

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



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

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

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**Who's going to tell him  
They're not coming home?**



**PLEASE DON'T DRINK AND RIDE.  
Especially during the Holiday Season.**

## 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:

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**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

Eric Hoffer stated:

"This passion for managing human beings, rather than allowing them to manage for themselves, strikes at the roots of FREEDOM ... FREEDOM ... is the right to ... make choices others disapprove of."

Chapter elections, for some of you, are almost here and it certainly would help new officers if the officers in office now would lend a hand and give help to new officers. Chapters would run smoother and information would keep flowing easily. And please remember to let "Mother", State Membership Secretary, know the names of new officers.

Oregon elections are over. If you went out and used your privilege of voting, I hope whoever or whatever measure you voted for succeeded. And for those of you that did not take the time to do your civil duties, well, I hope you don't snivel too loud, because we are not going to listen!!

**Wishing you all a happy Thanksgiving,  
Rotten Roger**

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

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

*Needed now more than ever.  
Join BikePAC.*

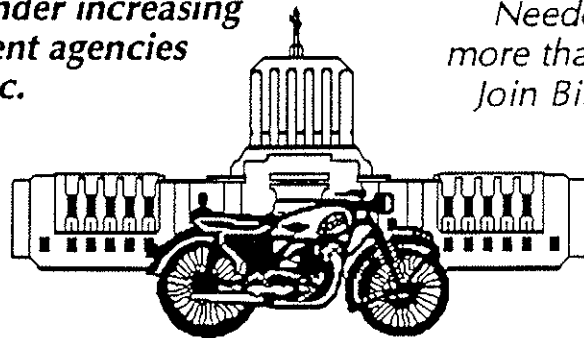
The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

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

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

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

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



### **BikePAC of Oregon**

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall  
Executive Director  
(503)298-1317

Butch Harbaugh  
Legislative Director

Steve Benson  
Secretary/Treasurer  
(503)363-6106

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

Please send more information about BikePAC of Oregon.

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

September 15, 1990

## N.R.A. RALLY

by Joe Whitty, Jackson Co. Coordinator

The meeting was held at Nendell's of Medford.

Attendees were as follows: J. Warren Cassidy, Nationwide Executive V.P. of N.R.A.; Jim Rice, Moderator, Local Membership Committee; Jack Linday, I.L.A. for Wayne La Pierre; Ernie Calhoun, Representative; Lenn Hannon, Senator; Dave Crowell, for Mark Hatfield; C.W. Smith, Sheriff of Jackson County; Dave Frohnmeyer, Attorney General; Henry Feinbery, Campaign Manager for Al Mobley; Hank Henry, Jackson County Commissioner; Nancy Peterson, "If we are to always have guns, educate at all levels"; Barbara Roberts, Sent her regrets (big chuckle); Approximate 300 people in audience.

J. Warren Cassidy: Approximately 247 million is the latest population count. 17 million have worn the uniform of the services. In his experience, most people had handled firearms, i.e. service, or heritage. Now only 15% of rookies (police) have handled firearms before the academy.

"Guns are no longer a traditional gift as from father to son. Less veterans. 60% of population is now middle of the road on 2nd amendment rights.

More money will be spent on youth programs. Youth must be informed or we'll have no firearms future when we are gone. Budget has been toward legislative costs.

Eventually, none of the incoming politicians will be aware of firearms:

"Those who grew up with firearms are fading out. Support those politicians who vote your way. Register to vote and then VOTE. Join N.R.A."

"No Carry Permit required in Vermont, ever." Always 49th or 50th on list for crime rates by state.

Metzenbaum on comparison of sporting and assault rifles. "Assault rifles are fired from the hip."

NRA has 15,000 dues paying affiliates. Of these, 30% of members are NRA members. Membership must understand that a total ban on privately owned firearms will be acceptable to anti-gun activists. Examples: Olympic shooters aren't that concerned with private ownership laws, hunters see no need for Olympic sport, or conceal permits. Need all gun owners and enthusiasts to realize they have to look out for each other.

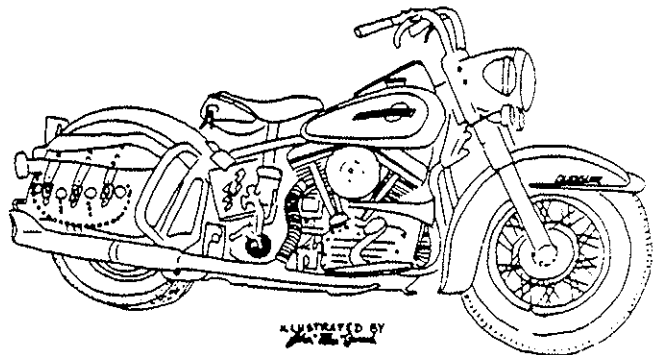
Jack Lindsey for Wayne La Pierre, NRA Institute for Legislative Action (ILA): He talked about a push toward a complete ban on domestic assembly of any semi-auto firearms or shotguns. The bill introduced to allow the Secretary of Treasury to ban any firearm not considered a sporting item. And the waiting period in California which is now 15 days for all firearms, including private transfer. He also talked about the Semi-auto import ban which is currently for a 3 year trial period but may become permanent. The proposed firearms that have a bayonet or silencer attachment. He mentioned that Mark Hatfield is no longer supported by the NRA due to his new stand and statements on firearms. On the Multnomah County handgun ban, the NRA is challenging the ban. NRA is working on instantaneous background to check and repeal the 15 day waiting period. NRA will fight gun bans of any form. Mr. Lindsey stated that Gun violence is down for the 1980's and there was a 95% housing of criminals. They average six to seven years in jail on a 25 year sentence for murder. Due to lack of space, one released felon will commit 187 more felonies after obtaining an early release. These felonies cost far more than building new prisons. He stated that President Bush will veto the crime bill as it stands now, partly because of the death penalty clause. The NRA supports the death penalty. Remember that your elected official can tell you anything publicly, but while in conference committee, there are no notes or minutes made public, so he or she may change their tune.

Ernie Calhoun: He is an NRA member. He is opposed to fingerprinting for purchase of hunting rifles. He opposed locating a prison in Jackson County. He is against complete local Sheriff Discretion for concealed weapons permits, due to the various county attitudes. An example of this would be 16 permits in Multnomah County and 600 in Jackson County.

Dave Frohnmeyer: He is a native of Medford, Oregon, and has been endorsed by the NRA. He says one out of four people in Oregon will be victimized by crime.

C.W. Smith: He is on the Board of Directors of the National Sheriff's Association and is interested in drug enforcement and youth programs including the NRA Handgun Safety Course. He also serves on the board of the Rocky Mountain Elk Association and will try to make changes to relieve headaches in obtaining carry permits. He is fairly liberal. *END*

# A·B·A·T·E· OF OREGON COLORING BOOK



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*[Signature]*

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P.O. Box 4504  
Portland, OR 97208**

**A.B.A.T.E. of Oregon, Inc. STATE BOARD MEETING**  
**Minutes for October 13, 1990**  
**No Report**

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**CHAPTER REPORTS**

**COLUMBIA RIVER**

Lot's of fun happening as our new chapter is beginning to grow with new members coming to each meeting at the very hospitable U & I Tavern. Tom, the owner, even made a big banner hanging in the door welcoming ABATE every 2nd and 4th Wednesday at 7:00 p.m. sharp.

One weekend in September we all met at Dan and Mary's to paint lawn signs ("No on 9"). We drank free beer and had a great potluck. Mary provided the entertainment in her one horse one tree rodeo.

We are planning for our 4th of July Chapter Run. We will also have a fund raising party at the U & I Tavern in November. Ask your State Reps. for fliers with all the important data. Everyone is welcome to meet our new shiny (sorta) faces.

Keep the rubber side down,  
Doc and Mrs. Doc "Big Red"

**DOUGLAS COUNTY**

A big hello from Douglas County! I'm new at this, so bare with me.

First off, many thanks to Julie and Mike Boster and Cindy and Tim Maley. They have really kept this Chapter rolling, along with some other members and volunteers. Unfortunately, Julie had to resign due to relocating out of the area. Fortunately, we'll still have Cindy as acting Treasurer.

Much enthusiasm was in the air at the last meeting. Now with elections coming up we'll have permanent officers, instead of hearing from different members. However, it has been fun.

Casino Night is postponed until February as we want to do it right, after officers are elected. Already we have volunteers for P/R and Donation collecting. Next meeting we will develop a committee, so please show up and put in your two cents.

Douglas County ABATE received a great letter from a little gal who participated in Camp Easter Seals. She wrote (with a little help) about all the friends she made, and all the fun she had. Enclosed was an endearing letter from her Mother describing all the things she'd learned, such as tying her own shoe laces and other self-help skills. Once again, thanking all of ABATE in recognition of what we represent. Needless to say, everyone was quite happy.

By the by, Windy Creek Run was great! We did have a few bumpy times, but next year will definitely be better and more organized. If anyone needs information on winners, contact Cindy Mayley. Thanks again to everyone who came and see ya next year. You won't want to miss it!! Also, a special thanks to ABATE's Roving Reporter, Alan, for helping this Chapter out on the microphone. You've got many talents, Alan. Keep it up!!

Fast Eddie brought up the October 28th Freedom Rally. We've been calling everyone to spread the plans along and to mark their calendars. Douglas Chapter will be meeting at Rice Hill Truck Stop and will be departing 9:00 a.m. sharp, so try and get there early. Let's make this big!

Last, but not least, all would like to welcome new member, Jim Mason. Not only does he have a lot to say, but he has already volunteered in upcoming events. Welcome aboard, Jim, and thanks to those who renewed!

Well signing off.

See ya all in Salem on the 28th,  
Rhonda

**JACKSON COUNTY**

Brrrr!

It sure is getting frosty cold here in the mornings. Speaking of frost, it's once again Frosty Pumpkin time.

Every year we have a halloween to-do and this years' ride is going to be a good one. Something different for sure. October 27th at Coyote Evans Park in Rogue River at 12:00 noon to start the fun.

We are currently gearing up for our annual Senior Citizen Dinner, November 17th. Then onto the Roy Run! There will be more information on that next month.

Remember, NO on 9!  
MA Pencilneck

**JOSEPHINE COUNTY**

Well, here I am again, one last time. Sturgis was the most awesome experience I've had since a trip I took in the mid sixties to visit some short people in black p.j.'s.

We had a meeting in September at Heaven on Earth near Glendale. It was a nice ride but low turnout. Our P.R. Lady resigned due to threats to her health and welfare by another member so with no one to take up the slack our members weren't notified with the usual efficiency. However, as a friend, Christine Gardiner was my legs and my only help putting together the Last Chance Run.

Everyone who came seemed to have a good time. I want to thank Virgil and Harley from Lane County for their help. Most people didn't know anything happened. Thank you to Jackie for getting the beer there, to Brad and Allen, to Frank and Mary, to Jerry and Jackie for there help at the gate.

Thanks to the vendors, T-shirt Jon, J.D., Terry and Gil. Thanks Kurt and Jackie for the food. They said next year they will have a bigger variety because of the better facilities.

I've been told by several people that the reason for the poor turnout by our people was because I was running it. So if I'm the reason behind our low participation, I'll take that reason away from them. Effective immediately, I'm resigning from all of my Chapter offices. Now for all the people who are using that excuse, I want to hear what new excuses you'll have for sitting on your butts. It's time to shit or get off the pot. Get involved and make it work because now it's going to be up to you.

See you on the road,  
Jim

**LANE COUNTY**

A big thank you to all that made it to our Labor Day Run. You made it a big success, and we even made some money. We had our problems here and there but everything worked out with a lot of help from everybody. Special thanks to "Rolling Thunder".

I bummed rides to most of the runs this summer, passing out fliers for the run. I met a bunch of good people out there in the woods. It's been a pleasure being able to share and give in your

lives this summer. Yahoo!! Brothers and Sisters. Special thanks to Rotten Roger and Angie for hauling me along to a few runs.

Winter is coming and we are in the planning stages of putting together a fund-raiser or two for the Holiday donations and such. Fliers in the mail soon. Thanks again for making our run a great success.

Ride easy and safe,  
Alan

### LINCOLN COUNTY

Our Annual Senior Thanksgiving dinner is scheduled for November 18th in Newport. Like most Chapters we are in need of our members to start coming to the meetings and help organize the fun.

The Mrs. Santa Toy Run is scheduled for December 2nd. The location is not set at the moment, but auction items are needed and, of course, toys.

Election of officers will be held in December and we could sure use some willing volunteers. The more people involved the less each has to do!

Stay dry  
Vicki

### MT. HOOD

Hello from the Mountain area again. Mt. Hood Chapter remains yet, and our famous Care Run will happen November 17th, 5 p.m. to Midnight at the Troutdale Grange Hall. And for all of you that were there in past years, there is lots of fun to be had by all. So come one and all and enjoy yourselves. With the holiday season coming it will make you feel warm to help someone in need.

Remember all proceeds go to help the Sandy Community Action Center so they can help people in need.

Enjoy the holidays and ride safe. Remember alcohol and driving don't mix. See you at the Care Run. Happy Thanksgiving Day.

Adios,  
Angie

### NORTH COAST ABATE

(No report, first time)

### N.E. PORTLAND

(No report, first time)

### SALEM

(No report, first time)

### S.E. PORTLAND

The first of three Toy Run parties took place at the B&I Tavern on September 22nd. I had a great time - hope you did, too. (Also, special thanks to Brother Speed, who were celebrating their anniversary that same night. The hospitality was appreciated.)

The second party is slated for October 27th. It will be a Halloween Party, also at the B&I, so good luck with your costumes! The third and final Toy Run party will be held at the Last Chance Saloon on November 17th. And of course, December 1st is the Portland to Shriner's Hospital Run (hill climb!). Do you hold the winning ticket for the 1991 FXST-C drawing? You can purchase your winning ticket from your Chapter Coordinator or from State A.B.A.T.E. Products Director.

That's it for now. Till next month ...  
Ride Happy!  
Christine McClure

### WASHINGTON COUNTY

First off, we would like to thank everyone who came and participated at the End of Summer Run at Trask River. Hope everybody had as much fun as I did.

We started working on our next project, the November 24 Toy Run. Haven't got all the details worked out yet, but we're getting there. Guaranteed to be lots of fun and a little get together afterwards.

At this writing, it is not official yet, but like previous years a case of Jack Daniels will be raffled off. Look for raffle tickets in you area!

Ride safe and take care,  
Ken & Sheryl

### YAMHILL COUNTY

Well, the summer, Sturgis, and a big engineering project are done, so I can catch up on Chapter reporting.

Our meeting place is now back in McMinnville at Dominico's Pizza, 2nd Sunday of the month. This is normally the day after the State Board meeting, so it keeps members as up-to-date as possible. This has proven to be valuable.

The Tri-County End-Of-Summer Run outside of Tillamook, September 14-16 was a great success and profitable, too. Our Chapter's responsibility on the run was the FOOD and many, many people went out of their way to compliment us. Sure is great to do a good job AND be appreciated for it. Thanks everyone and special thanks to our master pigster, Kraig. Biker, TV, take note.

