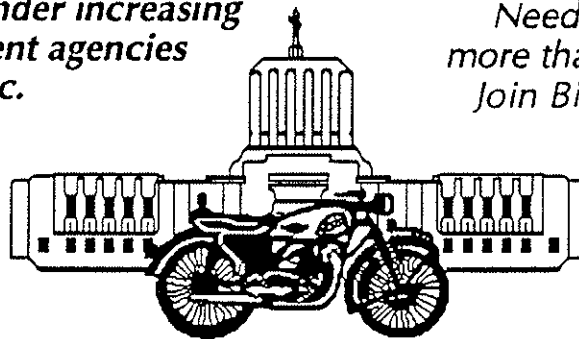
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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 _____

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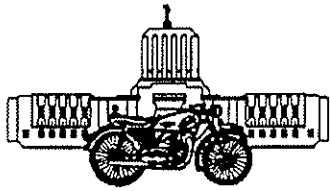
Member of ABATE of Oregon
Legal Counsel for BikePAC of Oregon

A.I.M. Attorney - Aid to Injured Motorcyclists

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STATEWIDE

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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 - September 15, 1990

Meeting was called to order at 12:00 at the West Salem Branch Library in Oak Hills Mall. Butch, Teresa, Brian, Charlie, Trish, Angie, Roger, and Jack were present. Meeting began late due to extensive photocopying and study of measure 9 arguments before the call to order. Minutes and treasurer's report were read and approved. Income for the month of August was \$40.00, and expenses were \$67.23, leaving a balance of \$500.84. Membership at the end of August totaled 108.

MEMBERSHIP: Jack and Charlie will send a renewal notice letter to all expired members in an effort to bring them back into the fold.

VIDEO PROJECT: We need more tapes. Jack has provided Brian with one, Butch has several that he will get to Brian.

FLIP CHARTS: Reviewed samples from last meeting. It was suggested that the set be laminated and comb-bound for ease of use and length of lifespan in saddlebags.

ELECTIONS & QUESTIONNAIRE: Steve brought address list of candidates. Revised questionnaire was discussed, changes suggested. Brian and Teresa will get it into the mail before leaving for Meeting of the Minds.

BANNER: Roger reports that it should be done soon.

MEETING OF THE MINDS: ABATE has committed up to \$525 for Brian's airline ticket and expenses. AMO has paid for two more tickets for Butch and Teresa. BikePAC Executive Board agreed to sponsor the extra room costs, registration fees and \$20/day for meals, for Butch and Teresa. Receipts will be required in all cases for reimbursement. Brian called Wayne Curtin to request permission to do videotaping at the Meeting. Due to the high volume of such requests, MRF will film as much as possible, and hope to make the tapes available later.

AMA: Charlie sent a letter of inquiry to Rob Rasor regarding whether a PAC could get an AMA charter. The reply indicated the decision would be up to us based on legal requirements of our corporation. Charlie will check with Sec. of State. Jack talked with Rasor for an hour at an event back east. AMA Government Relations Dept. wants to start a computerized biker bulletin board, with national info available to all via modem. Rasor is interested in helping us, wants a proposal from us. Discussion about establishing a relationship with AMA included: Will they do mailing to Oregon members, promoting us? We need to make sure they are aware that CFFOC has evolved into BikePAC, and that the same people are working together.

MEASURE 9: Arguments submitted in favor of Measure 9 (Oregon Lifebelt Initiative) were reviewed by all. Sec. of State has been very critical of arguments in opposition, and cut a section from the Libertarian argument that they felt was not properly documented (after failing to reach any Libertarian representative to correct the problem). Of the eleven arguments in favor, nine are submitted by members of the "Yes on Safety

Committee" and contain virtually the same information, with no documentation of the "factual" statements made. Butch will contact Sec. of State to find out how to challenge these statements.

Butch was appointed to the committee that wrote the explanatory statement about Measure 9 that will appear in the voter's pamphlet. He was one of two persons appointed to represent the opposition; there were two members representing the support, and one person deemed neutral. BikePAC submitted an argument in opposition. NCOM is sending BikePAC \$300 to pay for the argument. Other opposing arguments were submitted by Carolyn Meerzo for ABATE, the Libertarians, Dorothy Gage, and the Bare Feet Society.

MRF REGIONAL REP: MRF is looking for a rep for all motorcycle rights groups in each state. Roger, Angie, and Brian talked to Pappy at Boise regarding appointing Brian to that job. The MRF guidelines require a letter of recommendation from the leaders of the major groups and a resume from the person recommended. Brian requested a letter from Roger for ABATE and will contact AMO to request one from them. This would establish Brian as an official liaison between state groups and the MRF; membership materials are now available from him.

FREEDOM RALLY III: October 28 (Sunday) - Anti-Measure 9. Rally at noon, potluck and other events including Shine & Show at Mickie's Tavern at 1:00. Butch will coordinate the event.

- **BUTCH:** get permit for rally at the capitol; approach Mickie's Tavern in Salem to sponsor a benefit for BikePAC after the rally; arrange for a tent in the parking lot; contact a legislator to speak at the rally; work up flyer.
- **ROGER:** ask Pat to do media, press releases etc.; ask NE Portland if they will run a casino; ask Salem chapter to help with the potluck and events.
- **BRIAN** will ask AMO to help with the potluck and events.
- **OTHER:** Maybe pumpkin "carving" (no knives) for kids.

LEGISLATIVE TASK FORCE ON HEAD INJURY: Jack received notice of meetings around the state. He will attend one of the Salem meetings to get more information.

OTHER: James A. Delaney, Legislative Analyst for the Specialty Vehicle Institute of America, has been strongly pushing support for S.1007 at events around the country. His address is 1235 Jefferson Davis Hwy, Suite 1410, Arlington, VA 22202. The SVIA is a leader in rider training efforts for off-road three- and four-wheel vehicles.

NEXT MEETING: Oct 6, 11:00 a.m. W. Salem Branch Library, Oak Hills Mall.

SCHOOL CHOICE YES ON 11

Our right to choose the best for our children

- ✓ Choose any public school through open enrollment
- ✓ Receive up to \$2,500 reimbursement per student for independent education

Help improve the quality of Oregon's schools

WHY WE NEED MEASURE 11

- 27% of public school students don't graduate from high school.
- 40 million high school graduates can barely read at the fourth grade level.
- Compared to other developed countries, U.S. students are the worst in math and nearly the worst in science.
- Research shows that School Choice plans provide the most hope for improving the quality of schools.

MEASURE 11 BENEFITS

- Families will be able to choose the best school for each child's learning style, abilities, interests, and each family's values.
- All Oregon families will be able to afford independent education, not just the wealthy.
- School Choice will help improve the quality of all schools, and will lead to increased efficiency.
- Innovators, teachers and parents will be able to start new schools, thus increasing diversity and responsiveness to community needs.
- All taxpayers will benefit, since overall school costs will be kept down and less tax money will be needed.

OPEN ENROLLMENT

Open enrollment lets families choose any public school, even one in another district. Nine other states have adopted such plans. Likely elements of open enrollment will include a deadline for transfer applications, enrollment priority for district residents, and a procedure for transferring money between districts.

REFUNDABLE TAX CREDITS

The State will reimburse families up to \$2,500 per student enrolled in independent education by 1992.

Reimbursements received are for actual, documented expenses. They are refundable for low-income families, including those who owe little or no income tax, so they can also benefit.

PROTECTS SCHOOL FREEDOMS

Measure 11 requires voter approval of any new regulation of independent education. All existing rules and standards are left in place.

SENIORS BENEFIT

Grandparents can contribute to their grandchildren's education in Oregon independent schools and be reimbursed.

All seniors can look forward to an easing of the property tax burden as independent-sector involvement reduces public school costs.

NO NEW TAXES

Measure 11 doesn't change the total available budget or the number of students to be educated. It simply puts control of those dollars in family hands.

The School Choice system will be financed out of existing school budgets. It will cost taxpayers less than half the amount to educate a child through independent education as it now costs in public schools. The money saved can be used for better public schools or for tax relief.

EQUAL OPPORTUNITY FOR ALL

Low income families now trapped in inferior schools will have choices for the first time with reimbursements for independent education and open enrollment. Measure 11 also allows higher reimbursements for handicapped students or students with other special needs.

KEEPS CHURCH AND STATE SEPARATE

Measure 11 reimburses families, not schools, for their independently chosen education expenditures. Measure 11 works like the G.I. Bill, which gives education dollars to veterans which they can spend at any college, secular or religious.

REMEMBER, VOTE YES ON 11 ON NOVEMBER 6TH

If you would like more information write to:

Oregonians for Educational Choice
P.O. Box 40748
Portland, OR 97240

or call:

(503) 242-0080

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

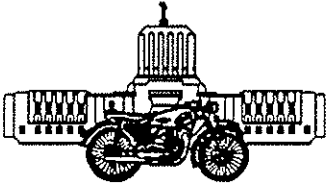
Excerpts reprinted from September 10, 1990
AMA Government Relations Press Release

BARSTOW-TO-VEGAS DELAYED, SPONSORS SEEK NEW DATE

Westerville, Ohio - The AMA and its District 37 organization have decided to amend the 1990 permit application for the Barstow-to-Vegas desert race to apply to the 1991 event. That decision came on the heels of the Bureau of Land Management's (BLM) recent environmental assessment of this year's B-to-V race route.

According to the BLM, a full environmental impact statement will be required before the proposed race course can be approved. Such a document will take months to complete, which means that the scheduled November 24 date for this year's event will pass before any final decision can be made. As a result, there will be no B-to-V race this year.

However, District 37 officials are already planning to bring B-to-V back in 1991. By amending the existing application to 1991, event organizers are seeking to continue the permit procedure so that the process will not have to start over again next year. And that leaves plenty of time to prepare the environmental impact statement and get B-to-V back on the competition calendar. *END*



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

Oregon Reps Join MRF, Other Western Groups at Federal Hearing in Boise

Brian Stovall - September 1990

Roger, Angie, and I went to Boise over the weekend of August 18 and 19 to meet with Pappy Haag, of the Motorcycle Rights Foundation, and leaders from a number of rights organizations around the northwest. This was all leading up to attending a hearing held by Senator Symms of Idaho to gather testimony about Transportation concerns to help shape the Highway Reauthorization Act of 1990. This piece of federal legislation is the most likely avenue for helmet and seatbelt law advocates to try to use to get S.1007 or HR.3925 passed.

We met with dedicated folks from Abate of Northern Idaho, Idaho Concerned Motorcyclists Association, ABATE of Montana, ABATE of Northern Nevada, Nevada Association of Concerned Motorcyclists, ABATE of Utah, and the MRF.

We got there Saturday and tried to find Pappy, as planned. He was nowhere to be found, but we met Tim Herzog from Post Falls, Idaho, and we spent the afternoon getting acquainted. That evening we finally located Pappy, along with Jill Smith from Montana and Fred Harrell from Las Vegas. We all got together in the lounge at the Holiday Inn, and as we began discussing the upcoming hearing, other folks wandered in. By mid-evening we had relocated to a nearby bar to party and discuss whatever came to mind. It was a hell of a night.

In the morning, we got together in a meeting room at the Holiday Inn, and spent a number of hours talking about Pappy's presentation for Monday's hearing, the state of motorcycle politics nationally, and the possibilities and logistics of creating some regional organization for the initial purpose of educating our members.

The first topic, Pappy's testimony, included a long discussion about how Federal hearings such as this one work and how we all could best be a part of it. Pappy is very organized and presents his material well.

The discussion gradually changed to the topic of the Federal bills and how their proponents will

likely go about trying to get them passed. We must be on the lookout for sneaky stuff on this one. The MRF is awake and watchful in our nation's capitol!

On the subject of regional training, we talked about where and how such a project could be accomplished. We ended up with a list of representatives from the several states involved, with ABATE of Utah being the coordinating delegates. We set a target date of February '91 for a training conference in the west.

The representatives from the local rights group, the Idaho Concerned Motorcyclists, had set up a meeting Sunday evening just out of town at a local watering hole. We all went out there and Pappy spoke at length to the group of about 40 to 50 people. Fourteen people joined the local organization that evening and some also joined the MRF.

We all arrived at City Hall Monday morning for the hearing. Senator Symms of Idaho came out in the lobby and introduced himself while finding out where we were all from. He was the only federal official in the hearing, though two state officials spoke during the time we were there. We listened to a number of people's testimony, and learned what folks in Idaho and other western states are concerned about. This had a lot to do with highway building and traffic regulation.

One of the local TV stations interviewed Pappy during the early part of the hearing while we were waiting. When Pappy got to testify, Senator Symms went out of his way to make sure that the records showed clearly our concerns. He restated and clarified each point, taking the time to do a good job for us.

All in all, the weekend felt very productive. The possibilities of bringing together the common interests, needs and talents of organizations in the west are exciting. Many thanks to Pappy Haag and all the folks who showed up to represent their groups in Boise.

WHAT SHOULD I DO IF I GO DOWN?

This article is part of a continuing series to inform all motorcyclists of their legal rights

The most serious problem bikers have to deal with is the inevitable traffic accident. Approximately 70% of all multivehicle accidents involving a motorcycle is not the motorcyclist's fault. The following will help you protect your rights and answer the question: **What should I do if I go down?**

INFORMATION TO GET IMMEDIATELY

1. Witnesses: This is listed first, for they will disappear the fastest (especially due to the public's fear of bikers). Try and get some sort of identification so they might be contacted later, i.e., name, address, phone number, license plate number, where they work, etc.

2. Other Driver: All traditional information is needed: name, address, phone number (at home and work), driver's license, make/model/color and license of vehicle. In addition, a very helpful piece of information is the insurance carrier of the driver of the car. If this is not obtained and if the other driver does not respond to letters sent by your attorney, you will find that most states require long waiting periods before supplying the necessary information to pursue your case - that means recovery for your injury could be delayed.

One final thing. Listen to and memorize statements made by the other driver. These statements (also known as admission) may be used as evidence in many jurisdictions. An example of this would be the driver of the left turning car saying, "I didn't see you". His statement could be used to prove the accident was his fault.

NOTE: Remember, this also works in reverse. Anything you say can also be used against you.

POLICE REPORT

Although most of what is recorded in a police report cannot be used in court, it is a great negotiating tool. Keep in mind that most personal injury cases are settled rather than go to trial. A favorable police report can be instrumental in bringing you a quick and generous recovery for your injuries. As we all know, cops can be a mixed bag. However, (in an accident situation) I have found most police to be fair in their assessment of fault. This is especially true of the motorcycle cop.

INJURIES

This is not the time to show how macho you are. After the actual collision, take a few minutes to check yourself out. The initial shock may numb you as to how injured you really are. Remember, the human body is not made to be bounced off the ground. It is a good idea, (and will aid in showing the validity of your case) to get checked out at the local emergency room (hospital) or by your own doctor. Be sure to explain all your pains to the doctor so he or she can make a complete evaluation and treat you appropriately for the injuries.

NO STATEMENTS

When you are contacted by the insurance company, (which is usually immediately - even right at your hospital bed) tell the adjuster you don't wish to give a statement at that time. Even if your statement seems favorable to you, the insurance company would have lots of time to pick out the flaws.

Keep in mind that the adjuster's job is to save the insurance company money, and therefore, any money offered as a "fair settlement" will usually only be fair to the company.

CALL A PERSONAL INJURY ATTORNEY

The first 24 hours after an accident is crucial for your case. An immediate investigation should be started, including photographs showing your injuries, the accident scene and the involved vehicles. Statements from witnesses and the other driver should be gotten as soon as possible. The police report should be requested and an inspection of the point of impact for skid marks and other material evidence should be made. You will notice that I advised you to call an attorney who specialized in personal injury. The law, as with medicine, is highly specialized, and you are entitled to be represented by an attorney who is best qualified to obtain a maximum recovery for your damages. A quick call to the attorney entitled you to the following services:

- 1) Protection from insurance company employees - the magic words are: "I am represented by counsel and don't wish to make a statement."
- 2) A "house call" if you are unable to go to the office.
- 3) Immediate investigation of your claim.
- 4) The possibility that your bike will be fixed prior to the settlement of your injuries and a rented vehicle while you wait.
- 5) The evaluation and protection of your legal rights.

Richard M. Lester

**ABATE IS YOU ...
YOU ARE ABATE**

ABATE AND YOU CAN MAKE A DIFFERENCE!

SPECTRUM VIDEO PROD. (BTV) - BIKER TELEVISION PRESENTS

1990 Summer Run Tapes
Fossil 1990
A.M.O. Independence Day Run 1990
S.O.S. Run 1990
Labor Day Run 1990
End of Summer Run 1990
Last Chance Run 1990

Available soon:

*** Sturgis 50th Road Rally**
**** Bike Runs of 1990 Spectacular**

Send \$15.00 plus \$3.00 shipping to:
Gil Revilla
840 Rogue River Hwy. 29
Grants Pass, OR 97527

*** Add \$5.00**

**** Add \$10.00**

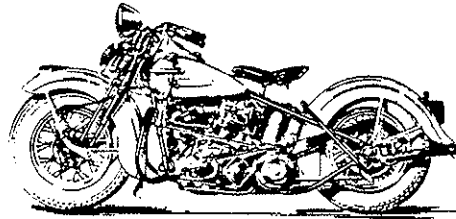
A.B.A.T.E. of Oregon's
FICTION RIDER
WITH A LITTLE NON-FICTION
by Pat Gleason

Well, it's my birthday, September 12, which means that I have only three more days to write this and get it turned in to the Newsletter Editor. I like pressure. Sometimes it helps.

This month you are not going to be treated to one of my fiction stories. Instead, I'm going to tell what the hell I've been up to. On August 17, I was in the Kaiser Sunnyside Hospital for an operation. I spent our Summer Run on my back and full of pain killers. Oh boy, what fun I had. The doctor let me out the following Tuesday to go home and lay on my back some more. By the weekend, I was up and moving around again. I went out to my new bike, Orange Crush, to start it up (thanks Tim, you build great bikes). As I hit the button, nothing happened. Damn. It had only been a week and a half since I rode it last, so I was a little pissed. Luckily it only took one-and-a-half kicks to start it. I charged it up that night, and by morning she was ready to ride, even though I wasn't.