Hey, let's have a contest for or at least a corner of the Newsletter which deals with great uses of the language dealing with motorcycling; I was watching the new Sturgis '90 50th Anniversary video and saw the following as examples:

A roadside billboard leading to Sturgis read:  
**WARNING: TOO MUCH FUN AHEAD**

An interviewer was talking to Billy Gordon, a Grateful Dead "type" guitarist and while describing the rally he defined:  
**Motorcycling - one of the last frontiers of fun.**

We will show this video at our meeting November 11.

"Freedom is the Issue"  
Steve

## ● 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.

### » 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.

# How much is your freedom worth?

*For the price of a few six-packs  
or a few Big Macs,  
you can make an investment  
in preserving your freedom  
to ride.*

## BikePAC of Oregon

needs your financial support to work in  
the Oregon State Legislature.

## The MRF

(Motorcycle Riders Foundation)

needs your money, too -  
to defend your freedoms in the halls of  
our nation's capitol, Washington, D.C.

## Live in another state?

There's a state motorcycle rights organ-  
ization that needs your help. Chances  
are we can help you find it.

*Act now!*

*To delay will just allow non-  
motorcyclists to decide  
your future.*

## BikePAC of Oregon

P.O. Box 5612  
Salem, OR 97304  
(503)298-1317 • (503)363-6106

## U.S.

### Representatives

*mailing address:*

The Honorable (Name of Rep.)  
Rayburn House Office Bldg.  
Washington, D.C. 20515

### Oregon

First District: Les Aucoin  
1-800-422-4003

Second District: Robert F. Smith  
1-800-533-3303

Third District: Ron Wyden  
(202)225-4811

Fourth District: Peter DeFazio  
(202)225-6416

Fifth District: Denny Smith  
1-800-452-7889

### Washington

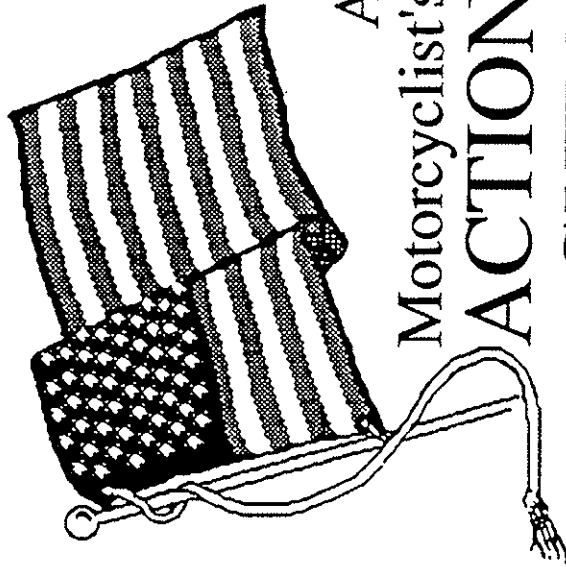
Rod Chandler  
Tom Foley  
John Miller  
Al Swift  
Jolene Unsoeld  
Sid Morrison  
Norman Dicks  
Jim McDermott

### Oregon & Washington State Senators & Representatives

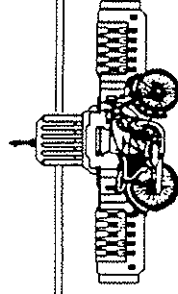
If you do not know the names of your  
state legislators, call the County Clerk's  
office in your county. They will be able  
to provide the correct addresses and  
phone numbers.

OCTOBER 1, 1990

# Freedom isn't free.



## A Motorcyclist's ACTION GUIDE



BikePAC of Oregon

# Write ...

## 1 letter

to your U.S. Representative. Ask him not to co-sponsor H.R. 3925, the National Traffic Fatality and Injury Reduction Act of 1990.

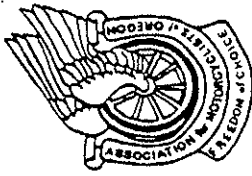
Some reasons you might talk about:

- Making traffic laws is the job of state senators and representatives, not the federal government.
- The federal government is asking the state to take greater financial responsibility for programs, in order to reduce the federal deficit. If the state has the financial responsibility, it should also have the authority to pass laws as it finds appropriate to local needs.



*The M.R.F. is fighting for your freedoms in Washington, D.C. and around the nation.*

*ABATE, AMO and other motorcycle rights organizations are working for you at the state level.*



# Write... 2 letters

to your state senator and representative. Ask him or her to contact Oregon's U.S. Representatives and ask them not to co-sponsor H.R. 3925.

Some reasons you might talk about:

- Even if you support mandatory helmet or seat belt laws, it is the job of state senators and representatives to make those laws for Oregon.
- H.R. 3925 removes that lawmaking authority from state legislatures.
- H.R. 3925 contains penalties for states failing to comply with its requirements, including possible withholding of federal highway safety or construction funds.

# There's more...

The Occupational Health and Safety Administration has proposed rules for mandatory helmet and seat belt use on the job (regardless of state law).

Comments must be submitted in quadruplicate before November 12, 1990. Send to the OSHA Docket Officer, Room N2634, 200 Constitution Ave., NW, Washington, DC 20210. Specific comments for general industry should be designated S-766-G, for maritime S-766-M, for construction S-766-C, and for agriculture S-776-A.

The proposed rule would require employers to provide a brief driver safety awareness program for workers who drive routinely, including: vehicle familiarization, safety belt use and motorcycle helmet use, and effects of alcohol and other drugs on driving.

Concerns:

- Expense: Training requirements and stiff fines for violations add further expense to already over-burdened small businesses.
- Quality control: Could encourage use of inadequate or even dangerous "training" programs (especially for motorcyclists, since they are a minority of employees).
- Discrimination: Expense of training a small number of motorcyclists could cause employers to simply forbid use of motorcycle on the job.



## News Release

# SIXTH ANNUAL "MEETING OF THE MINDS" A ROARING SUCCESS!!!

Carlisle, PA - Will stand as the bench mark by which all future rights group conventions will be measured. A.B.A.T.E. of Pennsylvania did an excellent job of coordinating the efforts with the M.R.F. board of Directors to bring about an outstanding conference.

Talk about unity. For the first time we saw representatives from the MRF, AMA, MIC, NHTSA, DOT, NCOM, MSF, and 51 states rights groups all standing shoulder to shoulder.

This great convention was opened on Friday, September 28, with an enthusiastic group recitation of the "Pledge of Allegiance to the Flag", followed by some great speakers. The highlight of Friday's agenda was the panel discussion and question and answer session. This panel was chaired by Mr. Ed Youngblood, President of AMA. The panel consisted of fourteen members representing every segment of motorcycling.

Workshops were presented on many topics from Slider Gilmores "Two Wheel Trauma"; Public speaking by Mary Holloway from Pennsylvania University; Organizations, Function and Goals by Sheryl Harrell, MBA; Not For Profit Organizations, Laws, Taxes and Information, by Richard Paukner, CPA, and Rod Taylor, Attorney; Media Relations by Merel Jacobson of the Washington Times; Motorcycle Safety by Peter Fassnacht and Beth Weaver of the MSF; Legislative Updates by Wayne Curtin; Washington Lobbyists and many motivational speakers including Senator Terry Punt of Pennsylvania; Rob Rasor, V.P., Government Relations of the AMA; Dr. Allen Robinson of DOT; Peter Fassnacht of the MSF; Ron Engle from NHTSA; Alan Isley, President of MIC; and Mayor Richard Schoeninger of Eureka Springs, Arkansas.

Sunday's session was highlighted by an awards ceremony for outstanding group and personal accomplishments. Awards were presented to ABATE of Minnesota/MMRA for Legislative Accomplishments and for serving as an example of two groups working together in the same state; ABATE of Maryland for their defeating 7 helmet bills and the Catastrophic Health Care Bill; Sherman Packard for individual legislative accomplishments; Charlie Umbenhauer for individual legislative endeavors; Dan Boyd for Journalistic Achievements; Dr. Allen Robinson for Accomplishments in Motorcycle Safety; and Jersey ABATE for their new Rider Education Program.

MRF President "Pappy" Haag gave a status report on the accomplishments of the MRF and a guide to facing the challenges of the 1990's followed by a wrap-up by Mike Farabaugh, Chairman of the Board of MRF.

Next years "Meeting of the Minds" will be held at the Starlite Motel in Ames, Iowa, on the last weekend in September, 1991. The committee has promised to make next years even better. *END*

**PORTLAND MOTORSPORTS**

**HARLEY-  
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1-800-446-2525

Courtesy Discount to ABATE Members

## LETTERS TO THE EDITOR

To the Editor,

I see from the "Freedom Fighters" list that my name was omitted. I sent in several sheets. Some complete, some partial. This leads me to wondering, if my name was omitted, how many others were?

I don't care about the recognition, but I do care about the signatures. If mine weren't counted, how many others weren't. Something to think about.

Fraternally,  
Cas

*Note from the Editor: A copy of this letter has been forwarded to BikePAC, but I would like to say something in their behalf. Basically, it is the people of BikePAC (two to be exact) that are doing most of the work. And when you have that small number doing the work of so many there are bound to be a few names who will accidentally be misplaced. I doubt that 63,000 signatures were misplaced. We apologize for this, but maybe next time we can count on you and others like you to be at the front of the line when the petitions start circulating. By the way, have you joined BikePAC?*

To the Editor:

### WHAT DO YOU DO WITH INACTIVE MEMBERS?

The same thing you do with a slug ... you pour salt on them and leave them alone!

In every organization, be it volunteer, nonprofit or corporate business, there is always 90% of the people doing 10% of the work and 10% of the people doing 90% of the work. This is across the board without exception. So rather than wasting negative energy on trying to move the 90%, work with the active 10%. Just thank the 90% for their enrollment and renewal monies because we do need that.

If you want to increase the number of people in your 10% then you must increase the number of people in your organization. It is just a numbers game and to win you have to go through the numbers.

It is a proven fact that new people will always have an enthusiasm that will motivate the core group. Then everyone will get more done AND have more FUN doing it. TRY IT!!

Keep smiling, "Big Red"

Just a little story ...

The doorbell rang the other day. I walked up to answer the door with a smile on my face expecting the mailman. It didn't seem important at the time that I had just heard the loud engine of a motorcycle go past the house, then shut off just outside.

Imagine my shock when, instead of the familiar face of the mail carrier, there was a mean-looking guy standing on the porch in full leathers, scraggly beard, unkempt shoulder-length hair and one front tooth missing.

My smile stayed frozen on as I thought to myself, "Fool! Why did you open the door? You could be murdered right here where you stand!" When he opened his mouth to speak and reached into his jacket at the same time, my heart stopped.

"Do you know who this kitten belongs to?" he asked, tenderly holding the little, black and white meowing baby up toward me. "I saw it in the street and I'm afraid it will get hurt if someone doesn't take care of it."

With a sigh of relief and a little embarrassment that I, too, held stereotyped notions of what bikers were like, I directed him to the soft-hearted neighbors across the street.

Jo McIntyre, McMinnville, Oregon

## NRA AND THE SECOND AMENDMENT

Those who founded our state and federal governments conferred upon them extensive powers but reserved to the people certain individual freedoms. Citizens demanded that our original federal Constitution be amended to include a Bill of Rights with specific provisions to safeguard cherished individual liberties.

The language and intent of the framers of the Second Amendment were perfectly clear two centuries ago. Based on the English Common Law, the Second Amendment guaranteed against federal interference with the citizen's right to keep and bear arms for personal defense. Too, the revolutionary experience caused our forebears to address the second concern - the need for the people to maintain a citizen-militia for national and state defense without adopting the bane of liberty, a large standing army. An armed citizenry instead of a standing army was viewed as preventing the possibility of an arbitrary or tyrannical government.

As Patrick Henry put it, the "great object is, that every man be armed ... Everyone who is able may have a gun." James Madison, who noted in the Federalist Papers that Americans had "the advantage of being armed," which was lacking in other countries, where "the governments are afraid to trust the people with arms", authored the Second Amendment. It was based on the Virginia bill of rights - and similar protections against state interference with that fundamental right.

The Founding Fathers distrusted a government which wouldn't trust the people regardless of the level of government. The authors of the Bill of Rights made it clear that individual rights were at issue. Madison wrote that the Bill of Rights was "calculated to secure the personal rights of the people," and Albert Gallatin, later to serve as Jefferson's Treasury Secretary said, "It establishes some rights of the individual as unalienable and which consequently, no majority has a right to deprive them of."

Since the adoption of the Second Amendment - "A well regulated Militia, being necessary to the security of a free State, the right of the people to keep and bear Arms, shall not be infringed" - there have been two methods of trying to destroy that fundamental freedom.

The anti-gunners' first approach is simply to deny that a key provision of the Bill of Rights was ever intended to protect individuals. They can never cite an 18th century source for their claim that the Bill of Rights, or any provision of it, was intended to protect the "rights" of anyone but individuals. Yet they constantly assert, with the acquiescence of the news media, that only some vague "right of states to have militias" was meant. Sometimes they also allege that modern firearms were unforeseen. They ignore the fact that states had "powers," not "rights," and that a number of states guaranteed the right to keep and bear arms as well. And media types - who can spread lies around the nation in a fraction of a second, when it took over a week for news to travel throughout the early U.S. - insist the Founding Fathers could never envision guns which could be fired about twice a second rather than twice a minute.

There are those today who assert that the Second Amendment is out of date and obsolete in a modern age. If the Second Amendment is to be viewed as nothing more than a dusty 18th century relic, buried by scientific advances, then what about the First Amendment? How can those civil libertarians who forcefully denounce each and every abridgement of the First, remain absolutely silent before each and every attempted infringement of the Second?

The direct and blunt and anti-developmental approach is easy to reject for anyone willing to read history. The second - and in some ways more serious - threat to our freedoms is the incremental approach. Take the current fight over military-style semiautomatic rifles. Some lawmakers have deserted gun owners, claiming to support the right to keep and bear arms but also saying that right must be "balanced" with the needs of society as a whole. Some also

claim that banning certain guns, or parts of guns, or features of guns doesn't constitute a serious infringement on rights. They claim society's "greater good" outweighs the individual right to own a semi-auto with a large-capacity magazine, or a large-capacity magazine itself, or ...

The incremental approach, where the individual's constitutional guarantee is weighed against some alleged governmental or societal need, inevitably leads to the loss of rights, sometimes to their total destruction.

The incremental approach can similarly undermine a freedom by claiming the reasons for it no longer exist. An answer to the question, "if all they want is a few rifles and handguns, or a few restrictions, why not give it to them?" is that that's not what they want. Since none of the infringements are aimed at the problem of criminal violence, each and every one is doomed to failure. The anti-gunners are sure to follow up each failure, not with an admission their policies were misguided and should be repealed, but, instead, with a call for still more restrictions on the grounds the earlier restrictions weren't enough. Thus, every infringement, far from reducing the pressure for more restrictions, simply increases the pressure for the next curtailment of the freedoms for which our forefathers fought and died.

For 119 years the National Rifle Association of America has stood in opposition to all who step-by-step would reduce the Second Amendment right to keep and bear arms to a privilege granted by those who govern. NRA continues to fight against those who would dictate that American citizens should seek police permission to exercise their constitutional rights.