Well, Labor Day weekend was the next weekend, and Lois and I decided to go to the Washington 99ers Annual Labor Day camp out up in Stanwood, Washington. This was my first ever AMA camp out, although Lois had been going to their run since 1968, when I was only 9 years old. Now that I am part of that thirty-something crowd, I was able to enjoy the run quite well. We loaded up the Camero and left Friday morning. I didn't take Orange Crush because I still had staples in my left leg. The biggest difference that I noticed was that their run, the 99ers, was held at the Stanwood-Camano Island Fairgrounds, not at a State Park like so many of our ABATE runs are. I was able to take a shower, and dance inside a building. It was different but I enjoyed it. The Seattle Cossacks, which are the only motorcycle stunt team that uses Harley-Davidsons in their performance did a show there. This was only the second time that I have seen them perform. I also found out that most of the Cossacks, after their performance, let other people ride their Harley's around, as well as they were loaded up with little kids on the bikes and were riding around with the kids letting them do some of the things that they do. It was great, and I wanted to try out one of their old Flatheads except that the bikes are all foot clutches and I wasn't sure of my leg yet. The rest of the weekend was filled with a Poker Run, Bike Show, where Orange Crush would have won Modified Custom if she was their, Field Events, such as Slow Race, Ring Pick up, Tire Toss, Barrell Push and a couple more that I can't remember right now. There was a dance on Saturday and Sunday nights with an awards ceremony for the Field Events and Bike Show as well as Best Dressed Couple. On Sunday, one couple got married. The aisle was made up of the Cossacks on either side, and the Bride rode down the center on the back of a Harley Police Special. It was a blast, and now everyone knows where I am going on Labor Day weekend from now on. Also, while I was there, I got to meet quite a few of the people that make up ABATE of Washington. I met Sunny and Lou from Spokane, Mailman from Tacoma plus a few of his members. I would say that there was at least 300 people there. It was also not just Harleys that were in attendance. There was a lot of Honda's, Kawasaki's, BMW's, Yamaha's, Suzuki's, and Triumphs. A wide assortment of bikes and riders that all shared the same thing, Motorcycles.

Lois and I made it back home, and on Tuesday I got the staples taken out of my leg, thank you! I was finally able to ride, but I only rode about 20 miles the first day. By the end of the week I had put 250 miles on Orange Crush. I felt great, just a little sore (more pain pills). Well, I decided that Lois and I were going to go on another run that weekend. It was the Annual Isle of Vashon Poker Run. Vashon Island is in Seattle, Washington. A ferry ride away from the crazys in that city, in Puget Sound. I have been going on this run for three years now, but usually it is held on the second Sunday of August. Because of the Fiftieth Anniversary of Sturgis, the VME (Vintage Motorcycle Enthusiasts of Seattle), who put on the run,



decided to move it to the second Sunday in September. That was a good idea, because they probably wouldn't have gotten the turn out that they did. I decided that I was going to ride Crush and Lois was going to drive the trailer (the Camero). I was still having trouble riding a long way at one time, so it took us four and a half hours to get to Seattle, where it usually only takes three hours. We arrived at my friend Tombstone Todd's house just before noon on Saturday, but he wasn't there. He was starving, so he went to get something to eat about ten minutes before we arrived.

He told us, in a note he left, that he would meet us at the Buckaroo Tavern. We went over there and waited for an hour and a half for the bum and finally he showed up. We left the Buck and went back to Todd's house to get the trailer. From there, we went to the ferry dock to catch the ride to Vashon. We spent the night at the Gun Club of Vashon, where everyone proceeded to get totally shit faced. Lois and I don't drink very much but we still had a good time watching these guys and girls. The campsite was in the woods near a pond. There were some people who went fishing there and caught some fish that they fried up for everyone. The next day was the Poker Run. We were up by 7:30 a.m., and ready for breakfast, but Todd was still passed out. One of his friends, Pat (another one), decided it was time for Todd to get out of bed. He rolled his Harley in front of Todd's tent and twisted the throttle a few times. After inhaling the fumes for a few minutes, Todd crawled out of bed. He was in sad shape. Poor Todd. After he was a little more coherent, Lois, myself and Todd rode into town to have breakfast. By the time we got into town, it was almost nothing but bikes. Kinda like a mini Sturgis. After breakfast, we rode back to the Gun Club to get our trailer packed. After that, we went on the Poker Run, which was only thirty or so miles long. The VME ended up with more than 300 people signed up for the run. The run ended at the Gun Club, with all those bikes lined up in the parking lot. They had a show there, but I didn't enter Crush because she wasn't clean enough for me. Every kind of bike you could imagine; Vincent's, HRD's, Vellocette's, Panhead's, Kucklehead's, Flathead's, Shovelhead's, K-model's, Blockhead's, Ducatti's, BMW's, Indian's, old Honda's, Yamaha's, and Kawasaki's, including an old three cylinder Kawasaki Mach 1. There was even old BSA racing bikes and three cylinder BSA's. I have lots of pictures. Lois and I were starting to get tired, namely me, so we caught the 2:00 p.m. ferry off the south end of the Island which put us right in Tacoma. We didn't make it home until 7:30 p.m. that night. I had another great time and my first Isle of Vashon sticker for the windshield of Orange Crush. (The other two are on the windshield of my Sportster that I still have.)

Well, that's about all that I have for this month. I want to apologize to anyone who was offended by the story that I wrote last month. I originally wrote that story about seven years ago when I was not in ABATE and didn't care anything about anyone who didn't ride a Harley. Harley's are still my favorite, but some of those Japanese bikes are pretty nice. I would like to have a ZX-6, if I could learn how to bend my legs like that.

Keep the rubber side down, and the shiny side up and Ride Free.

Pat

DISCRIMINATION . . .

**BEWARE
THIS BIKER
KNOWS HIS RIGHTS**



Attorney
Richard M. Lester
(800) ON-A-BIKE

. . . IS ILLEGAL

DISCRIMINATION ON THE BASIS OF CLOTHING OR CLUB MEMBERSHIP IS ILLEGAL

Oregon law provides that "practices of discrimination against any of its inhabitants because of race, religion, color, sex, marital status, national origin, age or disability are a matter of state concern . . ." ORS 659.20, and that Oregon's Civil Rights laws are "to insure human dignity of all people within this state . . ." ORS 659.022. All persons are "entitled to the full and equal accommodations, advantages, facilities and privileges of any place of public accommodation . . ." ORS 30.670. The U.S. Supreme Court has ruled in *Cohen v. California* 403 U.S. 15 (1971) that individuals have a First Amendment constitutional right to wear clothing which displays writing or designs. The Supreme Court has also long recognized and protected the individual's right to freedom of association.

In Oregon, any person unconstitutionally discriminated against by a place of public accommodation may file a complaint with the Bureau of Labor and Industries, ORS 659.045, or can bring suit to recover compensatory and punitive damages, as well as attorney fees, costs, and disbursements. ORS 30.680.

Don't subject yourself to civil and criminal penalties, and expensive and time consuming lawsuits. Don't discriminate against people wearing "colors" or "motorcycle attire".

Reprinted from Richard M. Lester

OLD BATTLE - NEW TACTICS

While we fight the never ending war against governmental intrusion on our right to ride free (read adult freedom of choice on the helmet issue), an important old battle has been pushed to the back burner.

Biker Discrimination, a plague on the motorcycling community. How many of us have been out on a ride and wanted to stop to eat and relax only to find a sign that says, "No motorcycle parking in front of this establishment", or "no biker dress", or "no colors", or the most blatant of all, "no bikers allowed".

Don't get mad, get even. This is not only morally wrong, it's unlawful. We fight for our country, pay taxes and vote, so why should motorcyclists have fewer rights than your average citizen? One reason is that as a 2 wheeled minority, we can't seem to come together and count on strength in numbers.

The U.S. Supreme Court ruled that individuals have the constitutional right under the First Amendment to wear clothing which displays writing or designs. Also, long protected, has been the right of freedom of association.

Thus, a person has the right to belong to any club or organization as well as the right to wear the clothing of his/her choice. Those establishments who discriminate on the basis of clothing or club membership are subject to lawsuit.

The Law Offices of Richard M. Lester do more than just protect

bikers involved in accidents, we also try and enforce your legal rights in other areas. Aid to Injured Motorcyclists attorneys from all over the United States are preparing similar cards to the one pictured for Oregon motorcyclists. These warning cards should be given to any business that commits an act of discrimination against bikers.

It won't be a short war. Groups are forming throughout the United States to raise the legal defense funds necessary to fight for bikers rights in courts. It will take a great deal of time and money to take the bars, restaurants, motels, etc., into court on a business by business basis.

Motorcycle organizations in California, Alaska and Massachusetts (originator of card) are already using tough state civil rights laws to enforce their rights. Other states will be more difficult and time consuming.

In some cases, the warning on the card will be enough.

Don't subject yourself to civil and criminal penalties, and to expensive and time consuming lawsuits. Don't discriminate against people wearing colors or motorcycle attire.

Join the anti-discrimination battle. Carry 2 or 3 of these free cards and present them to any business that refuses you service. Together it's a war we can and should win.

Call Aid to Injured Motorcyclists for your FREE cards - 1 (800) ON-A-BIKE

Richard M. Lester, Attorney

P.S. These cards will be available at your local Chapter meeting. **END**

**HALLOWEEN
PARTY!**

WHEN: SATURDAY, OCTOBER 27, 1990
8:00 PM TO 1:00 AM

WHERE: CRABTREE TAVERN
CRABTREE, OREGON

WHAT: \$2.00 CASH OR \$2.00 WORTH OF FOOD FOR THE
THANKSGIVING BASKETS

LIVE MUSIC BY "RUNAWAY"

FUN! COSTUME CONTEST - PUNKIN' CARVING CONTEST **FUN!** **FUN!**

For Additional Information
Call: 466-5767

Association for Motorcyclists
of Oregon
P.O. Box 1298
Albany, OR 97321

NEWS FROM THE ROVING REPORTER

by Alan Foster

FOX CREEK ADVENTURE

I spent the first weekend of August at the Fox Creek Run in the Detroit Lake area. This was a Salem Chapter function. I only had to hitch about 95 from Halsey for this run. I got to the site about eightish, Friday night and there was about twenty or so people setting up. Right off the bat, I ran into Sonny and Dave, who I'd met at the S.O.S. Run. I also met up with Kurt and Buffalo. I'd met them at the AMO Independence Day Run. It was a fairly quiet night since the beer wagon wasn't there. But I had the chance to meet a lot of brothers and sisters.

J.C., Tat-2-Curtis, his lady, Jill, Young Mike, Jerry and on and on, like I said before, are really special for me because I meet so many good people. It's not all partying, it's more and more people getting into expressing that they have a freedom of choice. Now the expressing has got to get to the people who are trying to take that choice away. Brothers and sisters, we are the one to do it as a whole. Write those damn letters and get down on those who are getting the laws thrown at us.

Saturday, the beer wagon showed up and there was a lot of happy faces. Yes, mine too! It was really hot and the beer sure did taste good. Sonny started the games in the hottest part of the day. I think he was looking for some help to pull a few trophies his way. But he only got one in the Plant Race. Kurt got one for his Ping Pong Ball Drop steering.

Saturday night was a gas. We had sloppy chili joes (?) for dinner and the band, Cow-Pie, Patty or something like that, (Sorry guys) played some mean rock for a three piece band. Had a lot of people dancing a good dust cloud.

Sunday started out with Earl's great scrambled egg and pancake breakfast. Then after that it turned into Buffalo's day. With the help of his lady, Jane, he took the Winnie Bite, then the Slow Race, much to Kurt's dismay. Seems they have a grudge match when it comes to the Slow Race. Anytime, anywhere!!

Yamaha Dan took the blind with a mark of seven inches from his front axle to the stop point. He later told me that one of his brothers had to talk real hard to even try it. Well, that's a brother for ya! That's my second favorite goody at runs. Brothers and sisters helping out in one way or the other. Getting closer and closer together. Oh, yeah!!!!

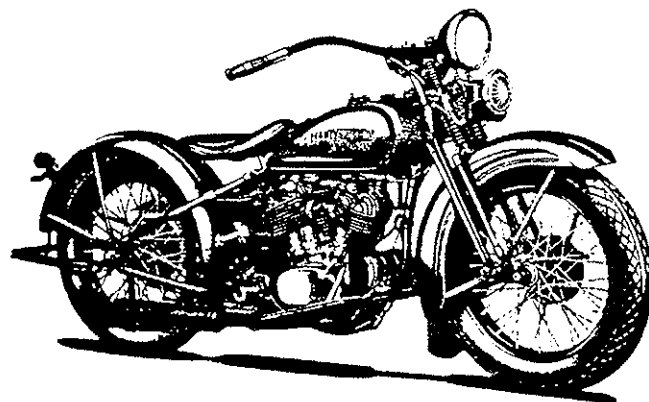
The rest of the day was pretty mellow, I sat around and shot the breeze with Stoner, the Salem Coordinator, and his lady, Debbie. They gave me a ride back into Salem and put me up for the night, too. Stoner has since gone in and had a new hip installed and as strong willed as he is, it will be no time before he'll be up and about. Heal well, brother.

I seem to win something at every other run I attend. This time I got a pair of "Bee" earrings. Now I need to find a young redhead to wear them.

Roger and Angie were there and as you all know he has a lot to say about getting off our duffs and making the law makers know that we care about our freedom of choice. So lets get to it and lets be heard one way or the other. Vote, write or both!!!

Well, kids that about raps up the Fox Creek Adventure I had. I hope that the people I forgot to mention forgive me. Oh, oh, oh, oh, Saddletramp, for you're reading this, I want some copies of the ground judging and I hope that you had a good trip in dropping the kid off.

Next run is the Summer Run on Mt. Hood. Hope to see some of you there. I know I'll see Sonny and Dave there. Ride on, ride on, brothers and sisters, and watch out for the fools in cages and critters in the road.



SUMMER RUN MC CUBBINS GULCH, MT. HOOD

I rode up with Archie Churchill, State Rep. for Lane County. It was a long haul since we took the scenic route. It was very wet till we got on the other side of the hill. Then it mellowed out. We got there late Friday night and made a beeline for the beer wagon, where Uncle Bob was doing the pouring and taking pictures of his "nieces" as he calls the ladies. I'd guess there was about a hundred people already. Mostly from that area. The band, "Longshot" played till the wee hours of the morning and they sounded fair. Some problems with the sound booth, I was told.

Saturday started with a light sprinkle, but it didn't last for long. More people showed up throughout the day including Sonny and Dave who showed up later that afternoon. My Salem buddies.

Had the pleasure to meet one of the founding fathers of ABATE, Luke. Good people for sure. I got a shot of him in the Winnie Bite without his chompers. Good one, Luke!!! Lots of fun for sure.

I have to say that I'm sorry here, as I lost my notes with all the winners of the Bike Games. Forgive me brothers and sisters. The games were fun as they always are. A spill there, a spill here. And not one injury. Good job!!!

Steve-O the Chicken Man cooked the mean chicken dinner. Half a chicken. What happened to the other half Steve-O???

Seven or eightish the band "TNC" started to play and they were okay for a young group. I think it was their first outdoor gig. "Longshot" came on and they had fixed the sound booth problem and they cooked hard too! I was not in the best of health, so I didn't get to dance my 9 1/2's like I usually do, but I had fun anyway.

Dave, Sonny and myself did a couple of hours on security duty and for every run I have been to it's always good to help out when needed. Brothers helping brothers. It works for me! Either helping with parts or tools or rides, or just a ear to rap to. Love it.

Sunday was a big day for Doc and Big Red. They got married. Congratulations! Although I missed the wedding, I heard it was a hummer. I'd like to thank all the officers and members of the S.E. & N.E. Portland Chapters for putting on a good run. Special thanks to Digger, Steve, Fish, Gary and of course, Steve-O. Thanks. Next Run is Windy Creek. See you there.

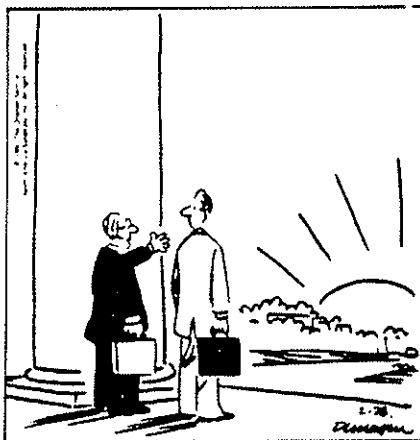
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THE SNAKE THAT POISONS EVERYBODY

It
 topples
 governments,
 wrecks
 marriages,
 ruins
 careers,
 busts
 reputations,
 causes
 heartaches,
 nightmares,
 indigestion,
 spawns suspicion,
 generates
 grief,
 dispatches
 innocent
 people
 to cry in their
 pillows.
 Even its name
 hisses.
 It's called
 gossip.
 Office gossip,
 Shop gossip,
 Party gossip.
 It makes
 headlines
 and headaches.
 Before
 you repeat
 a story,
 ask yourself:
 Is it true?
 Is it fair?
 Is it necessary?
 If not,
 shut up.

— Anonymous

DUNAGIN'S PEOPLE



"THE BEST THINGS IN LIFE ARE FREE, WENTLEY
 ... WE SHOULD BE TAXING THEM!"

Reprinted from August 1990
 Counterpoint

BENCHMARKS OF FREEDOM

Celebrating the 4th of July each year reminds us of the signing of the Declaration of Independence 214 years ago in 1776. It is a historical benchmark of Freedom in the course of human events. It set a course for the Nation and hopefully the future for an envious world.

Every person, family, community and the Nation should continue to create special events to commemorate the signing to make sure each of us is increasingly aware of its importance to ourselves and posterity. Events that will make sure that the occasion is for learning, and not just for the pursuit of happiness.

Eleven years after the Declaration was signed the U.S. Constitution was signed on September 15, 1787 by nine states. This event brought the United States of America into being. That date, too, is a benchmark in our history as important as the signing of the Declaration.

But it seems that as each succeeding generation moves further away from it the date is less remembered, and the reasoning behind it and the reasons for it become obscure while new generations are in the Pursuit of Happiness.