NRA believes that the Second Amendment speaks to far more than a right to enjoy firearms for hunting and target shooting, the phony "sporting purposes" notion to which so many cling. Such notions trivialize an essential freedom which NRA is honor bound to defend, a constitutional safeguard as worthy of defense as freedom of speech. *END*

**"Throughout the world people struggle in the streets for a small measure of democracy, while here, in the nation of it's birth, it has begun to die."**

**— Richard Kimball, President, Center for National Independence in Politics**

Reprinted from September 1990  
Counterpoint

## TEXAS COURT RECORDS GET LOOSER SEAL

by Monica Powell

Since the first of September, judges in Texas may no longer agree to seal court records and settlement terms at the request of parties ending a lawsuit. The policy change, adopted 5-4 by the state Supreme Court in April, makes Texas the only state to ban secret agreements, which have been criticized by some journalists and personal injury attorneys for barring public access to information about product safety and environmental hazards.

The rule says judges may not seal court orders or opinions and may seal other court records only if parties can prove their secrecy serves a substantial interest. Many business groups and defense lawyers oppose the change, fearing that publication of settlement terms and materials obtained in the discovery process will only fuel more litigation and further burden a strained judiciary system. *END*

## LOONY LAWS ABOUT WOMEN AND MOTORCYCLES!

by Robert W. Pelton

Judge Roy Bean, the rough hangin' judge of the Old West, was fond of telling the story of a "smart alecky" young attorney who found himself pleading a case in the small Texas town of Sweetwater. After the lawyer's long and learned peroration, Judge Bean swept the counsel's arguments aside with a peremptory wave of his hand. "What you say may be in all them law books, all right," said Bean, "but it sure ain't the law of Sweetwater."

Most towns in the United States, I have found, harbor something akin to "the law of Sweetwater" in their statute books. No one knows how they got there, and certainly no one within living memory has been arrested under them. But there they are, eloquent testimonies to some poor judge's exasperation at having to wade through a daily load of weighty issues for which, in a judicial system dictated by the law of precedents, no residents exist.

How can we account for the origins of a law on the books, which makes it illegal for a woman attired in a nightgown to ride a motorcycle? Or for a law prohibiting a woman from sleeping on a bike while it's parked on a sidewalk? Or for the fact that in one community it's against the law for women to ride a motorcycle on the Sabbath?

Over the years, I have come to realize that whenever anyone feels inclined to say, "There oughta be a law," there probably already is one, somewhere.

Some of the early laws regarding motorcycles were written to favor and protect the horse. For example, an old Dyersburg, Tennessee, ordinance won't allow female motorcycle enthusiasts to perform acrobatics while riding their bike on any city sidewalk. Why such an ordinance? The city fathers at one time decreed such acrobatics might frighten the local horses!

Motorcycle related clothing laws were always designed by men who were often quite prejudiced in their thinking by today's standards toward what was then considered "the weaker sex." Hence, we find laws governing the wearing of corsets, nightgowns, shoes, hats, etc. For example, doctors in Roanoke, Virginia, seem to have a special social responsibility. An unusual piece of loony legislation says every woman "found not to be wearing a corset" when riding a motorcycle in public must be "protectively armed" with a club. A physician must inspect each female with a bike. The doctor must ascertain the woman is, in fact, complying with this archaic law.

Motorcycle laws having to do with Sunday were usually written and passed as the need arose - with the intent of keeping the Sabbath holy. And the extremely fundamental attitudes of many small town religious leaders usually prevailed. For example, let's hope thirst doesn't become a major problem if you're a bike-riding woman in Clearbrook, Minnesota. No female astride a motorcycle can expect to ride up to any bar on Sunday and be graciously served. It's illegal for a woman with a bike to stand within five feet of a bar when she takes a drink in any establishment serving alcoholic beverages on the Sabbath. She's violating this law even if she wants only a glass of water!

Community lawmakers do sometimes have a great sense of humor. Law makers in Lexington, Kentucky, once passed this one: "No female shall appear in a bathing suit while riding a motorcycle on any street within this community unless she be escorted by at least two police officers or unless she be armed with a knife or a stick." This amendment to the original ordinance was soon added: "The provisions of this statute shall not apply to females weighing less than 90-pounds nor exceeding 200 pounds, nor shall it apply to female horses."

No female wearing a nightgown in Hickory Ridge, Arkansas, can be caught riding a motorcycle in public. A woman of any age

must always get fully dressed before she can legally get on a motorcycle. No matter what the circumstances!

Wolf Point, Montana, tops them all when it comes to motorcycles. Women aren't allowed to speed on a motorcycle "lest they acquire a taste for racing."

Boisterous adults as well as children can be penalized in Lowes Crossroads, Delaware, should they "laugh out loud" at a woman riding a motorcycle!

Winner, South Dakota, has an unusual law on the books regarding the Sabbath. Women who happen to be single, widowed or divorced are banned from riding a motorcycle on Sunday.

A citizen can be arrested in Florissant, Missouri, if "silly and/or revolting faces" are made at a woman when she's riding her motorcycle to work!

Fairplay, Colorado, has a unique barefoot ordinance. No woman can ever be seen riding a motorcycle while barefoot.

Are you an extremely fashion-conscious woman? Like to ride a motorcycle while wearing a pair of glamorous high heels? Be careful in Burdoville, Vermont. There's a special law regulating the heel length of a motorcycle-riding woman's shoes. Heels can measure no longer than one and one half inches high!

Nor can women in the little community of Old Furnace, Massachusetts, be heard whistling while repairing their motorcycle on the Sabbath!

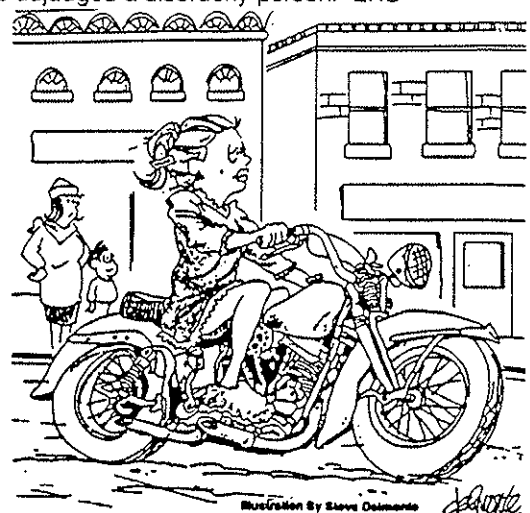
You can't flirt according to the Municipal Code of Moosehead, Maine: "It is unlawful for any female person on a motorcycle, within the limits of the city of Moosehead, to wink at any male person with whom she is unacquainted."

One old law in Callicoon, New York, prohibits women from chewing tobacco while riding a motorcycle around town.

According to the Revised Ordinances in Bench, Idaho: "No motorcycle-riding woman shall hallo, shout, bawl, scream, use profane language, dance, sing, whoop, quarrel, or make any unusual noise or sound in any house in such manner as to disturb the peace and quiet of the neighborhood."

"Be it ordained, and it is ordained, by the Mayor and council of the town," says an old ordinance in Shellman, "that on and after this date it shall be unlawful for any woman or women to kill a snake with a motorcycle within the city limits of said town."

Lastly, here's an antique fashion law from Wellsboro, Pennsylvania: "Any woman who shall wear, while riding a motorcycle, in a public place any device or thing attached to her head, hair, headgear or hat, which device or thing is capable of lacerating the flesh of any other person with whom it may come in contact and which is not sufficiently guarded against the possibility of so doing, shall be adjudged a disorderly person." END



## DID YOU KNOW?

Put together by Lois Gleason

### NEW CONSTITUTIONS

The 50 American states have had about 150 constitutions since 1776.

Three states have amended their constitutions more than 350 times.

Can you name them?

#### Answers:

California - Since 1879  
South Carolina - Since 1896  
Alabama - Since 1901

### ONE OF THE FOUR WAYS TO INITIATE A STATE CONSTITUTION PETITION

Only 17 states have this "right" in their constitution.

Arizona	Montana
Arkansas	Nebraska
California	Nevada
Colorado	North Dakota
Florida	Ohio
Illinois	Oklahoma
Massachusetts	Oregon
Michigan	South Dakota
Missouri	

### RECALL HAS NOT ALWAYS EXISTED

15 states allow some form of recall.

Only one state allows recall of both elected or appointed officials. Do you know which state this is?

#### Answer

Montana

Eight states allow recall of elected officials.

Arizona	Nevada
California	North Dakota
Colorado	Oregon
Georgia	Wisconsin

Six states allow recall of all elected officials except all or some judicial officers.

Alaska	Louisiana
Idaho	Michigan
Kansas	Washington

Sources of information: Textbook, "State and Local Policies, The Great Entanglement", 3rd Edition, and "Robert S. Lorch", copyright 1989, 1986, 1983.

## LEADING CAUSES OF DEATH IN THE UNITED STATES

(Official 1989 estimates from the National Center for Health Statistics, with, italicized, estimates for other "causes." All numbers rounded off.)

ALL CAUSES	2,155,000
Heart diseases	734,000
Cancers	496,000
<i>Tobacco</i>	<i>320,000</i>
Strokes and other cerebrovascular diseases	146,000
<i>Alcohol</i>	<i>120,000</i>
<i>Alzheimer's disease</i>	<i>100,000</i>
<i>Medical negligence</i>	<i>88,000</i>
Chronic obstructive pulmonary diseases	84,000*
Pneumonia and influenza	75,000
Infectious and parasitic diseases (esp. septicemia and AIDS) <sup>2</sup>	53,000
Motor vehicle accidents	47,000
Diabetes	47,000
All other accidents and adverse effects <sup>3</sup>	45,000
Diseases of the arteries	43,000
Suicide <sup>4</sup>	30,000
Cirrhosis and other liver diseases	26,000
Nephritis and other kidney diseases	23,000
Homicide and legal intervention <sup>4</sup>	22,000

1 Italicized estimated "causes" may overlap with official "causes" - esp. tobacco with cancer and heart disease, and alcohol with cirrhosis, homicide and motor vehicle (and other) accidents.

2 Because of the dramatic increase in deaths from AIDS, as of 1989, more American males died of AIDS than of homicide.

3 This includes the reported deaths from medical mistakes and about 1,400 firearms-related accidental deaths.

4 Roughly 60% involve firearms. Using the above listing, the total for firearms-related deaths, at about 33,000 would fall (italicized) between arterial diseases and suicide. Advice columnist Ann Landers, with typical inaccuracy, has falsely reported that firearms are the fourth leading cause of death in America. END

### The Rural Oregon Biker

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

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



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

**We want to thank everyone that donated money to help buy the bumper stickers. Each Chapter should have some for everyone to display on their form of transportation.**

**Thank you all.**

## CONNECTING THE DOTS: THE GRASSROOTS UPRISING

A not-so-quiet revolution is gaining momentum in the rural communities of the Pacific Northwest.

Although it can hardly be described as a new political force on the American landscape, it has attracted the attention of the news media, Congress, and the Bush White House.

Here in Oregon, its centerpiece is the Oregon Lands Coalition. An umbrella organization which now represents more than 35,000 Oregonians who are members of grassroots groups with interests in timber, farming, cattle and sheep ranching, mining, fur trading, snowmobiling, transportation, and private property rights.

"We see ourselves as a conduit, a clearing house for information concerning issues which impact natural-resource based industries and communities," says Jackie Lang, state coordinator for the OLC.

"By sharing information with our member groups, we help them develop a perspective on how preservationists are working against all resource-based industries and communities. Our objective is to help them translate information into political action which preserves the right of access to publicly owned natural resources."

Over the past 20 years, there have been numerous failed attempts to organize the kind of organization Lang now heads.

"We have not always understood the importance of working together," Lang says. "OLC has succeeded because it has reached well beyond its timber community roots. By involving other resource-based industries and communities, we gain credibility as well as political clout. The press is just now beginning to take us seriously. So is Congress; and so is the White House. Otherwise, Sununu would never have met with us."

White House Chief of Staff John Sununu did indeed meet with representatives of the Coalition last month to hear their plea for rejection of the Jack Ward Thomas report on which the U.S. fish and Wildlife Service based its decision to list the northern spotted owl as a threatened species.

Ultimately, the Forest Service and the Bureau of Land Management did decide against immediate implementation of the Thomas report, but Sununu told the OLC delegation they needed to build a much larger base of political support than they currently claim.

"We clearly understand the need to expand our base of support," Lang says. "We are well aware of the fact that in Oregon, and elsewhere in the nation, real political power resides in urban areas where there is little understanding of rural need or of the contribution that rural farming and timber communities make to the comforts of urban life."

In May, following the release of the Jack Ward Thomas report, the Coalition orchestrated a rally in Portland's Pioneer Square. More than 13,000 timber workers filled the square to overflowing while more than 1,000 log trucks circled the downtown Portland area. While many Portlanders responded favorably to the presence of timber workers with their yellow ribbons and "Jobs, Not Handouts" signs, others expressed resentment that "timber" was bringing "its problem" to Portland.

"Many Portlanders simply do not believe that what happens in the timber industry will have any impact on their lives or Oregon's future," Lang lamented. "It will take time to build understanding."

The Coalition is also reacting well beyond Oregon's borders in the hope of forging alliances with other resource-based industries, including Louisiana shrimp fishermen, West Virginia coal miners, and Texas oil field workers.

"The response has been pretty amazing," Lang says.

"Everywhere we go, people tell us they thought they were all alone in this fight for survival. Out of the mutual realization that we face a common adversary, we are beginning to develop common understanding and a strategy for joining forces."

One of the early elements of this strategy has been introduction of the Community Stability Act of 1990. The Act, which Oregon Congressman Bob Smith is carrying through the committee process, would require the federal government to prepare community economic assessments before drafting management plans for public lands.

OLC board member Evelyn Badger, who helped write the bill, says, "It will do for people what the Endangered Species Act does for animals."

Lang declined to speculate on the Act's chances for passage, but she did say it has already proved to be an excellent networking tool.

"It has provided a chance for rural communities nationwide to unite in demanding that the social price tag - the economic factors - be considered in the development of management plans for public lands and publicly owned natural resources," she said.

Bruce Vincent, who has been the spiritual leader of the timber community movement since its beginnings in 1988, says he believes Congress is just now catching its first glimmer of the problem confronting rural communities in the west.

"When you look at the spotted owl issue and how close our timber communities are to the brink of extinction, you get some idea of how far we have to go to save ourselves," he says. "The press is beginning to pick up on human interest stories involving timber workers who are losing their jobs, their homes, and their life's savings; but for the most part, the press is still preoccupied with easy environmentalism, warm fuzzies and radical preservationists. They still haven't asked any of the hard questions such as: Where is the wood going to come from, or what are the economic and social consequences of the rush to preserve the planet in a fruit jar?"

Vincent, who holds a master's degree in civil engineering, and is a logger by profession, spends a good deal of his time crisscrossing America speaking to groups about what is happening in rural America, and what is happening to "the dirty hands people who built this country by the strength of their backs."

At times he admits he is both disheartened and overwhelmed.

"We have so much to do. Our communities are going to endure great pain before we see much change in America's course heading. We will suffer many, many front line casualties but ultimately, I think, we can win, because there are 5.2 billion people on this planet who want food, clothing, shelter, and a better way of life. They will not be denied." *END*

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## WORDS FROM PAPPY

The Meeting of the Minds is over, but the excitement and enthusiasm continue to keep a smile on my face. This was the Sixth Annual Meeting of the Minds, and it was by far the best ever. There is no way to explain on paper the energy level that is ever present at this event. It absolutely engulfs you. The interacting of rights group leaders from all over the country is something to behold. When you witness all this great talent and dedication together. It renews your faith in America, and makes me completely certain that we will never give up our dedicated fight for freedom and justice.