In the eleven year period between the time of the signing of the Declaration and final ratification of the Constitution the Revolutionary War had been and fought and won. A lot of good men lost their lives for a benchmark idea that the people were sovereign, not a monarch.

In the process they kicked King George out of what became the United States of America and declared: We the People are Sovereign, so get out and stay out! But, to make it stick they had to do it again in the War of 1812.

So on September 15, 1787 We the People had a Republic based on a Constitution that provided for three branches of government: legislative, executive and judiciary that was designed to operate with the consent of the People who were governed.

At the time someone asked Ben Franklin, "What kind of a government do we have?" Ben replied, "A republic if we can keep it." Even today it's an uphill battle in Oregon.

In the beginning there were those like George Mason from Virginia who were not satisfied with the Constitution without a Bill of Rights. It wouldn't do the job they claimed - today it is obvious they were right. From September 15, 1787 they debated and drafted the first 10 Amendments of the Constitution. They spent 36 months working on it 200 years ago. Some people didn't think it was a good idea, some folks still don't, it interferes with their idealistic socialist planning.

But finally on December 15, 1791, after a Bill of Rights that everyone could agree upon was drafted and presented, it was finally ratified by all of the original 13 states. Then the United States of America was in business.

It took the Civil War in which over 554,000 Americans lost their lives - more than all the other wars the Nation has been involved in since the beginning - to keep the Stars and Stripes flying over all the states.

To those of us who are the descendants of those who survived the formation and the preservation of this Nation the Bill of Rights has a special meaning. It is only by the Grace of God that we are here, protected by the Bill of Rights.

We, all of us, owe them a debt of gratitude for giving and preserving the Bill of Rights for us. More than that, we have an obligation to honor them for doing it, and making sure their sacrifices were not in vain. The Benchmarks of Freedom require tending, understanding and eternal vigilance. *END*

FACTS ABOUT FUEL

DO YOU KNOW WHAT ALL THOSE LETTERS AND NUMBERS ON THE PUMP REALLY MEAN?

by Bill Siuru

Buying gasoline for your motorcycle can be confusing today. With all the various types available, such as unleaded, leaded, gasohol and ethanol, you might wonder which one is right for your bike. Letters posted on the pump like AKI, RON, MON and MTBE just add to the confusion. While you can blindly pump the lowest-priced stuff into your tank, with some careful selection you can get the best performance from your bike while prolonging its life.

Before I go any further, I should point out that the best place to find out what gasoline you should be using is in your operator's manual. Operator's manuals are unique pieces of literature. Their volume would put them on the best-seller lists, yet they are read by very few. Your manual should tell you what types of gasoline to use and which ones to avoid. And who knows better what fuel to use than the people who built the engine?

Let's first clear up the confusion on gasoline types and nomenclature. I'll start with the octane rating. The octane rating of a gasoline is determined in the laboratory by a somewhat complicated procedure using a special single-cylinder engine, but not a motorcycle engine. To measure the octane number of a gasoline, the engine is run on the fuel while its compression ratio is increased until the engine starts knocking. Then without changing the compression ratio, the engine is run on blends of two test fuels; N-heptane, which knocks very easily, and isooctane, which resists knocking. The percentage of N-heptane is decreased and isooctane is increased until knocking in the test engine matches that of the gasoline that is being rated. The percentage of isooctane under these conditions then becomes the octane number. For example, let's say the blend that matches the knocking of the test fuel includes 14 percent N-heptane and 86 percent isooctane. This gasoline would then be assigned an octane rating of 86.

Now I'm going to add a further complication, since knocking partly depends on how hard you drive your machine. Thus octane numbers depend on the test engine's operating conditions. If the engine is run under a prescribed set of severe operating conditions, the Motoring Octane Number or MON, is determined. When run under less severe operating conditions, the Research Octane Number, or RON is determined. There is usually a 10-point spread between these octane numbers, with the MON being the lower value. At the pump you may see the RON and MON posted, plus another number, the AKI or Anti-Knock Index, which is no more than the average of the RON or MON.

Back in the early days of motoring, compression ratios were very low, like 4:1 or maybe 5:1, mainly because of the quality of gasoline available. Anything higher and the resultant knocking was intolerable. Besides, before the electric starter, a very low compression ratio made turning the crank easier. Then in the early '20s, "Boss" Kettering and his boys at the GM research laboratory in Dayton, Ohio, made a discovery that would revolutionize the internal combustion engine. The discovery was tetraethyl lead, or TEL, and with its implementation the compression ratio and horsepower race was off to a roaring start. By adding the maximum of just over 4 grams of TEL to each gallon of gasoline, it is possible to reach maximum octane ratings of over 120! Before you rush out to buy a pint of TEL to end your engine pinging and knocking problem, you should be aware that TEL is a deadly compound and virtually impossible for anyone but refiners to buy. Handling even minute amounts of TEL could be extremely hazardous to your health.

While the main reason for putting TEL in gasoline was to increase octane ratings, it had an important side effect. Lead turned out to be a great lubricant for valves. As leaded fuel burns, it leaves a tan-colored, lead-oxide deposit with good lubricating properties.

You have probably seen these deposits on the spark plugs from engines run on leaded fuel.

When the introduction of catalytic converters made the use of unleaded gasoline compulsory, the engine manufacturers went to harder valve seats to overcome any problems resulting from the loss of the lubrication provided by leaded gasoline. As lead is slowly phased out of all gasolines, older engines designed to run on leaded fuels will suffer severe problems if they have to live on a steady diet of unleaded gasoline. The worst of those problems is exhaust-valve recession. Without any protection from lead, flaky oxides begin to form on the valve seats, especially at high temperatures. These flakes break away and form nodules on the faces of the valves themselves, which in turn grind away the valve seats. The seats then recede into the cylinder head, allowing exhaust gases to escape when the exhaust valves are supposed to be closed. The first signs of valve recession are a loss of compression and power. In terminal stages of valve recession, the valves burn up and it's time for a valve job.

Until recently, there had been little testing to determine the minimum amount of lead needed to prevent valve recession. In recent tests of automobile and truck engines, it appears that 0.2 grams of lead per gallon of gasoline will provide protection even in engines that are run hard. It turns out that the operating conditions determine the extent of the problem, with engine speed probably the most important factor. If you ride your bike at moderate speeds and never load it down, you can probably get by with very low concentration of lead, or even unleaded gasoline.

But if you frequently practice Steve McQueen imitations on your vintage bike, then you are going to need more valve protection. The International Society For Vehicle Preservation (ISVP), which has done a lot of research on the leaded/unleaded controversy, has identified conditions that require some form of exhaust-valve protection. For motorcycles these include continuous operation at wide-open throttle, climbing grades greater than two to three percent, hot weather (over 95 degrees f), carrying a passenger or pulling a trailer. They specifically pointed out that Japanese bikes built before the early '70s, pre-1984 Harleys, pre-1981 BMWs and all Moto Guzzi, Ducati and British motorcycles are susceptible to valve recession, especially if driven over 55 mph.

Because of the efforts of the ISVP, the EPA rescinded its plan to eliminate all leaded gasolines by January 1, 1988. Instead, it will allow the current 0.1 grams of lead per gallon "leaded" gasolines to be sold indefinitely. The EPA feels that as older vehicles disappear from the road it will no longer be profitable to produce leaded gasoline. While 0.1 grams per gallon will provide marginal protection, the problem is that the 0.1 value is only an average value that a refiner must meet. There is no guarantee that the supposedly leaded fuel you pump into your tank actually contains this amount. It may contain more or less, or contain so little TEL that it's really unleaded.

There's a lot of controversy over the use of oxygenated fuels, those alcohol-containing fuels such as ethanol, gasohol and methanol. However, one thing is known. As any Scotch drinker will attest, alcohol and water mix very well, since alcohol is hygroscopic or water-absorbing. By the same token gasoline and alcohol mix only marginally. Thus alcohol-containing gasolines will have a tendency to absorb water. And because the water/alcohol mixture is denser than gasoline, it will settle in the bottom of your fuel tank. If you try to burn alcohol/water rather than gasoline, you could have starting problems, too-lean mixture ratios, excessive operating temperatures, or even vapor lock in hot weather. If the bike sits for long periods between rides, corrosion and oxidation can damage the aluminum and magnesium parts used to keep engine weight down. Corrosion can also damage carburetor parts, bearings, fuel tanks, pistons and rings. Over extended periods of time, alcohol will deteriorate the many rubber and plastic parts that are used in fuel systems.

Things were even worse for two-stroke engines where, in addition to the previous problems, alcohol can cause the oil mixed with the gasoline to separate out, reducing vital lubrication. Many

two-cycle engine makers warn that fuel containing alcohol is a "no-no" and its use may invalidate the motorcycle warranty, especially if the alcohol content is greater than 10 percent, the legal limit for gasoline.

Now that we have identified some of the problems with today's fuels, let's look at some of the ways we can adapt. First, the octane problem. Too low an octane rating and too high a compression ratio can result in knocking, pinging, detonation, preignition, and running-on or dieseling. These are more than just annoying, they can destroy an engine in a short period of time. There are several ways to overcome the low-octane problem, but before trying them make sure that your engine is turned to specification. Often a tune-up will cure the problem. In addition, because carbon buildup can increase compression ratios and provide "hot spots" for preignition, decarbonizing, while more drastic than a tune-up, can often eliminate the problem. You can decrease the compression ratio of any engine simply by adding a thicker head gasket, or with more difficulty, by changing heads or pistons, but you will suffer a penalty in performance as the compression ratio is reduced. As a rule of thumb, any engine with a compression ratio greater than 9.1 will probably require a higher-octane gasoline than the typical 86 AKI of today's regular. When riding, detonation and preignition can be reduced somewhat by keeping the engine speed up and not letting it lug.

Of course, the easiest solution to a low-octane pump gasoline, such as premium unleaded, but this shouldn't replace checking the engine's state of tune. Do a little shopping to find the highest RON, MON or AKI rating, which is labeled on the pump. You can also go to one of the many octane-boosting additives on the market today. Some of these will do the trick, while others are pure "snake oils". Start with reliable brand names and do a little experimenting to find not only the right additive, but also the proper concentration. Since most of the boosters use alcohol, often in large amounts, they are not recommended for two-stroke engines.

What about using racing or aviation gasolines? Racing gasolines with octane ratings of 100 to almost 120 are available, but they are expensive, anywhere from \$2.50 a gallon on up. While racing gasolines come in both leaded and unleaded form, only the unleaded kind is legal for street use. Again, you will have to do some experimenting with the amount of racing fuel you should mix with pump gasoline. Using more than just enough to boost the octane rating to the point where problems are eliminated is just a waste of money.

Using AVGAS in a motorcycle is not recommended for several reasons. Because AVGAS has to work at high altitudes and low pressures without vapor lock, it has different characteristics than MOGAS. Thus to work properly in a motorcycle you should reject the carburetors. AVGAS is also becoming hard to find since its low usage makes it unprofitable for refiners to produce. Even some aircraft owners are now using MOGAS in their airplanes. If you are going to try "special fuels" to increase octane numbers, your best bet is to go with one of the racing gasolines. No matter which way you go, be warned that storing gasoline is dangerous and often prohibited by local ordinances. In addition, gasoline stored for long periods of time can go stale or absorb moisture, resulting in poor performance or worse when finally used.

When it comes to putting lead back into gasolines for older bike engines that need it, additives are probably the only way you can go. While there are lots of TEL substitute additives on the market, the jury is still out on how effective they are in preventing valve recession. Recent tests by one refiner, for example, showed that one additive was quite effective but another only provided the desired protection when used in quantities much greater than the recommended dosage on the label. The substitutes available today range from a new gasoline containing HiTEC 1000 marketed by the Ethyl Corporation, to Real Lead 104 + Valve Saver, put out by Octane Boost Corporation of Dallas, Texas, that claims to add the equivalent of TEL legally allowed by the EPA. Other products use chemicals that supposedly duplicate the lubricating properties of TEL. The better known of these are Powershield, made by the Lubrizol Corporation, and DMA-4 produced by Dupont. These

solutions don't come cheap, but they are probably cheaper than an engine rebuild. For example, Real Lead 104 + costs \$9 a quart and its directions call for one quart per 20 gallons of gasoline.

The best advice if you use fuels that contain alcohol is to keep your tank topped off and sealed to keep moisture out. This goes double if you drive a two-stroke. While oxygenated fuels are supposed to contain no more than 10 percent alcohol, dealers may knowingly or unknowingly be peddling gasolines with greater percentages. Perhaps the best advice is to avoid gasolines containing alcohol unless you are sure of the product's quality. In some parts of the country, many retailers are posting special notices advising that they sell non-alcohol fuels. If you live in an area such as Colorado, where oxygenated fuel is mandated during part of the year for environmental reasons, to be on the safe side you might consider using fuels containing ether-based MTBE. So far MTBE has not caused any problems, but it also burns hotter like alcohol.

The bottom line? If and when you do a valve job on an older engine, you should use the opportunity to put in harder valve seats that can handle unleaded fuels, if the seats are available. If your dealer can't handle the job he should know of someone who can. Though you could probably get by with one of the lead additives or substitutes, the peace of mind you'll have after installing hardened valve seats is worth the cost. Those of you who own motorcycles whose engines already have hardened valves and don't suffer from any fuel-related maladies, consider yourself fortunate. *END*

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Reprinted from August 1990
Counterpoint

WHAT GOES AROUND, COMES AROUND!

"A democracy cannot exist as a permanent form of government. It can only exist until the voters discover that they can vote themselves largess from the public treasury. From that moment on, the majority always votes for the candidates promising the most benefits from the public treasury, with the result that a democracy always collapses over loose fiscal policy, always followed by a dictatorship."

"The average age of the world's greatest civilizations has been two hundred years. These nations have progressed through this sequence: From bondage to spiritual faith; from spiritual faith to great courage; from courage to liberty; from liberty to abundance; from abundance to complacency; from complacency to apathy; from apathy to dependence; from dependence back again into bondage."

Penned by Professor Alexander Tyler over 200 years ago while we were still a British Colony.

Submitted by Joe Schaffer, Bend, Oregon
Will We Learn From the Past?

END

MAJORITY TAKING BY REGULATION IS TYRANNY THE UNITED SOCIALIST STATES OF AMERICA (USSA) NEXT?

"Where have our freedoms gone? Simple, like the things of lesser importance, we gave them away." The year 2000 will find us living in the United Social States of America (USSA).

A Guest Opinion

Democracy without private rights is tyranny. When majority rules without a predetermined, enforceable, strong bill of rights the very structure and trust this nation and this state were founded upon is breached. That is clearly the case at this time, at both national and state levels. The majority, or apparent majority, now take what it wants, without consent. What it wants but does not wish to pay for, it takes by force of law, and police power.

There would have been blood in the streets had SB 100, LCDC, and 1000 Friends been attempted 50 years ago. But now, with our obsession with the "good life", the tax burdens resulting from our welfare state, and other distractions, there is no time to think or read, just time for work and recreation. Thus, while the enemies of freedom shape our destiny unencumbered by a vigilant people, the very thing our founding fathers feared most has come to pass, a lethargic citizenry.

We hardly notice as the constitutions of the United States and Oregon are raped and perverted. Our Life, Liberty, Property, and Due process guarantees are now negotiable. Due process has been quietly replaced by administrative rule. That is much more efficient.

One small group of elite, decides what is in the public interest, makes the rules, sets the penalties for violation, identifies the violators, and extracts the penalties. There is little need for local government, law enforcement, judges or juries. One appointed set of bureaucrats does it all. We simply do what we are told, and pay our masters for inflicting abuse upon us.

Our system is broken, and is in desperate need of repair. Too many things have changed while we weren't watching. The hard moral values are gone.

We let our media, local and national, feed us presorted garbage instead of facts. We tolerate a tax system that encourages debt, and taxes government created inflation as though it were profit.

Freedom of speech now protects your right to burn the American flag, while a racial slur is a federal crime. Internationally, we can't distinguish our friends from our enemies. Over our objections our elected legislators take money we have earned and give it to our enemies, to be used against us. Yet, somehow they all get reelected. Foreign countries buy our lands and factories with the very dollars we paid them for toys. A vocal well financed majority now has the power of an authentic majority. In Salem "Public interest" is defined as recreation, wildlife, and scenic values, not food, fiber and minerals. The latter are required to be sacrificed under Oregon administrative law for the former. But worst of all, we are told and our children are taught that personal freedom and wealth are mere privileges that must be sacrificed for the public good. All this and more, much more, has taken place while we slept.

I believe that Frederick Douglas put it squarely in 1857, and I quote: "Find out what people will submit to, and you have found out the exact amount of injustice and wrong which will be imposed upon them; and these will continue until they are resisted with either words or blows, or both." I would add this thought, each right, each liberty we relinquish is gone forever, not only from us but from our children and their children as well.

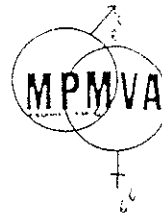
I believe it is the eleventh hour, or the 29th day. If we do not join forces now and resist the march of socialism in this state and this nation, the year 2000 will find us literally in bondage, living in the United Socialist States of America (USSA).

If that is your desire, all you need do is wait. If the trend frightens and angers you, as it does me, then you must act. Let's take the advice of Thomas Jefferson, "Let no man be timid in the defense of liberty." Talk with your friends and neighbors. Contribute your dollars and your time to any freedom oriented organization while we still have a fighting chance. But do something today, for even today may be too late!

Jasper H. Coombes, Richland, Oregon

END

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AS SEEN IN "EASYRIDERS"

FBI FACTS FLAY ANTI-GUN MYTHS

Despite claims by anti-gunners that rifles are increasingly employed by street gangs and drug dealers, the rifle-related U.S. homicide rate has dropped 25% over the last decade, according to the latest FBI data.

The myth that so-called "assault weapons" are a major factor in the nation's crime rate, a fabrication capitalizing on a couple of highly publicized tragedies, is disproved by the latest FBI Uniform Crime Reports, "Crime in the United States, 1989."

Even with drug-related crime increases the past two years, the nation's most comprehensive crime report showed that all gun-related crime has declined during the 1980s (1980-1989). Overall domestic homicide ("crimes of passion") dropped 23%, gun-related robbery fell 21%, gun-related homicide fell 16% and overall gun-related violent crimes fell 5%.