It never ceases to amaze me that most people just automatically accept what they read or see on the T.V. news as fact. A good example: Mitch Snyder is an advocate for the plight of the homeless, and during a recent speech at Lehigh University he told the student body that there are 3 million homeless in this country, and that 45 homeless people die every minute. Everyone accepted this as a terrible example of how America is falling apart and failing to provide for it's people. However, if you take Mr. Snyder's own figures, and carry them to the logical conclusion by multiplying 45 deaths per minute by 60 minutes per hour, times 24 hours per day, times 7 days per week, you will find that 64,800 homeless people must die every day, and by using Mr. Snyder's figures of 3 million total homeless, this problem will eliminate itself in less than seven weeks. The point is "teach your children to look beyond the obvious." If every rider in this country could convince just one other person that what they read or hear may not be the whole truth, we could change the public perception of who we are.

Do you think we have too much government? Consider this. A gentleman in Santa Monica, California, was fined for putting personal trash in a city trash can. It seems that Santa Monica has a city ordinance that prohibits the "Use of city trash cans for private disposal of trash." This man dropped some junk mail in the trash can on his way to the bus stop, and diligent sanitation workers spotted it in the can and with Kojak type detective work they found the mailing address on the envelopes and tracked this dangerous lawbreaker down and brought him to justice. I wonder what would happen if he took the ticket from the city and threw it in the trash can?

I have designed a new map of America, and it is one continuous area. There are no artificial delineations to separate all the dedicated freedom fighters into separate "states". Did you ever consider that we separate ourselves from those who are doing the same thing we are because they do not live in my State? Who made up the boundaries? I didn't!! Did you?

We have accepted the geographic divisions laid out by someone else as limitations to our activities. It is time for all groups and individuals to start talking to each other, share the pain and accomplishments, share the wisdom and experience that has worked for you. Accept the fact that we are all in this together, and we can accomplish much more as a united group. When it comes to working together for the common good, nothing beats a dedicated united effort. We started this concept this year with "Heartland S.T.E.A.M." in St. Paul, Minnesota. This conference was for Iowa, Wisconsin, Minnesota, South Dakota and North Dakota, with attendees from Montana and Illinois. The concept is to get everyone together in order to exchange ideas and strategies. A.B.A.T.E. of Illinois is having a state convention in Illinois. Come on over and be a part of this. I will have the pleasure of being a part of this convention, along with my friend "Slider Gilmore" and his great two wheel trauma course. A.B.A.T.E. of Iowa is having a state S.T.E.A.M. Conference on November 9 and 10. Travel a little, and learn a lot. I again will consider it an honor to take part in Iowa S.T.E.A.M. accompanied by the new V.P. of the M.R.F., Mayor Richard Schoeninger of Eureka Springs, Arkansas. If you have never heard this man speak you should not pass up this chance. There will be a Western Regional Conference in Salt Lake City in March of 1991, With more information available through the M.R.F. office.

Passing thoughts department: Most of our lives, nothing really wonderful happens. If you cannot enjoy getting up in the morning,

working at something you enjoy, sitting down to eat with family and friends, taking a ride in the country, then chances are that you will not be very happy. If you base your happiness or unhappiness on major events like a great new job, huge amounts of money, a perfect union with someone you care about, or a great trip, you aren't going to be happy much of the time. If on the other hand, happiness depends on a good meal, good friends, health, a good running scooter, flowers in a yard, a cool drink, or a nap, then you are likely to live with a lot more happiness.

Ride forever free, and be real careful out there.  
"Pappy"

## KEEP THE DREAM

**I saw a man who couldn't walk,**

**Sit on a Harley and laugh and talk.**

**Then ride it down a country road. And yet he could not walk alone.**

**I saw a man no legs below, sit on a Harley and make it go.**

**Down open highway and country road, and places he had never been.**

**To sit and stare, wanting to keep the dream.**

**I saw a man who could only crawl,**

**Mount a Harley and sit up tall; then pull in the clutch through degrees of paces,**

**And laugh at the wonder in all our faces.**

**I saw a man born into strife, revving his Harley by the throttle of life.**

**And that same man was heard to say, "Thank you guys for showing me the way."**

- Paul Cheney



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## **MOTORCYCLE FATALITIES WAY DOWN IN OREGON FOR 1990!**

Motorcycle fatalities are way down so far for 1990. Only 22\* motorcycle fatalities have been recorded as of September 30, 1990. This number is down by 14 or 38.88% over the same time period in 1989. If this trend continues throughout the remainder of the year, there will be an estimated 29 motorcycle fatalities in 1990. This will be the fewest motorcycle fatalities on record in Oregon since 1970, when 27\*\* motorcycle fatalities were recorded. 50% of the motorcycle fatalities to date this year have been alcohol and/or drug related.

Motorcycle fatalities went down in Oregon from 74 in 1987 to 47 in 1988, a reduction of 36.49% (The mandatory helmet law took effect June 16, 1988). In 1989, motorcycle fatalities went down to 43 or an 8.51% reduction from 1988.

The thirty eight plus percent reduction in motorcycle fatalities to date this year is remarkable in that historically a thirty percent reduction in motorcycle fatalities in one year usually only occurs when accompanied by a new mandatory helmet law. The reduction in motorcycle fatalities is at least in part due to the efforts of the TEAM OREGON Motorcycle Safety Program's motorcycle rider training program and "Equal Rights, Share the Road" motorist awareness public information campaign.

A new law that went into effect October 3, 1989 requires that all 16, 17 and 18 year olds seeking a motorcycle endorsement on their drivers license must graduate from a TEAM OREGON motorcycle safety course prior to applying for an endorsement with the Oregon Motor Vehicles Division. TEAM OREGON has trained over 1,100 students so far this year. That is up from the 1989 total numbers trained of 632. TEAM OREGON offers motorcycle rider

training programs statewide.

TEAM OREGON has initiated a public information program for motorist awareness of motorcycles in 1990 called, "Equal Rights, Share the Road." Billboards, bus signs, newspaper and radio public service announcements have been seen and heard statewide since March of this year.

Other efforts towards motorcycle safety in Oregon have been initiated by motorcycle groups and organizations to seek motorist awareness of motorcyclists. The Governor's Motorcycle Safety Advisory Committee, BikePAC of Oregon, Inc., A.B.A.T.E. of Oregon, Inc., and other motorcycle groups are all working to make the highways of Oregon safer for motorcyclists and motorists.

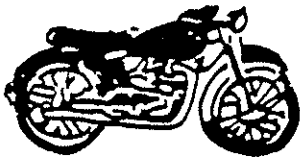
If you are a motorcyclist, please seek training in either the beginning or experienced motorcycle rider training course of the TEAM OREGON Motorcycle Safety Program and share the road with motorists. If you are a motorist, please share the road with motorcyclists. Together we can TEAM up and make our highways safer.

For information on the TEAM OREGON Motorcycle Safety Program courses, call toll free: 1-800-922-2022.

*NOTE: Statistics used for this news release are provided by the Oregon Traffic Safety Commission from Oregon State Police Teletype Reports and \*\*Summary - Oregon Motorcycle Accidents" 01/89-150 from Oregon Motor Vehicles Division. \*All OSP teletype reports for September may not be in by 10/01/90.*

TEAM OREGON is nationally recognized by the Motorcycle Safety Foundation and is sponsored by the Oregon Traffic Safety Commission. TEAM OREGON's goal is to foster and promote quality rider education programs and public information campaigns. TEAM OREGON is funded by a fee on Oregon motorcycle endorsements. *END*

## **\*MOTORCYCLE ACCIDENTS TRAFFIC & LICENSE PROBLEMS**



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A.B.A.T.E. of Oregon's  
FICTION RIDER  
by Pat Gleason

The alarm woke Joe up with a bang. He reached across the bed to the alarm and turned it off. Joe became aware of the security camera watching him as he reached for his helmet. He strapped it on, then let down the sides of his bed so he could get out.

Joe's wife Judy came into the room without her helmet strapped. The security cam caught sight of this and the lights above the cam went off and a voice from the Police warned her that if she didn't conform to National Law 2522, mandatory helmets at all times, she would spend 30 days in jail and pay a \$1,000.00 fine. She immediately strapped on the helmet and the lights went out letting her know that she complied with the law.

Judy said to Joe; "Honey, your decaf coffee is ready. Don't forget to put on your body armor before you walk over to the kitchen. The Police are watching the new camera's that they installed throughout the house real carefully. Don't forget also, that the new anti-swearing law went into effect. You know, the \$300 fine for swearing that I got caught for when I dropped your coffee earlier."

Joe said, "Man, I wish you would learn to watch your damn mouth better!"

The light above the camera went off and the Police loudspeaker in the bedroom said, "That's \$300, Mr. Johnson. Report to Police Station 6 by 2:00 p.m. with \$600 or you will be fined another \$100 for late payment!"

Joe shook his head, feeling the weight of the helmet, and put his body armor on. He walked into the kitchen and sat down to drink his decaf. Judy came into the kitchen and he said to her, "I sure miss my caffeine in the morning out of coffee. I wish our legislators would not have outlawed caffeine. I sure have a hard time waking up in the morning now."

The kitchen cam was watching like a hawk as Joe sipped on his decaf. Judy handed him some toast and he reached for a knife. Suddenly, the cam lights went off and the voice said, "Sharp knife! Sharp knife!" Two seconds later the kitchen door flew open and two Police with dogs and machine guns drawn, burst in and grabbed the knife out of Joe's hand. They gave him a very dull knife (the type that will barely cut butter) and let Joe use that.

The Police looked at Joe and noticed he didn't have his seat belt on. They said, "Mr. Johnson, that's a hundred dollar fine for no seat belt in all chairs whenever you sit."

Joe told Judy to get his money clip. She came back and Joe peeled off a hundred dollar bill and give it to the Police. They smiled and left the house. Joe sat back down in his chair and put the seat belt on. Judy sat in her chair and put her seat belt on and they both finished their coffee.

Joe got finished and he undid his seat belt and went into the bathroom to take a shower. He turned on the shower and took off his body armor (the only time a person is allowed to remove his or her armor, except while sleeping) but he still could not remove his helmet.

Joe climbed into the shower to wash his body. The bathroom cam swung around to the shower to watch him. The Police voice told Joe not to forget to hold onto the mandatory grab rail while in the shower. Joe nodded his head in agreement and grabbed the rail. He got done with the shower, turned the water off and got out to dry himself off.

Joe turned to the camera and said, "My hair is dirty and I want to wash it."

The Police answered, "The official hair washer will be there in two minutes. When she arrives you may take your helmet off and she will keep you safe while you wash your hair in the sink, as per National Law 2523, helmet off only to wash hair with an official hair washer standing by."

Joe turned away from the camera and said sarcastically, "Thanks."

The Police said back to him, "Mr. Johnson, we did not like the way you said that. You are aware that there is a \$50 fine for being sarcastic? This is only your first offense for that, so it will only be \$15.00, payable today by 2:00 p.m. when you pay your other fines."

Joe said, "I apologize. I will be at the station by 2:00 p.m. to pay my fines."

Just then the door opened and the official hair washer came in. Judy showed her where the bathroom was and she went in to help Joe. Joe smiled as he took off his helmet and handed it to the hair washer. She gently set the helmet down and held onto Joe as he leaned over the sink and washed his hair. When he finished, the hair washer handed Joe his towel to dry his hair. After he was done, the hair washer gave him his helmet.

She said to him, "Mr. Johnson, don't forget to strap your helmet within two minutes or you will have to pay half of the thousand dollar fine for not wearing your helmet at all times."

Joe said, "Thanks for reminding me. I have already spent \$715.00 on fines today, so I can't afford any more," as he strapped his helmet on.

She said, "If you are all done I will be going now."

"Yes, I'm done. Thank you for your help," Joe said.

She left and Joe put his body armor on and came out of the bathroom. Judy was in the kitchen finishing the dishes when Joe came in.

He said, "I'm not going to go into work today. I don't feel like getting sick there. I really hate dismantling motorcycles. I wish they weren't outlawed. I could really go for a ride now."

"Ya. I would like to go, also. I miss the wind in my hair and the feeling of freedom. I really want to go for a ride," Judy said as tears started to form in her eyes.

All of the sudden, the doors flew open, lights above the camera's went off, and the Police stormed in. Joe grabbed Judy to protect her. The Police said, "You two are under arrest for violation of National Law 1, dreaming and wanting freedom. Anyone who dreams about the old days of freedom, or wants to have freedom is automatically imprisoned for 10 years."

The Police grabbed Joe and Judy, handcuffed them, and put ankle chains on them and threw them into separate police cars to take them each to separate prisons.

Judy turned to Joe one last time and tearfully said, "I'll miss you. I love you."

Joe also very emotionally said, "I'll miss you, too, and I love you!"

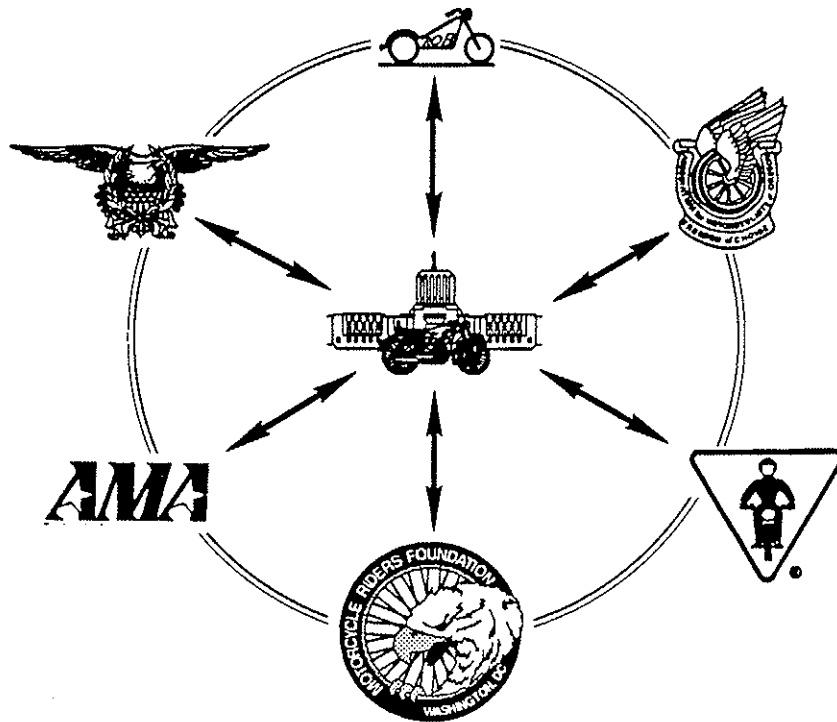
This may have been fiction, but it could become reality if we don't fight for the freedoms that we have now!! *END*



# REPORTS

## The Sixth Annual Meeting of the Minds 1990

*Carlisle, Pennsylvania*  
sponsored by  
*Motorcycle Riders Foundataion*



### OREGON ATTENDEES

*Butch Harbaugh • Teresa Hepker • Brian Stovall*

Sponsored by ABATE of Oregon, Inc., Association for Motorcyclists of Oregon, Inc.,  
and private funds of the individuals attending.

*Single copies of this report available on request: 5224 Cherry Heights Road West, The Dalles, OR 97058  
Please include \$1.00 for copying and postage.*

# An Overview

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October 2, 1990 - Teresa, Butch, and I just got back from the Meeting of the Minds held in Carlisle, Pennsylvania. Great thanks go to the combined efforts of ABATE, AMO, and BikePAC for putting up most of the expense money.

In addition to the usual quality workshop presentations, this Meeting of the Minds also included four events which I feel are of great importance to our political efforts.

First, Alan Isley, the president of the Motorcycle Industry Council, spoke and appeared on a panel discussion. The MIC has long been a supporter of mandatory helmet laws, and no dialogue with the MIC has been developed until this year. Now the door for communication and cooperation is open between the MIC and the MRF. The MIC, while still remaining in favor of mandatory helmet laws, is not pursuing such legislation in any active way. Also, the MIC has begun to help the MRF financially in the promotion of safety media, through a poster contest. The AMA is also involved in this sponsorship.

Second, a representative of the National Highway Traffic Safety Administration, Ron Engle, spoke and was on the discussion panel. While this has no immediate effect on any federal rulemaking, it is the first such contact between NHTSA and the motorcycle rights movement. Through the efforts of our MRF leaders, we are entering the mainstream of political contact necessary for the protection of our rights and the promotion of motorcycle safety. Mr. Engle did state that he would help to iron out the difficulties that some groups have had trying to access federal 402 funds to use for rider education.

Third, the MRF is initiating the development of a system of national networking of rights groups. This project will be usable in both directions. The MRF can use it to rapidly inform activists all over the country of needed actions or important information. In turn, groups in the states can have the same immediate access to help and information from our national lobbyists. Also, significant political activities in the states can be catalogued and assessed on a national level. This method of organization allows the benefits of a cooperative national operation while maintaining the autonomy of separate organizations. This idea fits very nicely with the way we do things here in Oregon with BikePAC and its sponsoring organizations. I have applied for the position from Oregon.

If groups across the country involve themselves in this organizational effort, we will all be on the

road to greater political influence and effectiveness. It was great to see the cohesive effort of the 300+ people attending this conference.

Fourth, we had several meetings during the conference with representatives from various western states to further discuss and plan a Western States Training Conference. The event is set for March 1-3, 1991, in Salt Lake City, Utah. Conference registration will be \$25 in advance, and rooms at the Quality Inn will run about \$45 a night. These costs are comparable to the Meeting of the Minds, but this event is a lot closer. The agenda will include speakers from government and motorcycle rights groups and workshops aimed at anyone who wants to improve their skills as a group member or leader. Workshop topic areas include: organization, fund raising, legislative topics, and more.

Something that happens at the Meeting of the Minds that's really hard to communicate is the tremendous energy and resourcefulness of bikers at work on common goals. This nearly indescribable enthusiasm can be of great value to our struggles here at home. The Western States Conference will be an opportunity for more of Oregon's motorcyclists to share in these feelings and to help bring this energy home to Oregon for the benefit of all of us. I hope many of the members of AMO, ABATE, and BikePAC will begin making plans and setting aside money now to attend this March conference.

Other notable events included the gathering of cash and pledges to pay Pappy Haag for some of his monumental efforts. He has been doing his job on his retirement pay, and gets farther behind each week. Over \$14 thousand was raised at the meeting. Many state organizations contribute support money to the MRF. These range from \$50 to \$12,000, or more annually. Many groups use set amounts per member as a guideline. The work and information that the MRF does is available to all of us, whether we can contribute or not. We, in Oregon have been making use of this for some time now, and need to consider what we can do to support the effort.

A change in one officer position happened when Greg Hardy of Kansas resigned as vice president. His replacement is Mayor Richard Schoeninger (the mayor of Eureka Springs, Arkansas). Mayor Richard is a lively speaker and a dedicated motorcycle activist. I think he is a good choice.

*Brian Stovall*

## MORE MEDIA MYTHS ABOUT GUN CONTROL

**MEDIA MYTH: "The New England Journal of Medicine (NEJM) study comparing gun violence in Seattle, which has relatively lax gun laws, and Vancouver, with strict gun laws, proves that 'gun control' is a primary factor in reducing gun violence."**

**TRUTH:** Challenged by others, the authors of that study said, "The intent of our article was not to evaluate the effect of the 1978 Canadian gun law ..." In fact, the authors failed to note that the homicide rates prior to the 1978 law were comparable to those after the law went into effect. The study - which found that homicide rates were actually higher in Vancouver among the three-fourths of each city's population which is non-Hispanic white - was dismissed by criminologists as garbage. Professor James Wright of Tolane University criticized the NEJM study in a paper called "Guns and Sputter." And Professor Gary Kleck, of Florida State University, said on National Public Radio that "The research was worthless. There isn't a legitimate gun control expert in the country who regarded it as legitimate research. It's the sort of research that never should have seen the light of day."

**MEDIA MYTH: "Stricter 'gun control' laws, including a seven-day 'waiting period,' would significantly reduce wanton acts of violence by madmen like Patrick Purdy, John Hinckley, and Joseph Wesbecker."**

**TRUTH:** In the three well-known cases of John Hinckley, Patrick Purdy, and Joseph Wesbecker, "waiting periods" either did not prevent or would not have prevented these individuals from obtaining firearms. Hinckley was not an adjudicated mental incompetent nor was he a convicted felon. He used a valid Texas driver's license and his residence was listed in the Lubbock, Texas phone directory when he bought two handguns in Texas, more than five months prior to his attack on President Reagan. These purchases were lawful; a police background check of any length would have found nothing to prevent the purchases from being completed.

Following the purchase of the two handguns, multiple purchase forms were filed by the dealer with the Bureau of Alcohol, Tobacco and Firearms (BATF) giving BATF the opportunity to run a check on Hinckley, but that agency would have found no felony convictions or adjudication of mental incompetency. Hinckley had been arrested on October 9, 1980, in Nashville, Tennessee, for attempting to pass through airport security with handguns in his suitcase. Hinckley was checked by law enforcement through the National Crime Information Center (NCIC) and found to be without a criminal history. Information of that arrest and misdemeanor conviction would still have confirmed his eligibility as a nonfelonious Texan.

Hinckley, while charged for weapons possession violations after the attack, was not charged with any violations of the federal firearms laws restricting who can purchase pistols.

Although Patrick Purdy had a lengthy criminal record, Purdy had no felony convictions nor was he an adjudicated mental incompetent. His prior felony arrests were plea-bargained to misdemeanor offenses for which he spent little or no time in jail and was repeatedly placed on probation. In 1987, Purdy was identified as a "danger to himself and others" by the California probation authorities, yet was again placed on probation and set free. Purdy underwent and was cleared through California's 15-day "waiting period" and background check for the purchase of a handgun, and he purchased a semi-auto rifle in Oregon.

Using an alias to purchase firearms in California, like other criminals throughout the country, no criminal record was found, nor did a felony record exist on Purdy himself. As the Attorney General recently informed Congress, even if a perfect identification system existed, criminals can and will evade the law with the use of an alias

and illegally obtained false identification. Had Purdy been convicted and imprisoned on the felonies he was arrested for in 1984, or committed to a mental hospital in 1987, he may not have been free to acquire firearms, legally or illegally, with which to commit murder.

Finally, Joseph Wesbecker purchased a semi-auto imitation of the AK-47 rifle over four months prior to his attack at Standard Gravure Corp., and three other firearms in the preceding two years. All of these purchases were lawful - Wesbecker was a longtime Kentucky resident, had no felony record, and although he was under the care of psychiatrists, he was not an adjudicated mental incompetent. One of the psychiatrists treating Wesbecker had urged him to go to the hospital "because of deterioration" in his condition, "but he (Wesbecker) refused," just days prior to his attack.

**MEDIA MYTH: "Contrary to the claims of the 'gun lobby,' including the NRA, the Second Amendment was intended to provide for a state-controlled militia like the National Guard - not an individual's right to own guns."**

**TRUTH:** The phrase "the right of the people" occurs in the First and Fourth Amendments in the same way as in the Second Amendment. By the same reasoning, in the Second Amendment, the claim "the people" means only "the state" would eliminate the individual liberties of "the people" peaceably to assembly, petition, and be free from unreasonable searches and seizures.

There is no question that the Founding Fathers intended to guarantee the right to keep and bear arms to all American people. A quote from Thomas Jefferson expresses the sentiment regarding the right to keep and bear arms: "No free man shall ever be debarred the use of arms." Our founders felt that each law-abiding citizen could be trusted with the private possession of a firearm. The reason was for defense of one's self, one's family, one's nation, and, if need be, from one's government for the people's liberties.

More recently, a host of judicial scholars, law professors, historians and the U.S. Senate Subcommittee on the Constitution have found that the Second Amendment does indeed protect an individual right. The most recent scholarly discussion on the Second Amendment by Professor Sanford Levinson, in the prestigious Yale Law Journal, further buttressed these previous findings.

A recent Supreme Court ruling further supports the argument for the individual protections of the right to keep and bear arms by stating that "the people protected by the ... Second Amendment ... refers to a class of persons who are part of a national community ..." The same ruling further opines that "the Second Amendment protects the right of the people to keep and bear Arms." (U.S. v. Verdugo-Urquidez, U.S. Supreme Court, Feb. 28, 1990.)

**MEDIA MYTH: "The leaders of the coca-producing countries in South America say that the war on drugs is complicated by the easy availability of high-capacity 'assault-type weapons' purchased in the U.S. and shipped to South America."**

**TRUTH:** The Bureau of Alcohol, Tobacco and Firearms (BATF) actually testified that "what we cannot determine at this time is exactly what proportion of the firearms used by the cartels are U.S. sourced, as opposed to coming from other sources." In fact, BATF characterized the procurement of firearms in the U.S. as "small scale." BATF was asked by the Colombian government to trace 155 firearms on the suspicion that these were U.S. made, just as the Brazilian government would be asked to trace firearms suspected to be of Brazilian origin. BATF found that 135 of the 155 firearms (87 percent) were made in America - including Colt and Smith & Wesson revolvers and pistols. Many of these were sold directly to the Colombian government. International drug trafficking cartels have little need of expensive, semi-auto sporting rifles such as the Colt AR-15, or the Uzi, which are manufactured to the exacting specifications of the BATF and are not easily converted to full automatic firearms.

With millions of full auto firearms - true "assault rifles" - available on the world market, it is absurd to focus on a minute number of

firearms for sale in the U.S. that are lawfully used for target shooting and hunting in the U.S. If the exportation of firearms from the U.S. to Colombia is contrary to national interests, then the State Department could deny required exportation licenses; or Congress could, without the opposition of the NRA, restrict or prohibit some or all firearms exports. Violating Second Amendment rights of law-abiding citizens by banning the manufacture and sale of semi-auto firearms in this country under the guise of attacking criminal violence in Colombia is ludicrous at best.

**MEDIA MYTH: "The law enforcement community overwhelmingly supports stronger 'gun control' laws, including a seven-day 'waiting period' and a ban on the high-capacity magazine 'assault-type weapons,' thereby making our streets safer."**

**TRUTH:** There have been only two recent surveys of law enforcement in America: The National Association of Chiefs of Police, which pooled more than 16,000 law enforcement command officers; and the Police Benevolent Association of Georgia, which polled its 3,000-plus members. Both surveys found that overwhelming numbers of respondents felt that law-abiding citizens should not be restricted from obtaining firearms and that further restrictions on firearms are not an effective means to control crime. Aside from very small organizations - with fewer than 150 "members" - groups headed by politically appointed urban executives that push restrictive "gun control" measures have refused to poll their membership regarding this issue.

**MEDIA MYTH: "Most gun deaths occur among friends and acquaintances - not criminals."**

**TRUTH:** Most gun deaths involve suicides, not friends and acquaintances. Most homicides - whether involving firearms or not - involve person with long histories of violence, usually involving arrest; that is the case among about 70 percent of their victims. As Washington, D.C. recorded tremendous numbers of drug-related killings, Mayor Marion Barry noted that the killers and their victims were all involved in drugs and knew each other; they weren't strangers, but acquaintances - fellow drug-traffickers or users.

**MEDIA MYTH: "Gun deaths among children have increased dramatically in the past five years."**

**TRUTH:** Firearms-related deaths have remained stable during the past 15-20 years, with accidents dramatically down. To further lower levels, firearms safety should be taught in schools, and the amount of violence on television and in the movies which is currently indoctrinating our youth to be violent, should be reduced. In any event, gun laws already restrict children's access to firearms, and it is inappropriate to devise public policy that restricts adults to that which is fit for children.

*[Note: These "Twelve Tall Tales" are published in a booklet by the same name by NRA Institute for Legislative Action (ILA) and are available by request at 1600 Rhode Island Avenue, N.W., Washington, D.C. 20036.]*

END

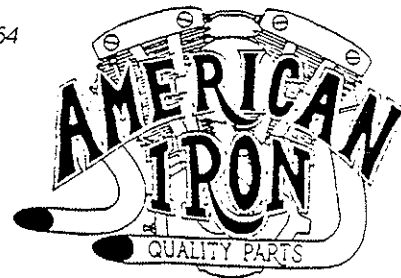
**We stand for freedom. That is our conviction for ourselves; that is our only commitment to others.**

— John F. Kennedy

**Every government degenerates when trusted to the rulers of the people alone. The people themselves therefore are its only safe depositories.**

— Thomas Jefferson

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Michigan Rider

## DISMOUNTED REFUELING - LAW OR POLICY?

Recently a member of BRO Waterloo stopped at the Shell self-serve station on Bridge Street (Waterloo) for gas on his motorcycle. The member pulled up to the pumps, turned the lever on and nothing happened. After flipping the lever again, a voice called out from the store telling him that the attendant could not turn on the pumps until he dismounted from the motorcycle.

As a long time Shell credit card customer, our member feels he was put in an awkward and embarrassing position. He always put the side stand down for safety, but finds filling the tank easier when he can maintain sight of the level while sitting on the bike.

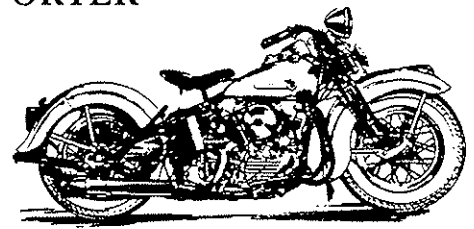
Talking to the attendant, he was told it was a law. He phoned Customer Relations to verify this with them. They stated it was for safety and the law disallowed them from turning on the pumps while the rider was still sitting on the motorcycle. He informed them that he had just come back from a motorcycle trip to the east coast and not once was he told to get off the bike for gas. If it is policy to dismount at Shell stations, then it is our opinion that signs should be posted stating such at the pumps and notices sent to credit card customers. (The member involved in this incident was in his late 40's and an experienced rider.)

BRO Waterloo (via Mary-anne Bernier) proceeded to write to Shell Canada's Territory Manager, D.A. Smith, to receive clarification as to whether this was in fact a law or just Shell's policy regarding refueling of motorcycles. They received their first return communication on November 15, 1989, in which Mr. Smith indicated to BRO members he too was a motorcycle rider. He further stated he was contacting the Fuels Safety - Ontario Ministry, as well as Shell's own Service Quality Training department to receive clarification on this issue and would again respond as soon as said information was made available to him. He stated in his letter, "The safety aspect relates to operation of the gas pump itself - astride the bike - which could in some situations - create a safety hazard, - specifically spills, endangering not only the rider but other customers, the location staff and in some cases the surrounding areas." On December 14, 1989, BRO Waterloo received a second reply from Mr. Smith. He indicated he had received the following from the Fuels Safety - Ontario Ministry - "that dismounting while refueling is not the law; however, it is recommended for the safety of the rider, other customers and the staff at the location." He further indicated that Shell's training people would take steps to advise staff that dismounting was not law, and that the safety aspect will be pointed out politely at the pay point and not through the intercom system.