Undermining claims of use of more "lethal" guns and large-capacity magazines, FBI data showed that a smaller percentage of gun-related violent crimes resulted in death. In fact, New York City police reported that in police/criminal confrontations, criminals actually fired fewer shots than police and per incident in 1989 than in 1988 - and in no instance did criminals fire more than seven shots.

Jurisdictions with the most restrictive gun laws, FBI data indicates, are experiencing skyrocketing violent crime, particularly homicide.

The District of Columbia has seen its homicide rate increase

168% to 71.9 murders per 100,000 citizens since banning handguns in 1976. The District's gun-related homicide rate has risen over 250% at the same time it was falling regionally and nationally.

Despite a national 1968 law that has made it a federal felony to acquire a handgun outside one's state of residence, New York City, with its draconian handgun laws, has seen a 126% increase in its homicide rate and about 250% in its handgun-related homicide rate in the intervening years.

Massachusetts sought to reduce handgun crime with tough new restrictions in 1975, yet its homicide rate is unchanged from 1974, the year before the law was enacted. In the interim Massachusetts has not shared in the 11% national homicide rate decline.

At least part of the explanation for the decade's overall decline in gun-related violent crime, many criminologists believe, is the increasing size of the nation's prison population. Since predatory violent crimes, those aimed simultaneously at persons and property rather than just property, are most subject to deterrence or incapacitation, it is unsurprising that the drops indicated by FBI data occurred while the rate of imprisonment rose 95% between 1980 and 1989.

The data found in the FBI's UCR are further evidence that proposals and policies endorsed by the NRA are proven crime-fighting measures. Stiff prison terms for gun-wielding drug dealers and violent criminals, mandated by passage of the NRA-supported

McClure-Volkmer Firearms Owners' Protection Act, coupled with reduced use of plea-bargaining, probation, and parole, have had an impact upon criminal violence. Additional prosecutors, judges and prison space are ingredients that can help make America's streets safer, the NRA has argued. As unassailable FBI evidence shows, "gun control" has nothing to do with crime, while reform of the criminal justice system has everything to do with reductions in violence.

As Senate support of a manufacturing ban on certain semi-autos reached a crescendo this summer, the Los Angeles Times quoted Baltimore (Md.) Co. police spokesman Leonard Supenski's contribution to the hysteria: "We're tired of passing out flags to the widows of officers killed by drug dealers with Uzis," he said.

While the 1989 report on law enforcement officers deaths had not been released, the FBI confirmed that since 1980 (see accompanying letter), there were no law enforcement deaths in the 50 states and the District of Columbia attributable to criminal misuses of an Uzi, one of the guns most commonly cited in gun-ban legislation before the U.S. Congress. *END*

U.S. Department of Justice
Federal Bureau of Investigation

Washington, D.C. 20535

June 20, 1990

Mr. Paul H. Blackman
Research Coordinator
National Rifle Association of America
Institute for Legislative Action
1600 Rhode Island Avenue, Northwest
Washington, D. C. 20036

Dear Mr. Blackman:

The following is in response to your request for information regarding law enforcement officers killed in the United States.

There were 828 officers feloniously killed in the line of duty from 1980 through 1989. Sixty-six were killed in drug-related matters but not necessarily by drug dealers and could have been killed by drug users who were high or intoxicated at the time of the killing.

One Police of Puerto Rico officer was shot and killed on October 13, 1981, by a subject who was intoxicated with marijuana and armed with a semi-automatic 9mm Model A Uzi. This was the only listing for a law enforcement officer killed with an Uzi.

The Uniform Crime Reporting Program does not capture information on how weapons were acquired.

Sincerely,

J. Harper Wilson
J. Harper Wilson

Chief
Uniform Crime Reporting Program

August 1990

Words from Pappy WAKE UP AMERICA

As you may well remember, California voters created quite a bit of news coverage back in June of 1989, when they voted to initiate some drastic tax and insurance reforms. However, the end result of their vote on insurance reform has not yet settled. The much publicized "Proposition 103" which required insurance rate rollbacks, among other things, has been hailed as the beginning of a nationwide consumer-led revolt against the high cost of insurance. "Proposition 103" was supposed to lead to massive insurance reforms. Little, if anything has happened to provide vehicle owners with either lower rates, or more accessible coverage. In fact, it appears to be getting worse.

California voters have discovered that the rebate checks promised by "Proposition 103" are as elusive as campaign promises. Likewise, the momentum from "Proposition 103" which was to send vehicle insurance rate reform rolling across the country, simply has died. Only three states (Nevada, New Jersey, and South Carolina) have passed rate-cutting insurance legislation, with very mixed results.

Probably the most interesting piece of state legislation concerning insurance has come from Pennsylvania, with the passage of a bill that offers motorists the option of participating in a modified no-fault system. Under the modified system, the insured no longer has the option to sue for accident remedy except under very restricted circumstances, and instead is compensated for any economic losses by his/her own insurance company. Motorists who choose this system get a mandated 22% reduction in insurance rates. For those who choose to keep their conventional vehicle insurance plan, which gives them the full right to sue, the state authorized a 10% reduction in rates. Is it working? Not if you listen to the insurance consumers in Pennsylvania, it's not. They have expressed dissatisfaction because they say any savings from the no-fault will not be realized for many years.

It seems that all the legislative changes in these states have really accomplished is to weld the insurance industry into a strong cohesive unit that seems determined to fight both the legislators and the consumers on any further attempts to implement state controls. In the meantime, the promised rebates in California are tied up in litigation that will undoubtedly take years to settle. In the other states where rate cuts have been mandated, several insurance companies have been sending out notices to their customers, advising them that they may no longer offer coverage in their state. A spokesman for the American Insurance Association, a Washington, D.C. based trade group, argues "that the insurance companies may have no choice but to cease writing coverage in some states if state lawmakers put too much emphasis on regulation without giving some consideration to the economic impact that the regulation may have on insurance companies."

In addition to this activity at the state level, some consumer groups are actively pursuing legislation at the federal level, that would revoke the insurance industry's exemption granted under the "McCarran-Ferguson Act of 1945". This act allows the insurance companies to share information on loss data and set industry rates accordingly. The insurance companies say this exemption is essential to their industry because it allows all companies to compete on an equal basis. From a consumer point of view, it smells very much like a government approved monopoly. By allowing insurance companies to trade information on rate setting, they have eliminated any concept of competition and have set the stage for a dictatorial rate structure that simply tells the American people "We have all got together and decided that you will pay what we tell you."

By now everyone is asking themselves, "what has this to do with me?" The obvious answer is that it has everything to do with you, because it is one more step in controlling your life. By legislating insurance requirements, and then dictating the rates for insurance coverage, the insurance companies can effectively control

any given segment of American society.

The time has come to move into the 1990s. We must stop debating the same old tired rhetoric about helmets, and concentrate on the real issues. Start asking your elected representatives, "Why do insurance rates not go down when helmet laws are passed?" "Why do insurance companies not offer reduced rates to those who voluntarily wear helmets?" "Why do insurance companies refuse to pay for damage done to safety equipment?" (Helmets, Gloves, Leather Jackets, etc.) "Why have insurance rates not gone down in states that have mandated no-fault insurance?" "Why is it that every so-called safety organization, made up of insurance and medical types, refuse to support rider education legislation?" The correct answer to all these questions is simply because it does not serve their purpose.

The battle lines for the 1990s have been defined and we must start addressing the real issues if we are going to succeed. Join your rights organization, and then sign up a friend, and both of you start writing letters to your elected officials asking the questions listed above. It might be a good idea to ask them one question at a time. This would generate a steady flow of mail, and would get everyone thinking about the real issues. Saint Joan Claybrook has changed her definition of us from "A small vocal minority" to what she now calls "a well organized letter writing campaign". Let's all get together and show her that "She ain't seen nuttin' yet."

Pappy

August 1990

More Words From Pappy "SOCIAL BURDEN" IS A SMOKE SCREEN!!!

What really contributes to the rising cost of medical care in America? Is the motorcycle riders who choose to ride without helmets? Or is it a very well planned and executed program by the medical and insurance communities?

Think about this for a few minutes. If you were in the business of selling health care insurance, what would be the single most effective marketing ploy you could devise? The first answer to come to my mind is "control the cost of medical care." By involving the medical profession I can escalate the cost of health care to the point that you would have to buy insurance from me. And it is easy for me to involve the medical profession, simply because I am their greatest source of income, and I promise to pay them promptly. They would no longer have to wait for Joe Citizen to get back to work and make weekly payments on their medical bills. Still not convinced? Then take a look at a recent hospital or doctor bill. When you are charged \$4.00 for a box of kleenex tissue, room rates that exceed the plushiest hotels in the world, \$1.40 for a band-aid and this list could go on forever. I still see some doubt in your eyes. Okay, try this thought. The insurance companies tell you they are going to have to increase your rates due to the escalating cost of medical care, but have you ever seen an insurance company doing business in a quonset hut? They cry and cry about high cost, but I have yet to see an insurance company that does not own the largest and well maintained sky-scrappers in any city. These people all build monuments to themselves that they call offices, and then raise your premiums to cover the cost.

So how do we in the insurance business cover our tails? We simply pick out a segment of society that has always had bad press, and we tell everyone that they (the motorcyclists) are responsible for the high health care costs because they still believe that they should have some control over their own lives. If we tell this story often enough, and loud enough everyone will believe it. And to just add little insurance of our own, we have the medical profession that we already paid off, tell everyone that freedom of choice is not nearly as important as profits. If we tell the average American that motorcyclists are the reason his medical and tax burden is so great, he will believe it because he wants to believe it. The average person

needs a target to vent their pent up emotions toward, so lets give them the "Bikers".

I would like every one of you to contact your insurance company and ask them how much real estate they own, and what it is worth. Then ask them why they spend so much of your premium dollars on landscaping and monuments to themselves. If they choose not to answer, write a letter to the editor of your local newspaper asking the same question.

Always remember, "Just because we are paranoid, doesn't mean that someone isn't really out to get us."

Pappy

BikePAC Meeting

October 6th and November 3rd

Library at Oak Hills Mall

11:00 a.m.

West Salem Exit off Hwy. 22

Reprinted Times Herald

COWBOYS BUCK HELMET PROPOSAL

by Kris Mullen

Hardheaded cowboys won't like this.

Doctors at the federal Centers for Disease Control in Atlanta, reporting on the dangers of horseback riding, recently recommended hats for all riders.

And 10-gallon or rancher varieties in felt or straw won't do.

"Horseback riders should wear a properly secured hard-shell helmet lined with expanded polystyrene or similar material," the CDC said.

Imagine Hopalong or Hoss with a cyclist's helmet strapped under his chin. Jim Batman, a cowboy from Royce City, would rather not.

"If I was that concerned about getting hurt, I wouldn't get on," said Batman, who rides colts on his farm and broncos at the Mesquite Rodeo.

"I know sometimes I've been knocked out for a few seconds or a minute, and I suppose a hard hat would help. But to me, it'd be very hard to get used to wearing it."

The CDC recommendation was published in a recent issue of its Morbidity and Mortality Weekly Report. The study was reprinted in last week's Journal of the American Medical Association.

According to the report, injured horseback riders in the United States visited hospital emergency rooms an estimated 92,763 times in 1987 and 1988. That means the rate of serious injury per riding hour is higher for horseback riders than for motorcyclists and race car drivers.

More than 17,500 of the injuries were to the rider's neck and head; about one in 10 of the riders had to be hospitalized.

Although some riding schools and equestrian events require riders to wear helmets, it seems the warnings and statistics haven't prompted many cowboys or casual riders to buck tradition.

"Maybe more people would wear hard-shell helmets," said Kay Nowlin of the International Professional Rodeo Association, "if someone could shape them like a real hat." *END*

Reprinted from September 1990
Northwest Shooting News and The Oregonian

OREGONIAN SHARES "INTERESTING" LETTER FROM SEN. HATFIELD

[Submitted by John Bradfield of Salem, Oregon. Says John, the letter from Sen. Hatfield "contains some interesting statements."]

Dear Mr. Bradfield:

Thank you for your recent communication concerning gun control. I appreciate your taking the time to contact me regarding this matter.

Recently, the Senate completed action on S.1970, the Omnibus Crime Bill. Included in this legislation, Title IV of the bill, was the text of S.747, Senator DeConcini's semiautomatic weapons legislation.

Title IV bans the following semiautomatic weapons:

- 1) Norinco, Mitchell, and Poly Technologies Avtomat Kalishnikovs (all models);
- 2) Action Arms Israeli Military Industries UXI and Gaili;
- 3) Beretta AR-70 (SC-70);
- 4) Colt AR-15 and CAR-15;
- 5) Fabrique Nationale FN/FAL, FN/LAR, and FNC;
- 6) MAC 10 and MAC 11;
- 7) Steyr AUG;
- 8) INTRATEC TEC-9; and
- 9) Streetsweeper and Striker 12.

The ban will last three years. During this three-year period, the Justice Department is required to study the ban's impact on drug-related crime. In addition, the bill increases criminal penalties for crimes committed with such weapons and establishes certain record-keeping requirements. The Secretary of the Treasury, in consultation with the Attorney General, may recommend to Congress additions or deletions to the list. Except for record-keeping requirements, this legislation does not affect those who currently own such weapons.

Several changes in the criminal code were also included in S.1970: establishment of a federal death penalty for a wide range of federal crimes, habeas corpus reform, victims' rights measures and enhanced criminal penalties.

During consideration of S.1970 efforts were made to strike the semiautomatic weapons ban from the bill. I voted against such efforts. However, my vote to retain the semiautomatic weapons ban in S.1970 does not mean that I favor broad legislation to ban a wide range of weapons. My vote simply reflects my view that the Second Amendment is not absolute - in other words, I do not believe that the Second Amendment gives citizens the right to own any type of weapon, regardless of its nature or destructive power. Therefore, my concerns, and the concerns communicated to me by almost every major police organization, over the availability of the above-listed weapons caused me to vote the way I did.

Ultimately, I voted against passage of S.1970 because of its provisions invoking the death penalty. S.1970 passed the Senate by a 94-6 vote.

Thank you for taking the time to contact me. I hope you will continue to share your views with me.

Sincerely,
Mark O. Hatfield
United States Senator

BLAST FROM THE PAST

Joan Claybrook tries to turn back the clock on motorcycle safety

by Stu Lawson

Look at how much the world has changed in the past quarter-century.

Men have walked on the moon.

The United States has survived the Vietnam crisis, the gas crisis, the Watergate crisis and the Iran crisis, only to face the savings and loan crisis.

The electronics revolution has brought us digital watches, personal computers, cellular phones and video tape recorders.

The Communist Bloc that was going to bury us in the '60s is now preoccupied with other problems.

In almost every phase of life, there have been important changes over the past 25 years.

But some people remain rooted in the past. Take, for instance, the outside "experts" in motorcycle safety. They've been singing the same old simplistic tune about mandatory helmet laws since Lyndon Johnson was in the White House. And like a broken record, they're still singing it today, in spite of all the progress we've made in the meantime.

Back in the mid-'60s, when motorcycle sales were booming and thousands of young people were discovering the pleasures of riding, these self-styled experts decided to step in and "solve" the problem of motorcycle safety. Their solution was quick and simple: Every state across the country, they said, should have a mandatory helmet law.

In 1966, that quick simple solution became the law of the land when the federal Department of Transportation ordered states to pass helmet laws or lose some of their federal highway funding.

And somewhere in the background, lost in the rush toward simple solutions, was the voice of those within motorcycling who wanted to ensure the safety of riders, saying, "It ain't that easy."

The grand experiment with helmet laws lasted nine years, until 1975, when Congress ordered the Department of Transportation to stop blackmailing states over the helmet law issue. Each state, Congress said, should consider which motorcycle safety measures are appropriate for its own citizens.

Some states kept their helmet laws, but others decided to look at alternative safety measures. And motorcyclists seized the opportunity. They proposed a wide-ranging agenda of programs that included comprehensive rider training courses, motorist awareness campaigns, stricter licensing laws, and drug and alcohol education.

The motorcyclists' agenda wasn't as quick or simple as helmet laws, so it took a few years to catch on. But by the late '70s, legislators in a number of states were listening. And the results became clear in the '80s.

During the course of the decade, no less than 34 states adopted self-funded rider-education programs, in which all motorcyclists pay slightly higher fees for licenses and registrations to fund training programs for new riders and motorist awareness campaigns. Many states upgraded their motorcycle licensing testing standards, while others required separate motorcycle licenses for the first time.

The results have been dramatic. Since 1980, federal government reports show that motorcycle-related fatalities dropped 39 percent. That's more than one-third!

To put that number in perspective, consider this: During the

same period, automobile fatalities only decreased 9 percent, while truck fatalities were up 7.6 percent. Yet motorcycle fatalities not only didn't increase, they plummeted.

Of course, it's impossible to pinpoint all of the factors that went into that record-setting improvement in safety. It's likely that the superior design of modern motorcycles, offering better handling and braking, played a role.

And you might argue that, with fewer new motorcyclists getting involved in riding, the average rider on the road is more experienced today.

But it's also clear that rider-education programs have played an important role. As Commissioner Maury Hannigan of the California Highway Patrol noted after the state experienced a 28 percent drop in motorcyclist fatalities in just three years following the introduction of a rider-education program, "Motorcyclist casualties will continue to decline as more motorcycle riders become better trained and as driver watch out for them."

With an enviable safety record behind us, motorcyclist groups looked forward to maintaining the momentum for comprehensive safety programs into the '90s. After all, 16 states have yet to establish rider-education programs, and two still don't have a separate licensing procedure for motorcycle riders. There's a lot of work that remains to be done.

But remember what we said about outside "experts" being rooted in the past? Well, prepare yourself for a time warp, because some of those people want to set the cause of motorcycle safety back 25 years.

The organization leading this charge into the past is called Advocates for Highway and Auto Safety. It's billed as a safety-advocacy group, but a close look at its structure reveals otherwise. In fact, the group's board of directors includes representatives of no less than nine insurance companies.

What important safety credentials did these insurance-company representatives bring to their positions on the board of directors? Well, for one thing, each of them ponied up \$100,000 in insurance company profits, because that was the required price for a seat on the board. And that money is being used in a \$1 million campaign to take us back to quick and simple motorcycle safety solutions from the '60s.

Serving as one of the ringleaders for this organization is a woman familiar to nearly every motorcyclist. Her name is Joan Claybrook, and she served as head of the National Highway Traffic Safety Administration in the '70s as part of President Jimmy Carter's administration. During her term, the agency, stripped of its blackmail power over the states on the helmet-law issue, funneled its resources into a project it called the "safety bike," and everyone else knew as the "backward bike." This strange contraption of frame tubes and outriggers was offered as another simple solution to the question of motorcycle safety. The only problem was, it proved to be totally not rideable.

Given the track record of Joan Claybrook and the insurance industry over the past 2 1/2 decades, can you guess what innovative new programs they're supporting for motorcycle safety in the 1990s? Hold onto your hats (literally) because it's ... federally mandated helmet laws!

That's right. Fifteen years after Congress ruled the states should be able to establish their own motorcycle safety programs, and hot on the heels of the decade in which those state programs contributed to a decline of nearly 40 percent in motorcycle fatalities, Joan Claybrook and the insurance industry want to turn the calendar back to 1966 and start over.

The particular bills that the Advocates for Highway and Auto Safety are supporting are measures introduced by Sen. John Chafee (R-Rhode Island) and Rep. Jim Cooper (D-Tennessee). They would force all states to pass mandatory helmet laws for all motorcyclists as well as mandatory seat-belt laws for automobile

drivers. States that don't toe the line could lose millions of dollars in federal highway funds.

In other words, the Advocates for Highway and Auto Safety want to go back to oversimplified solutions to motorcycle safety issues, regardless of the effectiveness of comprehensive safety programs over the past decade. And they want to put blackmail right back into the federal arsenal of weapons to be used against the states.

The AMA isn't in a position to judge the effectiveness of seat belt laws and other automobile safety programs. But we know that the cause of motorcycle safety has made tremendous strides since the quick and simple approach was abandoned in 1975. And turning the clock back to the 1960s doesn't look like progress to us.

If you agree, we urge you to make your opinion known on this important legislation. Write to the Honorable Glenn Anderson, Committee on Public Works and Transportation, 2329 Rayburn House Office Building, Washington, D.C. 20515-0532; and to the Honorable Daniel Patrick Moynihan, Senate Committee on Environment and Public Works, 464 Russell Senate Office Building, Washington, D.C. 20510-3201. Tell them that you're concerned about the direction being proposed in Sen. John Chafee and Rep. Jim Cooper's National Highway Fatality and Injury Reduction Acts.

And write to your own senators and congressmen as well. You can get their addresses from your local library or by calling the AMA's Government Relations Department at (614) 891-2425. *END*

Reprinted from October 1990
American Motorcyclist

DOLE SPURS CREATION OF NATIONAL HELMET RULE FOR WORKERS

For years, we've all assumed that if motorcycle helmet use becomes mandatory in the United States, it will be because the members of the U.S. Congress - our elected representatives - vote for such a law in open session. And if you've read our story about motorcycle safety issues on page 13, you know that may well happen.

But in the meantime, the U.S. Department of Labor is making an end-run around the public lawmaking process by proposing what amounts to a mandatory helmet law for an entire class of motorcyclists from coast to coast. And this law may go into effect without any elected official ever voting on it.

Under the direction of Labor Secretary Elizabeth Dole, the federal agency is considering a regulation that would require helmet use for all workers who ride motorcycles in the course of their jobs. The proposed rule, which would take effect in 1991, would also mandate seat belt use for workers who drive cars and trucks for a living.

Dole, who previously served as secretary of transportation, said she proposed the new regulations as part of a commitment she made to seat belt and helmet use while in charge of the transportation agency.

The regulations, which would be administered by the Occupational Safety and Health Administration (OSHA), would work like this: All employers in the United States would be required to make their workers wear helmets and use seat belts when they ride motorcycles or drive automobiles on the job. Plus, employers would be obligated to provide training to their employees concerning the proper use of helmets and seat belts.

According to Dole, the regulations would cost employers about \$6 per worker, with the bulk of the cost - \$220 million - resulting from the training requirement. But that cost would hardly be spread out evenly across the work force. Some employers would be relatively unaffected, while others would incur large costs to bring their companies into compliance with the measure.

Who would be affected by the Dole proposal? Essentially every worker who uses a motorcycle or car on the job. Obviously, that includes truck drivers, cabbies and motorcycle couriers, but it would also affect salesman, construction workers, farm workers and anyone else who ever uses a motor vehicle during the work day.

And that brings up an interesting question: How does the Labor Department plan to enforce these new rules at every work place on every road in the country?

"It's going to be a tough job," admitted a spokesman for OSHA. "Obviously, we can't inspect every business." But the spokesman noted that employers found to be in violation of the regulation could face fines up to \$10,000.

The proposal has the enthusiastic support of the National Safety Council and the Insurance Institute for Highway Safety, which are lauding it as a way to enhance safety and reduce health care costs. But other organizations, like the U.S. Chamber of Commerce, see it in a different light.

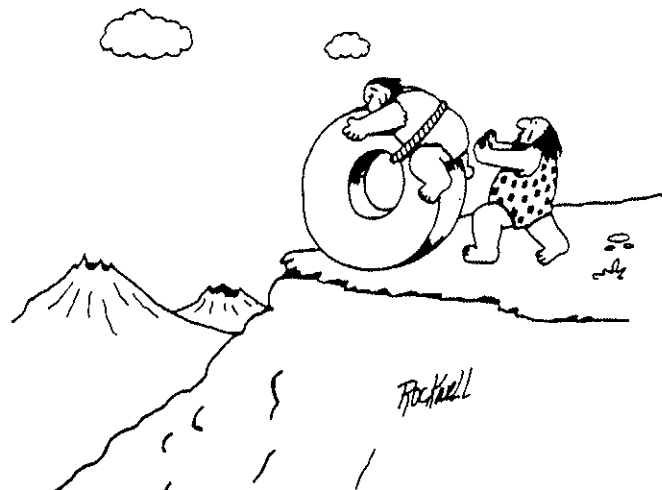
A spokesman for the chamber recently called the proposal "another example of regulatory overkill," and said OSHA should leave such matters as helmet and seat belt use in the hands of the states.

The AMA also opposes the regulation on the grounds that it circumvents the public lawmaking process. The Association has consistently supported the rights of states to establish their own motorcycle safety requirements.

"While the Association strongly supports voluntary helmet use," noted Robert Razor, vice president of government relations, "we believe that the states are the appropriate place to debate such issues, not the Labor Department. This proposed standard is a gross imposition on the rights of states to govern their own citizens."

In the months to come, the AMA will monitor the progress of this controversial proposal. In the meantime, you can express your views on this proposal directly to the federal agency. You have until November 9 to send you comments in quadruplicate (that's right - one original and three copies!) to: Docket Office, Docket No. S776, Occupational Safety and Health Administration, Room N-2625, U.S. Department of Labor, 200 Constitutional Ave., N.W. Washington, D.C. 20210. *END*

PARTING SHOTS



"Don't worry! If this seat belt idea works, we'll be famous."

GOVERNMENT BRIEFS

The thrill of victory -

For more than a decade, riders have been fighting a controversial ordinance banning motorcycles from city parks in Warwick, Rhode Island. But now, the battle is over and motorcyclists are on the verge of a major victory. Thanks to the lobbying efforts of AMA member Lou Petrucci and the Rhode Island Motorcycle Association, the Warwick, City Council recently voted to drop the bike ban. As a result, Warwick's parks were reopened to motorcyclists on August 29. However, there is one more hurdle to clear. Next March, the council plans to reconsider its action and determine whether motorcycle access to the parks has created any problems. Interestingly enough, one of the council members voting to eliminate the ban was Lincoln Chafee, son of Senator John Chafee (R-Rhode Island), sponsor of a federal bill that would require all states to pass mandatory helmet laws or face highway fund cutbacks.

Split personality -

A pair of bills that would have outlawed the practice of lane-splitting on California highways have been stopped in their tracks. Lane-splitting, although illegal in many states, has become an important tool in reducing traffic congestion on Southern California's overcrowded freeways. In response to protests from the AMA and other motorcyclist groups, Assemblywoman Gwen Moore (D-Los Angeles) and Assemblywoman Marian LaFollette (R-Northridge), who had proposed bills to ban the practice, first removed all references to lane-splitting in their bills. Later, the two legislators amended their bills to include a study of alternative traffic-control measures, such as designating certain lanes for motorcycle traffic only. But in the end, lawmakers determined that funds weren't available to carry out the needed research, and both bills were killed.

All screwed up -

What started out as a relaxing day of trail riding at Fall Creek, a popular riding area outside Idaho Falls, Idaho, ended in an unwarranted act of sabotage for several members of the Idaho Falls Trail Machine Association recently. Club member Joe McKnight, one of the victims, explains: "We were only a few miles into the trail ride that our club had organized when eight riders suddenly experienced flats. We thought it was just a coincidence at the time, but when I got back to the shop, (McKnight is the sales manager for Pinecrest Sports, a local motorcycle dealership), I discovered a three-inch wood screw in the rim of my bike. These sharp screws, which are used to hang cabinets, appeared to be brand new. And that's hardly the sort of thing you'd just find laying on the trail. When I realized that someone had spiked the trail, we reported the incident to the authorities." He added, "We're warning everybody who uses the trail to be careful."

Hope for trails -

After a sluggish start, a proposal that would do much for off-highway recreation in this country is picking up speed in the U.S. Senate. Recently, the Senate's Environment and Public Works Committee scheduled a hearing on the National Recreation Trails Act, sponsored by Sen. Steve Symms (R-Idaho). The bill would encourage states to build and maintain off-highway vehicle trails, acquire easements for recreation purposes and construct trail-side facilities. The plan Symms has proposed would utilize gasoline taxes paid by off-highway riders to fund these projects. AMA Board Member Dal Smilie is among those scheduled to testify in favor of the bill. We'll have more on that hearing next month. *END*

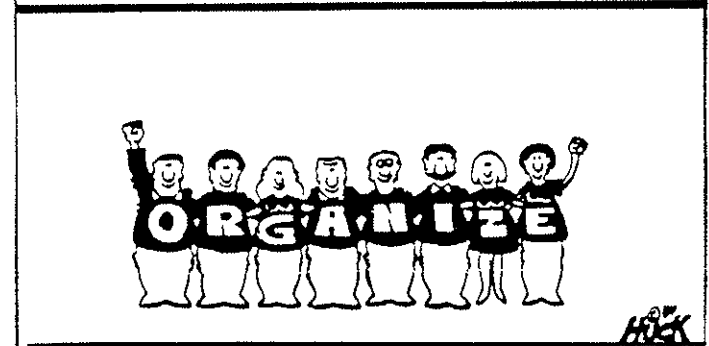
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-Charles James Fox

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Brian Stovall, Editor

SEPARATING FACT FROM FICTION ON GUN ISSUES

MEDIA MYTH: "The NRA has opposed reasonable restrictions on both 'cop-killer' bullets and 'plastic guns.'"

TRUTH: NRA and the U.S. Treasury Department opposed the original "cop-killer" bullet bill introduced by anti-gun Rep. Mario Biaggi because it would have banned virtually all ammunition used in big-game hunting and self-protection. The NRA helped Congress write the legislation that ultimately passed which prohibits specific types of ammunition from being sold other than to police and the military - simply regulating what had long been the industry practice. On that bill's passage, Rep. Biaggi said: "Our final legislative produce was not some watered-down version of what we set out to do. In the end, there was no compromise on the part of police safety."

According to expert testimony, no commercially available "plastic" firearms exist in the world today - but the so-called "plastic gun" bill would have banned millions of detectable, metal firearms. The NRA supported an alternative bill, signed into federal law, which enhanced airport security systems to counter terrorism, and banned undetectable firearms.

MEDIA MYTH: "There is no need for anyone to own semi-automatic 'assault rifles' that accept large-capacity magazines. These guns are the weapons of choice of drug dealers, are a hazard to police officers and the general public, and should be banned."

TRUTH: An "assault-rifle" is a selective-fire military rifle capable of firing on full automatic, burst, or semi-automatic modes at the option of the shooter. True "assault rifles" are therefore full automatic firearms for purposes of federal law, and the sale of such newly manufactured rifles has been prohibited since 1986. It is impossible to define full automatic assault rifles or semi-automatic firearms (which fire one round per trigger pull) based on a firearm's ability to accept a detachable magazine. Any firearm that accepts a detachable magazine can accept a magazine of indeterminate size. A rifle that uses a 3- or 5- round magazine for hunting can also use a 10-, 15-, or 20-round magazine for target shooting or competition, which often requires 20- or 30-round magazines. It is lawful to hunt big game with semi-automatic firearms of one kind or another in 49 states. There are an estimated 30 million lawfully owned semi-auto firearms in the U.S., 3 million to 4 million of which have a modern military-style appearance. The Bureau of Alcohol, Tobacco and Firearms has testified that the functional mechanisms on all these guns are identical; banning a particular firearm because it is a semi-auto will be definition affect all semi-auto firearms in the country. Finally, according to law enforcement statistics and testimony, military-style semi-auto firearms are involved in only about one-half of 1 percent of all homicides.

MEDIA MYTH: "According to a Cox newspaper article, 'assault weapons' are 20 times more likely to be used in crime than other weapons."

TRUTH: Usage figures disclosed in a Cox News Service "study" are erroneous. In fact, the Bureau of Alcohol, Tobacco and Firearms issued a disclaimer stating that they "do not necessarily agree with the conclusions of Cox newspapers ..." BATF data show that because of the heightened interest in these firearms due to the increased attention from the media, law enforcement agencies were more likely to run a firearms trace merely if one was found, regardless of whether any crime was involved.

The assertion that semi-automatic military-style rifles are the

"weapon of choice" for drug dealers is not supported by the facts. Officers from firearms divisions in the police departments of San Francisco, Los Angeles, Washington, D.C., and New York City have all stated that their respective agencies have seen these firearms at the rate of only one-half of 3 percent of all firearms confiscated by their departments. In Washington, D.C., the murder capital of the United States, police did not confiscate ANY semi-automatic military-style rifles covered under the import ban for 1988. In Los Angeles, where the drug trade is ruled by murderous gangs, police confiscated over 4,000 firearms in 1988, but only 3 percent of those would fall into the classification of military-style semi-automatic rifles. In New York, where police confiscated 16,378 firearms in 1988, only 80 were semi-automatic military-style firearms.

Cox came up with its ratio by assuming that all guns traced through the BATF are crime guns and that all crime guns are traced. While Cox claimed there were only 500,000 privately owned military-style semi-autos, the government reports the number of such guns to be 3 to 4 million. Only 1 percent of the 400,000 traced guns used in crime are traced, and only about 10 percent of the roughly 40,000 traced guns in the Cox study had been used in violent crime. The most common description of the basis for a trace for the guns in the Cox study was not a crime or criminal investigation but "miscellaneous."

MEDIA MYTH: "Polls show that the general public supports stronger 'gun control,' particularly a national seven-day waiting period. This would provide the time needed for a police background check to screen criminals and mental incompetents as well as provide a 'cooling off' period, thereby reducing gun violence committed in the 'heat of passion.'"

TRUTH: Surveys on "waiting periods" that ask whether the respondent favors or opposes police approval prior to purchase a firearm or the computer registration of name, address and firearm model find widespread public disapproval of these schemes. Twenty-eight states and the federal government have rejected the concept of "waiting periods" as an unnecessary burden upon law-abiding citizens who are merely exercising their constitutional rights and a costly and ineffective application of law enforcement resources.

The U.S. Attorney General cites many hurdles to preventing criminals from obtaining firearms by means of a "waiting period." The greatest of these hurdles ... is the reality that felons obtain guns through many illegal unlicensed means." In fact, five-sixths of all criminals do not use legitimate means to obtain a firearm. The Attorney General's task force went on to state that, because of the dismal state of the nation's criminal records, "a truly effective check would take at least one month." Such a delay would impose an unreasonable burden on legitimate gun purchasers, and therefore is unacceptable." Even then, its accuracy is no better than the toss of a coin. To several criminological studies concluding - waiting periods have no effect on criminal violence or homicide - has been added the Attorney General's conclusion that background checks cannot be run with records kept in their current state.

MEDIA MYTH: "There are 33,000 gun deaths each year. Something must be done to reduce this number. Stricter 'gun control' would be a step in the right direction."

TRUTH: While this figure is roughly accurate, it sensationalizes the tragedy of the loss of life. Almost 55 percent of this number, or 18,000 are suicides. Roughly 40 percent, or 13,000 are homicides. About 4 percent, or 1,400 are accidental. Approximately 2,800 of the homicides were self-defense or justifiable homicides. Another 6,000 were committed by known violent criminals. Firearms accidents have declined 62 percent in the last four decades and are now the eighth-ranked cause of accidental death behind auto accidents, falls, poisonings, drownings, fires, suffocation, and medical/surgical mistakes. *END*

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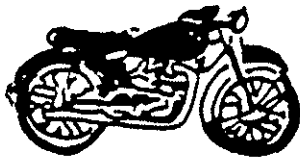
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Kidd's Stuff!

WHOSE OPINION TO LISTEN TO

by Kidd Curry, R.V.

Opinion: A belief or conviction, a mental estimate based on what seems probable or true, but not on demonstrable fact.

Have you ever wondered what someone's opinion is worth? According to the meaning out of the Webster's Dictionary, it is nothing more than a personal belief. We seem to have a lot of opinions when it comes to motorcycle safety and very few clear cut statements on how fatalities can be reduced. It seems that many of the legislators in the country are basing their decisions on the opinions of experts (supposedly) in their fields. If you have an opinion that needs a little weight added to it, all you have to do is sign your name with a few initials at the end. John Doe M.D., P.D., S.D., or whatever seems to mean we should listen to this person. Apparently the initials make them an authority on whatever subject they talk about. Darn few reports on how to reduce motorcycle fatalities are actually written by people who actually ride. I just cannot see how a doctor or an insurance representative can be an expert on what needs to be done to reduce motorcycle, or even car fatalities on our highways.