END

# NEWS FROM THE ROVING REPORTER

by Alan Foster



## WINDY CREEK RUN

August 25-26, 1990

I arranged another ride with Rotten Roger and Angie to get down to Southern Oregon again. Thank you both for sure. The first time I was down there was for the SOS Run and I felt really good in that area. Well, I got that feeling again. Something special about that part of the state for me and when I get it figured out, I'll let you know what it is.

We got to the site Saturday, noonish, and there were about fifty to seventy people setting up camp and whatnot. The long ride made me thirsty, so I hit the beer wagon right away. It sure was cold beer. Bud, I think.

Like I have said before, these runs bring a lot of good people out of the woodwork. I ran into a lot of the folks I met at the SOS Run. Joe, Allen, Dave, Dan and of course my buddy, Tripper and his three wheeler. I also met a bunch more that afternoon. Connie, Sherrie, Ed, Barb, Jackie, and on and on and on. The run coordinators, Julie and Cindy, I met as the day wore on. They had a lot of help from Jack and Rhonda, Vickie, Tim and Marty. Keli and Brian(?) were working the gate for awhile. Doug and crew worked the cook wagon and made some mean cheeseburgers. I had a bunch of pictures from the SOS Run which I passed around. It was Ed's first run, and Barb showed him the different Vee-twins and other pointers about the rides that make them special to us all. She knew her twins.

Bike games were fun as usual, but there was one, Mr. Souza, that dominated. He placed first in the Bike Show, the Plank Race, and the Slow Race. His little "57" Knuckle worked hard that afternoon. Good job there, Joel!!! Dan D. took the Keg Roll. Tim and Cindy took the Weenie Bite event, and Joy and Devin made it to the end in the Balloon Toss and they all had fun doing it, too!

I was soon to learn that Milo, the Rat Bike man placed first in that category. Something he does a lot. It was a helluva rat at that! Everything on but the local watering hole's potty room. The air horn that was mounted on that sucker was loud and mean. It sure did wake up a few people, especially at five in the morning. Who, me??? Jack and Mike presented him with a special award. Something about Milo getting the shaft at another function. He was all smiles when he set his rat eyes on the mini scooter they had welded together. I sure thought it was neat, too. So Milo, "Who loves ya?", down there?!!

The band, "Half-Wild", started at dark and had my feeties moving right off the bat. Gino got the band and I have to say he has good taste in rock-n-roll. Thank you, Gino!!!! There was a number of guest Harp players, and one stuck in my mind the most. Ed, (a different Ed than I've already mentioned) man he was good with his Harp. Since I didn't get to do much dancing at the Summer Run at Mt. Hood, I made up for it with Connie, Jackie and a couple of other sisters. Fine sisters. The band played till about three in the morning and were going to call it a night but there was so many people still in the dancing mood, that a hat was passed around for them and they played another set for us. First time I'd seen anything like that at a run. I'd say that about forty plus people were still up when they finally stopped playing. Thank you Half-Wild!!!

The Tittie Contest was exciting as usual. Shy Maiden won that with Rhonda as the runner up. It was close. My first job at MC. I guess I did okay, as nobody threw anything at me.

Earlier that afternoon, J.D. hit a couple of small deers on the way back from town. He split his lip open and put a few dings and scratches on his scoot, but otherwise he was too stubborn for stitches. I was also told that somebody hit one Friday night, too. So

remember brothers and sisters, besides the cages we have to remember the critters that are out there running loose.

Judy L., a very nice lady, was celebrating her birthday on Saturday. She wouldn't tell me how old she was, but I did get a few of us to sing happy birthday to her. She loved it!!!

Well, Sunday was a mellow day. People packing up to head out, dealing with hangovers and the like. For me and a couple of brothers it started out with a good laugh. I'm not putting the lady down or trying to be mean, but she had an expression on her face that was one of a kind. Started the day out right for sure.

Jack's daughter, Monica, had come up from California and she said she had a real good time partying with us Oregonians. I tried to keep her up here, but she would have nothing to do with it. Oh, Waaah!!!

Another good run down for the Summer. Next one will be Lane County. Thank you Douglas County officers and members for a great weekend. Hope to see you at the up coming runs.

Ride on, ride on, brothers and sisters. Love Ya!!!

## LABOR DAY RUN, HUBERT McBEE PARK

September 1-3, 1990

Well, as most of you know, I have been doing a lot of bumming and hitching rides to most of the runs. Beaver Creek, SOS, Fox Creek, Summer Run, and Windy Creek. I passed out a lot of our Labor Day Run fliers. About eight hundred or so. We had two hundred plus in attendance. I thank you all for coming to the run.

I arrived Thursday evening with Lil' Dave. He hauled the beer wagon up. There were only Lane County officers and members up there at that time. I had planned on staying a short time, but ended up staying all night. I got up early and hitched a ride back to Halsey to finish putting "mine" together. Of all the runs I have been to, I really wanted to have my scoot at this one. I didn't make it back till 11:30 at night and there were quite a few people there already. I stayed up all night and opened the gate at 6:00 a.m. Worked it until noon. A lot of people that I'd met at all the runs went through the gate during those hours and I was real happy to see all those happy faces. Thanks brothers and sisters.

Saturday was a good day. The cook wagon was busy and John, Ann, Archie, Kathy, and crew worked real hard and long to feed all the hungry people. Heard a lot of good words about the food. Virgil and Paul made their own blend of chili each. It was some mean hot stuff.

Roger and Angie had their booth set up right in the middle of all the action. Butch and Cindy were there with the Teepee and the famous hundred mile an hour burrito grill, and a first for a run, the Oregon Veterans Motorcycle Association, with Walt Alleggar at the helm. Butch and Cindy cooked some of the burritos for breakfast with the monies going to BikePAC.

The band, Broadcasters, started playing at 8:30. They sounded really good. More rock-n-roll. I'll never get tired of it, but sometimes I'd like to see a band that has a wide selection of tunes. Next year! The band had plans on playing till 4:00 in the morning, but we ran out of gas for the generator and by the time I found some, most people were out. It was about 1:00 when that happened.

Sunday started out with more of Butch's burritos and Archie's breakfast menu. I missed out on the burritos the first time but I made sure I didn't this time around. I had two of the bad puppies. Good stuff!

The bike games started at noon, with the Slow Race. Ole Kurt from Salem had been taking a lot of heat from me and a few others about kicking his butt, but Gary L. from Lincoln County on his "80" Shovel kicked all of our butts. Then to show us up some more, Steve G. from Junction City won the Plank Race on his Dress Kaw. The Blind Race went to Dan and his damn head umbrella on his "69" Sporty. He kept looking for rain but Mother Nature didn't comply, so I helped her out much to his dismay. He's from the Monmouth area at that and had a mark of 14 inches. Gary had a time of 38:16 and Steve had 3:45. The Apple Drop, which was a fast throw in, was won by Dan and Brenda from Columbia River. She had six for six in two runs at the cups. They were on a "83" Yamaha. The Heemit Toss was taken by John D. from Springfield. We had about 40 entrants in the games so they lasted a long time. The Chicken Man, Tommy P. made good use of that time and had the Barby working hard. We went through 200 pounds of Chicken that day. A few people started to eat early, but Harley put the skids to that idea. He wanted everybody to wait for the rest of the goodies. As it was, I think everybody got a full meal anyway.

While most people were eating and relaxing after the bike games, I started taking donations for the kids coin drop scramble. I got a twelve ounce beer cup full to the rim with very few pennies in it. After I had tossed the coins into the air the kids were under them before any hit the ground. Parents and others were yelling for the kids to go for the coins first. It was great!!!

The bike show got under way about 6:00 with at least 30 to 40 scooters entered. Peoples Choice winner was a "62" Panhead by Larry Y. from Springfield. Best Foreign went to Ken P. on a "63" Triumph. Both of those men are involved with "Rolling Thunder", a mobile Bike Shop. Rat Bike went to a Kaw owned by Tom O. from Junction City. Stock Class went to Gary and his "90" FLSTC. He's

from the S.E. Portland Chapter. The only other flathead that was there besides "mine" belongs to Darin McK. from Salem Chapter. He took the Antique Stock Plaque with his "42" 45.

The band started right at dark and got everybody dancing again. They played till four in the morning, and there was still a lot of people up and dancing. A lot of them stayed up and worked on the beer wagon and just rapping and growing together. I met a couple of ladies that wanted to go up to the Greenwood Falls that were on the park grounds. So I took them up there as soon as it got light enough to walk the deer trails. Man what a trip that was. I'd like to see the legs on those deer that use the trails I had to go on. Monsters! But you see, I had been up a few hours and was in the prime of shape. Ha! Well, we had a good time up there and I took a few pictures. One of the ladies had to drag a log down for a memento. Well, okay. It wasn't such a big chunk of wood. She did carry it down all by herself and she was also eight months pregnant. I tried to be nice but she said no way! My stick, I carry it home. Nice couple of ladies, for sure. Well, anyway, I was so beat that I made a beeline to my tent and passed out. When I did get woke up it was too late and most people were gone (zz's) or heading out. Oh, Waaah!!!

Biker T.V. was there and Gil took a lot of footage throughout the 4 days he was there. Terry the Silver Man and J.D. were busy most of the run selling the goodies they brought. They also had fun with a spinning chair ride over in their area. From what I saw they had a wicked ride going on. Spin on, guys, spin on.

The run ended as easy as it started and on behalf of all members and officers I thank you all for making the Labor Day Run a success. Hope that we can have another good one next year.

The next run this Roving Reporter is going to is up in the Trask River, out of Tillamook. It's a Tri-Chapter function so I hope to see a lot of people up there. Be some. Ride on brothers and sisters, ride on. *END*

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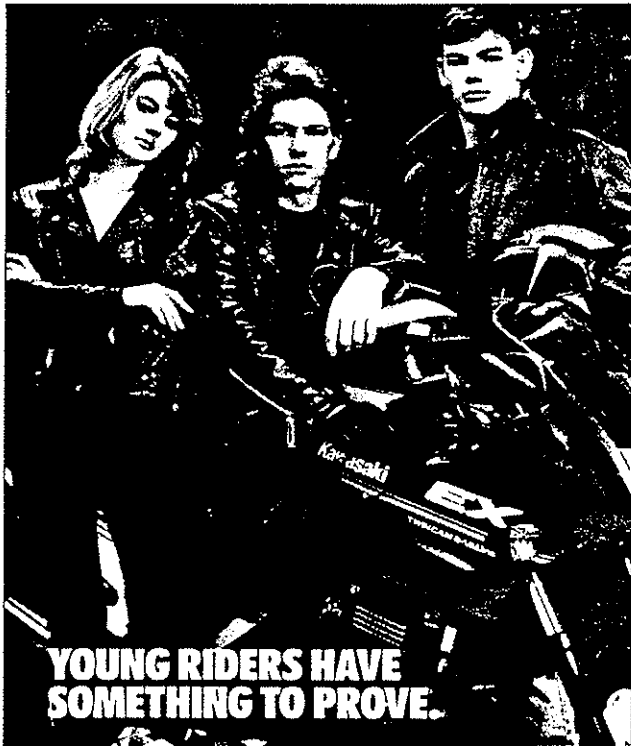
Reprinted from September 1990  
Counterpoint

## EDITORIAL WRATH TURNS INTO A COUNTERSUIT

A newspaperman sued for writing editorials critical of police tactics at an abortion protest "to harass, intimidate and extort a less diligent or softened response" from police has fired back with a lawsuit of his own, charging the police and the town with using frivolous litigation to suppress his speech.

John M. Spear, publisher and editor of the weekly Orange County Post in Washingtonville, NY, wrote an editorial titled, "Northern Rednecks" for his paper in April 1989 accusing the West Hartford, Conn., police of inflicting "torture, physical injury and abuse" on Operation Rescue protesters arrested at the Summit Women's Center West abortion clinic a few days earlier. Two months later, the town of West Hartford filed a civil suit charging the protesters and their supporters, including Spear, with racketeering and extortion.

Though Spear's name was dropped from the suit late last year, he claims the original complaint was an unlawful and malicious effort to discourage him from exercising his First Amendment rights.  
**END**



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Reprinted from September/October 1990  
Philip Morris Magazine

## FORUM COMMUNITY PROPERTY

In many an American town, there is a public lake that is used both by fishermen and water-skiers. Suppose a group of fishermen said that water-skiing is dangerous, and convinced the park board to ban it entirely.

The skiers would feel like second-class citizens - and rightly so. Their sense of comity would wither.

Comity is a word that you don't hear much any more. It means courtesy, tolerance, civility. Like the use of the word, comity itself is beginning to go out of fashion. There is probably no better example of this than the ban on smoking on airplanes.

Some people smoke, some do not and some hate smoking. Since those who hate smoking find sitting with a bunch of smokers unpleasant, the airlines created separate sections. This is a reasonable accommodation in keeping with our national mores about tolerance and diversity.

Zealous anti-smokers were interested not in reasonable accommodation but in forcing us smokers to behave as they want us to behave. They got Congress to pass a law prohibiting smoking on all domestic flights. They even got local authorities to ban smoking between flights at airport terminals.

This is where the issue of comity arises. In our society, we have traditionally relied on the market to apportion goods and services to people based on their choices, and it has served us well. You would expect that, since there is a diversity of opinion and practice about smoking, the airlines would schedule some smoking flights, some nonsmoking flights and perhaps some with smoking and nonsmoking sections. That is how accommodations are assigned when you make a reservation for a motel room.

When it comes to the airlines, however, anti-smokers want it all. They don't only want the right to buy a ticket on a nonsmoking flight, they also want to exclude anyone who does not think and act as they do.