It makes me wonder why our politicians even waste their time listening to non-experts on the subject of motorcycles. It must be something tied in with those initials at the end of their name. It seems to me that we are the professionals, when it comes to what words in saving lives on the highways. Perhaps, if we add a couple initials at the end of our name, we could give our opinions on proper procedures for brain transplants. I am sure I could give plenty of advice on how to make this a successful operation. How about yourself? I believe the use of a buck knife would be much better than those tiny precision things they use now. I haven't found much that they won't cut, so they have to be good for the doctors to use as well.

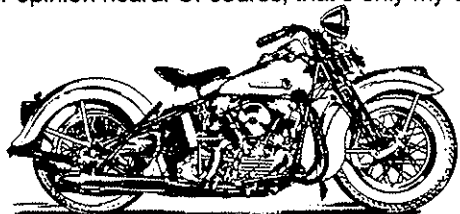
Hey, what about the insurance industry? I think they just waste too much money. Just check out those huge buildings they have for their offices. I wonder whose premium dollars are paying for those elaborate furnishings. I bet premium dollars could be saved here somewhere. Why not hold a news conference? We could go on as expert testimony on how the insurance industry could save money. Give them any suggestions you can. Be sure to include a couple of initials after your name, so they will realize you're an expert.

The point I am getting at is our legislators are making decisions that affect us on the opinions of non-experts when it comes to reducing motorcycle fatalities and improving safety. They should be listening to expert motorcyclists and professionals in the field of motorcycle safety.

In everything we do, there is a certain amount of accepted risk that we take. As adults, we should be given the correct facts and information on any activity and then be allowed to make the decision on what is acceptable risk.

We need to write our legislation and remind them whose opinion places them in their position to begin with. It's not the medical or insurance profession. The opinion of a registered voter should carry more weight than any industry's opinion.

Maybe the next time you write your legislator, sign your name with RV at the end (Registered Voter). Maybe that's all it takes to make your opinion heard. Of course, that's only my opinion. *END*



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Columbia Motorcycle

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JAMES T. KREOFSKY
Owner

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VANCOUVER, WA
SINCE 1945

Letters to the Editor GLASS HOUSE

You have heard it the last two Newsletters, from Roger, then Donna. Here it is again. Stop the B.S.!

Your VCR, television, shirts, Volkswagon, Jeep, gin, or Dodge Coit. Got any of these? Where were they made? America?

We have fought the Japanese, Germans, Mexicans, British and French. We also fought ourselves. North versus South. Don't give this for a reason.

Stop throwing stones. The people that are out here doing the work, your bidding, are not all riding Harley Davidsons. So What? Who is truly so perfect out there? (Malcolm Forbes even had non Harley Davidsons.)

Some really good people have left us over this issue. It has got kind of like when you were kids. "Your momma wears combat boots."

A lot of people don't mean a lot by their remarks. They do accumulate over a period of time. Think about it.

Edd Dahl
S.E. Portland, Chapter Coordinator



**AN EFFORT A DAY
HELPS KEEP
FAILURE AWAY**

PRIVATE PROPERTY RIGHTS: AN ENDANGERED SPECIES

by Paul D. Kamenar

Mr. Kamenar is Executive Legal Director of the Washington Legal Foundation.

Last July, John Pozsgai, a 58-year-old, self-employed truck mechanic, was sentenced to three years in jail by a Federal judge and fined \$202,000 for violating the Clean Water Act. This is the longest prison sentence ever meted out in the United States for an environmental crime. No, Mr. Pozsgai wasn't the captain of the Exxon Valdez that ran aground in Alaska spilling millions of gallons of oil, nor did he dump toxic or hazardous wastes into any river or stream.

His crime? Pozsgai was sentenced for placing topsoil and clean fill on his own property without permission of the Federal authorities from the Environmental Protection Agency and the U.S. Army Corps of Engineers. Sparing no expense to nab this "criminal", the EPA even staked out the property with secret surveillance cameras and took several serial photographs to capture the "crime" on film.

Unless the decision is reversed by the United States Supreme Court, the EPA will begin using the case of *United States v. Pozsgai* as a precedent to send property owners to jail for two to three years if they dare put topsoil on their own property without the federal government's permission. Already another Florida man and his son have been sent to prison for two years for putting a few truckloads of clean sand on their property without EPA approval.

In another case in New Jersey, a retired couple was prevented from developing a lot they purchased years ago for retirement because environmental officials recorded the sound of an owl on their property. The property owner's suggestion that the owl could easily fly across the street to 16,000 acres of preserved wildlife refuge didn't faze the authorities.

The message the government wants to send by these cases is that private property rights and economic development are rapidly succumbing to bureaucratic regulation at the Federal, state and local level, all in the name of the environment - regardless of the actual environmental impact. The clash between environmentalists and private property owners promises to be one of the major issues of the 1990s.

John Pozsgai, who immigrated from Hungary in 1956, works seven days a week out of a small garage behind his house fixing trucks to support himself, his ailing wife, and his two daughters. His home is located across the street from a 14-acre dump-site in an industrial area of Morrisville, Pennsylvania, near Trenton, New Jersey. The area has been used as a dumping ground and landfill for over 20 years. Pozsgai's property is bordered on the north and south by major roads, to the east by a tire dealership, and on the west by an automobile tire dealership, and on the west by an automobile salvage yard. Mr. Pozsgai saw that property not as a dump, but as an opportunity to fulfill a lifelong dream of buying a piece of land on which he could build a garage to expand his small repair business.

Having saved enough money for a down payment, he bought the property in June 1987 and mortgaged his small wood-frame house to finance the purchase. He then began the Herculean task of cleaning up the property by removing over 7,000 used tires that had been dumped there over the years, along with other accumulated junk such as rusted auto parts, before placing clean fill and topsoil on five acres of the site.

Meanwhile, the EPA and Corps of Engineers paid several visits to Mr. Pozsgai, claiming that the dump site contained some "wetlands", and therefore required a permit from the federal government before fill could be placed on the land. The site, however, isn't listed

on the Department of Interior's National Wetland Inventory Map. In addition, Pozsgai claims that local officials who coordinate the permit program with the Corps of Engineers indicated that no permit was needed if clean fill (earth, and dirt) was placed on the property.

What is a "Wetland"?

The EPA claims it had jurisdiction over this so-called "wetland" because the land is adjacent to a tiny stream which borders the property on the east. This "stream", which was dry most of the year, had a tendency to flood a portion of the site after heavy rains because of the damming effect of the old tires. Once the tires were removed, the flooding would cease. To the EPA and the Corps, however, the cause of the "wetland" conditions is irrelevant. It also is irrelevant that Pozsgai didn't put any fill into the stream. Indeed, he had installed a protective silt skirt fence along the stream after consulting county officials.

As far as the EPA and Corps are concerned, once they determine that a property is a wetland, Federal jurisdiction comes into play. Yet the familiar types of wetlands are estuaries, marshes, swamps, and bogs near open bodies of water that can serve as fish and wildlife habitats, or as filtering areas for pollutants that might harm water quality. Pozsgai's property is in an industrial area of town, far from any ocean, bay, or river. It isn't a marsh, swamp, bog, or anything close to it. Nor does it serve as a fish or wildlife habitat, unless you want to count the thousands of mosquitoes that used to breed in the water standing in the old tires. Nevertheless, the Corps' soil sample of the site, as well as the presence of such "rare" vegetation as skunk cabbage, indicated that most of the dump site was technically a "wetland".

Indeed, the Corps has a regulation which authorizes placing fill on 10 acres or less of "wetlands" that are essentially isolated. If a citizen wishes to take advantage of this general permit, the regulation specifically states that no application for a permit is required. Yet the Corps was demanding that Pozsgai fill one out! With the help of his daughter, he tried in vain to get several engineers to complete the confusing and complicated paperwork.

The Arrest and Trial

The EPA had enough of Pozsgai placing topsoil on his own land, so they set up secret surveillance video cameras to record some of the filling activity. Armed with this evidence and serial photographs, the EPA had Pozsgai arrested and indicted in September 1988 for "discharging pollutants into waters of the United States." Keep in mind that the "pollutants" consisted of earth, topsoil, sand, and clean fill. (Under the Clean Water Act, a child at the beach dumping a bucket of sand into the ocean is technically "discharging a pollutant into waters of the United States" and can be arrested for doing so without an EPA permit.) The EPA readily admits that no toxic or hazardous wastes were involved in this case.

Keep also in mind that the "waters of the United States" in question wasn't the tiny stream on Pozsgai's property, but the adjacent dump site that had been determined to contain "wetlands". Mr. Pozsgai had removed dirty old tires from the stream, never placed any fill in it, but rather erected a protective silt skirt fence along the stream's edge to prevent erosion.

Pozsgai's arrest and indictment were trumpeted in a press release issued by the U.S. Attorney for the Eastern District of Pennsylvania in Philadelphia, who now heads the criminal division of the Justice Department. The government was going to spare no expense in criminally prosecuting Mr. Pozsgai, although there are ample administrative and civil remedies available to the EPA to handle such regulatory matters. Violent criminals would have to wait the prosecutor's attention.

The trial took place during the Christmas holidays. December 26-30, 1988. The lead prosecutor, Assistant U.S. Attorney Seth Weber, was so confused by the Clean Water Act's requirements himself that he mistakenly thought that Mr. Pozsgai needed a National Pollutant Discharge Elimination System permit from the EPA, which is required for factories discharging wastes into water,

rather than a simple fill permit from the Corps of Engineers. If an educated prosecutor doesn't know which permit Pozsgai is required to have, certainly Pozsgai, a Hungarian immigrant with little schooling, could be forgiven if he found the morass of regulations a little confusing. Nevertheless, the jury, obviously impressed with the videotapes and the government's expert witnesses, found Pozsgai guilty.

John Pozsgai was sentenced on July 13, 1989. At the urging of the prosecutor, U.S. District Court Judge Marvin Katz sentenced Pozsgai, who has no criminal history, to three years in jail, the maximum sentence under the Clean Water Act, fined him \$202,000, ordered him to be placed on probation for five years after he serves his three-year prison term, and to restore the property not to what it was, but to a pristine wetland according to plans by the Corps of Engineers. The judge and prosecutor ignored the probation report that this "crime" wasn't serious, that Pozsgai's wife, also a Hungarian immigrant, has a heart condition and that jailing her husband, her sole support, would likely kill her, and that the fines would impoverish Mr. Pozsgai who has a negative net worth and a meager income. Rarely do we see such examples made of the most violent criminals.

Pozsgai then asked the Washington Legal Foundation, a pro-free enterprise, public interest law and policy center, to represent him before the United States Court of Appeals for the Third Circuit. Incredibly, the court upheld his conviction on January 12, 1990, without holding oral arguments and without stating any reasons for its decision. If the Supreme Court doesn't reverse the case, the sentence imposed on Pozsgai would be the longest prison term ever served for violating the Clean Air Act or, for that matter, any other U.S. environmental law.

Research by the Washington Legal Foundation of all environmental crimes from fiscal years 1983-1989 shows that the usual disposition is a moderate fine and probation. In the rare case, a small jail term may be imposed for a dangerous polluter's dumping toxic or hazardous wastes.

Sending a "Message"

Why as Pozsgai targeted for the most serious penalty the law has to offer for simply putting clean fill on his own property? To quote the prosecutor, "a message must be sent to all land owners, the corporations, the developers of this country" that fines, probation, and short prison terms are a thing of the past for environmental offenses, especially those involving wetlands, because of President Bush's "no net-loss of wetlands" policy.

The government means business, at least when it comes to prosecuting the little guy. For at the same time Federal prosecutors were going after John Pozsgai, they were prosecuting another "water polluter" in Florida. Ocie Mills, a 58-year-old retiree, and his son were convicted and sentenced to two years in jail for placing 19 loads of sand on his property without a permit, even though Florida officials told him that none was required. Mills, who defended himself, proved no match to the three Federal prosecutors assigned to the case. Unlike Mr. Pozsgai, who was luckily placed on bail pending appeal, Mr. Mills was ordered incarcerated while his appeal works its way through the courts. Mills already has served a year of his sentence in a Federal penitentiary.

In short, the government intends to use the Pozsgai case as a precedent to start imprisoning corporate officers and other businessmen for environmental offenses, even though heretofore wetland cases have been prosecuted only in civil proceedings.

As for explaining how a typical arsonist would receive a much more lenient sentence than that meted out against John Pozsgai, the Justice Department responds in its appeal brief that arson "is directed at a limited number of victims," whereas the victims of Mr. Pozsgai's so-called crime "include the public at large."

The government also takes great offense at the Washington Legal Foundation's other arguments on appeal. For example, we point out that the statutory definition of "pollutants" means a dis-

charge of earth or sand into "water" not "wetlands". The word "wetlands" is nowhere defined in the Clean Water Act. Therefore, since Pozsgai didn't dump anything into water, no crime took place. The Justice Department characterizes our interpretation of the word "water" to mean "liquid water" as an "innovative reading of the Clean Water Act." Only to government bureaucrats at the EPA and Corps of Engineers, with an ever-increasing jurisdictional appetite, would the placing of earth on other earth constitute a discharge of pollutants into water.

As for failing to prove at the trial that the stream was a tributary of the Pennsylvania Canal, or that the canal was used in interstate commerce (both of which, in this case, are prerequisites to Federal jurisdiction), the government blithely responds that the dictionary defines "canal" as a waterway used in navigation, and the jury can simply assume it was used in interstate commerce.

We also point out that by the Corps of Engineer's own estimate, over 97 percent of permit applications are granted. Indeed, John Pozsgai has had an application pending for what the Corps refers to as an after-the-fact permit. It certainly would be a gross miscarriage of justice if Mr. Pozsgai were to spend three years in jail and be liable for \$202,000 in fines when he is likely to get an after-the-fact permit that authorizes the fill already placed on five acres of the 14-acre site, especially when the amount of fill is well below the 10-acre exemption for isolated wetlands.

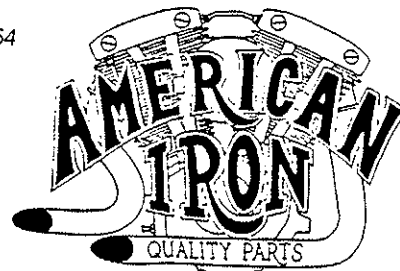
Regardless of the outcome of the Pozsgai and Mills cases, the Justice Department, White House, and Congress need to take a hard look to determine whether over zealous prosecutors and EPA officials are invoking President Bush's concern for the environment while ignoring his pledge to have his Administration foster a kindlier, gentler America. To most Americans, scarce prosecutorial resources would be better spent fighting major polluters and violent criminals than imprisoning citizens whose only crime was to place clean fill on their own property. *END*

» ATTENTION A.B.A.T.E MEMBERS «

Those wanting to be nominated for a State level position need to have their nominations in by November and be present at the November 10th and December 8th State Board Meetings to campaign for the position you want.