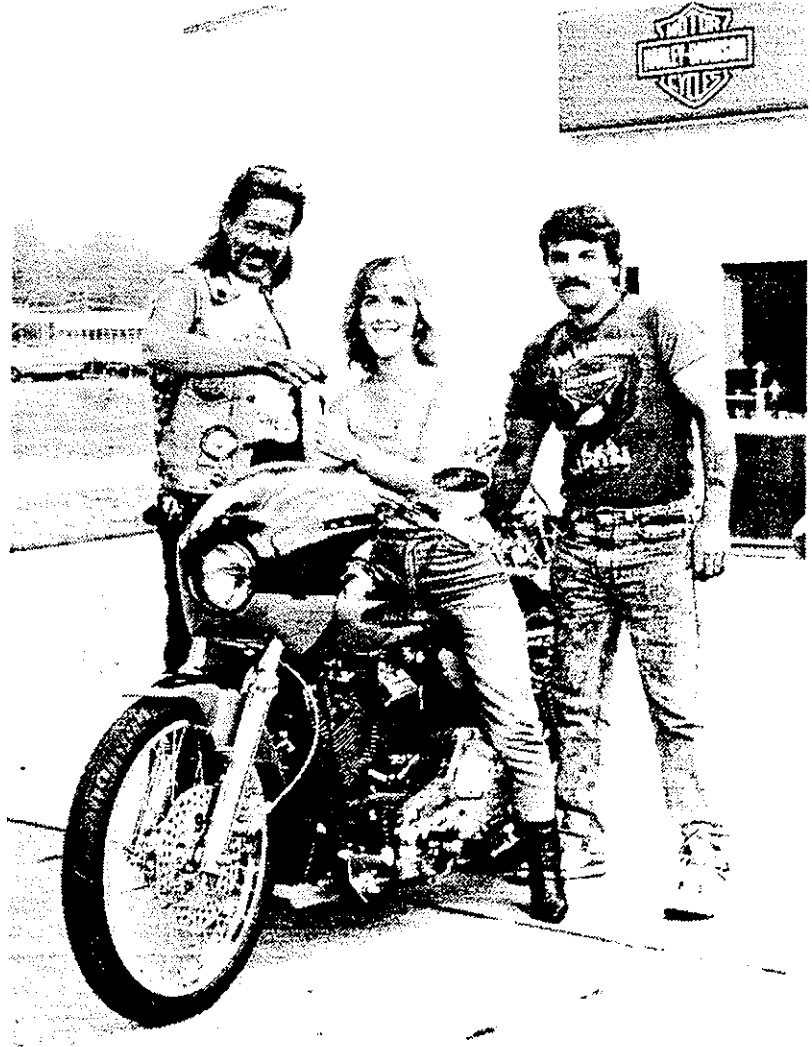
This minority group is using the force of law to accomplish what it cannot achieve by ordinary persuasion or through market demand. This is where the social contract begins to break down.

Every public facility, be it a lake or an airport, needs a consensus of public support. When one faction adopts rules that destroy the sense of comity that is the foundation of our public institutions, the effect is to destroy the institutions themselves.

Lawrence Grey is a judge on the 4th District Court of Appeals in Athens, Ohio. **END**

## Freedom Fighter Finds a Home

Motorcycle Riders Foundation's Freedom Fighter found a home in the Northeast. Katie Carter (center) and her husband Ray (right) accept the keys from MRF Director Bill Gannon of Massachusetts. Katie and Ray are from Lewistown, Maine. The motorcycle customized by Arlen Ness and finished touches by Dave Mann went to live in a state where "Illegitimi Non Carborundum truly exists."



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## **SMOKE SIGNALS KEEPING PUBLIC PLACES PUBLIC**

Legislators in three states have passed measures ensuring that smoking may not be banned in workplaces and/or public places:

A South Carolina law would make smoking areas mandatory in teachers' lounges and state government offices.

A Tennessee law states that if smoking policies are adopted by state offices those agencies must provide at least one indoor smoking area.

In Virginia recent legislation limits local restrictions on workplace smoking; new bans may be imposed only by prior contract or a majority vote of employees.

### **ANTI-SMOKERS DOWN ON THEIR LUCK**

Bob Rusk and Joe Kishmiri took a gamble and lost when they placed their bets on opening a Reno, Nevada, hotel/casino that did not allow smoking. Few high rollers responded positively to the pair's pronouncement that anyone who wanted to smoke in their casino was out of luck.

The two anti-smokers were forced to shut down The Ponderosa last February following a rent dispute. When the owners reopened the restaurant/bar in April, they permitted smoking. They also are allowing smoking in some of the rooms in the recently reopened hotel.

Odds are that Rusk and Kishmiri also will allow smoking in the casino when it reopens.

### **SCIENTISTS DISPUTE DATA**

"The published data do not support the notion that environmental tobacco smoke is a health hazard."

That is "one of the most striking consensus views emanating from this conference," said one of the more than 80 scientists from around the world who gathered at McGill University in Montreal to review the available research on environmental tobacco smoke (ETS). The scientists disputed claims that a conclusive case had been made against "passive smoke," noting that most of the studies attempting to demonstrate a link between ETS and adverse health effects were flawed. They called for better research.

Participants also said that the data show only 2 to 4 percent of indoor air quality complaints in so-called sick buildings are traceable to ETS.

According to one conference organizer, "It appears premature to take any sort of regulatory action at this point."

### **TENNIS STARS RETURN VOLLEY**

A who's who of women's tennis stars have taken issue with U.S. Health and Human Services Secretary Louis Sullivan. When Sullivan slammed tobacco industry sponsorship of sporting events, these champions slammed right back.

"Smoking is something that is legal," said superstar Martina Navratilova. "Just because you play in a BMW tournament doesn't mean you drive one."

"I'm thankful the industry was there when nobody wanted women's tennis," she told The New York Times after a recent victory in the Washington, D.C., Virginia Slims tournament.

Pam Shriver, Navratilova's former doubles partner on the national women's tennis circuit, said athletes are "not asked to endorse any products when they play on the Virginia Slims circuit."

"We're playing tournament tennis, and we're trying to improve

our rankings and win matches and tournaments," she told UPI. "I don't see anything morally wrong with it. It's morally wrong when you double-fault on a break point."

Other tennis notables defending Virginia Slims included Zina Garrison and Billie Jean King, who said that more than 20 years of tobacco industry sponsorship has brought women's tennis "wealth, power and prestige." *END*

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Reprinted from October 1990  
ABATE NEWS, ABATE of Indiana, Inc.

## Kidd's Stuff! KICKING BACK

by Kidd Curry, R.V.

It seems our adversaries are working all possible angles to pass the national helmet legislation.

OSHA has now been convinced to get in the picture. The proposed rule would require all persons operating a motorcycle in the course of business to wear a helmet at all times.

One thing is quite apparent - The Advocates for Highway and Auto Safety don't give a damn about saving the lives of motorcyclists in this country.

They never mention methods being used in states that are reducing fatalities, such as MSF motorcycle safety courses and anti-drunk riding campaigns. The reason for not mentioning these is because they are not easy or quick fixes.

What they don't seem to understand is you can't have a simple solution for a complex problem. Their philosophy seems to be on surviving the accident instead of preventing it. This is apparent with automobiles as well as motorcycles.

It might be that the supporters of the Advocates for Highway and Auto Safety are just using this for a publicity campaign. It's cheap and very effective advertising and it appeals to the emotions of those who would normally not give a damn.

When you look under the covers you actually find the supporters of the Advocates don't have the guts to tackle the issues that could save thousands of lives in this country.

It's time for us to strike back and let these people know their actions are unjust and uncalled for. Anyone using the propaganda tactics that the Nazis used should not be dictating how we live our lives in the U.S.A. One of Hitler's propaganda experts, Paul Joseph Goebbels, said, "Any lie, frequently repeated, will gradually gain acceptance." This is exactly what the Advocates and its supporters are doing.

I urge you to look at the list below of the insurance companies supporting the Helmet Legislation. As you will see State Farm is there again, along with others using our dollar working against us.

If you have insurance with any of these companies, its time to write them and tell them you don't appreciate them dictating how you should ride a motorcycle in this country.

It's time to boycott these companies and cancel policies and hurt them where it hurts the most. If we keep letting them kick us around they will just continue to do so. It's bad enough that we pay them extremely high premium dollars for our bikes, homes and cars, but when they take these same dollars and use them to dictate how we should live our lives, we have to draw the line.

We have the facts and the truth to support all of our claims. We have even taken the initiative to start and run programs that do save lives.

The simple fact is that mandatory helmet laws don't work, and we have the facts to prove it.

It's apparent that the Advocates and their supporters are after cheap publicity that stirs up a lot of emotion on both sides of the fence.

Write your insurance agent and tell him/her how you feel. Make sure they relay the message on up through the company. It's time we stop them from using our own money against us. Keep it free.  
END

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**"NO MATTER WHAT YOU RIDE,  
LET THOSE WHO RIDE DECIDE"**

Reprinted from August 1990  
Heavy Duty Trucking Magazine

## OUR GIRLFRIEND'S BACK ... PREPARE TO BE MALIGNED

Some 13 years ago, the well-meaning President Jimmy Carter appointed a little-known consumer advocate names Joan Claybrook to head the National Highway Traffic Safety Administration. Claybrook, whose tutor was well-known consumer advocate Ralph Nader, took the NHTSA helm square in the middle of the industry-government squabble over antilock brakes on trucks.

She immediately escalated NHTSA's campaign to see that antilock remained a requirement. She had her work cut out for her.

Antilock devices, forced on the industry by government so quickly that adequate research and development had been impossible, were failing in the field. Evidence was mounting that instead of preventing accidents, they were causing them. A lawsuit filed by Paccar American Trucking Associations and the Truck Body & Equipment Association was seeking to disarm the antilock portion of the brake standard by rescinding its stopping distance requirements.

None of that swayed Claybrook. Neither did the fact that antilock was held largely to blame when a big rig rumbled through an intersection and killed four Utah teens. Neither did a Congressional petition asking, like the industry lawsuit, that the stopping distance requirements be rescinded.

A federal court ruling in favor of the industry suit against her agency didn't daunt her, either. Claiming the whole fiasco was because trucking didn't give a hoot about safety, she appealed the case all the way to the Supreme Court, which threw it out. She was then publicly chastised before a Senate hearing for mishandling the situation.

This is a person who, under the banner of concern for her fellow man's safety, misused her power to the point of damaging not only the business community, but the very consumers she claimed to be looking out for.

Millions of dollars went down the tubes in accident costs, junked equipment, legal fees, research and development. Ultimately, the consumer picked up the tab.

Had the bureaucrats not forced those virtually untried systems on the industry, use of antilock would doubtless be far more widespread today than it is. Claybrook played a large role in actually setting back development of the very system she wanted.

I review that bit of history to prepare you for the coming months of abuse you'll be taking from Ms. Claybrook. She's back with a vengeance. And this time she's working for the railroads.

We take you now to a recent Cable News Network Crossfire show for a debate on long combination (doubles and triples) tractor-trailers. On the right, as one might expect, is ATA President Tom Donohue, to defend the combinations' safety and productivity. On the left, to criticize the vehicles, the industry and anything associated with it .... guess who?

She represents Citizens for Reliable and Safe Highways, better known as CRASH - as in truck wreck. CRASH is backed by railroad money and it's campaigning for higher truck taxes and against doubles and triples. It is the ideal platform for Claybrook - who's also president of the Nader group Public Citizen - to settle an old score.

Since she walked away from the shambles of the antilock disaster, the trucking industry has worked with her old agency (on a much friendlier basis) to refine new antilock systems. In addition, brake systems overall have been improved. Safety devices like wide-turn signals, new mirror designs, three-point seat belts, new engine retarder designs and better lighting systems are in widespread use now. We have a new federal commercial driver's

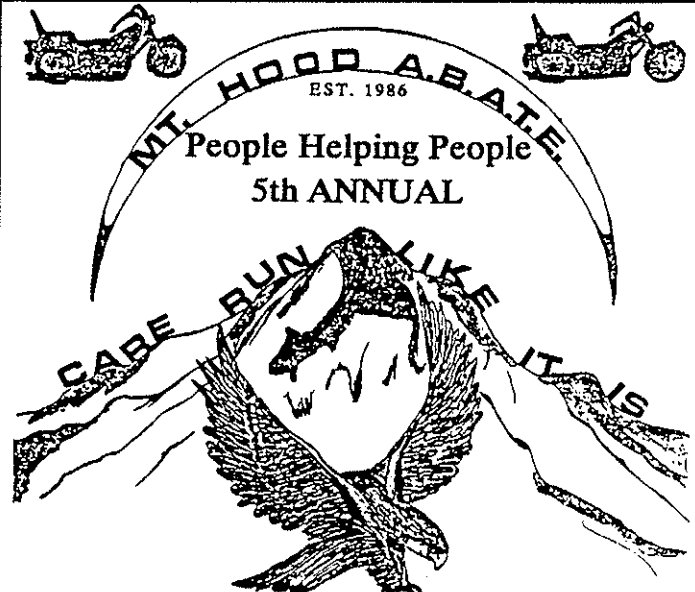
license, drug testing and intensified truck safety inspections.

But don't expect any credit for those things from Claybrook and CRASH. Instead, you can expect statements like this, from her debate with Donohue:

"The trucking industry hasn't offered anything - they've been opposed to safety constantly."

As in the days of the old antilock debate, Claybrook carries her own set of facts; she will not be confused by anyone else's. And, as in those old days, she will not back down from a stand.

Lord help the consumers she thinks she's saving. END



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## IN LIGHT OF CITIES' MAYHEM, BIKERS WEREN'T SO BAD ... FROM THE KANSAS CITY TIMES 8/17/90

by James J. Fisher

STURGIS, SD - As the last of 250,000 motorcyclists prepared to leave here this week, a phrase came to mind that just about sums up public perception of the 50th annual Black Hills Motor Classic, the big daddy of all biker gatherings.

Bad press.

Last Saturday one of the big wire services reported that two rival biker gangs had mixed it up and three people had been arrested. Good Lord! Some big-city newspapers gave that front-page play since apparently nothing like that ever happens in large urban areas.

Earlier, one man was shot to death after pulling a knife. That got headlines, too, as did the seven bikers fatally injured in traffic accidents in and around the Black Hills region.

"Look at the papers," Terry, a biker from Ontario, was saying here last week. "All you read is that the Hell's Angels and other bad guys are in town and that there's going to be trouble. And if they repeat that enough, it'll happen."

But it didn't. Not really. Sure, a guy with a knife is nothing to be sneezed at. But look at any big-city police log on a Saturday night and you'll see more than one man with a knife. Kansas City that same weekend had 10 people shot or stabbed in a 24-hour period. That made the back pages.

And seven people killed in traffic accidents over roughly a 10-day period? The weekend traffic toll in Kansas and Missouri ends up with higher numbers than that.

In fact, what happened here was remarkable. A quarter of a million bikers, most of them scruffy, smelly and greasy (logical, since most had ridden halfway across the country to get here), filled Sturgis, population 5,100, and surrounding small towns. They had a good time for weeks, injected roughly \$60 million into the local economy, then went home.

Sure, they drank a lot of beer. And only the naive would think that no dope was dealt. They shouted obscenities now and then. They parked their bikes on seven blocks of Main Street here as other bikes paraded up and down. They made various lewd suggestions to female bikers, mainly asking them to show parts of their anatomies. Some women complied.

Raunchy? Something Miss Manners would hardly approve of?

Absolutely.

But then, isn't America itself a little raunchy these days? Aren't the limits of seemingly more cultural endeavors - art, music, movies, comedy - being pushed every day? Isn't what's now allegedly trendy also usually outrageous?

Give the biker their due. Some of them - the ones the media concentrate on - have been outrageous for more than 40 years, ever since *Life* magazine's story of a bunch of beer-guzzling bikers invading a California town. That picture essay became the basis for the cult film, "The Wild One."

Now the media flock to Sturgis. Trouble, they think. Good pictures. A small South Dakota town "invaded." One problem. How do you show "invaded" people unhappy as they count fistfuls of money?

There were bikers from every state and a score of foreign countries. There were a tiny percentage of bikers belonging to the so-called gangs, fat and skinny bikers, a lot of bikers over 40 with

gray in their hair and beards, deaf bikers who communicated by signing, bikers with missing limbs and a few now-paraplegic bikers who paraded on Main Street in their wheelchairs. A lot of Vietnam veterans, too. The POW-MIA flag was about as prominent as the American flag.