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

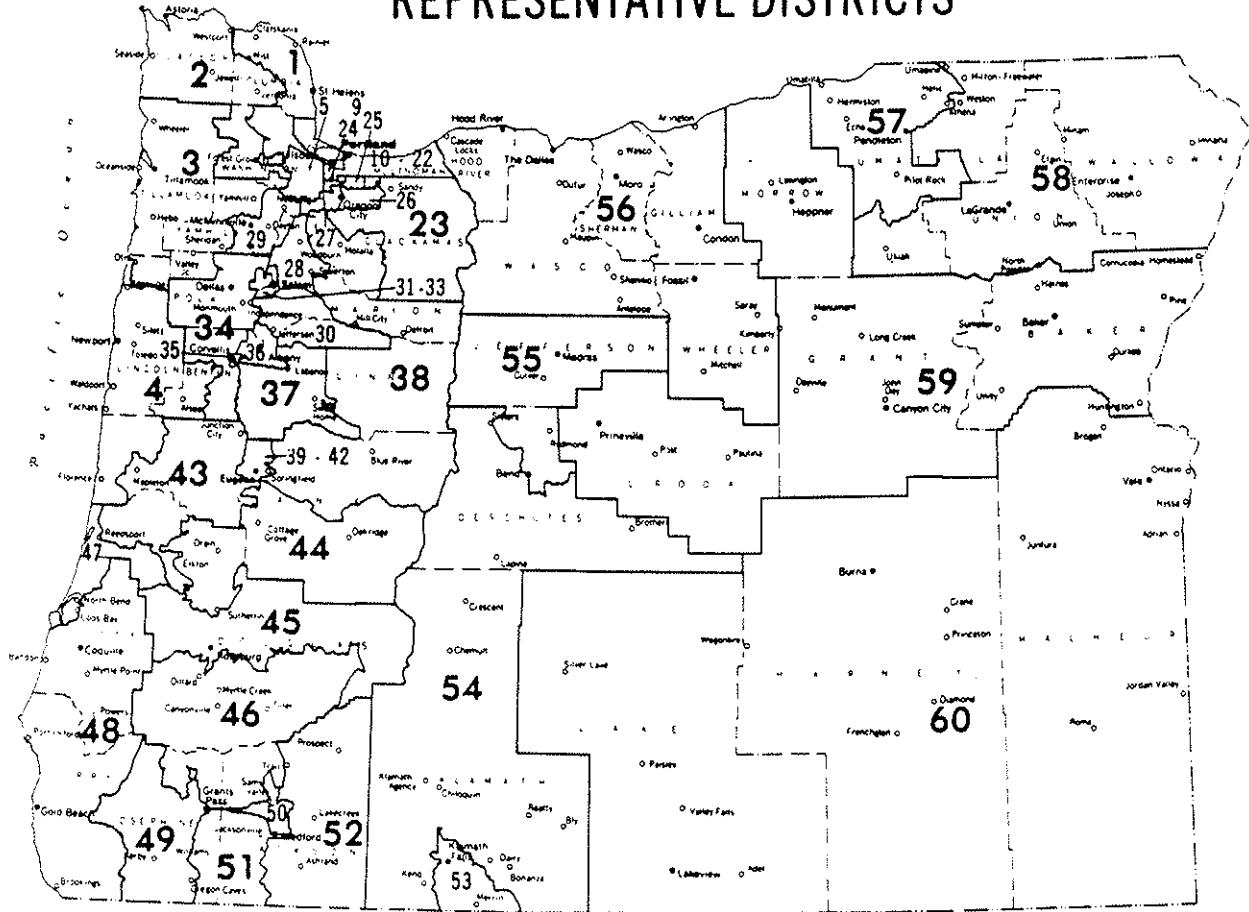
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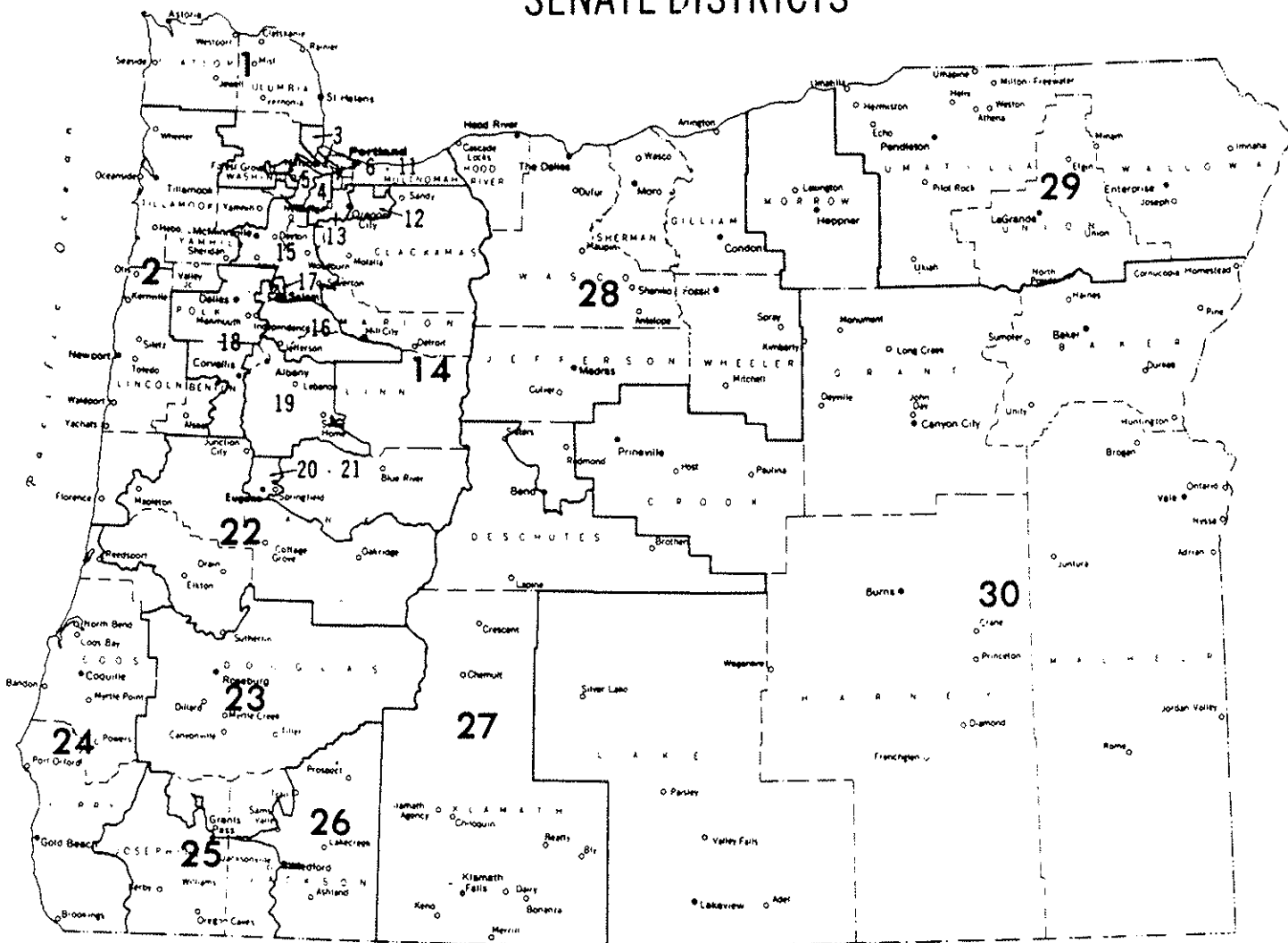


GENERAL ELECTIONS NOVEMBER 6, 1990

R = Republican D = Democrat NST = No Sales Tax Party

dist	party	first	last	address	city	zip	dist	party	first	last	address	city	zip
1	D	Bruce	Hugo	PO Box 751	Scappoose	97056	31	D	Phyllis	Barbour	163 Gregory Ln SE	Salem	97302
1	R	Jim	Whitfield	12975 NW Laidlaw Rd	Portland	97229	31	R	Gene	Derdler	1408 34th Ave NW	Salem	97304
2	D	Jackie	Taylor	1324 Miller Ln	Astoria	97103	31	L	Paul E.	Smith	2850 Vibbert St	Salem	97302
2	R	Mike	Main	140 Hilltop Dr	Seaside	97138	32	D	Kevin	Mannix	375 18th St NE	Salem	97301
2	L	Jon E.	Zimmer	Rt 1, Box 210-A	Forest Grove	97116	32	R	James B.	Berlin	4306 Pennsylvania Ave SE	Salem	97301
3	D	Tim	Josi	6740 Base Line Rd	Bay City	97107	33	D	Peter	Courtney	2577 Simpson St SE	Salem	97301
3	R	Gary	George	15195 NE Riboon Ridge Rd	Newburg	97132	33	D	Bob	Claussen	2925 Island View Dr NE	Salem	97303
4	D	Hedy	Rijken	PO Box 576	Newport	97365	33	R	Bob	Claussen	3373 Rawlins Ave NE	Salem	97303
4	R	Bill	Bain	4910 NW Woody Way	Newport	97365	33	R	Les	Bahr	1731 Wildwood Place NE	Keizer	97303
4	D	Kathy	Morris	2727 17th Ave	Forest Grove	97116	34	D	Keith A.	Miller	8035 Rogers Rd	Independence	97351
5	R	John E.	Mack	713 NW Queens Ct W	Hillsboro	97124	34	R	John	Schoon	7090 Zena Rd	Rickreall	97371
6	D	Mike	Bohan	7187 SW 161 Terrace	Beaverton	97007	35	D	Patrick	Peters	2160 NW Janssen	Corvallis	97330
6	R	Delna	Jones	PO Box 5666	Aloha	97006	35	R	Tony	Van Vliet	1530 NW 13th	Corvallis	97330
7	D	David L.	Brodrek	12998 SW Gentry Ln	Beaverton	97005	36	D	Dana J.	Anderson	3083 NW Crest Lp	Albany	97321
7	R	Ted	Caiouri	14785 Bonneville Lp	Beaverton	97006	36	R	Carolyn	Oakley	3197 Crest Lp NW	Albany	97321
8	D	Jim	Gennette	14355 SW Wilson Dr	Beaverton	97005	37	D	Sharon	Little	1975 Park Dr	Lebanon	97355
8	R	Mary Alice	Ford	6620 SW Hickman Ln	Portland	97223	37	R	Liz	Van Locuwen	27070 Irish Bend Lp	Halsey	97348
9	D	Tom	Brian	7630 SW Fir	Tigard	97223	38	D	Austin	Colcord	33472 McKenzie View Dr	Eugene	97401
9	R	Ronald	Tobias	435 Roy St.	Sherwood	97140	38	R	Cedric	Hayden	46300 Big Fall Crk Rd	Fall Creek	97438
10	D	Vera	Kaz	2068 NW Johnson	Portland	97209	39	D	Jim	Edmundson	1460 Oak Dr	Eugene	97404
11	D	Tom	Mason	5814 SW 59th Ct	Portland	97221	39	L	Bob	Fauvre	2979 Marana St	Eugene	97403
11	R	Robert	Mancie	10555 SW 64th Dr	Portland	97219	40	D	Carl	Hosicka	PO Box 3236	Eugene	97405
12	D	Phil	Keising	6016 SE 21st	Portland	97202	40	R	Paula A.	Walsh	2920 Olive	Eugene	97405
12	R	Mike	Raab	PO Box 69596	Portland	97201	41	R	Dix	Beil	1500 Newkennzie #13	Eugene	97401
13	D	Judy	Bauman	5527 SE 54th	Portland	97206	41	R	Marnie D.	Beil	1262 Calvin	Eugene	97401
13	L	Christopher	Barrett	3605 SE 73rd St.	Portland	97206	42	D	Bill	Dwyer	5558 Thurston Rd	Springfield	97479
14	D	Beverly	Stuen	1625 SE 44th Ave	Portland	97215	43	D	Lynn	Kahle	2362 Stansby Way	Eugene	97405
14	R	Bob	Stuva	1634 SE 29th	Portland	97214	43	R	Larry L.	Campbell	2435 Wilson Dr	Eugene	97405
15	R	Gene	Naito	6226 SE Ash	Portland	97215	44	D	Sam	Dominy	43 N. K St	Cottage Grove	97424
15	R	Gene	Saylor	6425 SE Yamhill	Portland	97215	44	R	Allan	Sather	84424 Gaupp Ln	Pleasant Hill	97455
16	D	Tom	Novick	3314 NE 65th Ave	Portland	97213	45	D	Norm	Gershon	1658 SW Kendall	Roseburg	97470
16	R	Rodger	Webage	3105 NE 60th Ave	Portland	97213	45	R	Rod	Johnson	1941 Old Garden Valley Rd	Roseburg	97470
17	D	Mike	Burton	6937 N. Fiske	Portland	97203	46	D	Judi	Pemengill	PO Box 375	Riddle	97469
18	D	Margaret	Carter	2948 NE 10th Ave	Portland	97212	46	R	Bill	Markham	Rt 1 Glenbrook Lp Rd	Riddle	97469
19	D	Ron	Cease	2625 NE Hancock	Portland	97212	47	D	Jim	Whitney	HC 52, Box 658	Coos Bay	97420
19	R	Jim	Duncan	3454 NE 35th Pl	Portland	97212	47	R	Randall	Goodman	2318 Liberty	North Bend	97459
20	D	Bernie O.	Baker	15938 NE San Rafael	Portland	97230	48	D	David	Werschkuil	4246 Billings Rd	Agness	97406
20	R	John	Minnis	1611 NE 143rd	Portland	97230	48	R	Walt	Schroeder	95102 Rogue River Hts	Gold Beach	97444
21	D	Louise	Roberts	15815 SE Mill	Portland	97233	49	D	Jeri	Holt	1429 NE 10th St	Grants Pass	97526
22	D	Rick	Kotulski	38815 SE Gordon Creek Rd	Corbett	97019	49	R	Bob	Repune	1709 Beverly Dr	Grants Pass	97526
22	R	Ron	Sunseri	1670 SE Paloma Ct	Gresham	97080	50	D	Ernie	Calboon	3099 E McAndrews	Medford	97504
23	D	Bob	Shiprack	22610 S Forest Park Rd	Beavercreek	97004	51	D	Rebecca	Brown	3049 Starwood Ct	Medford	97501
23	R	Dave	Cook	21771 S Upper Highland Rd	Beavercreek	97004	51	D	Roberta	Brown	14615 Wessnapp Rd	Williams	97544
24	D	George A.	Schneider	25177 S Evergreen	Milwaukie	97122	51	R	Eldon	Johnson	3650 Ross Ln	Medford	97501
24	R	Randy	Miller	4129 Glacier Lily	Lake Oswego	97035	52	D	Nancy	Peterson	367 Maple St	Ashland	97520
25	D	Dave	McTeague	3385 SE Williams Ave	Milwaukie	97122	52	R	Jerry	Barnes	950 Valley View Rd	Ashland	97520
25	R	Jane	Lokan	5317 El Centro Way	Milwaukie	97127	53	D	Earl E.	Ferguson	908 Loma Linda	Klamath Falls	97601
25	L	Lindsay	Bradshaw	16168 Sunnyside	Clackamas	97015	53	R	Del	Parke	228 N 7th St	Klamath Falls	97601
26	D	Larry	Sowa	18438 S. Holly Lane	Oregon City	97045	54	D	Mavis L.	McCombie	PO Box 236	Keno	97627
26	R	Jim	Ebert	16236 S Hunder Ave	Oregon City	97045	54	R	Bob	Pickard	19190 Pindhurst Rd	Bend	97701
27	D	John J.	McCabe	1337 Short St.	West Linn	97068	55	D	Steve	Carsey	669 1/2 NE Lafayette	Bend	97701
27	R	Kelly	Clark	6320 Failing St.	West Linn	97068	55	R	Beverly	Clamo	901 Breitenbush Ln	Bend	97702
28	D	Andy	Yarvez	798 Evergreen Rd. #58	Woodburn	97071	56	D	Bruce	Harris	812 W 13th St	The Dalles	97058
28	R	Fred	Parkinson	301 W. Main St.	Silverton	97381	56	R	Greg	Walden	1504 W Sherman	Hood River	97031
29	D	Ed	Clark	21980 NE Hwy 240	Newberg	97132	57	D	Barbara Ann	Wright	702 SE Byers Ave	Pendleton	97881
29	R	Stan	Bunn	13000 Locks Lp Rd	Dayton	97114	57	R	Charles R	Norris	PO Box 121	Hermiston	97838
30	D	Jeff	Gilmour	3483 Buena Vista Rd S	Jefferson	97352	58	D	Terry	Edvalson	10101 Mt Fanny Ave	Island City	97850
30	R	Larry	Wells	3080 Jeff-Scio Dr SE	Jefferson	97352	58	R	Ray	Baum	605 F	LaGrande	97850
							59	D	Mike	Nelson	Rt 1, Box 54B	Baker City	97814
							60	D	Kathleen M.	Jordan	2785 Bully Crk Rd	Vale	97918
							60	R	DE (Denny)	Jones	1461 NW 3rd Ave	Ontario	97914

SENATE DISTRICTS



CANDIDATES FOR STATE SENATE

dist/party	first	last	address	city	zip
1 D	Joan	Dukes	Rt 2 Box 503	Astoria	97103
1 R	Sykes	Mitchell	64505 N Nehalem Hwy	Vernonia	97064
3 D	Bob	Shoemaker	4837 W Burnside Rd	Portland	97210
3 R	Sherre L.	Calouri	14785 NW Bonneville Lp	Beaverton	97006
5 R	Jeanette	Harnby	952 Jackson School Rd	Hillsboro	97124
9 D	Frank	Roberts	10231 NE Tillamook #101	Portland	97220
9 R	Dan	Phegley	13736 SE Lincoln Ct	Portland	97233
12 D	Bob	Johnson	14949 SE Thornton Dr	Milwaukie	97267
12 R	Bill	Kenemer	14105 SE Manida Dr	Milwaukie	97267
13 D	Joyce	Cohen	PO Box 383	Lake Oswego	97034
13 R	Bob	Tierman	16030 Parelius Ct	Lake Oswego	97034
14 D	Jack	Elder	37611 SE Keiso Rd	Sandy	97055
14 R	Bob	Kingsh	38845 E Cedar Flat Rd	Springfield	97478
16 D	Jim	Hill	4584 12th Pl S	Salem	97302
16 R	Terry	Kay	912 Idanha Court	Salem	97302
17 D	Tricia	Smith	2420 Edgewood Ave NE	Salem	97303
17 R	Don	Wyant, Jr	3624 Goldstone Ct NE	Salem	97305
18 D	Cliff	Trow	1835 NW Juniper Pl	Corvallis	97330
18 R	Kathleen	Kessinger	1307 N 9th St	Philomath	97370
19 D	Mae	Yih	34465 Yih Lane NE	Albany	97321
19 R	Floyd D.	Williams	27118 Rowell Hill	Sweet Home	97386
20 D	Crattian	Kerans	1015 Willa St	Eugene	97404
20 R	Peter	Swan	1635 Lorane Hwy	Eugene	97405
21 D	Larry	Hill	174 West K St	Springfield	97477
21 R	Ralf	Walters	1261 G Street	Springfield	97477
22 D	Peg	Jolin	31251 Joe Geer Rd	Cottage Grove	97424
22 R	Paul S.	Holbo	2090 Broadview	Eugene	97405
26 D	Jeff	Golden	886 Oake St	Ashland	97520
26 R	Lenz	Hannou	240 Seaside Dr	Ashland	97520



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

TALKING BACK

The author offers sound, insider advice in a "gun owner's guide to making TV editorial replies."

by Scott McCarthy

It's 6:28 p.m. and there you are, sprawled in your favorite chair staring at some "talking head" who intermittently gets overlaid by video clips of airborne basketball players. Sports? What happened to the news? The weather girl?

As you ponder the loss of the last half hour, the local TV station's logo appears and a voice of authority rumbles. And now a Channel XX Editorial. You're about to thumb the remote's emergency shutdown when you notice that the station's general manager is rather gingerly holding an AK-47 clone.

Your interest as well as the volume come up quickly. Frowning deeply into the camera, the station manager delivers a scathing indictment of firearms and especially the evil semi-automatic rifle, demanding tougher gun laws and a ban on all semi-autos. Feedlot. The voice returns to say that "Responsible replies should be addressed to ..." Suddenly you're on your feet, index finger aimed at the screen snarling. "Ya know, fer two cents I'd write that sucker a letter! Too bad it'd just be a waste of a stamp."

Sound familiar? Whether you know it or not, you've just become one voice in a chorus of thousands. Unfortunately, for the shooting community, it's a silent chorus. Too few will put their feelings into writing and fewer still will actually make a video rebuttal. Why? Perhaps it's because many of us are turned away by television's appearance of unassailable power, its ability to project information with almost godlike authority. How can such a thing ever be accessible to the average human?

Simply stated, even with the demise of the FCC's "fairness doctrine," many TV and radio stations invite what they often term "responsible" responses to their editorials. Making certain that we understand the essential distinction between a station's editorials and its news broadcasts, let's take a look at how you can get your foot in the door.

The Letter

Writing a letter to the station is the first step. It is the key to your opportunity to present the shooter's side of the issue to the viewing public. But before you limber up the old Smith-Corona, you have to understand to whom you're writing and how your letter will be evaluated.

In most cases, the person who delivered the editorial is an intelligent, concerned individual whose prime consideration is the welfare of his audience. Thus, he is willing to appear before potentially several million people, voice his views and provide, in some geographic areas, several thousand dollars worth of free air time for a rebuttal.