Still, there were hints of greasy domesticity. Bikers are getting older. Now there are children on bikes, dogs on bikes, back-seat mamas holding onto their old men with one hand, aiming a camcorder with the other, recording memories for winter viewing - probably in a split-level home.

Not surprisingly, the bikers all looked pretty much alike - bandanna around their long hair, beards, sunglasses, black T-shirts, Levi's, boots, wallets on a chain. Biker non-conformity? Maybe on the inside. But in terms of dress they somehow all looked pretty much alike. Just like Hollywood has conditioned them to look.

Still, they were generally nice people. They came for what essentially is theater - a reality, though contrived, that was still more appealing than the workaday reality of many of their lives.

Naturally, the preponderance of bikers were Harley-Davidsons, some new, some vintage, some looking as if it was going to be an effort to make it back home.

"My saddlebags are full of tools and I needed every one just to get here," said Terry, the Canadian biker from Toronto with a decrepit 1974 model. Terry is a commercial plumber. In May and June he was on strike. Then he went back to work for two weeks.

"Then I told my wife I was coming to Sturgis. She said, 'We're broke.' Didn't matter. I came anyway. I had to come. You know how it is." END



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**WASHINGTON COUNTY CHAPTER**

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

**FOR SALE: YAMHILL COUNTY ABATE CHAPTER HAS FIREWOOD FOR SALE**  
 \$50. per cord/Cottonwood  
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**U-PICKUP.** Wood is located at Hwy. 22 and Mill Creek Road, Sheridan. (Just East of Willamina.) For more information and/or arrangements for a pickup time contact: Boyd or Sandy Sharrar, 860-3530 or Longshot, 876-6962  
 (Indefinitely)

**FOR SALE:** Package deal - 1978 Harley Davidson 250 cc and a 1975 Harley Davidson 175 cc, spare engine. 250 runs but needs kick start shaft. All for \$300.00. Ph. 357-3267 eve. or leave msg. on machine.  
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**FOR SALE:** 1980 FLT Custom Pipes, Police style windshield, custom headlight assembly, low miles, blue in color, hard trunk & saddle bags, good running bike. \$5,000 or offer. Call 476-1137 or write to P.O. Box 752, Grants Pass, OR 97526.  
 (1-91)

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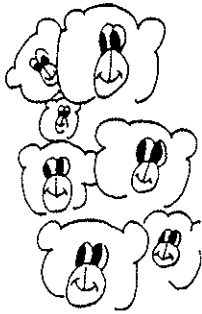
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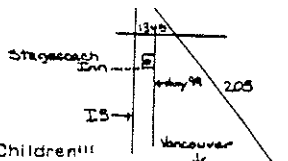
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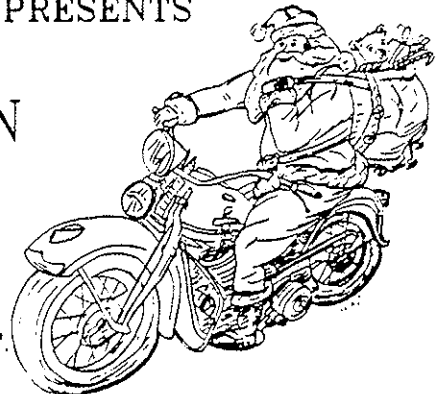


## WASHINGTON COUNTY A.B.A.T.E PRESENTS

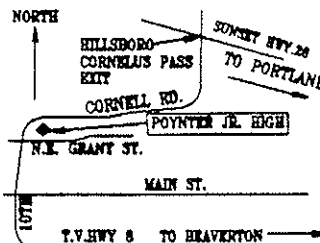
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Reprinted from September 17, 1990  
AMA Government Relations News

## CALIFORNIA GOVERNOR ON THE VERGE OF SEIZING GREEN STICKER FUNDS

In spite of protest by the AMA and other off-highway recreation groups, the California Legislature has taken the first step toward adopting a proposal that could wreak havoc on the state's off-highway vehicle (OHV) fund, better known as the Green Sticker Program. And now, all that remains is for Gov. George Deukmejian to sign the controversial proposal into law.

The threat comes in the form of Assembly Bill 3727. The measure would, among other things, seize \$3 million from the Green Sticker program to help bail out the state's Department of Fish and Game, which is facing a budget deficit because of a decline in the number of fishing and hunting licenses being sold each year.

Originally, the bill had nothing to do with the Green Sticker Fund. Instead, it was introduced in May to increase revenue for Fish and Game. Then, after the measure had already been approved by the Assembly, it was amended in the Senate Appropriations Committee to include a provision requiring the transfer of the funds. The amendment, which was added to the bill in July, also includes a stipulation mandating that the state repay the money with interest by 1993.

After numerous complaints from the AMA's Government Relations Department, AMA's District 36 and 37 affiliates, the California Off-Road Vehicle Association (CORVA) and a host of other off-highway user groups, it appeared OHV enthusiasts had won a reprieve on August 16, when the bill was sent back to the Senate's Natural Resources and Wildlife Committee for further debate.

But the Committee, under pressure from the governor's office, suddenly approved the bill on August 28. Then, in the closing moments of this year's legislative session, the bill was passed by full Senate and the Assembly. And now, it is awaiting the signature of Gov. Deukmejian, who has until October 1 to decide the fate of the OHV fund.

"Since the early 1980s, the state has effectively stolen millions of dollars from the OHV program," said Robert Rasor. "And once again, there is no guarantee that the state will uphold its party of the bargain and reimburse these funds."

According to Eric Lundquist, AMA legislative affairs specialist, in addition to further alienating of state's off-highway enthusiasts, the bill could also have an adverse effect on the environment. "Many people aren't aware that the Green Sticker Program funds a large number of conservation and land rehabilitation projects," says Lundquist. "Ironically, the transfer of the funds to Fish and Game could have the effect of lessening the state's spending on environmental concerns." *END*

Reprinted from September 19, 1990  
AMA Government Relations News

## AMA MEMBERS HIT THE CAMPAIGN TRAIL

Five members of the AMA have thrown their helmets into the political ring this year and are running for state office.

In California, Libertarian Party candidate Arthur Olivier, is seeking a seat in the state's Assembly from the 54th district. Olivier, a resident of Bellflower, has unveiled a political platform that lists battling mandatory helmet laws and land closures as two of its top priorities.

In Illinois, John Lund is hoping to unseat an incumbent in the state's 101st Republican District. Lund, a Decatur motorcycle

dealer, is best known to local riders for his efforts to open public riding areas.

In Maryland, James Harkins is looking forward to a trip to the state capitol in Annapolis. Harkins, a republican from Whiteford, is campaigning for the House of Delegates in district 35-A. Harkins is an avid motorcyclist and teaches ATV and motorcycle training courses in his spare time.

In New Hampshire, Republican Sherm Packard is a candidate for the House of Representatives in the 23rd district. If elected, Packard, an activist for the New Hampshire Motorcyclists Rights Organization who hails from Londonderry, says he would like to serve on the House Transportation Committee.

And in Utah, Jim Billingsley is running for a seat in the House of Representatives from the 27th district as a Libertarian Party candidate. Billingsley, from Salt Lake City, says he decided to get involved in politics so he could help defend the rights of Utah motorcyclists.

In addition to these AMA candidates, Republican Lowell Landowski is running for the U.S. House of Representatives in California's 3rd Congressional District. Landowski, from Sacramento, has served as a staff member of the California Off-Highway Vehicle Recreation Commission for the past nine years, all the while showing support of off-highway recreation use. During that time, he gained insight into OHV planning, as well as experience in environmental and land use issues.

"These candidates have truly demonstrated their dedication to preserving motorcycling in their respective states, and we owe a great deal of gratitude," says Robert Rasor, AMA Vice President of Government Relations. "But more importantly, we owe them our votes on election day." Rasor says that riders should check with their local county election office for voting information. *END*

Reprinted from September 26, 1990  
AMA Government Relations News

## CALIFORNIA DESERT BILL HITS LAST MINUTE SNAG

It appeared that controversial California Senator Alan Cranston had finally managed to get his so-called California Desert Protection Act, better known as S-11, on track and headed toward approval today in the Senate's Energy and Natural Resources Committee. However, the Cranston proposal, which would close millions of acres in the desert to motorized recreation, was stalled when deliberations took place on several unrelated legislative issues.

The desert bill had been scheduled for markup, which is the first voting step in the legislative approval process. But a political stalemate created by bill opponents prevented the committee from reporting the bill. As a result, time ran out on committee members and the last scheduled markup session of the year ended without the bill being heard.

But word has it that the bill isn't dead yet. According to sources close to the AMA, there's a chance that Committee Chairman J. Bennett Johnston (D-Louisiana) may schedule a special markup session on the bill upon returning to Washington on October 10, after campaigning for re-election in his state. It's also possible that the bill could make its way to the Senate floor if Cranston attaches the bill to another piece of legislation that could be given more priority.

But for now, it appears that motorcyclists and other multiple use advocates have dodged yet another bullet. "Obviously, opposition to the bill from motorcyclists, ranchers, miners and California residents has had a visible impact on lawmakers," says Robert Rasor.

Rasor also pointed out that the ongoing crisis in the Middle East has underlined problems in the Cranston bill. "The proposals con-

tained in S-11 would certainly limit the military's training capabilities in the desert," he noted. "This is not just a California issue. We all need to continue writing letters opposing the Cranston bill."

Motorcyclists around the country are urged to contact their senators asking them to oppose the California Desert Protection Act. Send letters to: United States Senate, Washington, D.C. 20510. **END**

Reprinted from September 1990  
AMA Legislative Update

## SENATE TAKES FIRST STEP TOWARD A NATIONWIDE BAN ON ALL RADAR DETECTORS

In what could lead to an outright ban on the use of radar detectors in all motor vehicles, including motorcycles, the U.S. Senate recently passed a \$29 billion transportation bill that includes a provision barring all truckers from using the electronic devices.

The spending bill, which was amended by Sen. Frank Lautenberg (D-NJ), chairman of the Senate's Transportation Appropriations Subcommittee, was approved in August. Lautenberg's last minute amendment directs the Federal Highway Administration (FHWA) to adjust federal motor carrier regulations to ban radar detectors in commercial trucks. If adopted, the radar ban would be implemented within a year. That is, however, unless Transportation Secretary Samuel Skinner decides that a ban would not improve highway safety, a move that is highly unlikely.

The bill has the support of eight so-called safety groups, which have also petitioned the FHWA to institute a radar detector ban. Organizations supporting the proposal include the Insurance Institute for Highway Safety (IIHS), Advocates for Highway and Auto Safety, American Automobile Association, American Trucking Associations, International Association of Chiefs of Police, National Association of Governors' Highway Safety Administration, National Safety Council and Public Citizen.

The impetus for the groups' petition is a recently released study by the IIHS that supposedly links the use of the devices to excessive vehicle speeds. In that study, the IIHS concluded that between 33 and 52 percent of all commercial trucks surveyed in a seven-state area were using radar detectors. However, Janice Lee, president of the Radio Association Defending Airwaves Rights, Inc., says there is no evidence that radar detector use leads to vehicle accidents.

"Radar detectors have been the subject of numerous studies, yet no one has linked radar detector use to accidents or unsafe driving," said Lee. She added that opponents of the ban have no problem with debating the radar detector issue in the legislative arena, but attaching a ban to a spending bill "is nothing but an attempt to circumvent involvement by those who would be most affected by a ban."

The bill would also earmark \$248.7 million for National Highway Traffic Safety Administration programs. That amount is nearly \$6 million more than what the agency had requested and \$14 million more than what was allocated in the House's version of the transportation spending bill, which passed in July.

In addition, next year's section 402 grant program would be funded at the requested level of nearly \$115 million. The section 402 program makes federal funds for motorcycle safety available to state and local governments. The funds can be channeled into five areas: increased rider education, uniform licensing standards, alcohol awareness, improved accident data collection, and motorist awareness programs. These elements make up the comprehensive approach to motorcycle safety that the AMA supports.

The transportation appropriations bill, designated as H.R. 5229, now goes before a joint House/Senate conference committee, which will meet sometime after September 10. **END**

Reprinted from September 1990  
AMA Legislative Update

## HAWAII ADOPTS INSURANCE BINDER LAW

A bill has been signed into law in Hawaii that authorizes insurance companies to issue temporary liability insurance binders to riders who possess learner's permits, but have not been able to enroll in or complete an approved motorcycle education course. Previously, riders were required to pass a training course approved by the state and obtain a valid motorcycle license (or a valid learner's permit) before they could purchase motorcycle liability insurance. The new law, which went into effect on June 25, allows insurance companies to issue a temporary binder for up to 90 days providing that riders show proof that they have attempted to enroll in a training course. **END**

Reprinted from September 1990  
AMA Legislative Update

## MILITARY MOTORCYCLE DEATHS PLUMMET

Motorcycle casualties involving U.S. Air Force personnel were cut in half between 1988 and 1989, reports the Motorcycle Safety Foundation (MSF). During that time, the number of motorcycle deaths dropped 52 percent and motorcycle-related injuries plummeted 71 percent. In comparison, the number of motorcycle related fatalities across the country dropped 14 percent from 1988 to 1989. So what has caused this dramatic improvement in motorcycle safety among Air Force personnel? Master Sergeant Chuck Wilkes, manager of the Air Force motorcycle safety program, says that proper training is the single most important factor in the decline of mishaps. In recognition, the MSF honored the Air Force with the 1989 Outstanding Military Achievement Award. **END**

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

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



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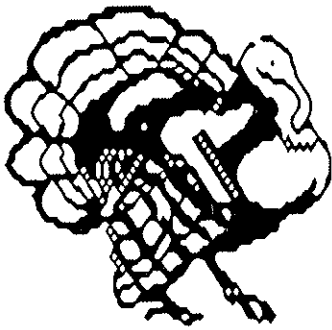
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### Chapter Meeting – Where & When

1st SUNDAY	LANE COUNTY	12 Noon at Round Table Pizza, 6th Street, Eugene.
1st & 3rd SUNDAYS	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	JACKSON COUNTY	1st Sun. - 11 am, Angelo's Pizza, Phoenix, Oregon. Call Pete Karpa at 776-4558 or Paul Warrender at 772-7344.
		3rd Sun. - Poker Run.
	NORTH COAST ABATE	12 Noon, The Bayside Gardens, Nehalem.
2nd & 4th SUNDAYS	S.E. PORTLAND	12 Noon, The Pizza Baron, S.E. 122nd & Division, Portland.
2nd SUNDAY	JOSEPHINE COUNTY	11 am, Angelo's Pizza, 263 Rogue River Hwy., Grants Pass.
2nd & 4th MONDAYS	YAMHILL COUNTY	3 pm, Dominico's, 2223 McDaniel Lane, McMinnville.
	SALEM	7 pm, Casey's Pizza, 4500 S. Commerical. Call 585-6518 or 585-3897 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Sunshine Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Gino's Pizza, N.E. 108th & Halsey, Portland.
3rd WEDNESDAYS	LANE COUNTY	7 pm, Round Table Pizza, 6th Street, Eugene.
2nd & 4th WEDNESDAYS	COLUMBIA RIVER	7:30 pm, U & I Tavern, 6910 N. Interstate, Portland
1st & 3rd THURSDAYS	MT. HOOD	7:30 pm, T.J.'s Lounge & Restaurant, 39024 Proctor Blvd., Sandy. Call 668-4979 for info.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.