The editorial is very likely an emotional appeal for protection that has been triggered by headlines, fear and the hysterical outcries of the anti-gun lobby. Unfortunately, if left unanswered, even the most blatant anti-gun lies take on the aura of truth. It is up to you to claim the offered rebuttal time and replace misinformation with fact.

The next thing you must understand is that the individual in question rarely reads his mail. That's right, just like in the motion picture industry, TV executives, even at local stations, don't "read". The task of reading the mail is generally the duty of the individual's secretary or staff. They are the filter that separates the standard "enraged viewer" letters from the more thoughtful, "responsible" replies. For this reason, it is ill-advised to begin your letter with "Dear Running Dog Liberal."

The most effective opening is simply, "I would like to reply to your editorial on ..." From here, you state your case as quickly,

clearly and unemotionally as possible.* Restrictive gun laws have never lowered crime rates ..."

Don't rely on flag waving and patriotism to carry your arguments. Simply stating "because the NRA says so" won't make it. Build your case on common sense and fact. Research whatever facts you use. They must be correct and reliable, based on legitimate sources, i.e. FBI crime statistics, a study conducted by a university or government agency, etc. Never lie.

If you need information, start by calling your NRA Field Representative (see accompanying box) or the NRA's Institute for Legislative Action in Washington, D.C. at (202) 828-6330. They will point you in the right direction.

Know your subject. Don't be vague. "According to last year's FBI crime statistics, cities with restrictive gun legislation did not have lower crime rates than those with ..."

Once you've established your argument, choose one or two examples to support it. "Last year, Washington, D.C., which has some of the most restrictive laws in the nation, reported a higher number of violent crimes than ..."

Avoid technical discussions or comparisons of firearm performance or operation unless they are important to the issue. Such information will not be understood by people unfamiliar with firearms. Stick to whatever issue the editorial addressed.

After stating your arguments and their supporting examples, use two or three lines to summarize your feelings. "I don't believe that restrictive firearms legislation here in Big Eastern State will make us safer from violent criminals ..."

It is very important that the letter be in your own words, and, before closing, thank the station for taking the time to read your letter. Sign it and provide a telephone number where you can be reached during the day.

After the letter is completed, lay it aside for a few days and then look at it again. Does it still make sense? Is it too long? Odds are if it's more than two typewritten pages you stand a great chance of boring your reader. Once you've lost him, you've lost it all.

The Phone Call

A week or two has drifted by since "the mailing," and you're interrupted by a demanding ring of the phone. There's a pleasant woman at the other end who claims to be from the TV station. Fear clutches your heart. They liked your letter.

"Are you available to tape a reply next week? Fine, we'll need to approve your script before taping. Please make it no longer than 53 seconds. OK? Great. Our production manager will be in touch to set times and places. Bye." You listen to the dial tone for a long time before you realize what you've agreed to do.

The Script

Did she really say 53 seconds? You bet. Most editorials are no longer than one minute front to back, including the introduction and sign-off. You have that same small eternity to get your audience's attention and state your views. At a normal rate of speech, that equates to no more than one-half of a double-spaced typewritten page. If you attempt more than this, your delivery will be rushed.

Remember, your entrance into millions of living rooms will be unexpected. It will take the audience a few valuable seconds simply to recognize that you're not a commercial and that you're actually talking to them. If you hit the ground running, you could be halfway through your first three lines by the time Uncle Ned says, "Hey Martha, don't we know this guy?"

As for the words, the best beginning is a simple statement of why you're there. "I don't believe that restrictive gun laws here in East City will ..." Good, now go back to your original letter and choose the strongest argument, distill it down to two or three sentences and add them to the script. "According to FBI crime

statistics, restrictive legislation has never reduced crime ..."

Now back up your argument with an example or two, a statistic, a recent event, whatever. "Washington, D.C. has the most restrictive laws in the nation and yet its crime rate has risen ..." That half page is starting to fill up fast, right? Well, before you go much further, it's time to think about an ending. Use your last two or three sentences to summarize and reinforce your argument. "Restrictive legislation has never reduced crime in any city ... This is an unnecessary law, and I ask you not to support it."

Now that you have the first draft of your script, read it over carefully to ensure that it "flows" smoothly. The next thing to do is read it out loud several times using a stopwatch to see if it fits into your time limit. Be on the lookout for words that looked great on paper but simply refuse to be spoken without fumbling. If you find one, change it. Change entire sentences if you have to until they roll off the tongue without a hitch.

Continue to drop a word here or change a phrase there until you're at least 10 seconds short of the specified limit. This "dead time" will be well used later. Finally, when you're satisfied that the script says what you want, that its language is simple and easily understood, mail it or drop it off at the station and keep a copy for your own rehearsal.

Polishing Your Image

The first thing to consider is whom you want to reach with your message. In order to determine that, we have to ask, "Who's really out there?" Basically there are three kinds of people: staunch pro-gunners; dyed in the wood anti-gunners and a mass of people who are undecided or simply don't care.

The latter group is the one on which you must concentrate. To reach them effectively, you must avoid the negative stereotypes the media has conditioned to expect. Keeping this in mind, let's start with your personal appearance.

When you show up at the studio for the taping, dress conservatively, avoiding high contrast to your selection of colors. This will prevent you from "glowing" while on screen. Also avoid clothing with intricate patterns or ornate jewelry. Avoid anything that will pull attention away from your message. A gray suit with a light blue shirt is an old television standard. A dark tie with muted stripes will lend strength without distraction. Similar attire in feminine form is appropriate for a female speaker.

Personal grooming? Get a haircut. If you're prone to a heavy beard, make sure you shave prior to the taping session. Makeup is an option but not recommended unless it's applied by an expert with considerable television experience. Done wrong it can hurt more than help your appearance.

Never wear sunglasses or tinted lenses of any kind on camera. If people can't see your eyes, you will not be trusted. Be especially careful if you wear prescription glasses that darken in sunlight. Wear contact lenses, if at all possible, or a plain pair of non-darkening, untinted glasses in conservative frames.

The purpose of all this is twofold. First, like a net anchorman, you want to project an "image" of authority that will lend credibility to your message. Second, you need to counteract the media stereotypes of people associated with firearms.

Now to work on your delivery. You designed your script to come up short of the time limit by about 10 seconds. Here's where that extra time gets used. Instead of just babbling through the words in a race with the stopwatch, slow down. Your delivery should be slightly slower than normal speech, yet not to the point where you appear to be hesitating. Enunciate each word clearly. The purpose is to reach through the "mind fog" that engulfs the typical viewer and to make yourself understood with little

effort on the part of your audience.

Don't be afraid to pause occasionally to accent an important phrase; it lets the mind of the viewer absorb the meaning. Speak with conviction but not great emotion. Imagine that you are directing your argument to one attentive person who is your equal in every way. Never talk down the audience as though you were addressing young children or plead with it as though it were your superior.

Naturally, all this will require some practice. Take every opportunity to rehearse the script by reading it aloud, always with the stopwatch running. Concentrate on your delivery and ignore the stopwatch while you're speaking. Your goal is a smoothly flowing, consistent delivery. A tape recorder is very helpful in developing the final product. If you commute to work daily, practice your lines while you drive. Just nod your head to an imaginary beat and other drivers will think you're into rap music. To avoid embarrassment during lunch, sneak out to your car for a few quick run-throughs in the parking lot.

After a while, the words will come naturally and forcefully as you read them from the script. You will begin to feel comfortable with the entire speech and its delivery. Complete memorization will not be necessary since you can read the words from the teleprompter, but a feeling for the flow of the words, of what comes next, is.

Finally, here are some things to avoid. Do not allude to any pro-gun organization. Shocked? Don't be. Pro-gun organizations are projected as vile members of a sinister media invention called "The Gun Lobby". Therefore, the instant you refer to one of these groups there's a small switch in the back of the viewer's brain, planted there by years of media bias, that flashed the words, "he's lying" into the gray matter. You've just turned off an undecided mind.

Your message is more likely to be "heard" if you neither represent nor quote any organization directly. Making your appearance as a concerned private citizen speaking out on the issues will be far more effective.

The bottom line here is to accept the uncomfortable fact that you cannot change the distorted world of television in 53 seconds. What you can do, however, is to start the process.

The Moment Of Truth

When you step into the studio for your local TV station, the first thing that will strike you is how small it is. The production crew will also be small, consisting, perhaps, of only a camera man and someone to run the teleprompter. What you won't see are the people in the control room where your video image will be massaged into a final product and recorded on tape. This lack of Hollywood atmosphere should put you immediately at ease. Also, the fact that you'll end up on tape and not "live" is another pressure reducer.

The people will be friendly, for the most part, but in a hurry, and

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John Hopf
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(919) 592-7903
FL, GA
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AK
Rupert Andrews
(907) 789-7422

for good reason. The studio is a multipurpose asset to the station. When not being used for local programming, it becomes a production facility for the lucrative business of making commercials. Your editorial reply is production time with no payback for the station. For this reason, unless you do something totally catastrophic, you will likely get only one shot at the taping. Still, you will get several opportunities to read your lines through as part of the setting up process.

The first step will be for one of the crew to position you in front of a large, garnishly colored back drop or prop. You'll be introduced to a small tape mark on the floor from where you will deliver your reply. Don't move from the mark.

Once the camera is set up, with your image in the proper place in its field, the background will be electronically filtered out. The technicians in the control room will superimpose it over another background containing their station logo and your name. For this reason, it is important that you remain stationary when in front of the camera, even though that may require half an hour and the patience of a saint.

After the station received your script, it was approved and then transferred to the teleprompter. In its latest versions, the teleprompter will project your words onto a partially silvered mirror fitted over the television camera's lens. This allows you to read the script while looking directly into the camera.

Eye contact is extremely important to your credibility as a television speaker. Never look away from the camera, even briefly, from the time the tape begins to roll to the time it stops. Don't smile before, during or after the delivery. You're not doing stand-up comedy. A serious expression projects authority and therefore credibility. You'll need all the authority you can muster to capture and hold your audience. Practice these elements during each repetition of the script required for the setup.

Although no two television studios are operated exactly the same, almost all have the same requirements for production. Therefore, what follows can be considered representative of what you might expect.

The first run-through will be to allow the operator to adjust the initial speed of the teleprompter to match your delivery. It also allows the camera operator to make fine adjustments in image position and gives the control room people an opportunity to time the entire speech. When it's completed, make sure you ask the camera operator what the total time was. He or she will get the time for you from the control room.

You may be surprised to find that you did it much faster than you expected. Good, now slow down and relax. The second run-through will be for the sound man, who will appear out of the darkness with a tiny microphone which he will attach to your lapel, blouse or necktie. Deliver your message again, slower this time, with the same phrasing you've already rehearsed and check the time. The next repetition will be for posterity.

This time, you will hear the recorded voice of the announcer as he introduces an editorial reply. The camera operator will signal you when to begin speaking. The teleprompter will begin to roll and will be adjusted to keep pace with you. When you finish, continue looking into the lens until the camera operator signals that the tape has stopped. Before he does, you will once again hear the announcer's recorded voice as he deliver the closing.

Congratulations, it's over and you've survived.

As a courtesy, the control room will rewind the tape and play it back on one of the studio monitors so that you can see the finished product. Unless there's some glaring flaw in your delivery, they will not want to do another take. What you see is what will be broadcast. Don't be too critical of minor bobbles in your speech; it's unlikely the viewing audience will notice. The best feedback on your performance will be from the crew itself. Don't be surprised if there are a few covert smiles of admiration and encouragement; they may be coming from closet NRA members.

Before you leave the station, make sure that you make arrangements to have the scheduling staff inform you of when they will broadcast your reply. It should appear, ideally, in the same time slot(s) as the original editorial and on the same day(s) of the week.

Epilogue

The world of television is no longer simply an entertaining parody of life. In many ways it actually dictates what reality is, based on the notions of an invisible, almighty "network." Newsmen who once took pride in simply reporting events accurately have been replaced by "anchormen" who "interpret complex issues" for a non-thinking audience. It is unfortunate that a medium with so much capacity for good is afflicted by so much bias. The same television set that brings you "Sesame Street" and soap operas is also whispering in the ears of the unwary that firearms and the people who own them are to be feared.

If the shooting community is to survive, it must learn to use the same medium that slanders it. It must reverse the negative images and destroy the stereotypes. This will not happen overnight, and it is not the sole responsibility of the National Rifle Association or any other group. Individual rights must be defended by the individual. If you're tired of being portrayed as a criminal then do something about it. Write that letter. Talk back! **END**

GENERAL ELECTIONS NOVEMBER 6, 1990 Continued from Pages 31 & 32

R = Republican D = Democrat
L = Libertarian I = Independent

CANDIDATES FOR UNITED STATES SENATOR

PARTY	NAME	ADDRESS
D	Harry Lonsdale	19695 Ridgewood Dr., Bend 97701 382-4100
R	Mark O. Hatfield	PO Box 946, 780 Commercial SE, Salem, 97308, 378-7904

CANDIDATES FOR REPRESENTATIVES IN CONGRESS

1st District

D	Les Aucoin	PO Box 641, Beaverton, 97075, 223-0277
R	Earl Molander	7136 SW 36th, Portland, 97219, 725-3714
I	Rick Livingston	Rt 2, Box 166B, Forest Grove, 97116

2nd District

D	Jim Smiley	61621 SE 27th, Bend, 97702, 382-5198 (R)
R	Robert F. (Bob) Smith	711 Ponderosa, Burns, 97720, 773-1211

3rd District

D	Ron Wyden	2814 NE Knott, PO Box 12473, Portland, 97212, 231-2300
R	Phil Mooney	3860 SE El Camino Dr., Gresham, 97080, 294-1866

4th District

D	Peter DeFazio	PO Box 1316, Springfield, 97477, 485-1622
L	Tonie Nathan	PO Box 10152, Eugene, 97440, 485-7414

5th District

D	Mike Kopetski	458 Dorcas Drive N, Salem, 97303, 363-3644
R	Denny Smith	PO Box 12868, Salem, 97309, 371-0921

CANDIDATES FOR GOVERNOR

D	Barbara Roberts	777 Cottage Street NE, Salem, 97301, 273-8765
R	Dave Frohnmayer	2875 Baker Blvd, Eugene, 97403, 378-6002
I	Al Mobley	5875 Cooper Hollow Rd, Monmouth, 97361, 623-5229
L	Fred Oerther	16168 SE Sunnyside Rd, Clackamas, 97015, 658-5132

COMMISSIONER OF THE BUREAU OF LABOR AND INDUSTRIES

D	Mary Wendy Roberts	11537 SE Flavel, Portland, 97266, 229-5210
L	Mary Ann Ruggiero	2850 Vibbert Street S, Salem, 97302, 370-4921

NEWSLETTER EDITOR'S SOAPBOX

There seems to be so much mention lately about insurance companies and how their rates are on the rise that I decided to do the unspeakable: Investigate how much money we (my ol' man and I) have spent over the past seven years on insurance. I would not recommend you do this unless you have a strong stomach and no problem with money being involuntarily invested in tall buildings, and manicured lawns that house the insurance companies we use. Not to mention the fact that we have not as yet (in some ways, "thank goodness") had an opportunity to make a claim of any kind in that seven years. I think that the figures below will give you and yours a very good idea of how much you are spending on insurance. I have broken it down by the different types since I am including all insurances we need to carry in this day and age to make our life a little "safer"?! And is a total for each year. Keep in mind that medical insurance for both my husband and I is paid for by the company I work for so that is not included.

INSURANCE TYPE	1983	1984	1985	1986	1987	1988	1989
Cars *	\$722.00	\$1499.00	\$578.50	\$599.62	\$560.48	\$560.48	\$714.98
Motorcycles **	\$66.00	\$103.00	\$135.00	\$169.30	\$273.00	\$290.00	\$341.20
Life Insurance	\$117.60	\$168.00	\$168.00	\$168.00	\$168.00	\$422.04	\$430.20
Homeowner's	None	None	None	None	\$154.00	\$162.00	\$180.00
TOTALS	\$905.60	\$1770.00	\$881.50	\$936.92	\$1155.48	\$1434.52	\$1666.38
GRAND TOTALS			\$8,750.40				

* 1 car 1983, 2 cars 1984 on
** 1 motorcycle 1983-1984, 2 1985-1986, 1 1987 on

By the looks of these totals and the fact that out of the seven years, five have been through the same company, if we had a claim they should give us the money readily as we have supported their luxurious life-style for that time frame. However, it doesn't work this way, as we all know, if we had to make a claim tomorrow. After

spending some time investigating the situation and deciding whether or not they should really pay for the claim they would then raise the rates of whichever coverage the claim was made against, and according to my agent, would most likely make changes to rates in the other areas of insurance for the same reason as they came due. Making a claim on any of your insurance coverages is duly recorded and notarized so they can regain their money when your policy is due for renewal. Depending upon whether the reason for the claim was caused by you or someone else is where the insurance company will decide whether to stick it to you big or just a little bit.

Isn't it time we start writing to the Insurance companies and let them know that we are tired of them taking our money just to please their own investments. Let's get back to the basics of why insurance companies were formed to begin with. To give protection to you and your personal belongings in the case of accident or tragedy. Simple and plain. You pay a monthly fee and in return you are given money when needed. Too bad we let these companies loose sight

of this. Oh, we can blame the government and call it a monopoly but if it weren't for most of us just rolling over and paying whatever they tell us to, they wouldn't have the money for all of these commodities and expensive land investments they have come to know and love.

Pappy wrote a good article this month on the subject. You'll find it on page 21 of this Newsletter. Read it, then look back at the figures I have provided and really give this some thought. It's very unlikely that most of us will make a claim of the magnitude that this 7 years of insurance has amounted to. Some of us will file a claim for 1,000 times that much, unfor-

tunately.

Ride safe and if you won't write me maybe you'll write your insurance company!?!)

Donna

ABATE PRODUCTS

Angie Jensen

P.O. Box 4504, Portland, OR 97208

Attn: Members

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

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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.

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

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WASHINGTON COUNTY CHAPTER

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

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NAME: _____ NAME: _____

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\$30 FAMILY MEMBERSHIP: _____

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Chapter Meeting – Where & When

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